



CITY OF TUKWILA COMPREHENSIVE PLAN





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PREFACE

The elements of this Comprehensive Plan address every aspect of the community – social, economic, and environmental. Each element consists of goals, policies, and implementation policies.

- Goals are broad statements of community aspiration related to an element
- Policies are specific statements of the community’s position on particular issues to guide land use review, development decisions, and operational programs that will be pursued in achieving goals
- Implementation strategies are representative approaches to policy implementation aimed at achieving goals

Readers and users of this Comprehensive Plan should bear in mind four important points:

- The policies articulated in the Plan are the foundation for decision making and represent the City’s official position.
- A better understanding of the intent of the goals and policies presented here may be gained by reviewing the preliminary information available in the background reports prepared during the course of Plan development. Links and references are included in this document.
- It should be borne in mind that policies are not applied in isolation but weighed in relation to other relevant policies and considered in the context of the goal they are intended to achieve.
- Implementation Strategies noted throughout the Plan are not exhaustive. In addition to those strategies listed, other strategies may be used in the future.

INTRODUCTION

The history of what is now the City of Tukwila is the story of the native people and settlers who stopped beside the river, traded, fished, built homes, farmed the land, and worked to create a supportive community. It is the story of how these early settlers envisioned the prosperous community we enjoy today and began laying the groundwork for our place in the region. It is the chronology of Tukwila’s willingness to grow and to change with the times, while diligently keeping those strong community values that make the City a real home town.

The demographic and economic changes that have shaped our country, our region and our neighboring cities have also changed Tukwila in the twenty years since we first adopted this Comprehensive Plan in 1995. Tukwila continues to be enlivened by an influx of people from around the world who have added their languages and traditions to our cultural landscape. This 2015 version of the Plan continues the original vision while reflecting our shifting circumstances and aspirations for the future.

WHY PLAN?

Tukwila’s future is built on yesterday and today. This Comprehensive Plan is for all of our people, including residents, business community and visitors. People need a safe and secure place to live, an economy that provides jobs, ways to get around, schools and recreational opportunities. It is the local government’s responsibility to provide public services and facilities, develop policies, and adopt regulations to guide the growth of a city that meets the needs of its people both now and in the future.

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a broad statement of community goals and policies that direct the orderly and coordinated physical development of a city into the future. It reflects current community goals and needs, anticipates change, and provides specific guidance for future legislative and administrative actions. It reflects the results of public involvement, technical analysis, and the judgment of decision makers.

The goals, policies and maps of this Comprehensive Plan provide the guide for designating the use of land, implementing flexible regulations, investing in infrastructure, and developing programs and services.

GROWTH MANAGEMENT ACT

Washington State’s Growth Management Act (GMA) of 1990 and 1991 provides a managed framework for growth and development throughout the State. Among other things, it mandates that fast-growing counties and cities must develop and maintain a comprehensive plan – covering the subsequent 20 years – that incorporates a number of specific elements. A major emphasis of the GMA is the coordination and consistency of local, regional and State planning efforts. This includes consistency with adopted multi-county planning policies, including VISION 2040, and Countywide planning policies.

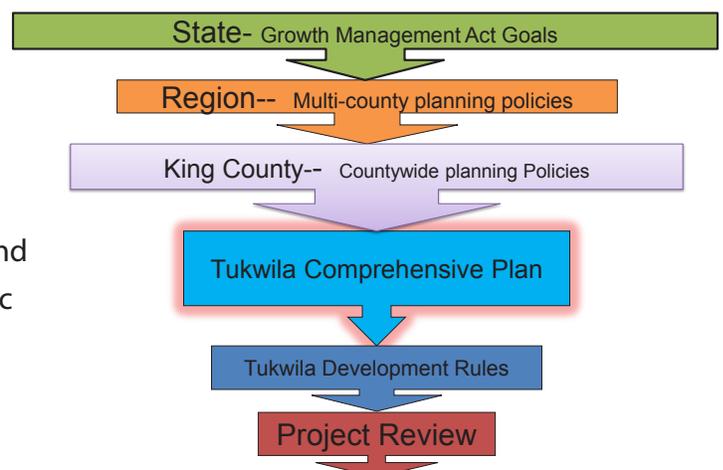
Tukwila is located within King County. The King County Growth Management Planning Council (GMPC) has adopted a series of Countywide planning policies that provide guidelines and lay down requirements for cities within the County in implementing the Growth Management Act mandates. These requirements include:

- Providing a fair share of housing through investment in needed infrastructure and land use regulation.
- Identifying Urban Growth Areas that can accommodate at least 20 years of new population and employment and, where appropriate, Urban Centers of concentrated population and employment within them.
- Determining potential annexation areas consistent with the Urban Growth Areas.
- Identifying, establishing and protecting open space corridors of regional significance.

The GMPC also adopted policies regarding the incorporation of Manufacturing/Industrial Center developments into the comprehensive plans to ensure future maintenance of the existing quality of life and the environment.

Tukwila’s Comprehensive Plan, however, is more than a response to the mandate expressed in the Growth Management Act, multi-county policies and the King County policies implementing it regionally. It is an essential tool and guide to the preservation and enhancement of Tukwila’s long-term economic growth and community viability and identity. It expresses the vision of the community and how that vision may be realized.

GMA BASICS: PLANNING PYRAMID



WHAT'S IN THE PLAN?

This Comprehensive Plan is designed to be a readable, functional document that will guide Tukwila's development for the next 20 years. This Comprehensive Plan has the dual responsibility to meet the goals and needs of Tukwila's current and future residents and the fulfillment of its regional responsibilities in growth management.

PLAN OBJECTIVES

A glance at Tukwila's Comprehensive Plan will reveal that it touches on every aspect of community life and development – from the character of neighborhoods and standards of urban design, to the development of vibrant centers of economic life and the revitalization of residential areas. The Plan's essential function is to serve the residents and business community by providing guidelines for a safe, livable, economically viable community with which they are proud to identify. The Plan will provide a framework allowing Tukwila to respond dynamically to the changes that are inevitable over the immediate long term.

The Plan is organized into several chapters – or elements – with goals and policies for each element. These are the planning guidelines and criteria that set the direction and substance of the community's future development, while maintaining the flexibility to adjust to changing circumstances.

All of these elements, goals and policies contribute to the implementation of the Plan's following four major objectives, which are listed in priority order:

1. To improve and sustain residential neighborhood quality and livability.
2. To redevelop and reinvigorate the Tukwila International Boulevard District both economically and residentially.
3. To redevelop and reinvigorate the industrial uses in the Manufacturing/Industrial Center along East Marginal Way.
4. To further develop a thriving Urban Center as a true regional concentration of employment, housing, shopping and recreational opportunities.

COMPREHENSIVE PLAN ELEMENTS

Comprehensive plans are required by the GMA in RCW 36.70a.070 to address specific required issues, or “elements.” In addition, a city may include other elements as local needs and goals dictate. Tukwila’s Comprehensive Plan, which looks ahead over the next 20 years, is made up of 15 primary elements, five of which are land use components. These include the required GMA elements:

- *Housing*
- *Utilities*
- *Transportation*
- *Capital Facilities*
- *Economic Development*
- *Parks, Recreation and Open Space*
- *Land Use (divided into 5 separate elements) including:*
 - *Residential Neighborhoods*
 - *Tukwila International Boulevard District*
 - *Tukwila South*
 - *Southcenter - Tukwila Urban Center and*
 - *Manufacturing/Industrial Center*

Tukwila’s Comprehensive Plan also includes the following optional elements identified as important to this community:

- *Community Image and Identity*
- *Shoreline*
- *Natural Environment*
- *Roles and Responsibilities*

ROLES AND RESPONSIBILITIES

During the 2015 Comprehensive Plan update, the introductory “Obstacles to Plan Achievement” section, as well as optional “Annexation” and “Maintenance of the Plan” elements, were deleted since they have been accomplished or are covered in other parts of the Plan. The issues discussed in “Obstacles to Plan Achievement” have been addressed in a positive and action-oriented manner through policies and strategies in the “Community Image and Identity” and “Roles and Responsibilities” elements. Proposed annexations have been largely accomplished, and remaining annexation-related issues are addressed through policies in the “Community Image and Identity” and “Tukwila South” elements. Policies that pertain to revising and updating the Comprehensive Plan have been codified in Tukwila Municipal Code Chapter 18.80.

A foundational component of the Growth Management Act and comprehensive planning is the land use element and the designation of the proposed general location and extent of the uses of land. Tukwila’s entire land area is shown on the Comprehensive Land Use Map, where future land use is designated and formulated to accommodate the building intensities and the future population targets for the City.

The basic public right for clean water is a Washington State goal for land use planning. There is no public potable ground water supply within Tukwila for any of the three water providers. An emphasis on improved surface water management means that a greater part of the land area, both public and private, must be preserved for drainage, flooding, and storm water run-off. Policies for guiding corrective actions to mitigate and cleanse discharges that pollute waters of the State, and for Tukwila that means waters entering the Duwamish River and Puget Sound, are included in policies throughout many different elements of this Plan.

Clean air and a healthy public are another fundamental Washington State goal that is inherent in our land use planning. The City is expected to utilize urban planning approaches that promote physical activity and health as well as minimize single occupant vehicular trips, which lead to transportation congestion, poor air quality and lost economic efficiency.

Tukwila will plan capital improvements and services to achieve its vision and goals, with sufficient zoned capacity for accommodating growth targets in housing and employment through the planning period.

Contextual information that supports the Comprehensive Plan is found in background reports for each of the elements. These reports and other references are listed in the Related Information section at the back of each element.

COMPREHENSIVE PLAN MAP

The Growth Management Act also requires comprehensive plans to contain a future land use map. Tukwila's Comprehensive Land Use Map meets State requirements to identify locations of the following land uses: housing, commerce, industry, recreation, open space, public utilities, and public facilities. Based on inventories, the Countywide Plan and public input, it was deemed unnecessary for Tukwila to provide for agricultural lands or natural resource lands. The Comprehensive Land Use Map is contained at the back of this document; larger maps are available at the City of Tukwila Department of Community Development and online.

HOW WAS THE PLAN DEVELOPED?

In 1992, “Tukwila Tomorrow” – a 17-member advisory committee composed of residents, business representatives and property owners – began to work with ideas gathered from the earlier “Vision Tukwila” community visioning process. The community vision and ideas for achieving it were discussed with the Planning Commission and City Council. Based on these discussions, which suggested format and policy language, the Committee’s ideas were refined into the basis of the Comprehensive Plan.

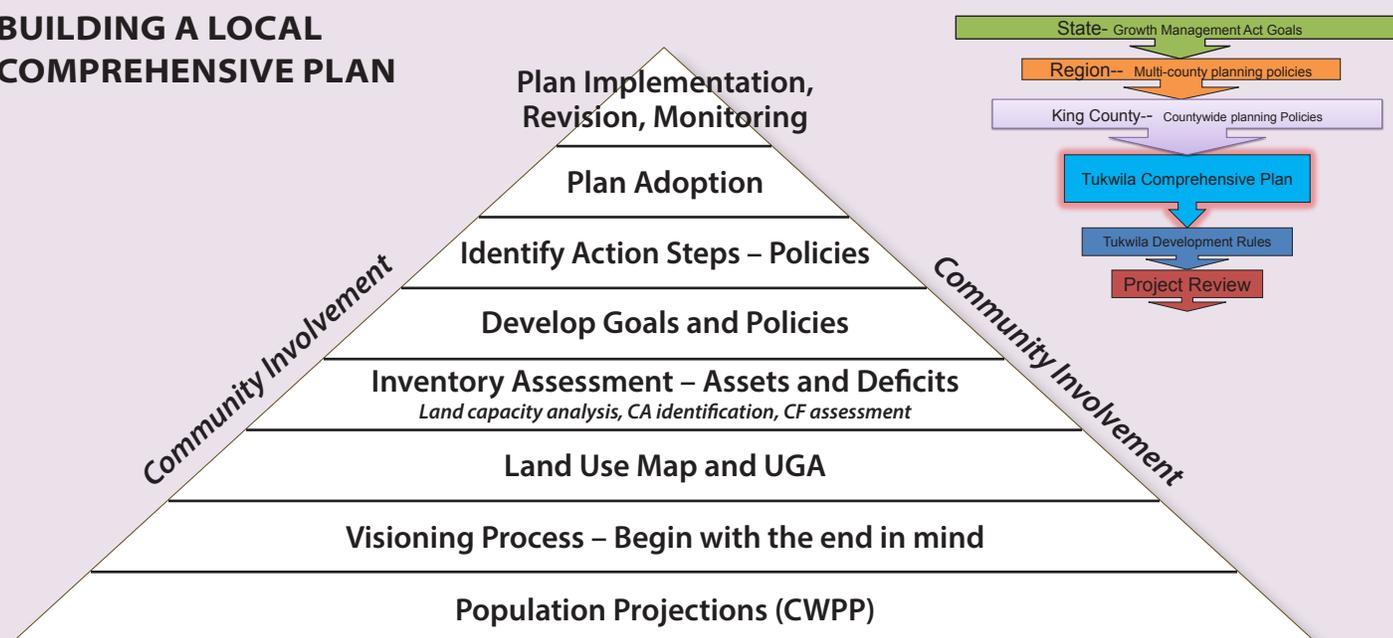
The Plan has been kept current with specific annual updates, as well as through a more comprehensive review in 2004 and in a phased review from 2011 through 2015.

The City developed a strategic plan in 2012 that provided a process for moving from the long-range (10- to 20-year) goals and objectives of the Comprehensive Plan to more specific short-term initiatives and actions. The strategic process examined:

Where are we now?

- Who makes up our community and how is our population changing?
- What are our major businesses and our role in the regional economy?
- What are our greatest strengths and challenges?

BUILDING A LOCAL COMPREHENSIVE PLAN



Where do we want to go?

- What is our vision for the future of Tukwila?
- What do we want our community to be like in the future?

How do we get there?

- What actions and investments are necessary to make our vision a reality?
- What timeline is feasible for accomplishing our goals and priorities?
- How can we best serve the needs of our diverse community, including residents, businesses and visitors?

The City's adopted Strategic Plan established a Vision for the future of Tukwila – ***The City of Opportunity, the Community of Choice*** – and five aspirational goals:

Goal One: A Community of Inviting Neighborhoods & Vibrant Business Districts

Goal Two: A Solid Foundation for All Tukwila Residents

Goal Three: A Diverse & Regionally Competitive Economy

Goal Four: A High-Performing & Effective Organization

Goal Five: A Positive Community Identity & Image

These strategic goals are guiding the update of the Comprehensive Plan.

HOW WAS THE PUBLIC INVOLVED?

Over the years the City has reached out to all residents, employees and property owners in Tukwila about the Comprehensive Plan process, and encouraged them to participate. A variety of approaches have been used including all-city mailings, the *Hazelnut* newsletter, notice boards, articles in the *Tukwila Reporter*, and information posted to the City website.

For some topics we have formed advisory committees with residents, businesses and other stakeholders to provide guidance on new policy directions.

During the 2015 update we explored new approaches including training community liaisons to reach out to different language groups for conducting surveys and holding “Community Conversations” meetings in multiple languages. We provided information about the Comprehensive Plan at various community events.

VISION

The goals set forth in this Comprehensive Plan are specific and definable accomplishments that express our vision of Tukwila and the community we contemplate for the future. This vision derives from our core values – respect for the past and present, compassion and support for individuals and families, pride of place, and quality opportunities for working, living and community involvement.

RESPECT FOR THE PAST AND PRESENT

TUKWILA WAS AND WILL CONTINUE AS A REGIONAL CROSSROADS

Tukwila will continue to be at a strategic crossroads, given its central location and convenient access to many modes of transportation. First the Duwamish River, then the Interurban railroad, and later major highways have provided transportation access – first for native Americans drawn to the river’s fish, then for 19th- and early 20th-century immigrants who harvested the timber and established farms, and now for people who conduct business, shop, visit or live in this urban area.

New methods of transportation such as Link Light Rail and bus rapid transit are important attractors for new investment and should serve our residents while connecting local and regional travelers and the region.

WE HONOR THE PAST AS WE MOVE TOWARD THE FUTURE

Our present institutions and housing, businesses and public infrastructure facilities have resulted from the efforts of many people to pursue their individual and collective dreams. We honor this past and seek to preserve and enhance our community and environment by dreaming, planning, and investing in our future. We support cultural preservation programs and activities that draw on the strengths of long-term residents and families who provide a direct connection with the past.



COMPASSION AND SUPPORT FOR INDIVIDUALS AND FAMILIES

WE SUPPORT OUR RESIDENTS

We seek to maintain each neighborhood fairly and equitably so that individuals and families can thrive and reach out to their neighbors. We value the diversity of our residents. We attempt to protect our residents from crime, accidents and illness. We encourage home ownership, and support both owners and renters in maintaining and improving their homes. We cooperate with residents to improve neighborhood infrastructure. We encourage neighborhood pride and interaction.

WE SUPPORT OUR FAMILIES

We support our families so they can thrive as caretakers for all family members, including elders. We encourage their efforts to be self-supporting, engaged, responsible members of our community.

WE SUPPORT OUR CHILDREN

Our children are our future. We honor them. We protect them from harmful influences and will provide educational, recreational and other opportunities that enable them to become healthy, educated, responsible adults.



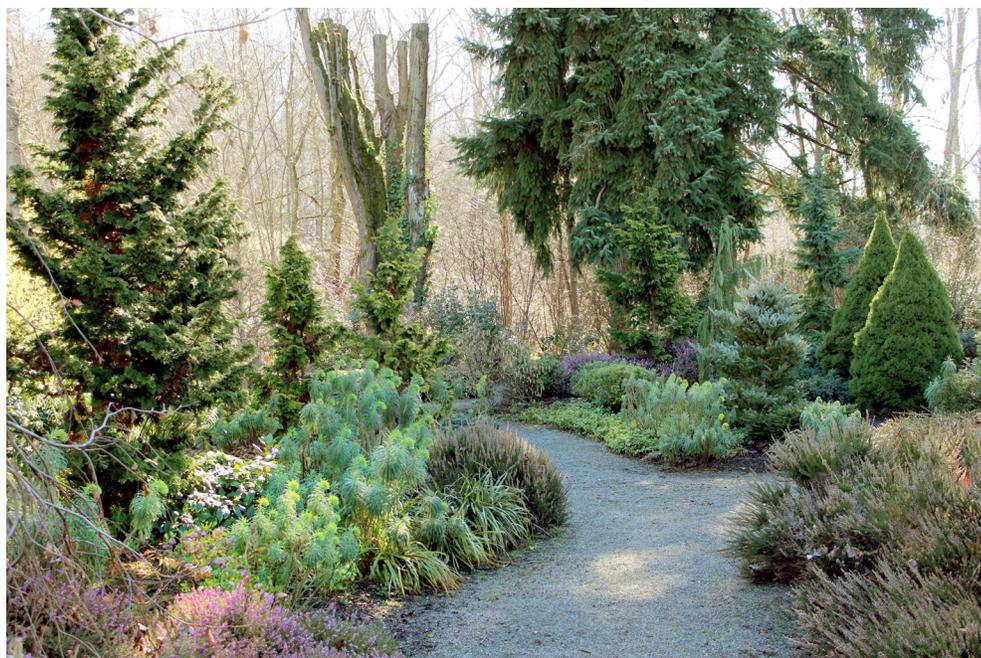
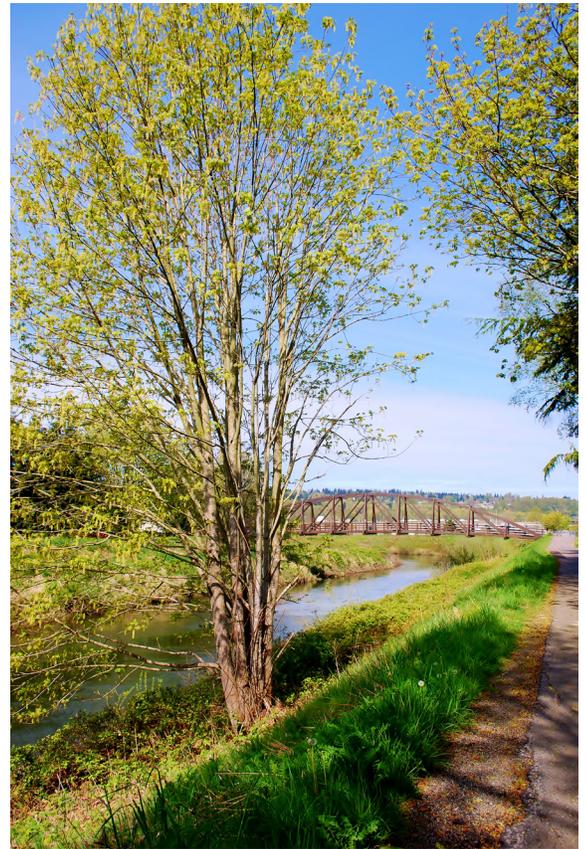
PRIDE OF PLACE

WE VALUE OUR ENVIRONMENT

We seek to enable our residents to appreciate, participate in and enjoy the many benefits of a healthy, thriving natural environment. We seek to protect our shoreline, streams, other natural amenities such as trees, and our historical landmarks.

WE APPRECIATE OUR SURROUNDINGS

Each distinctive residential neighborhood, commercial area, and manufacturing area contributes to our wholesome living and working experience. We seek to create a natural environment, a physical infrastructure, and a community image that prompts people to respect and care for each other and which attracts newcomers to live, do business, shop in, visit and enjoy the special features of the City. People who arrive here want to stay here and invest their time and resources in making the community a better place.



QUALITY OPPORTUNITIES FOR WORKING, LIVING, AND COMMUNITY INVOLVEMENT

THRIVING AND RESPONSIBLE BUSINESSES

We support a stable, thriving economy that provides quality work experiences and income, and generates revenue for public services. We cooperate with our business community and seek new businesses by supporting their development and necessary infrastructure. In return, we expect them to maintain high standards and participate in attaining our community vision.

RESPONSIVE GOVERNMENT THAT RESPECTS INDIVIDUAL RIGHTS

We value all our residents. We respect the rights of our residents, workers, property owners and visitors to pursue their individual and collective visions, provided that their actions respect the same rights of others. We strive to limit government regulations to those necessary to protect the rights of present and future generations and achieve our community goals. We encourage all members of the community to become actively involved in community affairs, and we provide opportunities for participation in the decisions that affect them.

WE SEEK TO PROVIDE OPPORTUNITIES FOR RESIDENTS

We believe that while individuals bear primary responsibility for themselves, their communities perform a vital role in providing a positive environment, support and growth opportunities. We believe that many opportunities and services are best provided by non-profits, private businesses and voluntary organizations. We encourage these efforts, partner with organizations that help meet the basic needs of our residents and support Tukwila's active spirit of volunteerism. We encourage the social and civic engagement of all community residents who are a tremendous resource and have much to contribute.



We pay special attention to those whose opportunities are limited by circumstances they cannot control, and use our limited resources to develop a solid foundation for all Tukwila residents.



CHAPTER ONE COMMUNITY IMAGE AND IDENTITY

TUKWILA COMPREHENSIVE PLAN



COMMUNITY IMAGE AND IDENTITY

WHAT YOU WILL FIND IN THIS CHAPTER:

- A basic framework that celebrates Tukwila’s history, builds on its diversity and fosters civic engagement while accommodating growth that furthers the community’s vision;
- A discussion of issues that shape Tukwila’s image and identity as experienced by Tukwila’s citizens, businesses and visitors, and perceived by those outside the community;
- Goals and policies for promoting a positive community character and identity; and
- Goals and policies to encourage healthy living choices.

PURPOSE

The Community Image and Identity element establishes a framework that celebrates our history and environment – such as views of Mt. Rainier, the Cascades and the Green/Duwamish River system, builds upon our diversity and fosters civic engagement, while accommodating growth in a way that furthers the community’s vision. The goals and policies of this element are intended to enhance the overall Community Image and Identity to which every element of the Plan contributes in some degree. The citizens of Tukwila have expressed a strong interest in strengthening this identity and image through the original Vision Tukwila and Tukwila Tomorrow processes in the 1990s and the recent strategic planning process and Community Conversations. The strategic planning process culminated in the approval by the City Council of the City of Tukwila Strategic Plan 2012 (Strategic Plan). The goal and policy recommendations in this chapter reflect this interest in promoting a positive community character and identity. They are based on the image of the community as seen not only by the citizens of Tukwila, but also by visitors and those who come here to work.

With little available vacant land other than the Tukwila South subarea, much of Tukwila’s future residential population growth will occur in mixed use commercial areas. Ensuring that these increasingly dense areas are vibrant, attractive places to put down roots is key to achieving Citywide goals. As Tukwila transitions from being a suburban community to a more urban place, the importance of well-designed commercial and multifamily spaces is recognized. The value of preserving and celebrating the area’s diverse cultural and historical heritage is also broadly appreciated.

ISSUES

Tukwila is an economically and geographically unique community. It has a large proportion and expanse of commercial and industrial activity compared to the amount of residential development. It is divided into distinct areas by freeways and crisscrossing arterials, with the Green/Duwamish River winding throughout the entire length of the City. The hillsides and valleys in the area further split the City into numerous, almost disconnected segments. Local streets and major arterials do not follow a predictable grid pattern. Large industrial and commercial developments, together with associated parking, tend to dominate the City's landscape when seen from freeways and major arterials. This persists as the overall image of the City despite the community's many areas of quiet residential streets and abundant vegetation. This geology also contributes to a sense of fracture between neighborhoods, resulting in the challenge of developing solutions that serve all the residents.

Spectacular views of Mount Rainier, the Cascade Mountains and even the Seattle skyline are available from many hillsides around the City. In addition, numerous streets run along the hillsides and afford sweeping vistas of land and greenery. And finally, the Green/Duwamish River and Tukwila Pond could serve as prominent and dramatic elements of the community's image and identity. The potential of these two natural features as unique amenities has yet to be fully realized.

Historic Preservation and Cultural Awareness

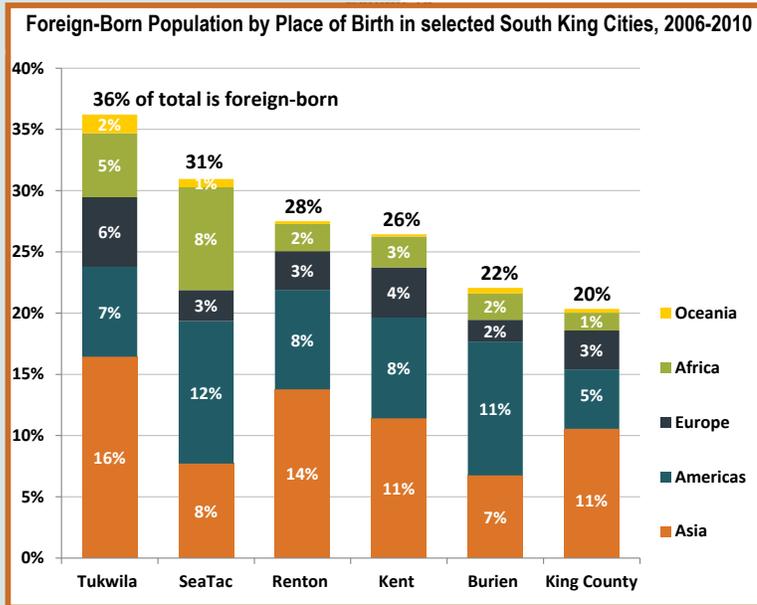
While Tukwila has a rich history that has involved farming, the river, rail transportation and the development of the aircraft industry, there are few visible indications of its earlier days. With the exception of the Museum of Flight, the Duwamish Hill Preserve and some interpretive markers along the Green/Duwamish River, there are no explanations or celebrations of the major features of the community's heritage, such as the Interurban rail line. Only a few places are given any degree of commemoration with respect to their role in the history and growth of Tukwila.

Due to Tukwila's location on the Green/Duwamish River, the area has been home to many Native American settlements, and played an important role in local Native American history and culture. Development along certain portions of the river has exposed artifacts from the days when Native Americans travelled the river and camped along its banks. These artifacts require protection from future development, and improved interpretation so that the public can appreciate their origin and significance.

*Original Tukwila
City Hall Building*



Cultural Diversity



Tukwila's demographics have changed significantly in the 20 years since the original Comprehensive Plan was adopted. Similar to changes seen throughout all South King County, Tukwila has become home to a diverse mix of people from many backgrounds and countries. Our challenge is to create a community where residents – including both the long-term and the recently-arrived, with varied backgrounds, traditions, languages and countries of origin – feel connected and committed to each other, their neighborhoods, their community groups and organizations, and to the City as a whole.

Many people feel involved in their own piece of Tukwila, be it a block, a neighborhood, a business park or a particular linguistic, cultural or interest group. Throughout the development of the City's five- to ten-year Strategic Plan (2012), there was a clearly expressed desire to increase a shared sense of belonging and involvement in Tukwila as a whole. This desire will be carried forward in the Comprehensive Plan through goals and policies which promote robust outreach on Comprehensive Plan activity and other City actions to the entire community including a culturally-appropriate and language-specific approach that engages all members of its population. This outreach included not only working with groups and individuals who have been involved in land use issues in the past, but reaching out to individuals and groups whose ideas have not traditionally been heard.



“Community Conversation” meetings were held in 2014 to hear about issues important to the many different cultural communities in Tukwila. This engagement involved talking with the City's diverse residents via culturally and language specific Community Connectors who helped residents identify the issues most important to them, ensuring that diverse views were represented. The City will continue to explore ways to engage all citizens in its planning process, such as the pilot Community Connectors program, using social media and other technologically innovative approaches.

City Boundaries

There is little sense of entering or leaving either the community as a whole or individual neighborhoods, because in many areas the City limits are irregular or do not coincide with natural boundaries. In addition, Tukwila's growth through petitioned annexations has created certain boundary anomalies:

- The border configuration between Tukwila and Seattle in the King County Airport area, in which the boundary crosses Interstate 5 more than once and splits certain industrial properties, creates a number of jurisdictional issues, including police response.
- On the southwest, the boundary between Tukwila and SeaTac crosses Interstate 5 and other streets in several places, creating difficulties for the reasonable provision of services.

With major expansion largely ended, there is an opportunity to make Tukwila's size and extent more visible by providing identifiable boundary markers.

Commercial Development and Urban Design

Four strategies from the City's Strategic Plan were identified that could be used to develop a community of inviting neighborhoods and vibrant business districts. During the strategic planning process and the Community Conversations that informed the Comprehensive Plan Update, the City heard consistently that residents and businesses want a safe and visually attractive community. The design of residential and commercial development is key to accomplishing this goal. Visually attractive development occurs through the application of design criteria that are functional, attractive and safe. Safe and visually attractive communities are also achieved through the enforcement of existing standards.



Community Preference Survey – March 2013

City planning and investment in infrastructure promotes safe, attractive neighborhoods and business districts, and supports and enhances Tukwila's position as a major shopping and employment center. Areas of focus include making the City more accessible for bicyclists and walkers, and engaging residents and businesses in setting expectations for how Tukwila's public and private spaces will look.

Parks, Recreation and Open Space System

A community's identity is also drawn from the green spaces that make up a system of parks, recreation and open space. For the first time, the Comprehensive Plan addresses this important community feature in a separate Parks, Recreation and Open Space Element.

Healthy Living

The urban form – including the infrastructure and built environment – affects the health of residents and workers, as well as the overall community identity. The proximity of trails, sidewalks for safe walking, transit connections to reduce the use of single-occupant vehicles that contribute to air pollution, the availability of recreation programs, and access to healthy and affordable food choices all contribute to the health of a community.

The importance of providing healthy living choices is reflected throughout the Comprehensive Plan especially in this element, as well as in the Parks, Recreation and Open Space, Economic Development and Transportation elements.

The City hosted Community Conversations to identify issues as part of the update to the Comprehensive Plan, and Community Conversation outreach meetings when developing the 2012 Strategic Plan. As part of these efforts, community members consistently expressed their desire for better access to recreational opportunities, safer routes to schools for children, and better access to affordable, good quality food, including fresh fruits and vegetables. The community-expressed need for better access to food is supported by the U.S. Department of Agriculture identification of Tukwila as a “food desert,” based on its definition that Tukwila’s low-income census tracts show a significant number of residents are located more than one mile from the nearest supermarket.



Community Conversations – March 2013



Expanding access to healthy food and providing job training opportunities is an important City goal. The City will continue to provide use of the Tukwila Community Center's facilities to programs that empower community members by equipping them with hands-on vocational training to gain their footing in the food industry. By taking part in such programs, the participants, such as refugees and immigrants, become better integrated into local communities and economies.



The City is also exploring, in conjunction with the City of SeaTac, participating in a Food Innovation Network in this area. A Food Innovation Network is a governance structure that promotes increased food sector investment and employment opportunities. A Food Innovation District is a geographic concentration of food-oriented businesses, services and community activities that local governments support through planning and economic development initiatives in order to promote a positive business environment, spur regional food system development, and increase access to local food. As the primary mechanism for establishing this type of program is economic development, further discussion and proposing goals and policies is deferred to the Economic Development element of the Comprehensive Plan.

Community Image

Tukwila's image, as perceived within the community and region and portrayed by the media, is often at odds with its many positive attributes. The City faces challenges in shifting negative perceptions about public safety and crime to create and communicate an image that better reflects reality, engages residents, and attracts visitors and businesses.

*Words to describe Tukwila in the future
(from City's Strategic Plan)*



GOALS, POLICIES AND STRATEGIES

Overall Community Identity

GOAL 1.1

A community of inviting neighborhoods and vibrant business districts.

POLICIES

- 1.1.1** Encourage the creation of locations and facilities where residents of all ages and cultures can gather for activities and events, such as public markets, parades and festivals, including those that are representative of the City's diverse population.
- 1.1.2** Strengthen the image and character of Tukwila's distinct areas and neighborhoods.
- 1.1.3** Capitalize on the potential that public projects have for serving as symbols of the community, and for expressing the identity and special character of the area where they are located.
- 1.1.4** Expand the system of incentives, tools and supports that encourage investment in and maintenance of private and public spaces.
- 1.1.5** Focus City planning and investments on creating a connected, dynamic urban environment.



Tukwila Village

Implementation Strategies

- Foster public life throughout the City by providing neighborhood focal points and open spaces that are well-integrated into the neighborhoods they serve.
- Create and enhance public spaces for community use.
- Develop and use residential and commercial design standards and guidelines that respond to local climate conditions, emphasize conservation, and draw on the region's cultural heritage.
- Continue to implement the "Walk and Roll" Plan.
- Support and advance enforcement of existing codes and regulations.
- Support residential neighborhood identity where appropriate.
- Review residential development standards.

GOAL 1.2

Tukwila has a positive community identity and image.

POLICIES

- 1.2.1** Take a proactive role in generating positive media coverage of the community.
- 1.2.2** Implement a long-term and consistent effort to shift negative perceptions of crime and public safety in Tukwila.
- 1.2.3** Promote Tukwila's international diversity as a strength.
- 1.2.4** Actively promote community engagement of all sectors of the City's diverse population via non-traditional methods such as the Community Connector Program, social media and other innovative techniques.

Implementation Strategies

- Utilize the City's Communications Division to develop a strategy to promote Tukwila's amenities, cultural dynamism and central geographic location.
- Establish a graphics standard and unified look for City documents and communications.
- Develop common themes that recognize and promote Tukwila's many positive attributes.

Historic Preservation and Cultural Awareness

GOAL 1.3

A heritage conserved and interpreted so that Tukwila's citizens recognize connections with the past and celebrate the diverse cultures represented in the community.

POLICIES

- 1.3.1** Identify and protect historically significant properties, structures and sites, in either their present or a nearby location, as determined in a City-wide survey and designation process.
- 1.3.2** Provide prominent public art and interpretive markers at highly visible locations, explaining the history of the Interurban Trolley, the Green/Duwamish River, Duwamish Hill Preserve, and other important buildings, sites, events or persons.
- 1.3.3** Establish a process for providing incentives and designating certain structures as landmarks.
- 1.3.4** Include consideration of features that reflect characteristics of Tukwila's history and cultural diversity in the design review of commercial, public, and multiple-family buildings.
- 1.3.5** Develop and implement plans, projects and programs to protect and promote the historical legacy of the Green River Valley and its natural and built environment.
- 1.3.6** The Tukwila Arts Commission shall ensure that Tukwila's characteristics, such as its history and cultural diversity, are considered in public art projects.



Tukwila, looking north from S 180th Street – May 1965



I-5 / I-405 Interchange – February 1973



Cultural Diversity

- 1.3.6** Encourage and support communities in celebrating, preserving and transmitting their traditions through cultural and heritage activities, and education.
- 1.3.7** Develop programs and City-wide events to celebrate the City's cultural diversity.
- 1.3.8** Enhance linkages with the school districts serving Tukwila to recognize and support the strengths of Tukwila's multi-lingual student body.

Implementation Strategies

- Contract with King County Landmarks Board for historic preservation services.
- Develop and implement a historic resources designation procedure and program to ensure that these sites continue to be part of the community.
- Seek certified Local Government status to secure funding and technical assistance for historic preservation.
- Develop incentives, such as fee waivers or code flexibility, to encourage preservation of historic resources, including those that are currently known and those that have yet to be identified.
- Increase awareness of the community's heritage by promoting cultural preservation programs and/or educational activities.
- Develop public art and markers that incorporate local historical references, events and individuals.
- Promote partnerships between the City and community cultural heritage groups, such as the Tukwila Historical Society.

- Encourage both public and private stewardship of historic sites and structures.
- Recognize Tukwila’s heritage by naming or renaming parks, streets or other public places with their original names or after major figures and events.
- Expand the linguistic and cultural competencies of the City Council, staff, commissions and other City representative groups through recruitment, training and hiring.
- Continue and enhance the relationship with the school districts serving Tukwila through classroom visits and partnerships, internships and scholarship program.
- Continue the use of Community Connectors, or some other appropriate mechanism to provide outreach to the City’s culturally diverse communities on a regular basis.



GOAL 1.4

Paleontological and archaeological artifacts and sites with cultural and Native American significance are protected and preserved.

POLICIES

- 1.4.1** Implement existing regulations to ensure that paleontological and archaeological materials and site details are preserved for posterity.
- 1.4.2** Ensure that the potential for the existence of paleontological and archaeological sites is considered during development of new construction projects.
- 1.4.3** Identify and protect archaeological resources and culturally significant sites, and develop interpretive information that fosters public appreciation of historical traditions and practices.

City Boundaries

GOAL 1.5

Logical and identifiable boundaries for Tukwila so that residents, workers and visitors know they are entering the City.

POLICIES

- 1.5.1** Maintain, improve and expand distinctive gateway features located at freeway off-ramps and at City limit lines where they cross major arterial streets; use graphics, orientation maps, informational signage, lighting, specimen trees, plantings with seasonal color, artwork, monument forms, or combinations thereof.
- 1.5.2** Work with affected citizens, property owners and the neighboring cities of SeaTac, Kent and Seattle to develop interlocal agreements that adjust border anomalies.

Implementation Strategies

- Expand community markers at City boundaries, and at key points throughout the community, establishing a clear community signature.
- Develop a consistent City graphics protocol and program.

Commercial Areas

GOAL 1.6

Tukwila's vibrant commercial districts are visually attractive, draw visitors, add value to the community and encourage employees and customers to walk, bike and use transit.

POLICIES

- 1.6.1** Enhance the pedestrian environment with street improvements that include curbs, sidewalks or trails, and regularly-spaced street trees.
- 1.6.2** Develop streetscape design guidelines that support an urban built form and commercial districts with pedestrian-oriented amenities.
- 1.6.3** As major new development or redevelopment occurs, require through-block pedestrian connections that follow adopted guidelines.



- 1.6.4** Encourage facilities and improvements that support transit use in new development, redevelopment, and street projects.

Implementation Strategies

- Encourage “welcome signs” and information kiosks.
- Development standards that support all modes of travel.
- Develop through-block pedestrian guidelines.

Urban Design and Development

GOAL 1.7

Tukwila’s retail areas are characterized by high-quality urban design that accommodates a mix of compatible residential, commercial and light industrial uses.

POLICIES

- 1.7.1** Maintain zoning regulations that allow mixed uses in appropriate commercial districts.
- 1.7.2** Encourage the development of corridor focal points, while ensuring high-quality design.
- 1.7.3** Use design guidelines to encourage compatible location and configuration of buildings, parking, recreation areas and pedestrian facilities.
- 1.7.4** Incorporate substantial landscaping both along street frontages and within parking lots in new development and redevelopment when the buildings are not brought up to the back of sidewalk.
- 1.7.5** Provide pedestrian weather protection, see-through glass, and distinctive rooflines in new and redeveloped building facades.
- 1.7.6** Incorporate interesting and pedestrian-friendly features on minor facades adjacent to secondary streets or pedestrian paths.
- 1.7.7** Encourage placemaking through creative use of signage, art and high-quality materials.
- 1.7.8** Require that sites have adequate lighting and are designed using crime-reduction principles to increase safety.
- 1.7.9** Seek opportunities to integrate public art into public improvements.

Implementation Strategies

- Use Crime Prevention Through Environmental Design principles to deter criminal behavior.

FARMERS MARKETS, FAIRS & FESTIVALS



LAWN



PLANTING



STREETSCAPE



RAIN GARDENS



LIGHTING



High-Quality Design Features

GOAL 1.8

Tukwila's parking standards are appropriate for each use and provide flexibility for individual circumstances.

POLICIES

- 1.8.1** Maintain and periodically revise parking standards so that they:
- are sufficient to meet typical daily demand,
 - reflect any significant shifts in transit usage,
 - encourage shared parking between mixed uses and sites,
 - accommodate car-sharing opportunities, and
 - allow off-site parking when adjacent uses are not affected.
- 1.8.2** Maintain and periodically revise standards for bicycle parking.

Healthy Living

GOAL 1.9

A healthy community where active living and access to affordable, culturally-appropriate and nutritious food is available to all.

POLICIES

- 1.9.1** Develop public, private and non-profit partnerships to support the goal of healthy eating and active living, including education and awareness.
- 1.9.2** Develop and implement a communication plan and Healthy Tukwila website with information and links about healthy eating, active living and related topics – including strategies for reaching communities who do not speak English or use computers (e.g. translated written as well as verbal).
- 1.9.3** Provide healthy and culturally-appropriate (e.g. Halal, non-pork, vegetarian) food and beverages in City programs and facilities to promote healthy eating habits.



GOAL 1.10

Food security, local food production and public health are promoted.

POLICIES

- 1.10.1** Explore incentives or regulatory changes to encourage location of healthy food purveyors in underserved areas.
- 1.10.2** Encourage locally-based food production, distribution, and choice through urban agriculture, community gardens, farmers markets and food access initiatives.
- 1.10.3** Support the Tukwila Food Pantry and other organizations that help provide food assistance to low-income residents so that all families, seniors, schools and community-based organizations are able to access, purchase and increase intake of fresh fruits, vegetables and other nutritious foods.

Implementation Strategies

- Explore participating in a Food Innovation Network in conjunction with other jurisdictions.
- Explore establishing a farmers market, mobile produce truck or other forum for the sale of fresh in-season produce.
- Promote farmers markets, farmstands, community-supported agriculture (CSA) drop-off sites, community gardens, school gardens, home gardens, cottage food businesses, and urban farms.
- Encourage farmers markets, farmstands and other non-storefront sellers of food to accept WIC/ SNAP benefits and “Double Your Bucks” programs.
- Review regulations to ensure there are no barriers to urban agriculture, farmers markets and other food access mechanisms.
- Research issues related to food trucks and develop regulations as appropriate.

RELATED INFORMATION

[Tukwila Strategic Plan](#)

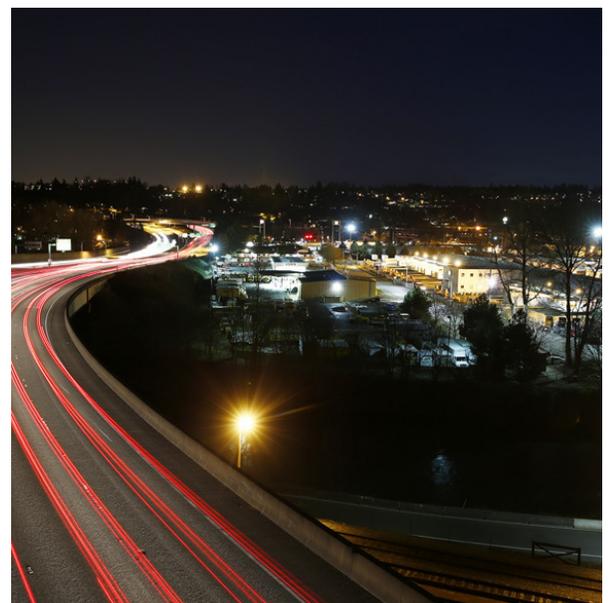
[Tukwila Capital Improvement Program](#)

[Food Desert](#)

[Food Innovation Network](#)

CHAPTER TWO ECONOMIC DEVELOPMENT

TUKWILA COMPREHENSIVE PLAN



ECONOMIC DEVELOPMENT

WHAT YOU WILL FIND IN THIS CHAPTER:

- A description of Tukwila's economic setting,
- A discussion of issues that affect economic development in the City, and
- Goals and policies for enhancing the community's economic well-being.

PURPOSE

The overriding goal of this element is enhancing the community's economic well-being. Through policy recommendations, the Economic Development element identifies a means of stimulating economic improvement for business and the community as a whole. It lays out a direction and strategies for dealing with economic variables and adjusting to economic forces that cannot be predicted or controlled. It is a key component integrating all elements of the Comprehensive Plan, suggesting ways in which the City and its partners can use effective economic strategies in order to achieve the goals of the Plan.

There are three primary ways in which local economic activity can be affected:

- ❖ Land use and utility planning that determine, within the local infrastructure capacity, the space available for residential and nonresidential development;
- ❖ Directly or indirectly influencing private-sector decisions as to location, operation and development of business real estate; and
- ❖ Helping coordinate public and private sector efforts to enhance the employability and job progression of the residential population.

The Economic Development element presents a focused approach to enhancing our City's economic well-being. This approach can be summarized as follows:

- ❖ Sustain moderate growth
- ❖ Target high salary industries
- ❖ Improve and support the opportunities for education, skills training and job acquisition for Tukwila residents
- ❖ Provide capacity to meet Tukwila's employment targets as set by the Countywide Planning Policies
- ❖ Encourage growth into certain areas through the use of zoning and developmental regulations
- ❖ Encourage the retention and growth of existing local firms
- ❖ Encourage entrepreneurs, local startups and businesses to establish in Tukwila
- ❖ Provide efficient and timely administration of City services

The City of Tukwila emphasizes the following activities in order to accomplish its economic development goals:

- ❖ Responding to specific requests for assistance from local firms
- ❖ Supporting the development of new businesses and expansion of current businesses that are minority-, veteran- and women-owned.
- ❖ Expanding efforts to engage with and understand the economic development needs and priorities of traditionally under-represented groups in Tukwila neighborhoods
- ❖ Emphasizing business development to encourage existing businesses to expand
- ❖ Maintaining public works and utilities so the City's infrastructure can meet both existing and future needs of the economic sector
- ❖ Supporting job enhancement programs to increase residents' employability through coordination of private and public sector activities

The following are potential tools available to the City to enhance economic development in the City:

- ❖ Industrial revenue bonds for certain areas
- ❖ Multi-family property tax exemption
- ❖ Targeted government and private resources
- ❖ Targeted local, State and federal funds
- ❖ Use of infrastructure investment to attract new firms and development to designated areas
- ❖ Funded, staffed and administered economic development work group
- ❖ Timely, predictable customer -oriented permitting and City services
- ❖ Lodging tax for tourism promotion

In this way, local government can play an important role in the economic vitality of the community. The policies developed in this element are aimed at implementing that role.

ECONOMIC SETTING

The following statistics help set the background for economic development policies. The Economic Development Background Memo contains additional supporting information, including employment and housing growth targets per the Countywide Planning Policies.

POPULATION, INCOME AND REVENUE

In 2003, the population of Tukwila was 17,270; estimated 2011 population was 19,210. The City's daytime population is estimated between 150,000 to 170,000. Taxes collected in 2003 were estimated to be \$28.2 million, which increased to \$42.4 in 2013.

During the same period the assessed valuation of the City grew from \$3.34 billion to \$4.47 billion. In 2002, there were 7,628 housing units; by 2013, this number had increased to 8,039 units.

In 2010, the median age of Tukwila residents was 33.6 years; nearly 8% of all citizens were older than 65; and 24% of the residents were under 18. In 2010, residents of color were 50.1% of the population. Foreign-born residents account for 36.2% of the population, and over 70 languages are spoken in the Tukwila School District.

The median household income in the City in 2010 was \$44,271, below King County's median income of \$66,174. Adjusting for inflation, Tukwila's median income fell between 2000 and 2010. Tukwila's 2000 adjusted median income (in 2010 dollars) was \$53,127. Thus, real median income in the City fell 16.67% from 2000 to 2010.

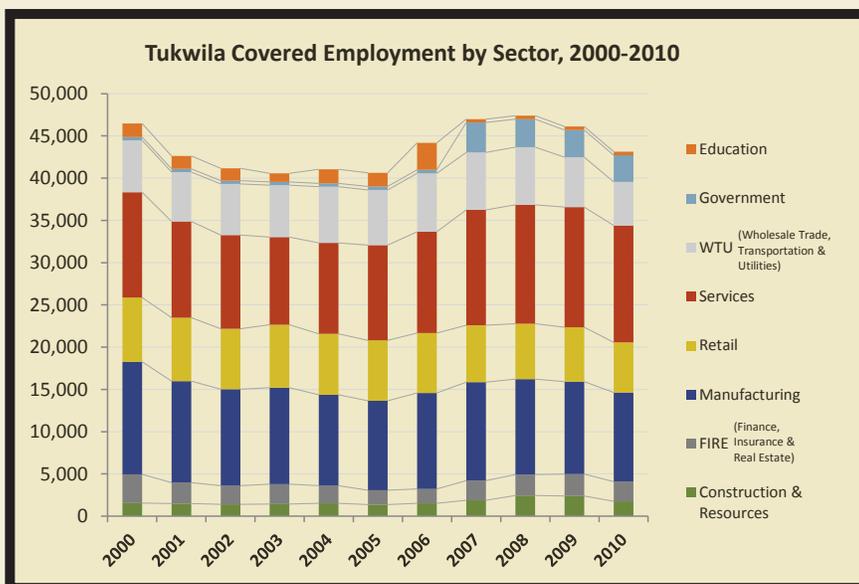
EMPLOYMENT

In 2000, Tukwila had nearly three times as many jobs as it had residents, but that number fell to 2.27 in 2010. There were over 2,575 licensed businesses of all types in Tukwila in 2013. The total number of jobs in Tukwila has declined since 2000. In 2000, the City had approximately 48,000 jobs. By 2013, the total number of jobs in the City had fallen 17% to just over 40,000.

Employment within Tukwila is distributed among a number of different sectors. Service composes the largest percentage of jobs with 32% of all jobs.

Manufacturing is next with 25% of jobs in the City. In 1991, 56% of all jobs in the City were related to manufacturing. In 2002, the number of jobs in manufacturing dropped to 28%. Manufacturing continues to decrease in the City. This trend likely reflects the diminished presence of jobs with Boeing and other manufacturing firms in the City's industrial areas.

In 2010, retail accounted for 14% of jobs in Tukwila. Warehousing, transportation, and utilities made up 12%.



Employment within Tukwila is distributed among a number of different sectors. Services composed the largest percentage of jobs in 2010, with 32% of all jobs. Manufacturing (25%); Retail (14%); and Warehousing, Transportation and Utilities (12%) also make up sizable shares of Tukwila's employment.

The share of each sector relative to each other did not change significantly between 2000 and 2010. All sectors, with the exception of Construction, showed slight decreases. The finance, Insurance and Real Estate (FIRE) sector decreased the most with a 3.7% decrease. Retail and Manufacturing also saw decreases of 2.3% and 2.4%, respectively.

SMALL BUSINESS DEVELOPMENT CENTER (SBDC)

The SBDC at Highline specializes in providing business and training services to entrepreneurs and existing businesses, in order to be successful in today's economy. The center provides:

- Knowledgeable, trusted and confidential one-on-one advice on all aspects of your business.
- A link to 23 other SBDC centers in the Statewide network for additional advice.
- Guidance on the purchase of an existing business or a franchise.
- Assistance in finding the best sources of capital to grow your business.
- A proven pathway to breakout growth for established businesses ready to take their business to the next level.
- Benchmarking your company's performance with others in your industry to uncover improvement opportunities.
- Matching you with resources that can best accelerate the success trajectory of your business.
- Developing prospect lists through targeted database searches.
- Information about little-known training and funding to grow your business.
- A "can-do" attitude about anything you need to successfully grow your business

RETAIL SALES

While Tukwila remains a strong attractor of consumer spending, the City has experienced a significant reduction in taxable retail sales, once adjustments are made for inflation. When adjusted for inflation, taxable retail sales in 2013 were lower than they were in 2003. The City's sales tax decline began to occur roughly around the late 1990s. Competition for retail sales among regional retail centers has grown stronger over the last ten years.

ISSUES

Current and existing economic trends suggest a variety of issues and needs for economic development in the City of Tukwila:

- ❖ Provide access to the regional highway, transit and air transportation system in a way that does not handicap local property development and redevelopment efforts.
- ❖ Explore possible City actions to increase the median income of Tukwila's residents, including support for entrepreneurship, small business startups, and vocational training, particularly among low income or low English proficiency communities.
- ❖ Establish coordinated transit hubs throughout the City including, but not limited to, the Southcenter area, Tukwila South, Tukwila International Boulevard, Interurban Avenue South, and the Manufacturing Industrial Center that efficiently mix modes of travel and stimulate development of real estate associated with transportation facilities.



- ❖ Study and understand the factors causing the inflation-adjusted reduction in the City's overall taxable retail sales.
- ❖ Support further enhancement of commercial and residential areas in the City's neighborhoods.
- ❖ Foster environmental remediation (brownfield cleanup), land conversion and redevelopment in the Manufacturing Industrial Center (MIC) and Interurban Avenue areas.
- ❖ Increase the development, intensity and diversity of uses in the Southcenter area, including the development of housing and entertainment .
- ❖ Develop policies, programs, projects and plans that include input from diverse groups within the residential and business community, using innovative engagement models such as the Community Connector Program.
- ❖ Seek opportunities to join other organizational entities to accomplish effective public-private partnerships to promote economic development in the City
- ❖ Enhance regional recognition of Tukwila as an economic hub, promoting the success and diversity of its businesses and focusing on its positive business climate.
- ❖ Explore strategies to maintain a favorable and diverse tax base, to support the needs of our daytime and nighttime populations.
- ❖ Meet the needs of our residential neighborhoods while maintaining the economic health of our business community.
- ❖ Ensure that adequate public services are in place to support existing and proposed commercial, mixed-use and industrial developments.
- ❖ Fund infrastructure and services by maintaining a solvent and diversified revenue stream.

GOALS, POLICIES AND STRATEGIES

Community Well-Being

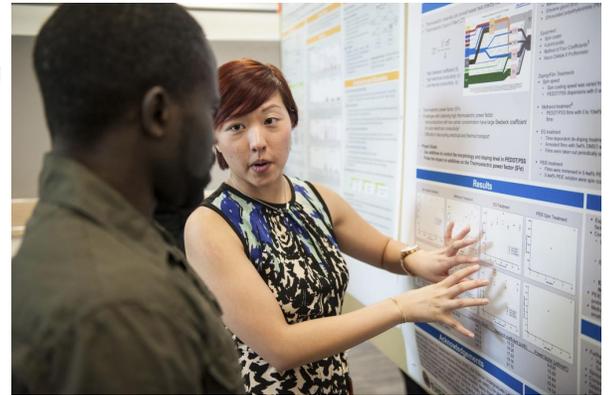
GOAL 2.1

Tukwila has a strong role as a regional business and employment center which allows it to enhance and promote the community's well-being.

POLICIES

- 2.1.1** Develop the tools needed to improve the economic development climate.
- 2.1.2** Strengthen Tukwila's engagement and partnership with other jurisdictions, educational institutions, agencies, economic development organizations, and local business associations to encourage business creation, retention and growth, and to implement interlocal and regional strategies.
- 2.1.3** Expand access to quality, healthy, affordable and culturally-appropriate food and groceries for Tukwila residents.
- 2.1.4** Monitor City actions and impacts on the local economy and review economic development incentives for all sizes of businesses.
- 2.1.5** Continue to fund economic development staff to serve as a single contact point and information source for the business community.
- 2.1.6** Leverage capital improvement funds to encourage in-fill, land assembly, redevelopment, and land conversion for family-wage jobs, but only if concurrent with substantial private actions.
- 2.1.7** Partner with the private sector to fund infrastructure as part of a sub-area plan, in order to encourage redevelopment and as an inducement to convert outdated and underutilized land and buildings to high-valued and/or appropriate land uses.
- 2.1.8** Consider non-financial ways (such as brokering and interlocal agreements) to assist industrial land owners to comply with State and federal government environmental remediation requirements.
- 2.1.9** Consider a public-private partnership to examine creating a small business incubator space in the City.

- 2.1.10** Improve Tukwila's image, participation and influence in regional forums, especially those that influence Tukwila's future and interests.
- 2.1.11** Promote understanding of the interdependencies and mutual interests among Tukwila businesses, residents and the City of Tukwila.
- 2.1.12** Promote an economic climate that supports business formation, expansion and retention, emphasizing the importance of the City's entrepreneurs and small businesses in creating jobs.
- 2.1.13** Seek funds from non-City sources for use by the City to directly encourage economic development.
- 2.1.14** Design and support human service programs, such as partnerships for interns and job training in higher wage industries, to enhance the economic well-being of the City's residents.
- 2.1.15** Promote Tukwila as a regional confluence of commerce, housing and entertainment.
- 2.1.16** Promote and preserve economic use of industrial lands outside the Manufacturing Industrial Center (MIC) through appropriate buffering requirements and use restrictions.
- 2.1.17** Include standards in the development regulations for industrial uses that adequately mitigate potential adverse impacts on surrounding properties and public facilities and services.
- 2.1.18** Actively promote development in the Southcenter area by supporting existing uses, proactively developing programs and incentives to attract new businesses, investing in infrastructure and public amenities, and encouraging business owners and developers to invest in the quality of both the built and natural environment.



Implementation Strategies

- Develop an Economic Development Plan.
- Consider preparing overall area environmental impact statements for the Interurban/West Valley Highway corridor and Tukwila International Boulevard area.
- Develop a freight mobility plan that addresses the efficient and safe movement of freight in the City, while also ensuring that impacts to adjacent land uses are reduced and, where possible, eliminated.
- Zoning regulations that facilitate commercial in-fill development and redevelopment consistent with the Comprehensive Plan vision.
- Take joint owner-City-regulatory agency environmental remediation actions to facilitate brownfield redevelopment and in-fill.
- Focus public infrastructure investment to provide capacity in areas targeted for growth.
- Create Local Improvement Districts to finance specific transportation and utility in-fill improvements.
- Identify and eliminate confusing or outdated regulations.
- Encourage redevelopment through an informed business and real estate community.
- Support collaborative marketing initiatives with businesses.
- Partner with a broad range of non-profits, businesses and public sector agencies to develop a facility for food-related workforce development and entrepreneurship training.
- Support environmentally sustainable practices by offering energy and resource conservation and solid waste and energy reduction assistance programs for businesses, property owners and managers.
- Encourage businesses to incorporate environmental and social responsibilities into their practices.
- Increase communication between the City of Tukwila and Tukwila businesses using innovative community engagement models.



- Support business skills training for entrepreneurs and small businesses through partnerships with universities, colleges, community colleges, community-based organizations and other third parties.
- Support the food economy, including production, processing, wholesaling and distribution, as a means to provide job training, employment opportunities and increased access to healthy food for the diverse community.
- Support public/private partnerships to enhance existing and future business activity in the Urban Center.
- Work with local chambers of commerce on business retention, business development, outreach and joint efforts to promote the City.
- Collaborate with local school districts to improve the educational opportunities for Tukwila school children.
- Consider providing information about City hiring processes and job openings at City-sponsored events and in City communications.



RELATED INFORMATION

[Comprehensive Annual Financial Report](#)

[King County Countywide Planning Policies \(2012\)](#)

[Economic Development Element Background Memo](#)

CHAPTER THREE HOUSING

TUKWILA COMPREHENSIVE PLAN



HOUSING

WHAT YOU WILL FIND IN THIS CHAPTER:

- Estimates of current and future housing needs,
- Policies to preserve and improve the existing housing stock; encourage new housing that meets the community's needs; and develop thriving, equitable neighborhoods; and
- Strategies to encourage housing that is affordable to all income levels and for all current and projected residents in our community.

PURPOSE

This Housing element describes how Tukwila's housing needs will be satisfied through 2031. Projected housing needs were determined by a joint committee of cities and the County, as required by State law. The importance of these needs was highlighted in the development of the City's 2012 [Strategic Plan](#) and guided by the [Community Conversations](#) outreach efforts of the 2015 Comprehensive Plan update. This element is based on a detailed analysis of Tukwila's housing needs contained in the [Housing Background Report](#).

Tukwila will continue to grow over the next twenty years, projected to accommodate an additional 4,800 households and 15,500 new jobs by 2031. By 2035, Tukwila is projected to accommodate an additional 768 households and 2,480 new jobs, for a total of 5,568 new households and 17,980 new jobs over the next twenty years. Tukwila's zoning can accommodate this projected growth as the City has capacity for over 6,000 new housing units. The goals and policies presented here identify the steps the City of Tukwila can take in response to the housing issues found within our community. These steps are necessary to plan for growth that will ensure the sustainability and vitality of the existing housing stock, to reduce barriers that prevent low- and moderate-income households from living near their work or transit, and to preserve housing that is affordably priced for all households, including low-income households. Tukwila's growth and future must include policies that create thriving, equitable neighborhoods where everyone has the opportunity to live in a safe, healthy and affordable home in the city of opportunity and the community of choice.

WHAT IS AFFORDABLE HOUSING?

Total housing expenditures in excess of 30% of household income is considered “excessive” and viewed as an indicator of a housing affordability problem. This definition of affordability was established under the United States National Housing Act of 1937.

Average housing costs in Tukwila – \$1,191 for monthly rent or \$992 for monthly housing payments for a three-bedroom unit – are affordable to households making at least 50-80% AMI, about \$33,120 annually or \$16.56 per hour.

Many of the common occupations in Tukwila pay less than \$16.56 per hour; these include cashiers, \$13.55; childcare workers, \$11.59; food service workers, \$12.25; and retail salesperson: \$15.28.

Occupations that provide a wage needed to afford market rate housing include bookkeeping clerk, \$20.53; medical assistant, \$18.75; machinist, \$25.82; and painter, \$19.86.

(Washington State Employment Security Department, 2013)

ISSUES

In developing the goals and policies for Tukwila’s Housing Element, these issues were identified.

HOUSING AFFORDABILITY

While Tukwila continues to have affordable units for those at 50–80% of area median income (AMI), more and more households are struggling to meet their housing costs. Community poverty has tripled in Tukwila over the past ten years as evidenced in Census figures and Tukwila School District demographics (*see the Housing Background Report for more information*). Almost half of City residents are burdened by housing costs, paying more than 30% of their income for housing. In particular, households who make 30% or less of the AMI face the greatest struggle to find affordable housing.

The majority of Tukwila’s affordable housing is ‘naturally occurring,’ meaning that factors such as location and age of the home result in below regional average costs. Because future housing development will likely include redevelopment of existing affordable housing and the development of new higher cost housing in the Urban Center, efforts to address the lack of affordable housing for residents earning less than 30% AMI will most likely require subsidized housing through partnerships with non-profit housing groups and other housing stakeholders. Relying on market forces to provide affordable housing for very low-income residents will not provide an adequate quantity, as defined by King County affordable housing targets, of quality affordable housing.

HOUSING CONDITION

Most existing single-family homes in Tukwila were constructed before 1970 and the majority of multi-family homes were constructed between the 1960s–1980s. Aging housing stock typically requires more money for maintenance, which can be difficult for residents who are already burdened by other economic stressors such as paying more than 30% of their income for housing. Condition is also linked to affordability. Naturally occurring affordable housing (housing with market prices that meet affordability metrics without policies or accompanying subsidies) is often a result of deteriorating and substandard housing conditions, smaller home size, and older housing stock.

HOME OWNERSHIP OPTIONS

Having a range of housing types to choose from encourages home ownership. This in turn supports longer term residency and neighborhood stability. Based on 2010 US Census data, home ownership is relatively low among Tukwila residents, and is decreasing. While less than half of the housing units in Tukwila are apartments, almost 60% of housing units in the City are renter-occupied. The majority of the City’s housing stock consists of older two-bedroom single-family homes and apartments in large multi-family developments. This range of housing options does not accommodate residents in all stages of life, including young adults, multigenerational families, older adults hoping to “age in place,” and older adults looking to downsize.

COUNTYWIDE AFFORDABILITY TARGETS

King County’s Countywide Planning Policies recognize there is an unmet need for housing that is affordable to households earning less than 80% area median income (AMI), with the greatest need for households earning 50% or less of the AMI. According to the Countrywide Planning Policies, the Countywide need for housing by percentage of AMI is:

50–80% AMI (moderate income)	16% of total housing supply
30–50% AMI (low income)	12% of total housing supply
Less than 30% AMI (very low income)	12% of total housing supply

HOUSING PROJECTIONS

The Puget Sound Regional Council – the regional planning organization that develops growth projections – estimates that Tukwila will need 4,800 new homes by 2031, and a total of 5,568 new homes by 2035. Historically, there has been a large gap between the City’s growth target and number of housing units constructed. Since the last Comprehensive Plan update, the City adopted a new plan and development regulations for its Southcenter urban center, and new development regulations in the City’s redevelopment area on Tukwila International Boulevard. Over the next five years, approved projects in these two areas are expected to create over 700 new housing units. This development activity suggests the City will make substantial progress toward meeting the housing target of 2035.

GOALS, POLICIES AND STRATEGIES

The following goals and policies guide Tukwila’s approach to meeting the challenge of revitalizing residential neighborhoods and encouraging new housing development, while maintaining affordable housing and meeting the needs of low-income and special-needs households.

GOAL 3.1

The City of Tukwila provides the City’s fair share of regional housing.

POLICIES

- 3.1.1** Provide sufficient zoned housing potential to accommodate future single- and multi-family households to meet the regional growth target of 4,800 new housing units by 2031.
- 3.1.2** Work with residents and property owners to consider housing options that meet current and future needs.

Implementation Strategies

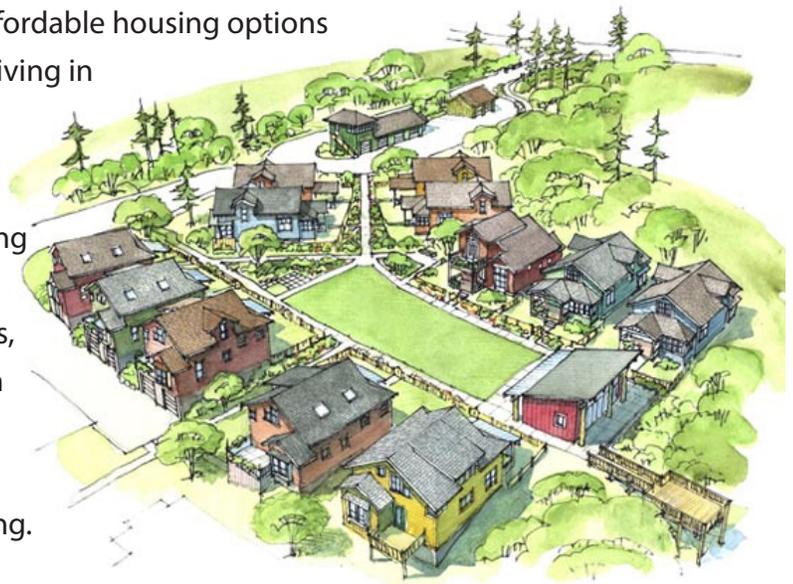
- With Council feedback, develop and implement a neighborhood outreach process to receive public input from residents and property owners regarding housing development in residential neighborhoods. Outreach may include but is not limited to: Citywide and neighborhood-specific mailings, online and in-person surveys, fliers, open houses and other events.
- Following the neighborhood outreach process, consider flexible zoning standards to promote housing options that meet current and future needs. Establish parameters for design characteristics such as height, lot coverage, home design features and setbacks.

GOAL 3.2

The City of Tukwila has safe, healthy and affordable homes for all residents in Tukwila.

POLICIES

- 3.2.1** Provide zoning that allows a variety of housing throughout the City to allow for diverse, equitable neighborhoods.
- 3.2.2** Encourage a full range of housing opportunities for all population segments, including very low-income households earning less than 30% AMI, through actions including, but not limited to, revising the Tukwila's zoning map and development codes as appropriate, which would enable a wide variety of housing types to be built.
- 3.2.3** Provide sufficient appropriate zoning for housing of all types, including government-assisted housing, housing for low-income families, manufactured housing, multi-family housing, and group homes and foster care facilities, subject to conditions that appropriately integrate them into existing neighborhoods.
- 3.2.4** Work with the owners and managers of Tukwila's new and existing permanent or long-term low-income housing to maximize desirability, long-term affordability, and connection with the community.
- 3.2.5** Develop affordable housing preservation programs and strategies, including prevention of the displacement of low-income households in areas of redevelopment.
- 3.2.6** Strive to make alternative and affordable housing options available for residents currently living in substandard housing, such as pre-HUD code mobile homes.
- 3.2.7** Support the acquisition of housing developments by private and public affordable housing groups, by acting as a facilitator between affordable housing groups and property owners to aid in the preservation of affordable housing.





Implementation Strategies

- Following the neighborhood outreach process, consider allowing a detached accessory dwelling unit in the Low-Density Residential zone on all lots that meet the minimum lot area, when various appearance and performance criteria related to impacts on adjacent properties are satisfied.
- Promote mixed-use developments with ground-level commercial space and residences, at and above the street level in specified areas.
- Using lessons learned and input from the neighborhood outreach process, consider reinstating the limited demonstration projects for clustered or cottage housing, and allow limited demonstration projects for innovative housing types not currently supported in the Zoning Code.
- Using input from the neighborhood outreach process, explore increasing density in areas supported by transit to enhance transit-oriented development, and/or in proximity to high-employment areas.
- Identify specific publically-owned land for affordable housing development.
- Explore acquiring property to land bank (acquiring land and holding it for future development) for affordable housing.
- Develop specific statements regarding location, type and characteristics of desired housing affordable to a variety of incomes, for presenting to local for-profit and non-profit developers.
- Include supportive services, such as employment training and/or other economic development services, in affordable housing programs.
- Partner with non-profit organizations and for-profit developers to acquire, rehabilitate, construct, preserve and maintain permanent affordable housing and support services.

- Explore and develop incentive zoning, a housing trust fund, density bonuses, parking exemptions, deferred or reduced payment of impact fees, multi-family tax exemptions, and/or other tools to develop or maintain affordable housing that meets the needs of the community, specifically units sized and priced for low- and very-low-income residents.
- Participate at the regional level, by supporting a South King County Housing and Neighborhood Planner position to work collaboratively with the Planning, Code Enforcement, and Human



Services Divisions. This position would aid in the achievement of identified housing needs. Responsibilities could include pursuing and overseeing grant opportunities, developing relationships with for-profit and non-profit stakeholders for City and regional affordable housing development, increasing representation in regional efforts to fund affordable housing, supporting land use and rental housing programs to improve the condition of affordable housing for Tukwila's residents, and exploring establishing a neighborhood council/liaison program.

GOAL 3.3

The City of Tukwila supports and collaborates with other jurisdictions and organizations to assess housing needs, coordinate funding, and preserve and create affordable housing opportunities.

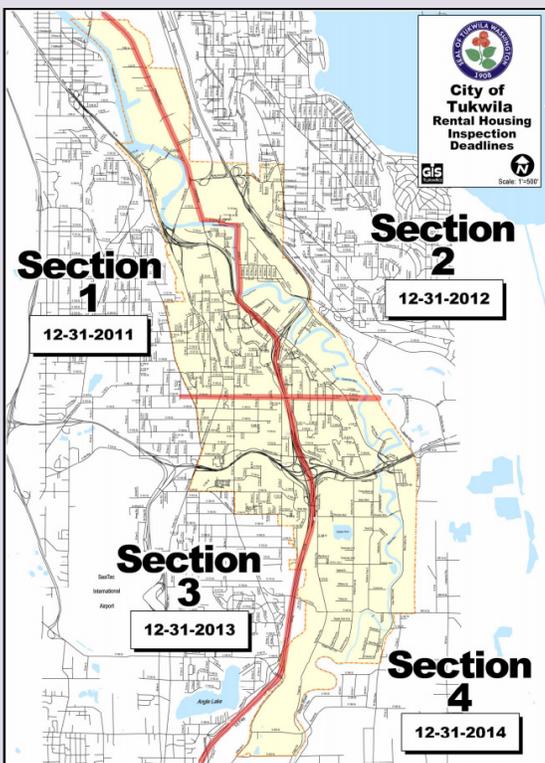
POLICIES

- 3.3.1** Support the equitable distribution of regional funds, such as Community Development Block Grants and other federal, State and County funding, to support needed affordable housing.
- 3.3.2** In a "State of Housing" report, periodically review regional low-income housing goals to evaluate the City's compliance with regional standards and to ensure that the City's affordable housing units are being preserved and maintained. Adjust policies as needed if affordable housing goals are not being met.
- 3.3.3** Continue supporting very low-, low- and moderate-income housing as defined by King County income levels, to address the Countywide need by supporting regional affordable housing development and preservation efforts.

RENTAL HOUSING INSPECTION PROGRAM

Implemented in 2011, the Residential Rental Licensing and Inspection Program requires all rental unit owners to obtain an annual residential rental business license and complete an inspection every four years. Rental units must meet code standards, and violations must be addressed within 30 days. The program seeks to improve substandard and unsanitary residential buildings that do not meet State and local housing and technical codes.

The end of 2014 marked the completion of the first four-year cycle of inspections, meaning that inspections were completed for rentals in each quadrant of the City. A total of 3,641 inspections were conducted during this period, 148 of which failed and were brought into compliance to pass a subsequent inspection.



Implementation Strategies

- Partner with other jurisdictions to support regional funding for affordable housing that serves homeless individuals and families, and those earning less than 30% of the area median income.
- Engage with non-profit developers and King County to pursue federal and philanthropic funds for affordable housing.
- Enhance and encourage effective partnerships between land use planners and human service planners.
- Foster relationships with owners of privately-owned multi-family housing to encourage their participation in voucher programs, and partner with them to preserve and enhance safe, healthy and affordable housing options.
- Support and encourage legislation at the County, State, and federal level that promotes affordable housing goals.

GOAL 3.4

The City of Tukwila has an improved and continually improving housing stock in support of enhanced neighborhood quality.

POLICIES

- 3.4.1** Continue to improve the condition of rental housing through administration of the Residential Rental Licensing and Inspection Program.
- 3.4.2** Continue to support the maintenance, weatherization, rehabilitation, and long-term preservation or replacement of existing housing for low- and moderate-income residents.

Implementation Strategies

- Enforce the International Property Maintenance Code.
- Advocate for rehabilitation and weatherization programs for rental units.
- Continue the Residential Rental Licensing and Inspection Program.
- Explore adoption and enforcement of the National Healthy Housing Standard.
- Explore partnerships with non-profits to facilitate the purchase and upgrade of poorly maintained rental housing.
- Support the education of tenants about cost-efficient choices they can make to improve the health of their housing.
- Educate property owners about available resources they can access to improve their rental housing.
- Explore establishing a Housing Trust Fund to provide assistance to low-income homeowners for connecting to sewer service.

GOAL 3.5

The City of Tukwila includes a full range of housing for persons in all stages of life and for all members of our community.

POLICIES

- 3.5.1** Adapt housing design standards to address the needs of all populations.
- 3.5.2** Assist in providing residents of the community with the human services, economic development and transportation needed to increase access to housing options.
- 3.5.3** Continue to develop relationships with populations that have been historically underserved, and continue to support investment to better serve their needs.

MINOR HOME REPAIR PROGRAM



The City administers the Minor Home Repair Program, which provides and promotes the repair and maintenance of housing for low- and moderate-income homeowners. The program is funded through a Community Development Block Grant (CDBG). The City receives approximately \$25,000 in annual funding, and 20–25 homeowners use the program every year. While this program is a great resource for residents, Tukwila Human Services estimates the program only meets about 10% of existing need for home repair and maintenance. Additional funding and partnerships can help to improve the look and quality of housing throughout the City.

Implementation Strategies

- Continue to support and expand the Community Connector/Community Liaison program.
- Pursue collaborations and meaningful dialogue with organizations that work with diverse and historically underserved populations.
- Continue to coordinate City planning and programming among departments as related to housing options and access.

GOAL 3.6

Increase long-term residency in the City.

POLICIES

- 3.6.1** Encourage long-term residency by improving neighborhood quality, health and safety.
- 3.6.2** Encourage long-term residency by providing a range of home ownership options for persons in all stages of life.
- 3.6.3** Support neighborhood associations and groups that actively work to improve neighborhood quality and strengthen sense of community within the neighborhood.
- 3.6.4** Continue and expand partnerships with the school districts serving Tukwila students, in support of programs that seek to improve school performance and student success.



Implementation Strategies

- Encourage and help market private and public assistance and education programs for first-time homebuyers.
- Continue applying design guidelines.
- Continue applying development regulations.
- Develop small neighborhood grants for cleanup and community-building events.
- Explore creating and supporting a neighborhood liaison program to help develop neighborhood associations.



FAMILY SIZED HOUSING

A city that is good for children is good for all. Family-sized, family-friendly housing units contain more than two bedrooms and include features critical for families, such as areas where family members can gather for meals and other activities, sufficient storage space, a spot for children to do homework, and easy access to outdoor play and recreations space. Many types of low-density housing, such as cottage or clustered housing and duplexes, provide compatible, attractive and affordable alternatives to traditional single-family homes. Allowing a broader mix of housing in single-family neighborhoods – with access to transit and proximity to schools, parks, and other child-oriented infrastructure – can enable and attract a larger number of families with a wider range of incomes to live in Tukwila.



- Develop relationships with existing homeowner and neighborhood associations.
- Include shared public spaces in new public buildings in neighborhoods that allow neighborhood gatherings.
- Develop a program that allows street closures for block parties.
- Develop a neighborhood block party “kit” for community use to encourage neighborhood interaction.
- Work with school districts serving Tukwila students to promote a positive image and reputation of Tukwila’s schools and educational programs.

RELATED INFORMATION

[Washington State Housing Needs Assessment](#)

[VISION 2040](#)

[King County Countywide Planning Policies](#)

[Tukwila Strategic Plan](#)

[Community Conversations](#)

[Housing Background Report](#)

CHAPTER FOUR NATURAL ENVIRONMENT

TUKWILA COMPREHENSIVE PLAN



NATURAL ENVIRONMENT

WHAT YOU WILL FIND IN THIS CHAPTER:

- A description of the natural resources and sensitive environmental areas present in the City of Tukwila;
- A discussion of local City efforts and citizen volunteer programs to protect Tukwila's natural resources; and
- Goals and Policies for protecting sensitive natural resources, including the urban forest.

PURPOSE

This element of the Comprehensive Plan addresses the City's natural environment – air, land and water resources – by guiding future development in a manner that protects the community's environment, improves the quality of life in the City, and provides reasonable protection of community residents from natural hazards.

To be healthy and sustainable, a community must integrate the natural environment into urban development design. The natural environment and its associated ecological processes provide many benefits to Tukwila, including:

- ❖ Visual relief from the hard, constructed surfaces of urban development;
- ❖ Fish and wildlife habitat;
- ❖ Air and water quality;
- ❖ Surface water runoff management;
- ❖ Recreational opportunities for interaction with nature; and
- ❖ Aesthetic and economic benefits.

DEVELOPMENT OF THE NATURAL ENVIRONMENT ELEMENT

To assist with the update of this Comprehensive Plan Chapter, the City formed the Tukwila Tree and Environment Advisory Committee, made up of members of the business and residential community. The Committee, working for over 9 months between 2012 and 2013, reviewed previous Comprehensive Plan policies in the Natural Environment and Community Image Elements, and provided input for revisions and new goals, policies and implementation strategies.



ARCHAEOLOGICAL RESOURCES

Goals and Policies for the protection of paleontological and archaeological resources previously listed in this element have been moved to Element 1 - Community Image.

Trees and vegetation also provide critical environmental services which, in turn, affect the quality of life of residents, visitors, daytime workers and neighboring communities. Some of the benefits of trees are shown below.

BENEFITS OF TREES

ENVIRONMENTAL

- Fish and wildlife habitat
- Improved air quality
- Storm water mitigation
- Reduced energy consumption
- Sequestration of carbon
- Stabilization of slopes

SOCIAL

- Lower crime rates
- Mental health benefits
- Improved physical health
- Aesthetics and quality of life

ECONOMIC

- Consumer satisfaction/ increased spending
- Increased property values
- Reduced maintenance of road surfaces (shade)
- Green infrastructure – reduced cost over installing and maintaining surface water infrastructure

The Natural Environment Element sets forth goals and policies to guide the protection and management of wetlands, watercourses, springs, fish and wildlife habitat areas, and geologically hazardous areas – collectively called “sensitive areas”. It also includes goals and policies related to flood management, surface water management, water quality, and the urban forest (the combination of trees, shrubs and other plants that make up the formal landscaped areas of the City and the natural areas in our parks and on private property).

THE STATE OF TUKWILA'S URBAN ENVIRONMENT



Tukwila Pond serves as both wetland habitat and temporary stormwater storage.



Southgate Creek is an example of a watercourse with little riparian protection from urban impacts.

Tukwila encompasses about nine square miles, and much of the city lies within an extensive valley centered on the Lower Green/Duwamish River watershed. The valley is virtually flat and almost entirely built out except for the newly-annexed Tukwila South area, which is slated for development over the next 10 to 15 years. The upland areas of the City have rolling topography and numerous areas with steep and potentially unstable slopes. Many of the steep hillsides are forested with second- or third-growth trees and understories with a mix of native and invasive vegetation. These areas – together with the City's numerous water resources – provide important fish and wildlife habitat that coexist with the built environment. The following is a summary of conditions in the constituent elements of Tukwila's environment.

WETLANDS AND WATERCOURSES

As urban development has occurred, natural drainage corridors have been altered or placed in culverts, and wetlands have been filled. Remnant wetlands remain in some of the City's parks, on undeveloped slopes (formed by springs and groundwater seeps), in freeway interchanges, and in other areas of the City. Wetlands and watercourses have been provisionally identified and mapped on the [City's Sensitive Areas Map](#). The City has purchased Tukwila Pond and Macadam wetland for preservation. Tukwila Pond serves as both a wetland and temporary storm water storage pond for commercial development on its north side. Macadam wetland collects mostly natural surface water from the steep slopes located on its east side.

FISH SPECIES IN TUKWILA

Fish species found in the Green/Duwamish River include the following:

-  Cutthroat trout
-  Chinook salmon
-  Chum salmon
-  Coho salmon
-  Pink salmon
-  Sockeye salmon
-  Bull trout

Resident Cutthroat trout are found in Tukwila's streams, as well as other fish and aquatic species.



Cutthroat trout photo courtesy of Washington Department of Fish & Wildlife.

Stream alterations have affected wildlife and fish habitat. There are few remaining open channels in the four main streams in Tukwila (Johnson Creek, Gilliam Creek, Southgate Creek and Riverton Creek), which have been channelized, relocated and piped for much of their length. Construction of urban streets and highway systems and driveways required watercourses to be placed in culverts, which have blocked or made fish passage difficult. All the streams discharge into the Green/Duwamish River.

Run-off – coupled with steep slopes in the upper reaches of Gilliam, Southgate and Riverton Creeks – has caused scouring and erosion in the stream channels, resulting in deepened ravines with steep banks, instability, bank erosion and downstream sedimentation. The lower reaches of Tukwila's streams are generally lacking in pools and woody debris, which are important for good fish habitat. Thus, the open reaches of Tukwila's streams are generally in deteriorated conditions with generally poor riparian habitat and narrow buffers. In fact, many tributaries of the urban watercourses flow in roadside ditches with little protection from urban impacts.

FISH AND WILDLIFE

The Washington Department of Fish and Wildlife (WDFW) has mapped and identified priority habitats and species in Tukwila to ensure their protection and management. They include: the Green/Duwamish River; reaches of Gilliam Creek, Southgate Creek and Riverton Creek; riparian areas (areas adjacent to streams and rivers) and freshwater wetlands. Also mapped are wetland complexes and Johnson Creek in Tukwila South.

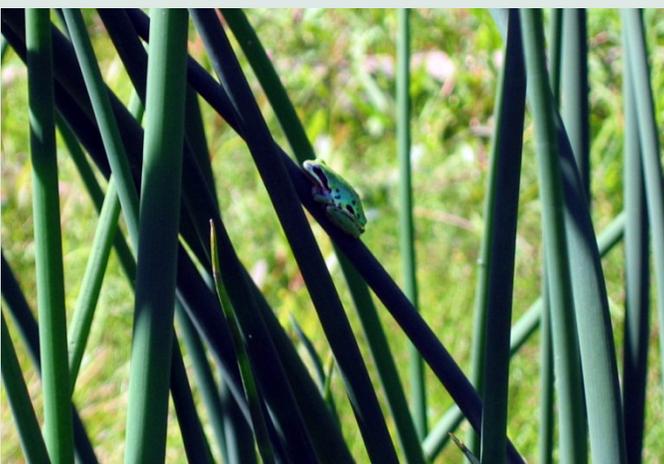
The [Shoreline Master Program](#) provides more detail on the City's involvement with the [Water Resource Inventory Area 9 \(WRIA 9\)](#) and the Green/Duwamish River Salmon Habitat Enhancement Plan, which is intended to restore habitat for Chinook salmon and other species.



Volunteers removing invasive blackberry - Duwamish River Shoreline Restoration Project



Community volunteers stocking Coho salmon in Southgate Creek.



Pacific tree frog at wetland restoration site.

Tukwila citizens are actively involved in wildlife protection and enhancement activities such as the Backyard Wildlife Program, projects to restore habitat, and a salmon rearing project that involves school children, State wildlife officials and local businesses in annual stocking of Coho salmon in Southgate Creek.

Waterfowl areas in Tukwila include Tukwila Pond and the wetlands in Tukwila South, which provide important winter habitat for migrating water fowl and permanent habitat for other waterfowl. Over 50 species of birds have been recorded at Tukwila Pond. Other bird species found in Tukwila include osprey, which regularly nest near the Green/Duwamish River; hawks; and passerine birds. Other wildlife species in Tukwila include coyotes, Eastern Grey squirrels, beaver, otter, nutria, turtles (mostly non-native red-eared sliders), garter snakes, snails, amphibians (non-native bullfrogs, native Pacific tree frogs and salamanders), opossum and raccoons.

FLOOD MANAGEMENT

Tukwila's urban center, the light industrial and manufacturing area south of South 180th Street, part of Tukwila South, and Fort Dent Park are protected from flooding of the Green River by levee systems. The City participates in the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA), which has mapped regulated flood plains in Tukwila. Mapped floodplains and the levee systems are explained in more detail in the Shoreline Element of the Comprehensive Plan.

Impervious surfaces and the elimination of natural wetland functions have caused localized flooding from streams periodically, at varying levels of severity on some areas of public right-of-way, as well as private properties where inadequate or no surface water infrastructure exists. The City has resolved many of the flooding problems through improvements to surface water infrastructure. For example, periodic flooding from Gilliam Creek near Southcenter Boulevard was resolved through the construction of a regional detention facility that serves the area of Southcenter Boulevard west of Interstate 5. The surface water management system (surface water utility) is described in more detail in the Utilities Element of the Comprehensive Plan. More detailed information on localized flooding problems is provided in the City's Comprehensive Surface Water Management Plan.

EARTH RESOURCES AND GEOLOGIC HAZARDS

The City has mapped areas with steep and unstable slopes, including active landslide areas, to ensure that there is adequate review of slope stability if development is proposed in these areas. In addition, there are coal formations on the southwest side of Interurban Avenue South, some of which have been mined and are defined as sensitive areas based on the City of Tukwila [Abandoned Underground Coal Mine Hazard Assessment](#), May 1990.

WATER QUALITY

Although the City does not have ongoing monitoring programs, periodic studies have indicated that Tukwila's streams and the Green/Duwamish River suffer from poor water quality due to surface water runoff. Rain events wash contaminants off rooftops, driveways, sidewalks, parking lots and roads into the watercourses. Runoff from these areas can contribute to high temperatures in urban streams and can carry contaminants into streams and wetlands. Many newer developments have flow control and water quality treatment facilities such as sediment removal and oil water separators that moderate the discharges that flow directly into streams, but there are still areas of Tukwila where runoff from impervious surfaces discharges directly to streams and the river with no treatment. (See [Natural Environment Element Regulatory Background Report](#) for more information on water quality.)

Riparian habitat plays a valuable role in protecting stream water quality. Adequately-sized and healthy riparian buffers help filter out a variety of pollutants, including substances that can lead to the depletion of oxygen in streams. Riparian vegetation can also shade streams, reducing water temperatures. However, most of Tukwila's streams have poor quality, narrow riparian areas.

AIR QUALITY

Tukwila lies in the air quality region made up of King, Kitsap, Pierce and Snohomish counties. Air quality is monitored and managed by the Puget Sound Clean Air Agency. Through the efforts of the Clean Air Agency, all of King County currently has good air quality, except for occasional periods when air quality in our area is considered a risk to health, particularly for members of the population with respiratory conditions.

CLIMATE CHANGE

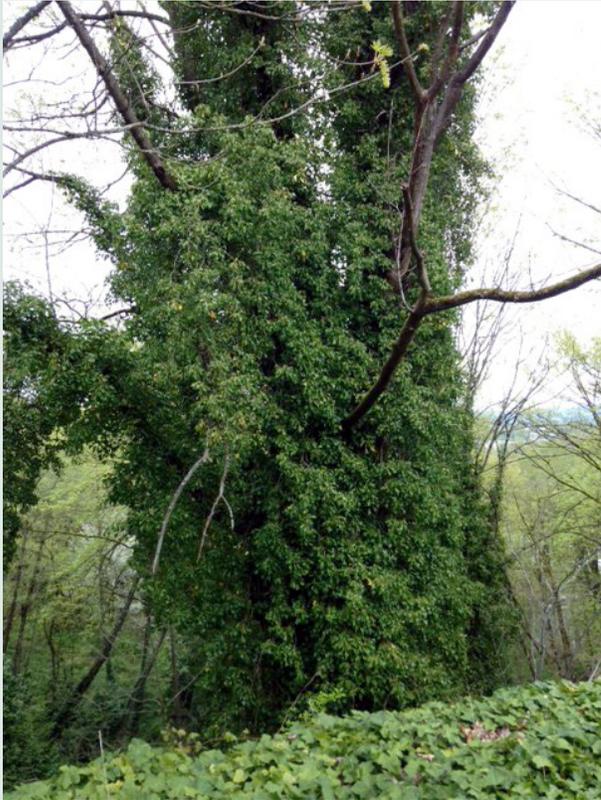
The impacts of climate change in Tukwila could affect several aspects of the natural environment as well as the provision of utilities to its citizens. Climate change could cause rising sea levels which would affect the tidally-influenced portions of the Green/Duwamish River, raising water levels in the river and causing tidal waters to reach further upriver and into streams. This, in turn, could impact flood control measures and fish and wildlife habitat, with particular detriment to salmon. Other possible effects of climate change could include new and increased insect infestations in the City's urban forest; changes in wildlife behavior and diversity; and reduced availability of water supplies for drinking water, irrigation of gardens, landscaped areas, street trees and parks.

Increases in temperatures could exacerbate existing heat island effects in the highly developed areas of the City where there is a significant amount of impervious surface (buildings, streets and parking lots). This underscores the importance of increasing tree canopy in these areas to help reduce temperatures during the summer months. High water temperatures are already a problem for salmon in the Green/Duwamish River, where there is a lack of shade from trees along the shoreline in many areas. Restoration plantings and maintaining large trees on the shoreline will help improve conditions for salmon in the river and in its tributaries and help to reduce even greater water temperatures that could be caused by climate change.

TUKWILA'S URBAN FOREST

The "[City of Tukwila Urban Tree Canopy Assessment](#)," completed in 2012, quantifies existing urban tree canopy as well as impervious surfaces, surface water, grasslands and bare soils. The assessment forms the basis for several new goals and policies related to the urban forest. *See the assessment report appended to this chapter of the Comprehensive Plan.*

The results of the study show that Tukwila has a current overall City-wide average tree canopy cover of 25% and impervious surface of 51%. The residential zones range from 33% to 51% canopy across 1,869 acres, while the industrial and commercial zones have tree canopy ranging from 9% to 49% across 2,780 acres.



A tree engulfed by invasive English ivy.

HOW MUCH ARE TUKWILA'S TREES WORTH?

The value that Tukwila's trees provide to the community in terms of air quality improvements is \$493,000, as detailed in the table below.

Pollution Benefits of Tukwila's Trees -by the Numbers

• Stored Carbon ~ 71,000 Tons	→	\$1.4M
• Sequestered Carbon ~ 2300 Ton/yr	→	\$48K
• Carbon Monoxide (CO) ~ 4.3 Ton/yr	→	\$4K
• Nitrogen Dioxide (NO ₂) ~ 10 Ton/yr	→	\$89K
• Ozone (O ₃) ~ 4.3 Ton/yr	→	\$240K
• Sulfur Dioxide (SO ₂) ~ 8.5 Ton/yr	→	\$18K
• Particulate Matter ~ 15.7 Ton/yr	→	\$94K
Yearly Benefit	→	\$493K

The City is fortunate to have remnant stands of second or third-growth native forests and high canopy coverage in its single-family residential areas, on undeveloped steep slopes, and in some of its parks (for example, Crystal Springs Park and Tukwila Park). However, trees and understory vegetation in many of our parks and natural areas are plagued with infestations of invasive plants like blackberry and ivy. Trees in undeveloped areas are threatened by future development. Aging trees in already developed residential and commercial areas become hazardous and require removal, and are not always replaced with new trees.

The City has street trees of varying species, sizes, health and maturity planted on City rights-of-way throughout Tukwila. They range from large canopy trees to small canopy or young trees that do not provide many benefits. Street trees often do not get replaced when they are damaged or removed and do not all get the level of care or the conditions they need to thrive.

Shade trees are generally lacking in most of the City's commercial parking lots and other landscaped areas. Trees in these areas are often improperly pruned or removed and not replaced. Trees throughout the City are frequently damaged by installation or maintenance of infrastructure and new development.

The Green/Duwamish River and the City's streams generally have narrow riparian buffers that have been impacted by urbanization over the years, reducing the amount of urban forest in these areas. Some reaches of the river are characterized by large native canopy trees (Foster Golf Course, for example), while in other areas there is little to no tree canopy and large expanses of invasive vegetation instead. Trees have been removed from the Green River levee, south of SR 405, to meet Corps of Engineers requirements.

NATURAL ENVIRONMENT REGULATORY AGENCIES

FEDERAL

- EPA
- Corps of Engineers
- National Marine Fisheries Service & U.S. Fish and Wildlife Service
- FEMA

STATE

- Department of Ecology
- Washington Department of Fish and Wildlife
- Department of Natural Resources

REGIONAL/LOCAL

- Puget Sound Clean Air Agency
- Puget Sound Partnership
- Puget Sound Regional Council
- King County (planning policies, water quality)
- King County Flood Control District
- King Conservation District

Several environmental restoration projects to enhance the urban forest have been completed or are underway in the City's parks, wetlands and streams, and along the Duwamish River. Trees have been planted along the river by the County as mitigation for removal of trees elsewhere. The City also plants hundreds of trees in its parks each year; requires trees as part of landscaping for commercial, industrial, office and multi-family developments; and requires tree replacement in sensitive areas.

However, the City does not have a comprehensive written urban forestry plan, street tree, or other program in place to ensure a healthy urban forest across all areas of the City. A program to improve the urban forest should include the following aspects:

- ❖ Preserve existing trees and forest;
- ❖ Preserve and improve the "tree-growing" environment (i.e., provide adequate growing conditions for trees); and
- ❖ Plant for the long term (ensure the right tree in the right place, sufficient provisions for tree maintenance and care).

REGULATIONS

In addition to the State Growth Management Act, many regulations at the federal, State and local levels apply to the management of Tukwila's natural environment. More information can be found in the Background Report for this Element.

ISSUES

There are several key issues that reflect new community priorities and respond to new regulations at the local, regional, State and federal levels addressed in the Natural Environment Element. The goals and policies that follow respond to these identified issues.

ENVIRONMENTAL QUALITY, COMMUNITY EDUCATION AND ENVIRONMENTAL STEWARDSHIP

In order to foster best practices for protecting Tukwila's environmental quality, improve the protection and restoration of the City's sensitive areas and fish and wildlife habitat, and improve air and water quality, the City needs to provide information and education to the community in various forms. In addition, the City should continue to expand efforts, in collaboration with other organizations and businesses, to engage the community through hands-on environmental stewardship and restoration activities. Policies regarding the protection of fish and wildlife and climate change are also important to incorporate into the Natural Environment Chapter.

SENSITIVE AREAS

Although Tukwila enacted significant revisions to its Sensitive Areas regulations in 2004 and again in 2010, new policies are needed to reflect the most current best available science information and new federal and State regulations and guidelines. Tukwila also needs to improve the protection of watercourses, and find mechanisms and resources to ensure that compensatory mitigation is successful for the long term.

FISH AND WILDLIFE HABITAT

The listing of Puget Sound Chinook salmon and Bull Trout under the Endangered Species Act has underscored the need for the City to protect and restore habitat for fish and other wildlife. New policies, continued restoration efforts, and new sources of funding are needed to carry out restoration of habitat on the Green/Duwamish River and its tributaries. The City must continue to be actively involved in shaping policies and programs and helping implement the WRIA 9 Salmon Habitat Enhancement Plan, in collaboration with other local jurisdictions and County, State and federal government agencies.

WATER QUALITY

More efforts are needed to improve and protect water quality in the City's wetlands, watercourses, springs, and the Green/Duwamish River; therefore, the City needs to make sure adequate resources are available. Programs for monitoring water quality, retrofitting surface water management systems where there are water quality problems, and improving riparian buffers are important actions for the City to carry out.

SURFACE WATER MANAGEMENT

With new State requirements for the management of surface water, the City must modify its surface water regulations and begin implementing and requiring low-impact development techniques for surface water system retrofits and for new development.

FLOOD MANAGEMENT

Because the City has levees along parts of the Green/Duwamish River to reduce flood potential, it is necessary for the City to coordinate with County and federal officials and neighboring local jurisdictions, on maintenance and rebuilding of the levees and ensuring that federal certification is continued, where applicable. Also, due to the listing of Chinook salmon under the Endangered Species Act and Corps of Engineers policies restricting vegetation on levees, the City needs to be involved in efforts to achieve good riparian conditions, while not compromising the integrity of levees or losing federal certification.

EARTH RESOURCES

The definition of steep slopes should be clarified, and new policies are needed to require setbacks and better protect trees on steep slopes.

TREES AND THE URBAN FOREST

The City needs to establish policies and programs to protect and enhance the urban forest, including establishing improved policies for protecting trees, increasing tree canopy, and ensuring sufficient resources to properly maintain trees, improve tree health, and reduce potential hazards to the public. This Element provides new goals and policies to address these issues.

GOALS, POLICIES AND STRATEGIES

Environmental Quality and Stewardship

GOAL 4.1

The City's air, land and water resources are restored and protected for future generations.

POLICIES

- 4.1.1** Anticipate the effects of climate change by keeping abreast of current scientific data, and plan for adapting City regulations and internal procedures, as needed.
- 4.1.2** Collaborate with federal and State fish and wildlife agencies to identify priority species (endangered, threatened, sensitive and candidate species) and priority habitats, to determine appropriate protection and wildlife access measures.
- 4.1.3** Identify impacts to wildlife from new development, and ensure protection of priority fish and wildlife habitat – including Osprey and Bald Eagle nests and Chinook and Bull Trout habitat – when issuing permits for development.
- 4.1.4** Assist applicants in complying with federal and State wildlife and endangered species regulations for all public and private sector projects.
- 4.1.5** Develop and implement programs that encourage Tukwila residents and businesses to take active measures to protect and enhance Tukwila's natural environment. Such measures could include the use of Low Impact Development (LID) techniques, natural streambank restoration, non-toxic lawn care, composting and recycling, among others.

GOAL 4.2

An educated public that understands the importance of protecting sensitive areas, wildlife and fish habitat in the City's natural areas, wetlands, watercourses and the Green/Duwamish River, and assists in their stewardship.

POLICIES

- 4.2.1** Expand free or low-cost educational programs and materials for the community about the multiple benefits of the City's sensitive areas, flood plains, the urban forest and wildlife habitat, and about individual responsibilities for their stewardship.

- 4.2.2 Provide individualized education and technical support to residential property owners and general guidance to businesses regarding environmental stewardship.
- 4.2.3 Develop and continue to support community-oriented wildlife educational programs, such as the Tukwila Backyard Wildlife Program.

GOAL 4.3

Increased number of Tukwila residents who are trained as environmental stewards and actively participate in environmental restoration and maintenance.

POLICIES

- 4.3.1 Sponsor joint City and citizen cleanup and restoration projects, and expand the citizen volunteer base in Tukwila for restoration and maintenance of the City's natural areas.
- 4.3.2 Collaborate with environmental organizations and businesses to support recruiting and training of environmental stewards, identify restoration projects, and provide logistical support for their work.

Implementation Strategies – Environmental Quality and Stewardship

- Assign responsibilities for tracking climate change issues, and develop recommendations for new City management policies.
- Update and expand the City's website to post information on environmental stewardship, green building techniques and standards, recycling and re-use of construction waste, LID techniques, and other related topics. Distribute information to applicants and contractors during permit reviews.
- Expand the availability of brochures on environmentally-friendly lawn care, recycling and other environmental stewardship information, as funding permits.
- Incorporate green construction and low-impact development techniques into City construction or retrofit projects as a tool for educating Tukwila residents, businesses and developers about their benefits.
- Develop and mail topic-specific fact sheets to property owners on environmental stewardship, in a variety of languages.
- Publish articles on environmental stewardship in the Tukwila Reporter and/or Hazelnut.

- Team with environmental organizations – such as Forterra, Earth Corps, National Wildlife Federation and the Washington Native Plant Society – to train environmental stewards, help recruit and manage volunteers, and carry out environmental restoration projects.
- Engage youth and school groups in restoration projects.
- Seek grants and donations to fund publications, volunteer environmental restoration projects, and citizen stewardship training.
- Maintain contact with Washington Department of Fish and Wildlife and the federal resource agencies to stay up to date on wildlife management policies, permit requirements, and requirements for preparing biological assessments.

Water Resources

GOAL 4.4

Water resources that function as a healthy, integrated system; provide a long-term public benefit from enhanced environmental quality; and have the potential to reduce public infrastructure costs.

WETLANDS/WATERCOURSES/FISH AND WILDLIFE HABITAT

GOAL 4.5

Vital and self-sustaining fish and wildlife habitat areas that provide, where appropriate, opportunities for recreational and educational uses.

POLICIES

- 4.5.1** Restore watershed function through sensitive area restoration projects on publicly-owned lands, and by working with property owners to restore/improve sensitive areas on private property.
- 4.5.2** Recognize, protect and enhance the value of watercourse and river riparian zones, springs and other natural areas as wildlife corridors.
- 4.5.3** Develop best management practices for surface water drainage and street maintenance activities to avoid disturbing or destroying native riparian vegetation. Where riparian vegetation is disturbed through maintenance activities, restore vegetation with native species.

- 4.5.4** Identify staff and financial support for restoration projects, wherever feasible, to enhance salmonid habitat in watercourses, wetlands and the Green/Duwamish River, including projects identified in the Shoreline Master Program Habitat Restoration Program and the Water Resource Inventory Area 9 Salmon Habitat Plan.
- 4.5.5** Prohibit piping of watercourses, except where unavoidable for access purposes. Where feasible and practical to create healthy riparian habitat, encourage removal of piped sections of watercourses as part of new or redevelopment and public projects.
- 4.5.6** Prohibit creation of new fish barriers and, where possible, eliminate existing barriers to fish passage through implementation of capital improvement projects and by providing incentives to private sector development.

GOAL 4.6

Watercourses and their buffers, wetlands and wetland buffers protected from encroachment and degradation and improved through mitigation, enhancement and restoration projects.

POLICIES

- 4.6.1** Regulate land use and development, using Best Available Science, to protect and improve natural vegetation and hydrology in order to prevent significant erosion, sedimentation, or degradation of areas of potential geologic instability, wetlands, watercourses, fish and wildlife habitat areas and their associated buffers.
- 4.6.2** Ensure mitigation sequencing is applied to avoid or minimize impacts to sensitive areas, consistent with federal and State guidelines.
- 4.6.3** Require and enforce mitigation in order to ensure no net loss of sensitive area functions as well as mitigation designed to replace sensitive area acreage lost due to development.
- 4.6.4** Ensure the effectiveness of sensitive area mitigation by requiring adequate sensitive area studies and mitigation plans, the application of mitigation sequencing, financial assurances from project proponents to ensure mitigation success, and by improving City oversight of maintenance and monitoring of mitigation sites.
- 4.6.5** Allow off-site wetland mitigation only when there is greater functional benefit, no significant adverse impact to the drainage sub-basin, and no significant adverse impact to existing wetlands or watercourses.

- 4.6.6** Consider creating a City in-lieu fee program for future wetland mitigation, or collaborate with King County to establish in-lieu fee sites in Tukwila for wetland restoration projects, including projects along the Green/Duwamish River shoreline.
- 4.6.7** In collaboration with other agencies, develop a program to provide guidance to property owners interested in using their property for sensitive area mitigation or shoreline mitigation.

Implementation Strategies – Wetlands/Watercourses/Fish and Wildlife Habitat

- Continue implementation of the Sensitive Areas Regulations, and improve tracking and monitoring and develop other mechanisms to improve compliance with maintenance requirements. Update the regulations as necessary to ensure they reflect current Best Available Science.
- Develop guidelines and provide training to surface water, parks and street maintenance staff in best management practices for work in sensitive areas.
- Periodically offer special workshops or classes for property owners on sensitive areas stewardship, regulations, stream bank enhancement, and other related topics.
- Publish articles on sensitive areas stewardship in the Tukwila Reporter and/or Hazelnut.
- Offer assistance to property owners interested in providing mitigation sites, where appropriate.
- Evaluate establishing an in-lieu fee wetland mitigation program in the City, and present recommendations to decision-makers.
- Continue implementation of the Surface Water Management Plan and individual watercourse Basin Plans, to remove identified fish barriers during surface water and street maintenance and upgrade projects, where possible.
- Continue to coordinate with the Department of Fish and Wildlife and the Tribes regarding projects that impact fish and the design of watercourse restoration projects.
- Define and map springs on the SAO map using available information, and update the maps as new information is submitted in required sensitive area studies.

Water Quality and Quantity

GOAL 4.7

The water quality in Tukwila's wetlands, watercourses, fish and wildlife habitat areas and the Green/Duwamish River is improved over time.

POLICIES

- 4.7.1** Improve surface water management and ensure provision of water quality treatment where required.
- 4.7.2** Prevent and reduce streambank and channel erosion and sedimentation of water resources through implementation of surface water and land clearing regulations and inspections.
- 4.7.3** Initiate educational and management programs to reduce the use of chemicals having negative impacts on the environment or human health. Prohibit the application of pesticides (insecticides, herbicides, fungicides, algacides, rodenticides, etc.) to surface water systems or their buffers, unless warranted to protect ecological functions of the system, and inform applicators about State pesticide licensing regulations.
- 4.7.4** To protect water quality, promote natural yard care, alternatives to grass lawns, and proper waste management through educational programs and publicity.
- 4.7.5** Continue City monitoring for illicit surface water discharges, and ensure that action is taken to eliminate any such discharges.
- 4.7.6** Retrofit existing City surface water systems, including ditches conveying stormwater, to improve the water quality of discharges where there are significant water quality or fish and wildlife benefits.

GOAL 4.8

Surface water generated by urban development does not exceed pre-development discharge rates.

POLICIES

- 4.8.1** Demonstrate implementation of low-impact development techniques through grant-funded public projects. Where feasible, incorporate such techniques into City capital facilities projects. Provide technical assistance to developers, and encourage the use of such techniques for stormwater management.
- 4.8.2** Require that all proposed development applications identify hydrologic features, both on- and off-site, that could be impacted by the project. Evaluate and prevent project impacts on on-site and off-site watercourses, wetlands, drainage features and springs to avoid adverse impacts to existing sensitive area hydrology.

- 4.8.3** Perform inspection programs to ensure proper maintenance of public and private surface water management systems.

Implementation Strategies – Water Quality and Quantity

- Implement water quality testing, as required under the City's new National Pollutant Discharge System permit, and develop action plans for identifying and eliminating sources of pollution when problems are identified.
- Provide training and written information on low-impact development techniques to developers, contractors, City staff and City officials.
- Set up internal procedures for evaluating development projects to ensure no adverse impacts to wetland or stream hydrology.
- Publish articles on environmental stewardship and water quality protection in the Tukwila Reporter and/or Hazelnut.

Flood Control

GOAL 4.9

The natural flood attenuation functions of wetlands, floodplains and floodways are protected and severe flooding is reduced to help prevent damage to life, property and public safety.

POLICIES

- 4.9.1** Restrict or prohibit development that could create a danger to health, safety and property due to potential flood hazards, by complying with federal regulations.
- 4.9.2** Minimize the alteration of natural surface water features that retain or carry floodwaters (such as wetlands, natural flood plains and streams), and prevent land alterations that would increase potential flooding.
- 4.9.3** Reduce flooding that adversely affects public health, safety and general welfare, and protect against flood damage through surface water and flood management projects.
- 4.9.4** Minimize adverse impacts to water resources by requiring the use of bioengineering and natural solutions for bank stabilization or flood control projects, where technically possible and not cost-prohibitive.
- 4.9.5** Require mitigation to reduce adverse environmental impacts from engineered flood control measures on a case-by-case basis.

GOAL 4.10

The levee system south of I-405 is constructed, maintained and certified to meet the accreditation standards of the Federal Emergency Management Administration and the City's Shoreline Master Program.

POLICIES

- 4.10.1** Coordinate with King County Flood Control District and the U.S. Army Corps of Engineers to inspect and maintain the City's levee system.
- 4.10.2** Restrict levee encroachments by adjacent property owners.
- 4.10.3** Continue to work with the U.S. Army Corps of Engineers to develop levee vegetation policies, consistent with Pacific Northwest conditions, that enhance habitat while at the same time protecting public safety.
- 4.10.4** Coordinate with the City of Kent on flood control projects that affect both jurisdictions, while complying with Tukwila's Shoreline Master Program.

Implementation Strategies – Flood Control

- Regulate uses, development and redevelopment – including essential facilities – in flood plains, consistent with federal regulations.
- Prevent cumulative effects of obstructions in a flood zone by restricting development and other actions to zero increase in flood elevation.
- Require flood-proofing or elevation of structures above the base flood elevation when built in a flood zone.
- Encourage the use of LID for surface water management for new development or redevelopment, where appropriate.
- Prohibit placement of structures or fill in the floodplain that would cause an increase in the elevation of the "zero rise" floodway.
- Increase City staff expertise in bioengineering techniques for bank stabilization.
- Participate in County-wide flood control meetings sponsored by King County Flood Control District, the U.S. Army Corps of Engineers, and other applicable organizations.

Earth Resources

GOAL 4.11

Potential impacts and liabilities associated with development in areas of potential geologic instability and coal mine hazard areas are minimized, erosion is prevented, and natural surface water features are protected from loss, disruption or channelization.

POLICIES

- 4.11.1** In geologically hazardous areas, require areas where vegetation must remain undisturbed, land disturbance minimized and cut-and-fill construction limited, to protect slope stability on sites cleared for development. Require significant replanting and maintenance upon completion of development.
- 4.11.2** Require setbacks for buildings and other infrastructure where needed, from the top and/or toe of steep slopes, to reduce risks of slope failure and risks to public safety.
- 4.11.3** Require the use of erosion control measures and, where warranted, written erosion and sediment control plans, to minimize erosion during and after construction activities on steep slopes or other erosion-prone areas.
- 4.11.4** Incorporate information from geotechnical reports and documented landslide and erosion-prone areas into the City's GIS data.
- 4.11.5** Ensure that proposed development projects in mapped coal mine hazard areas adequately consider and mitigate for possible risks.

Implementation Strategies – Earth Resources

- Modify requirements for geotechnical evaluations under the Sensitive Areas Regulations to expand the assessment of trees' function in slope stability.
- Ensure that erosion control plans are adequate, and that erosion control measures are implemented through inspections conducted as part of land clearing permits and NPDES permits.
- Update the City's GIS system to reflect data submitted in geotechnical studies.

Urban Forestry

GOAL 4.12

Trees are recognized by Tukwila citizens, businesses, City staff and decision-makers for their benefits to the environment, urban infrastructure and their aesthetic value.

POLICIES

- 4.12.1** Develop a formal urban forest management plan to promote and guide preservation, restoration and maintenance of a sustainable urban forest, using the goals and policies of this chapter as a basis for guidance.
- 4.12.2** Ensure that the benefits of trees are factored into site design and permit decisions.
- 4.12.3** Ensure that regulations recognize that larger trees provide more benefits than small trees.
- 4.12.4** Seek to create and fund an urban forester/municipal arborist position within the City, or contract for such services, to provide expertise for urban forest management planning, oversight of tree planting and maintenance, and assistance to all City departments that have responsibilities for tree management.
- 4.12.5** Educate the public, elected officials and City staff about the importance of and benefits provided by trees in Tukwila.
- 4.12.6** Develop tree valuation methods to reflect the value trees provide, for use in assessing fines, determining damages or estimating loss of tree benefits.
- 4.12.7** Identify funding sources to support urban forestry planning and management, and establish an urban forestry budget and account.
- 4.12.8** Consider developing an “exceptional” or “heritage” tree program to foster tree appreciation in the community.
- 4.12.9** Encourage public involvement in urban forest stewardship through volunteer events, free training workshops, and other means.

GOAL 4.13

Overall City-wide tree canopy increased to a total of 29% by 2034.

Canopy cover in individual zoning categories increased by 2034 as listed below:*

Light Industrial zones: 3% increase from 20%, to achieve 23% cover

Heavy Industrial zones: 1% increase from 9%, to achieve 10% cover

Tukwila Urban Center and Tukwila South: 5% increase from 13%, to achieve 18% cover

Office and Commercial: 3% increase from 29%, to achieve 32% cover

Parks: 5% increase from 38%, to achieve 43% cover

Public Rights-of-Way: Increase canopy coverage through street tree planting.

Specific canopy goal to be established based on future assessment.

No net loss of canopy cover in individual zoning categories, as listed below:

Low-Density Residential: Maintain current City-wide canopy coverage of 47%

Medium- and High-Density Residential: Maintain current City-wide coverage of 40%

POLICIES

4.13.1 Promote tree retention throughout the City by:

- implementing educational programs for property owners and managers regarding tree selection and care, applicable regulations, selecting a qualified arborist, and other issues;
- except for hazard trees or trees that interfere with underground or overhead utilities, prohibiting removal of any tree four inches or larger in diameter at breast height (dbh) on all undeveloped property without an approved development or other land use permit, to provide the opportunity to preserve healthy trees during development;
- promoting the mutual goals of tree protection and urban development through the implementation of incentive programs and flexible site development regulations, especially to retain tree groves; and
- requiring financial assurances for required tree replanting and maintenance.

4.13.2 Improve retention of trees on steep slopes.

* NOTE: Some public rights-of-way (such as WSDOT's) are not included in the total City-wide canopy calculation. Rights-of-way adjacent to public streets (i.e., where street trees would be planted) are included in each zoning category.

- 4.13.3** Continue to protect trees in sensitive areas and the shoreline through relevant regulations.
- 4.13.4** Ensure that required replacement trees at maturity will have equivalent or larger canopies than the removed tree(s), except where existing or future infrastructure and/or public or private utilities impede the planting of large trees.
- 4.13.5** Develop mechanisms for protecting tree roots for public and private surface and underground infrastructure installation, including – in some cases – requiring the presence of a certified arborist when working in the critical root zone; replacement of trees where damage is unavoidable; and either requiring replanting or payment into a tree replacement fund as compensation, if planting on-site is not feasible. Establish reasonable procedures to ensure consideration of tree root protection during routine or emergency maintenance of existing utilities, and provide training to City and other public utility maintenance staff on root protection techniques.
- 4.13.6** Establish criteria for requiring professional assessment and corrective actions by property owners who damage code-required landscaping, street trees, or other required trees by topping, poor pruning practices or root disturbance.
- 4.13.7** Where trees are regulated and required replacement trees cannot be accommodated on a site, establish procedures for off-site planting of replacement trees or payment into a dedicated tree replacement fund.
- 4.13.8** Develop tree planting and urban forest rehabilitation programs for City parks and other publicly-owned lands. Collaborate with other agencies, such as Washington’s Department of Transportation, to promote planting in highway interchanges and other locations.
- 4.13.9** Collaborate with other government, non-profit organization, school and private sector entities, to promote urban forest management and restoration.
- 4.13.10** Provide flexibility in the landscape code to promote increased tree planting and/or planting of large canopy trees, and reward the preservation of existing healthy trees to assist in meeting the City’s canopy goals.
- 4.13.11** Evaluate current parking lot landscape requirements to identify opportunities to increase tree canopy.

GOAL 4.14

Tukwila's streetscapes and landscaped areas are sustainable and attractive, and its urban forest is healthy, diverse, and safe.

POLICIES

- 4.14.1** Develop tree/urban forest inventories and assess the health of trees and forests in Tukwila's public spaces.
- 4.14.2** Develop maintenance plans and programs for trees on City property or rights-of-way to ensure that maintenance pruning is properly carried out, that diseases and pest infestations are managed, that hazardous trees are identified and managed in a timely manner to reduce risks, and that invasive vegetation is properly managed.
- 4.14.3** Modify landscape code, and educate property owners, property managers, landscape maintenance companies and tree companies to promote best practices for soil preparation, planting techniques, pruning, trenching and general tree care.
- 4.14.4** Ensure that landscaping and replacement trees in new development or re-development are properly cared for and thrive in perpetuity, through such means as maintenance agreements, monitoring and enforcement.
- 4.14.5** Develop a mechanism to ensure that tree removal and maintenance companies have the necessary qualifications and liability insurance to work in Tukwila.
- 4.14.6** Modify landscape code to require diversity of tree species in landscape plantings and consideration of species already present in the vicinity.
- 4.14.7** Establish minimum standards and landscape specifications to ensure long-term tree health for street trees, required landscape trees and required replacement trees, including minimum soil volume, soil quality, plant quality, planting techniques, irrigation, mulching, tree pruning, and prohibition of topping.
- 4.14.8** Develop an approved/recommended tree list for street trees, landscape perimeter planting and parking lots that recognizes the importance of the concept of "right tree, right place", taking into account available planting space and infrastructure/utility conflicts, and that considers the importance of species diversity, climate conditions, canopy coverage goals, allergy issues, urban wildlife benefits, and tolerance of urban conditions.

- 4.14.9** Work with electric utility providers to limit trimming of trees and other vegetation to that which is necessary for the safety and maintenance of transmission lines, where feasible and according to American National Standards Institute (ANSI) professional arboricultural specifications and standards.
- 4.14.10** Perform vegetation management that is needed in utility rights-of-way that are located in sensitive areas or shoreline areas, in a manner that will maintain, restore or improve the shoreline or sensitive area ecological function.

Implementation Strategies – Urban Forestry

- Prepare and publish technical specifications for landscape professionals and landscape contractors reflecting best management practices/standards for achieving adequate soil conditions, plant quality specifications, proper planting techniques, proper mulch placement, tree care and pruning, and other relevant information.
- Prepare and make available technical guidance for homeowners on tree selection, planting, care, pruning, selecting a good arborist, and identifying and controlling invasive plants.
- Conduct volunteer activities in parks and other public areas to help carry out urban forest restoration plans, to remove invasive plants and plant native trees and other vegetation.
- Create “Adopt an Urban Forest,” “Ivy Removal Team,” or similar programs, to actively remove invasive plants and promote ongoing stewardship of urban forests in the City’s parks and other public areas.
- Add an urban forestry page to the City’s website that contains information about programs, regulations, technical guidance, finding a certified arborist, and other relevant issues.
- Expand the annual Arbor Day celebration to widen public participation;
- Evaluate other jurisdiction’s heritage tree programs, and reach out to business and resident community to determine interest in a heritage tree program in Tukwila.
- Develop mechanisms for monitoring tree canopy growth, removal and replacement – in addition to periodic tree canopy assessments – using GIS and remote sensing methods;
- Review and amend, as necessary, SAO and Shoreline regulations to ensure consideration of tree retention, particularly in steep slope areas.

- Incorporate requirements in geotechnical studies to ensure evaluation of the role trees play in slope stability.
- Develop incentives for increasing retention of trees on steep slopes.
- Provide ongoing training for City staff from all departments on tree selection, site preparation, proper planting techniques, protection of tree roots during construction activities, proper pruning, and general tree care.
- Prepare and publish technical specifications manuals for utility companies and City staff to identify techniques to protect tree roots during installation of public and private surface and underground infrastructure.
- Revise City regulations to allow assessment of fines or requirement of financial guarantees in the enforcement of corrective actions.
- Prepare an urban forest inventory for publically-owned trees in the City.
- Notify property owners about applicable tree regulations via inclusion of fliers in storm water utility bill, direct mailings, and media announcements.
- Improve the frequency of landscape and tree replacement inspections, and increase enforcement.
- Develop street tree plans for various parts of the City, taking into account the need for diversity for tree health and urban design issues.
- Modify landscape, tree and right-of-way vegetation regulations, including consideration of a point system for landscape requirements, clarification of responsibilities for trees on City ROW, identifying incentive programs, and allowing for fines based on the value of trees damaged or removed.
- Develop street tree regulations that prioritize shade over ornamental needs.

RELATED INFORMATION

[Natural Environment Background Report](#)

[Tukwila Sensitive Areas Map](#)

[Tukwila Shoreline Master Program](#)

[WRIA 9 Salmon Habitat Enhancement Plan](#)

[Abandoned Underground Coal Mine Hazards Assessment Report](#)

[Tukwila Urban Tree Canopy Assessment](#)

[Tukwila Municipal Code, Chapter 18.45](#)

CHAPTER FIVE SHORELINES

TUKWILA COMPREHENSIVE PLAN



SHORELINES

WHAT YOU WILL FIND IN THIS CHAPTER:

- A discussion of shoreline areas in the City of Tukwila;
- An overview of the Shoreline Management Act and how it applies in Tukwila;
- Goals and Policies for managing development in shoreline areas; and
- A map of Tukwila's adopted Shoreline Environment Designations.

PURPOSE

This element of the City's Comprehensive Plan presents goals and policies related to development and restoration along the Green/Duwamish River – a shoreline of Statewide significance subject to the Washington State Shoreline Management Act (SMA) – which flows northerly through the entire length of Tukwila. A small fragment of the Black River flows into the Duwamish River just north of Fort Dent Park and is also subject to the SMA and the goals and policies of this chapter.

The Shoreline Element of the Comprehensive Plan represents the [Shoreline Master Program](#)'s role in the community-wide planning process. It reflects the relationship between shoreline development and other Comprehensive Plan goals and policies, and the importance of a shoreline vision to a community vision. The Shoreline Element identifies existing local and regional policies, land use and shoreline conditions, and sets forth shoreline goals and the policies for achieving them. These goals and policies reflect Tukwila's priorities in these areas:

- ❖ Facilitating redevelopment and prioritizing water-dependent industrial uses in the Manufacturing/Industrial Center (MIC), and encouraging redevelopment in the Tukwila Urban Center (TUC) that recognizes the river as a valuable resource.
- ❖ Ensuring the safety of new development from flooding and from destabilized riverbanks by establishing setbacks for new construction. Setbacks will allow for eventual replacement of existing flood control levees and regrading of over-steepened banks.
- ❖ Increasing public access to the river.

WHAT IS THE SHORELINE MANAGEMENT ACT?

The Shoreline Management Act (SMA) was approved by Washington voters in 1972 and is designed to prevent degradation of the State's shorelines from uncoordinated development.

WHERE DOES THE SHORELINE MANAGEMENT ACT APPLY?

Each city and county defines their own shoreline jurisdiction based on the provisions of the SMA and regulations from the Department of Ecology. The SMA applies to the following areas:

- Marine waters,
- Streams and rivers that have an average annual flow of at least 20 cubic feet per second,
- Upland areas within 200 feet of regulated waterbodies, and
- Wetlands and flood-prone areas associated with regulated waterbodies.

Additional information regarding the Shoreline Management Act is available on the Department of Ecology's website at:

<http://www.ecy.wa.gov/programs/sea/shorelines/smp/index.html>

- ❖ Supporting restoration of habitat along the river through a restoration plan in the Shoreline Master Program. Restoration is accomplished, in part, through removing invasive vegetation and replacing it with native species, constructing off-channel habitat, and setting back levees to incorporate a mid-slope bench that can be planted to improve habitat.

Shoreline policies encourage high-quality development and redevelopment along the river. At the same time, they recognize the value of the Green/Duwamish River as an aesthetic resource by encouraging new development in the urban center to "face" the river, providing views and public or private access to the shoreline. The policies also recognize the shoreline as an important natural resource that requires protection and restoration of shoreline ecological functions (such as habitat, surface water and flood attenuation, water quality improvement and others). Policies in the Master Program support restoration of shoreline ecological functions, particularly improved habitat for endangered fish species (Chinook salmon and Pacific Bull Trout).

As a whole, the Tukwila Shoreline Master Program acts as the implementation mechanism for achieving these goals and policies.

ISSUES

Department of Ecology guidelines, along with the City's obligations as a participant in the implementation of the Green/Duwamish Salmon Habitat Restoration Plan, dictate that Shoreline Master Program policies and regulations be established to ensure restoration and no net loss of shoreline ecological functions. The major issue facing the City is balancing the existing and planned future urban development along the river with these requirements.

SHORELINE MANAGEMENT ACT PRIORITIES

The SMA designates the Green/Duwamish River as a shoreline of Statewide significance. “Because these shorelines are major resources from which all people in the State derive benefit, the [development] guidelines and master programs must give preference to uses which favor public and long-range goals.” [WAC 173-16-040(5)] The SMA states that master programs for shorelines of Statewide significance shall give preference to uses that (*in order of preference*):

1. Recognize and protect the Statewide interest over local interest.
2. Preserve the natural character of the shoreline.
3. Result in long-term over short-term benefit.
4. Protect the resources and ecology of the shoreline.
5. Increase public access to publicly-owned areas of the shoreline.
6. Increase recreational opportunities for the public in the shoreline.
7. Provide for any other element, as defined in RCW 90.58.100, deemed appropriate or necessary (that is, which further the State’s shoreline policies).

The Washington State Shoreline Management Act requires that, where alterations in the natural condition of a shoreline are authorized, priority shall be given to the following uses:

- ❖ Single-family residences
- ❖ Ports
- ❖ Shoreline recreational uses
- ❖ Industrial and commercial developments dependent upon a shoreline location



The Shoreline Management Act promotes increased recreational opportunities and public access to the shoreline environment.



- ❖ Other developments that will provide an opportunity for a substantial number of people to enjoy the shoreline.

The policies established in the Tukwila Shoreline Master Program attempt to balance the river's value as a long-term natural resource for the region with the demands of intense urban development. The City's Shoreline Master Program also recognizes that, except for the area north of the Turning Basin, most of the Green River is not navigable by large commercial vessels and therefore opportunities to establish water-dependent uses are limited.

GOALS, POLICIES AND STRATEGIES

Tukwila's 2011 approved Shoreline Master Program, which is incorporated by reference as part of this Plan, revised some of the 1995 Comprehensive Plan goals and policies and added new ones to address new issues, changed conditions along the river, or new requirements established by the Washington State Department of Ecology.

Tukwila shoreline policies give priority to the economic vitality of the MIC, and focus intense multi-purpose urban uses – such as water-enjoyment commercial activity and public access – in the Tukwila Urban Center. The policies also emphasize the importance of a variety of shoreline public access methods, both physical and visual, linked to other areas of the region. They recognize the value of the river as a natural resource by encouraging restoration – including removal of invasive plants – of wildlife habitat and native riverbank vegetation, including tree planting.

Shoreline Environment Designations

The two-hundred-foot shoreline jurisdiction that comprises each shoreline environment is divided lengthwise into a buffer and outside-buffer area, and allowed uses are specified for each. The shoreline environments are intended to facilitate the City's long-range objectives for land and shoreline management, including:

- ❖ Ensuring no net loss of ecological shoreline functions;
- ❖ Providing for habitat protection enhancement and restoration, to improve shoreline ecological functions degraded over time and protection of already-restored areas;
- ❖ Allowing continued and increased urban development in recognition of Tukwila's role as a regionally-significant industrial and commercial center; and
- ❖ Providing for improved flood control, in coordination with King County and the U.S. Army Corps of Engineers.

The Shoreline Master Program provides more information on buffer size and function. The adopted buffers for each shoreline environment balance shoreline ecological function, human life and property protection (including future levee repair/reconstruction), existing land use patterns, and State and federal agency policies.

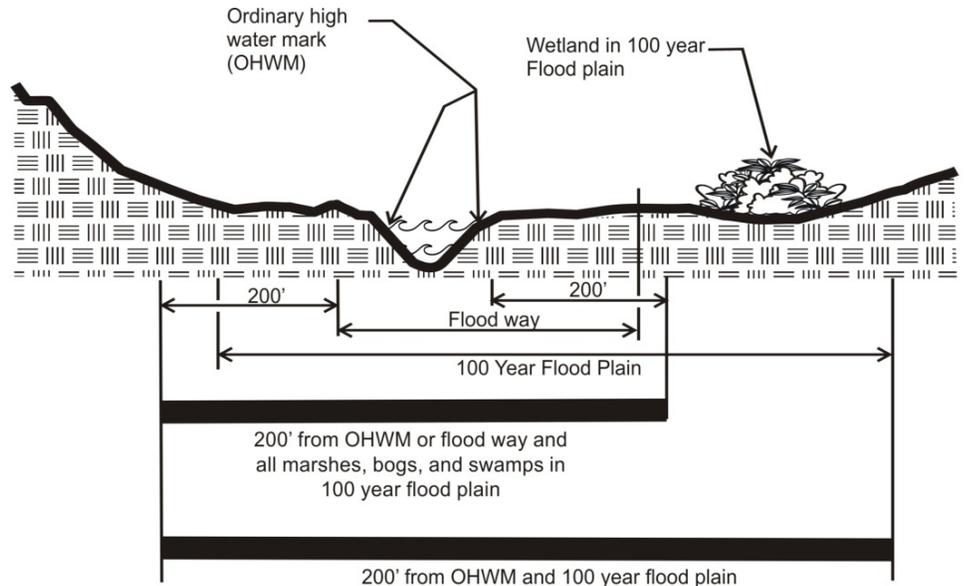


Figure 5-1: Shoreline Management Act Jurisdiction

GOAL 5.1

Shoreline Environment designations that meet Washington State Shoreline Management Act requirements, and reflect local conditions and Tukwila's long-term vision for its shoreline.

The shoreline zone generally extends for 200 feet on either side of the Ordinary High Water mark, consistent with the Washington State Shoreline Management Act (as illustrated in Figure 5-1).

POLICIES

5.1.1 SHORELINE RESIDENTIAL ENVIRONMENT. In the Shoreline Residential Environment, priority shall be given to the following:

- Uses that preserve or restore the natural character of the shoreline, or promote preservation of vegetation, open space, flood plain or sensitive area lands;
- Development that is compatible with the natural and biological limitations of the land and water and that will not require extensive alteration of the shoreline or new "hard" structural shoreline stabilization. Where possible, the removal of bulkheads, revetments, levees or other "hard" structural shoreline stabilization is required. Hard structural shoreline stabilization may be replaced with alternative bioengineered bank stabilization;
- On publicly-owned property, water-dependent or water-related recreational activities that are compatible with the character of the shoreline residential areas;

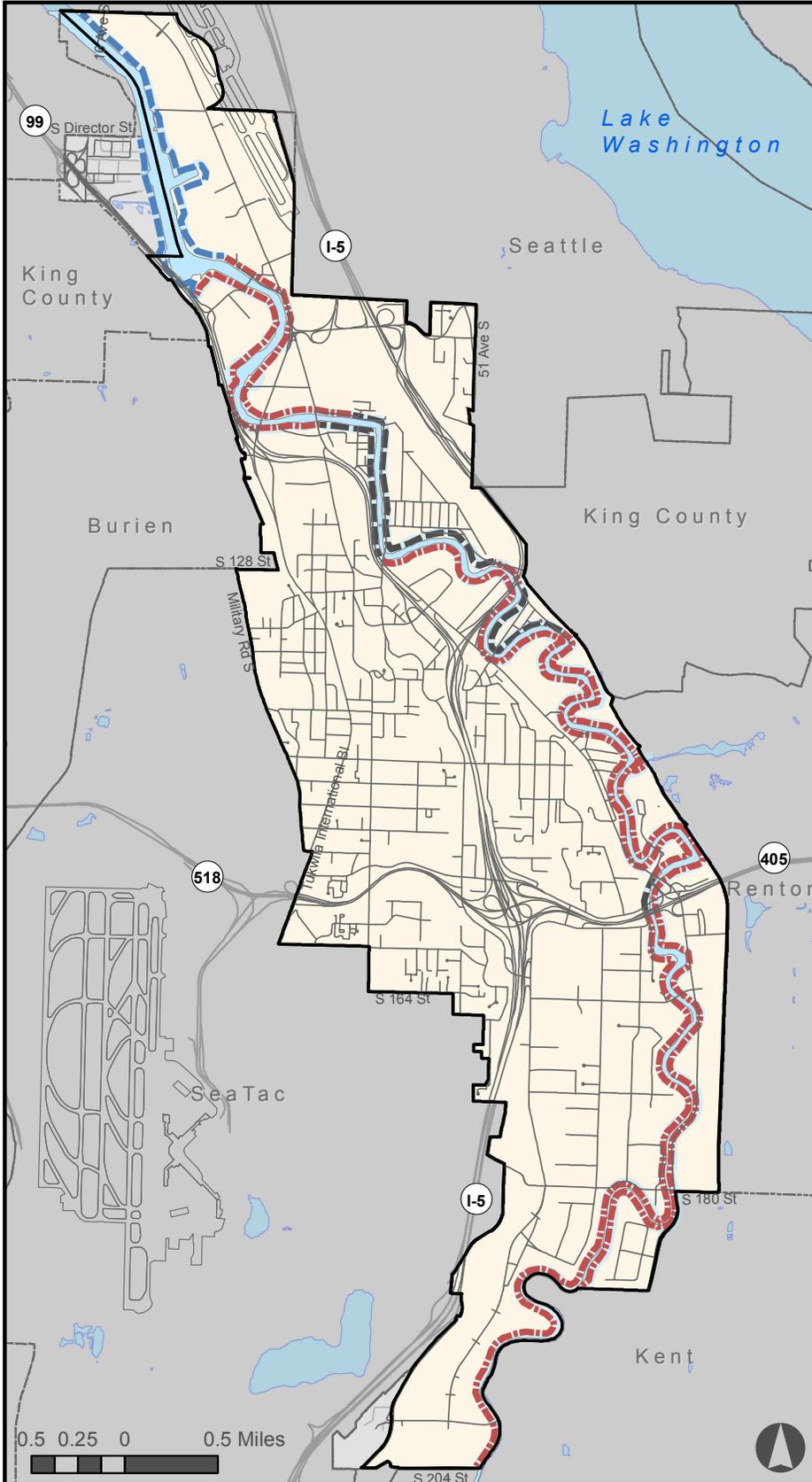
- Maintenance of existing single-family residential development patterns and public open space and recreation uses;
- Residential and recreational development that promotes vegetation conservation and enhancement, sensitive areas protection, and maintenance of water quality to assure no net loss of shoreline ecological functions;
- Residential and recreational development that contributes to the restoration of ecological functions in areas where ecological degradation has occurred over time.

5.1.2 URBAN CONSERVANCY ENVIRONMENT. In the Urban Conservancy Environment, priority shall be given to the following:

- Development that promotes vegetation conservation and enhancement, sensitive areas protection, and preservation of water quality to assure no net loss of shoreline ecological functions;
- Water enjoyment uses;
- Uses that remove shoreline armoring unless required for a shoreline-dependent use, and uses that prevent and/or minimize flood damage;
- Uses that preserve or restore shoreline ecological functions provided by vegetation, open space, flood plain or sensitive area lands;
- Uses that minimize interference with navigation and flood control, consider impacts to public views, and allow for the safe, unobstructed passage of fish and wildlife, particularly those species dependent on migration;
- Uses that provide public access and public recreation, whenever feasible and when ecological impacts can be mitigated;
- Development that is compatible with the natural and biological limitations of the land and water that do not require extensive alteration of the shoreline or new shoreline stabilization, except for restoration projects;
- Enhancement and restoration of ecological functions; and
- Redevelopment of underutilized areas and development of commercial and industrial activities where shoreline impacts are minimized and where there is no net loss of shoreline functions.

5.1.3 HIGH-INTENSITY SHORELINE ENVIRONMENT. In the High-Intensity Environment, priority shall be given to the following:

- Water-dependent commercial and industrial uses;
- Development that promotes vegetation conservation and enhancement, sensitive areas protection and preservation of water quality, to assure no net loss of shoreline ecological functions;
- Uses that remove shoreline armoring unless required for a shoreline-dependent use, and uses that prevent and/or minimize flood damage;
- Uses that preserve or restore shoreline ecological functions provided by vegetation, open space, flood plain or sensitive area lands;
- Uses that minimize interference with navigation and flood control, consider impacts to public views, and allow for the safe, unobstructed passage of fish and wildlife, particularly those species dependent on migration;
- Uses that provide public access and public recreation, whenever feasible and when ecological impacts can be mitigated;
- Development compatible with the natural and biological limitations of the land and water that does not require extensive alteration of the shoreline or new shoreline stabilization, except for restoration projects;
- Enhancement and restoration of ecological functions; and
- Redevelopment of underutilized areas and development of intensive commercial and industrial activities, where shoreline impacts are minimized and where there is no net loss of shoreline functions.



Shoreline Environments

Legend

- - - High Intensity Environment
- - - Urban Conservancy Environment
- - - Shoreline Residential Environment
- Aquatic Environment
- Tukwila City Limits

Map 5-1: Shoreline Environment Designations

- 5.1.4** SHORELINE AQUATIC ENVIRONMENT. In the Shoreline Aquatic Environment, priority shall be given to the following:
- Uses that preserve or restore the natural character of the shoreline or promote preservation of vegetation, open space, flood plain or sensitive area lands;
 - Water-dependent uses;
 - Uses that remove shoreline armoring unless required for a shoreline-dependent use, and uses that prevent and/or minimize flood damage;
 - Uses that minimize interference with navigation and flood control, consider impacts to public views, and allow for the safe, unobstructed passage of fish and wildlife, particularly those species dependent on migration;
 - Uses that provide public access and public recreation, whenever feasible and when ecological impacts can be mitigated;
 - Development compatible with the natural and biological limitations of the land and water, that does not require extensive alteration of the shoreline or new shoreline stabilization, except for restoration projects;
 - Enhancement and restoration of ecological functions; and
 - Uses compatible with the adjoining shoreline environments.



The Aquatic Environment applies to areas below the ordinary High Water Mark of a lake, stream or marine water body.

Shoreline Planning and Management

Tukwila is located in the lower reach of the Green/Duwamish River watershed, which covers 482 square miles and includes over 93 river miles from the Cascade Mountains to Elliott Bay. The City's portion of the river covers approximately 13 river miles; as a result, the City's Shoreline Master Program recognizes that – to be successful – protection and enhancement of shoreline resources is not only a City responsibility but also a regional one. The City is a member of the Water Resource Inventory Area (WRIA) 9, which covers the Green/Duwamish River watershed, and has adopted the WRIA 9 Salmon Habitat Plan that identifies specific actions and restoration projects to improve salmon habitat.

GOAL 5.2

Expanded value of the river as a community and regional resource, through regional coordination of shoreline management programs and through programs that foster river appreciation and awareness, involving partnerships among businesses, schools, residents and government and community organizations.

POLICIES

- 5.2.1** Coordinate shoreline planning and management activities with other local jurisdictions and their plans – such as the WRIA 9 Salmon Habitat Plan and the King County Flood Hazard Management Plan – to establish region-wide consistency in addressing river issues with regional implications, such as economic development, public access, wildlife habitat, water quality control and flood control.
- 5.2.2** Promote river stewardship and increase river awareness through actions which further shoreline goals, such as educational programs, community activities and partnerships with Tukwila residents, businesses, schools, government, and community organizations.
- 5.2.3** Promote and participate in the implementation of the Watershed Resource Inventory Area (WRIA) 9 Plan, including supporting the recommended projects located in Tukwila to improve the habitat functions of the Green/Duwamish River, as well as the Plan's policies and goals.

Implementation Strategies - Shoreline Planning and Management

- WRIA 9 Salmon Habitat Plan
- Tukwila SMP Restoration Plan
- King County Flood Hazard Management Plan

Land Development Use and Economic Vitality

An objective of the City's Shoreline Master Program, identified in the Issue section of this chapter, is to allow continued and increased urban development in recognition of the City's role as a regionally-significant industrial and commercial center, while also ensuring no net loss of shoreline ecological functions. The following policies address these objectives.

GOAL 5.3

Development along the shoreline that fosters the economic vitality of Tukwila while preserving the long-term benefits of the river.

GENERAL POLICIES

- 5.3.1** Implement shoreline design guidelines to:
- Encourage design that views the river as an amenity;
 - Guide the design of shoreline multiple uses;
 - Establish techniques for increasing shoreline multiple use;
 - Prioritize locations for uses; and
 - Encourage removal of invasive species with nonchemical methods and maintenance of native planted vegetation to minimize the presence of invasive species.
- 5.3.2** Design and locate all shoreline development to minimize impacts on areas identified as important for other river uses, such as wildlife and aquatic habitat, river vegetation, public access and recreation, historical resources and flood control.
- 5.3.3** Allow structures to be placed in the water, or structural reinforcement of the riverbank, only when this provides a significant, long-term public benefit, does not interfere with navigation or flood management, does not cause a loss of shoreline function, or is essential to a water-dependent use.
- 5.3.4** Prohibit the construction of new flood control facilities unless constructed to incorporate habitat restoration features, and work to remove existing shoreline armoring – where possible – to restore habitat functions.
- 5.3.5** Recognize and promote the river's contribution to the economic vitality of Tukwila, as a valuable amenity for existing and future businesses which depend on or benefit from a shoreline location.
- 5.3.6** Ensure that shoreline development does not diminish the commercial navigability of the river.

TUKWILA URBAN CENTER DEVELOPMENT POLICY

5.3.7 Design and locate shoreline development in the Tukwila Urban Center to encourage water enjoyment uses that:

- Provide for shoreline multiple uses consistent with the underlying zoning;
- Provide additional benefits, such as riverbank restoration, fishing piers, non-motorized boat launches, river views, or interpretive signs;
- Support public access to and along the shoreline;
- Provide water-enjoyment uses as a transition between the river and non-water uses;
- Encourage efficient use of land through such techniques as clustering, mixed-use projects, cooperative parking or parking located under principal structures, and shared utility and access corridors; and
- Ensure that new development and re-development in the Urban Center acknowledges the goal of a continuous street façade along Christensen Road and the riverfront, and locates parking facilities to the interior of the lot.

Implementation Strategies - Land Development Use and Economic Vitality

- Shoreline Design Guidelines
- Development standards
- Tukwila Urban Center Plan

POLICY FOR DEVELOPMENT OUTSIDE THE TUKWILA URBAN CENTER OR MIC

5.3.8 Design and locate shoreline development outside of the Tukwila Urban Center and the MIC to:

- Provide for shoreline multiple uses;
- Provide water-enjoyment uses as transitions between the river and non-water-dependent uses;
- Encourage efficient use of land through such techniques as clustering, mixed-use projects, cooperative parking or parking located under principal structures, and shared utility and access corridors; and
- Treat the river as an amenity in the design and location of the project.

MIC DEVELOPMENT POLICIES

- 5.3.9** Ensure that non-water-dependent shoreline development in the MIC provides for shoreline multiple uses to the extent that site security and the success of industrial operations are not jeopardized, ensures no net loss of shoreline function, and provides adequate mitigation for loss of shoreline multiple-use opportunities.
- 5.3.10** Allow opportunities for commercial and recreational marinas to locate in Tukwila downstream of the turning basin, where compatible with existing and future navigability and existing and future ecological restoration projects.

Private Property Rights

GOAL 5.4

Protect rights of property owners to reasonable use and enjoyment of private property through appropriate location, access to, and design of shoreline uses.

POLICIES

- 5.4.1** Design, locate and manage shoreline uses in a manner that maintains reasonable use and enjoyment of private property.
- 5.4.2** Design and locate public access in a way that is appropriate for the site, depending on site conditions and private property concerns.

Implementation Strategies - Private Property Rights

- River design guidelines
 - River access guidelines
 - Shoreline development standards
- 5.4.3** Special sensitivity is required for residential property; therefore, all single-family residential development of four or fewer single-family residential lots is excluded from requirements to provide private or public access. Single-family property owners are not exempt from the responsibility to improve the habitat value of the shoreline environment.
- 5.4.4** Maintain flexibility in methods of obtaining access, to allow for different site conditions and private property concerns that might conflict with access, such as privacy, safety and security.

- 5.4.5** Obtain additional easement area to permit the improvement of river habitat, by setting back levees or removing revetments and other hard shoreline armoring, and replacing with more habitat-friendly shoreline treatment.

Implementation Strategy

- Shoreline design guidelines

Shoreline Design Quality

GOAL 5.5

Enhanced identity of the river as a unique community asset through high-quality development and public activities that reflect Tukwila's history and sense of community pride.

POLICIES

- 5.5.1** Require that shoreline development outside of the MIC:
- Ensures no net loss of shoreline function;
 - Is designed to be consistent with Tukwila river design guidelines;
 - Reflects principles of high-quality design in such areas as site planning, architecture and landscaping; and
 - Includes setbacks, bulk, height, density, landscape buffers and provisions for open space that enhance the shoreline environment.

Implementation Strategies

- River design guidelines
- Shoreline development standards
- Tukwila Urban Center Plan

- 5.5.2** Require that shoreline development in the MIC:
- Is designed to be consistent with Tukwila shoreline design guidelines;
 - Maintains or enhances the existing visual quality along the river;
 - Provides trees and other landscaping to buffer industrial uses that are incompatible with other river uses; and
 - Provides amenities that enhance enjoyment of the river by employees.



Tukwila's Manufacturing/Industrial Center is an important regional industrial center located along the Duwamish River.

Implementation Strategy

- Shoreline design guidelines
- Shoreline development standards

Access and Recreational Use

Public access to shorelines of the State is one of the key goals of the Shoreline Management Act; of the seven uses identified in RCW 90.58.020 as having preference in the shoreline, two relate to public access and recreation.

In addition to the Green River Trail, which runs along much of the length of the river through the City, Tukwila is fortunate to have a number of other public access sites along the river. The following goals and policies support preserving existing public access sites and providing additional public access to the river. To support implementation of these goals and policies, the City's development regulations include incentives for private development projects to provide public access to the shoreline.

GOAL 5.6

Increase the amount and diversity of opportunities for public recreation and access to and along the river, including visual and cultural access, access to the water's edge, opportunities for small boat navigation and access, and connections to other neighborhoods consistent with the shoreline character.

GENERAL POLICIES

- 5.6.1** Retain and improve areas identified as important in the network of public access to the river, including cross-town connections, former railroad rights-of-way and unimproved street-end rights-of-way, historic sites, unique natural features, or other areas valuable for their interpretive potential.
- 5.6.2** Maintain existing parks along the shoreline, and acquire additional park land to increase access and recreation opportunities.
- 5.6.3** Incorporate river access requirements to guide the design, location and management of shoreline public access in all subdivisions and short plats over four lots, as well as multi-family, commercial and industrial development; to identify types of access appropriate and feasible for various site conditions and locations; and to establish strategies, funding sources and priorities for acquisition and enhancement of shoreline public access.

Implementation Strategies

- Shoreline design guidelines
- Shoreline public access guidelines
- Shoreline development standards
- Walk and Roll Plan
- Parks and Open Space Plan



Shoreline rails provide important public access opportunities for Tukwila residents.

- 5.6.4** Design, locate and manage public access for diverse types and variable levels of intensity, in order to minimize impacts on vulnerable features of the natural environment and to minimize conflicts with private property uses.
- 5.6.5** Where shoreline development provides public access areas, reserve such areas through the means most appropriate for the type, scale and impacts of the development, such as donation or sale of an easement or right-of-way to the City.
- 5.6.6** Support the implementation of the King County Green River Trail – per the existing King County Green River Trail Master Plan – as well as pedestrian/bicycle connections with the Trail from properties on the opposite bank and the expansion of this Trail, where appropriate.

POLICIES FOR DEVELOPMENT OUTSIDE MIC

- 5.6.7** Require subdivisions, multi-family residential uses, and commercial and industrial uses along the shoreline to provide a trail for public access along the river, in areas identified for trail connections consistent with the King County Green River Trail Master Plan, Shoreline Master Program, or any other approved access plan. Require any property not included in the King County Green River Trail Plan to provide public access or a private natural area in lieu of physical public access.

Implementation Strategies

- King County Green River Trail Master Plan
- Shoreline public access standards
- Walk and Roll Plan
- Parks and Open Space Plan

- 5.6.8** Where shoreline public access is provided, ensure that it is designed to be safe and convenient and includes access amenities such as benches, drinking fountains, public parking areas, handicapped access and appropriate lighting, consistent with the shoreline access guidelines.

Implementation Strategies

- Shoreline access guidelines
- King County Green River Trail Master Plan
- Walk and Roll Plan
- Parks and Open Space Plan

- 5.6.9** Except for single-family residential development of four or fewer single-family residential lots, shoreline developments shall maintain views of the water from the shoreline and from upland areas, through appropriate design of building height, bulk and modulation, windows, breezeways and outdoor spaces.

Implementation Strategy

- Shoreline design guidelines

5.6.10 Public access improvements should be designed and constructed to:

- Look and “feel” welcoming to the public.
- Connect to public areas, street ends, and other pedestrian or public thoroughfares.
- Enhance the character of Tukwila.
- Avoid conflicts with water-dependent uses.
- Provide for public safety and minimize impacts to private property and individual privacy and security.
- Require a low level of operation and maintenance.
- Ensure that construction (i.e., structures and access pathways) incorporates environmentally-sensitive design and materials (e.g., non-toxic, natural materials).

5.6.11 Improve pedestrian connections between the river, Green River Trail and the Urban Center’s commercial, office and residential uses.

POLICIES FOR DEVELOPMENT IN MIC

5.6.12 For MIC properties included in the King County Green River Trail Master Plan, require shoreline development to provide a trail for public access along the river.

5.6.13 Where shoreline public access is provided, ensure that it is designed to be safe and convenient, and includes access amenities such as benches, drinking fountains, public parking areas, handicapped access and appropriate lighting, consistent with the river access guidelines.

5.6.14 For MIC properties not included in the King County Green River Trail Plan, require shoreline development to provide public access or a private natural area in lieu of public access, or otherwise mitigate the loss of public access.

Implementation Strategies

- Shoreline design guidelines
- Shoreline access guidelines
- Walk and Roll Plan
- Parks and Open Space Plan

Transportation Within the Shoreline Zone

GOAL 5.7

Safe corridors and amenities for pedestrians, cyclists and users of public transportation, allowing more citizens to access and enjoy the river.

POLICIES

- 5.7.1** Design and locate transportation uses within the shoreline jurisdiction to be compatible with shoreline vegetation or other habitat features, turn-outs or parking areas for public access, boat ramps, biofiltration swales to protect water quality, public art, or interpretive signs.
- 5.7.2** Ensure that transportation uses within the shoreline jurisdiction and within those corridors identified as river cross-connections provide safe, convenient and attractive pedestrian, bicycle and boater access and facilities for public transportation.
- 5.7.3** Minimize transportation impacts on the natural environment (such as noises, odors, and air or water pollution), and enhance the natural environment wherever possible through planting trees and other habitat features.
- 5.7.4** Encourage maintenance of the river's navigability up to the turning basin – where this achieves a greater public interest and a balance between costs and benefits to the broader community, and impacts to the habitat functions of the river – in recognition of the historical significance of navigation and its importance to the economic vitality of water-dependent uses and the MIC.

Historical Resource Use

GOAL 5.8

Recognition of the river's contribution to Tukwila history and community identity through identification, enhancement, restoration and protection of sites with historic and cultural value, and through development of interpretive and educational programs.

POLICIES

- 5.8.1** Ensure that shoreline development reflects the river's important role in Tukwila history, and that long-term public use of the river as a historical resource is protected by providing for the identification, protection and interpretation of unique historic and archaeological features.
- 5.8.2** Ensure that public shoreline development reflects the river's natural features and community traditions.
- 5.8.3** Ensure that archaeological artifacts and sites are protected when development takes place in the shoreline jurisdiction.

Natural Environment and Habitat Use

The Green/Duwamish River has undergone extensive modifications in the past, to reduce channel migration and limit the extent and duration of valley flooding by constructing levees and revetments. These modifications to the river system have negatively impacted ecological functions, including hydrology, water quality, riparian habitat and in-stream habitat. River flows have been modified by dam construction, stream diversion, and urban development. River management and levees have reduced the connection between the rivers and their floodplains, changing the spatial extent of habitat, and increasing the potential for negative water quality impacts. Disturbances to the channel banks have resulted in areas that are dominated by non-native invasive species. Wood, in the form of riparian trees and in-channel wood, is generally lacking throughout the system, which has a negative impact on riparian and aquatic habitats. The following goals and policies seek to improve the ecological function of the river system.



*Aerial view of North Winds Weir Off-Channel Habitat
(photo courtesy of WRIA9)*

GOAL 5.9

Restored, enhanced and protected natural environmental resources along the river, including trees, wildlife habitat, and features with value for long-term public, scientific and educational uses.

POLICIES

- 5.9.1** Ensure that shoreline development results in no net loss of shoreline ecological function and minimizes impacts on wildlife, and that significant vegetation, sandbars, wetlands, watercourses and other critical areas identified as important for habitat are maintained through the proper location, design, construction and management of all shoreline uses and activities.
- 5.9.2** Ensure that shoreline development and activities protect riverbank vegetation and, where feasible, restore degraded riverbanks in accordance with the vegetation management provisions of the Shoreline Master Program, in order to minimize and compensate for impacts on fish and wildlife habitat.
- 5.9.3** Mitigate unavoidable disturbances of significant vegetation or habitat through replacement of habitat and provision of interpretive features consistent with the shoreline access guidelines.
- 5.9.4** Support relief from certain Shoreline Master Program requirements for properties affected by habitat restoration projects that result in the movement of the ordinary high water mark.
- 5.9.5** Support establishing the Transition Zone – given its importance for subtidal and intertidal habitats – as the priority area for habitat restoration projects, to allow salmonids to gradually adjust to the change between fresh and saltwater conditions.

Water Quality, Surface Water, and Flood Control Use

A system of levees and revetments have been constructed along a major portion of the river in Tukwila. The City has adopted a minimum levee profile to promote river bank stability, protect structures, and enhance shoreline ecological functions. The minimum levee profile incorporates a mid-slope bench that provides a wider river channel to accommodate higher flows during storm events, and that allows planting of native vegetation to improve habitat functions. The vegetation on the mid-slope bench will also reduce the speed of water flows during storm events.

GOAL 5.10

Improved water quality and quantity control programs affecting the Green/Duwamish River that improve the river's water quality, provide habitat for fish and wildlife, protect public health and safety, and enhance public enjoyment of the river.

POLICIES

- 5.10.1** Design, locate and manage shoreline development including streets, flood control projects, surface water drainage and sewer systems, clearing and grading activities, and landscaping in a manner that minimizes opportunities for pollutants to enter the river, provides erosion control, and otherwise protects water quality.
- 5.10.2** Design, manage and mitigate flood control uses to minimize impacts on other shoreline uses such as trees and riverbank vegetation, public access and recreation, and fish habitat; and set them back from the river, where feasible for the project, with land areas between the water and the levee set aside as open space for public recreation or wildlife habitat.
- 5.10.3** Consistent with project feasibility, mitigate unavoidable negative impacts on other shoreline uses owing to flood control uses through such measures as restoration of trees and native riverbank vegetation, provision of public access to the water's edge, interpretive features, or other mitigation of loss of opportunities for shoreline multiple uses.
- 5.10.4** Obtain additional easements, where needed, from property owners to set back levees to improve flood control and shoreline habitat functions. Where possible, as redevelopment occurs, replace bulkheads, revetments or other hard bank stabilization with more natural levees, riverbanks or other shoreline treatments, to improve flood control, ecological functions and habitat.

Implementation Strategies

- Where possible, increase levee setback
- Shoreline access guidelines
- Surface Water Management Plan
- WRIA 9 Plan water quality policies

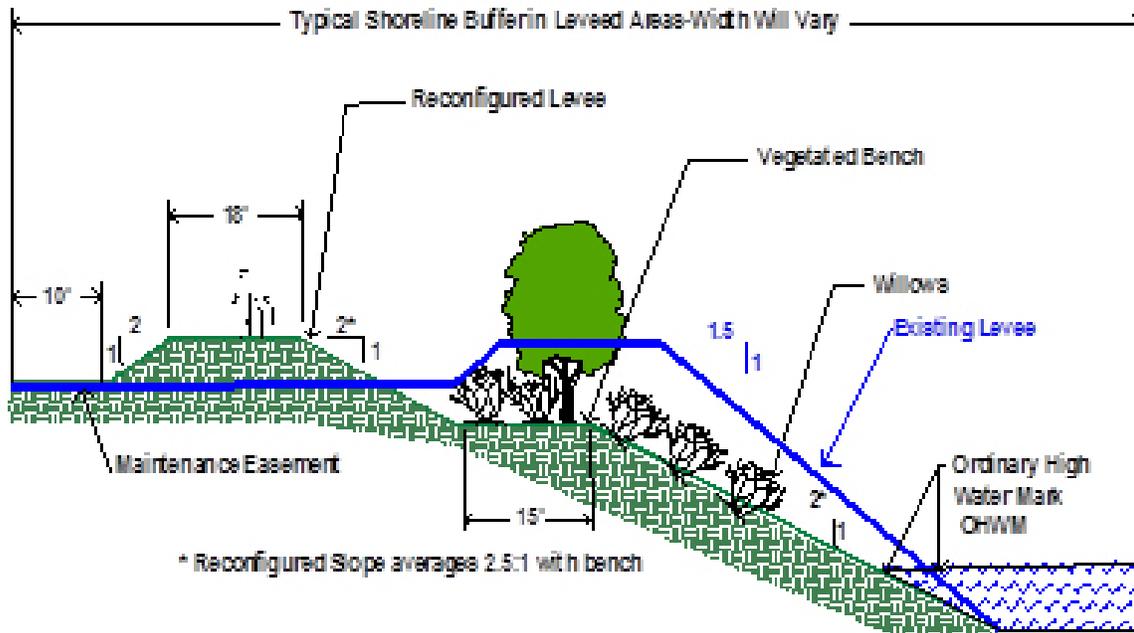


Figure 5-2: Proposed profile for reconfigured levees

Public Health, Safety and Welfare

GOAL 5.11

Shoreline uses that do not endanger public health, safety and welfare or the capacity of the river to provide long-term benefits and resources to the community.

- 5.11.1** Design, locate and manage shoreline uses, such as capital improvement projects and private development, in a manner that does not endanger public health, safety and welfare, and enhances the capacity of the river to provide long-term benefits and resources to the community.

RELATED INFORMATION

[Shoreline Master Program](#)

[Washington State Shoreline Management Act](#)

[Washington State Department of Ecology – Shoreline Information](#)

[Water Resource Inventory Area \(WRIA\) 9:](#)

[Green/Duwamish Salmon Habitat Restoration Plan](#)

CHAPTER SIX PARKS, RECREATION, AND OPEN SPACE

TUKWILA COMPREHENSIVE PLAN



PARKS, RECREATION AND OPEN SPACE

WHAT YOU WILL FIND IN THIS CHAPTER:

- A description of the existing facilities, operations of the system, and intergovernmental coordination;
- A summary of issues; and
- The goals, policies and implementation strategies to guide development of the desired future parks, recreation and open space system.

PURPOSE

Tukwila's parks, recreation and open space system provides opportunities for all residents and workers, all ages, and all cultures and language groups to enjoy nature, gather together and exercise. This system supports healthy lifestyles, community interaction and identity, while supporting economic vitality. This system also provides for interaction with nature, protection and conservation of the environment, and a walking and biking network for physical activity and transportation.



The Parks, Recreation and Open Space Element guides decision-making that is consistent with Washington's Growth Management Act, community priorities, and related planning efforts and policies, which in turn are the basis for determining the future of Tukwila's parks, recreation and open space system. State requirements and local aspirations are fulfilled by the Parks, Recreation and Open Space Background Report and the Parks, Recreation and Open Space (PROS) Comprehensive Plan, which is incorporated by reference in Tukwila's Comprehensive Plan.

EXISTING SYSTEM AND INTERGOVERNMENTAL COORDINATION

Park Lands

There are 32 park properties in the City's inventory, totaling 273 acres. The Existing System Map shows the location of all parks and recreation resources in the system, comprising developed and undeveloped park lands. Trails, schools and recreation sites owned by other providers are also part of this system and add to the number of resources available in the City. There are also nearly 29 acres of open space lands. (Figure 1)

Open Space Network

Although not officially mapped, there is an informal and varied network of undeveloped land, made up of the river channel and its banks, creek corridors, landscaped yards and public street trees, and steep valley hills, such as the State highway rights-of-way. This undeveloped open space creates a green network that softens the impact of the urban environment in which we live and work. Much of this informal open space network exists and will be maintained due to community standards and environmental regulations.

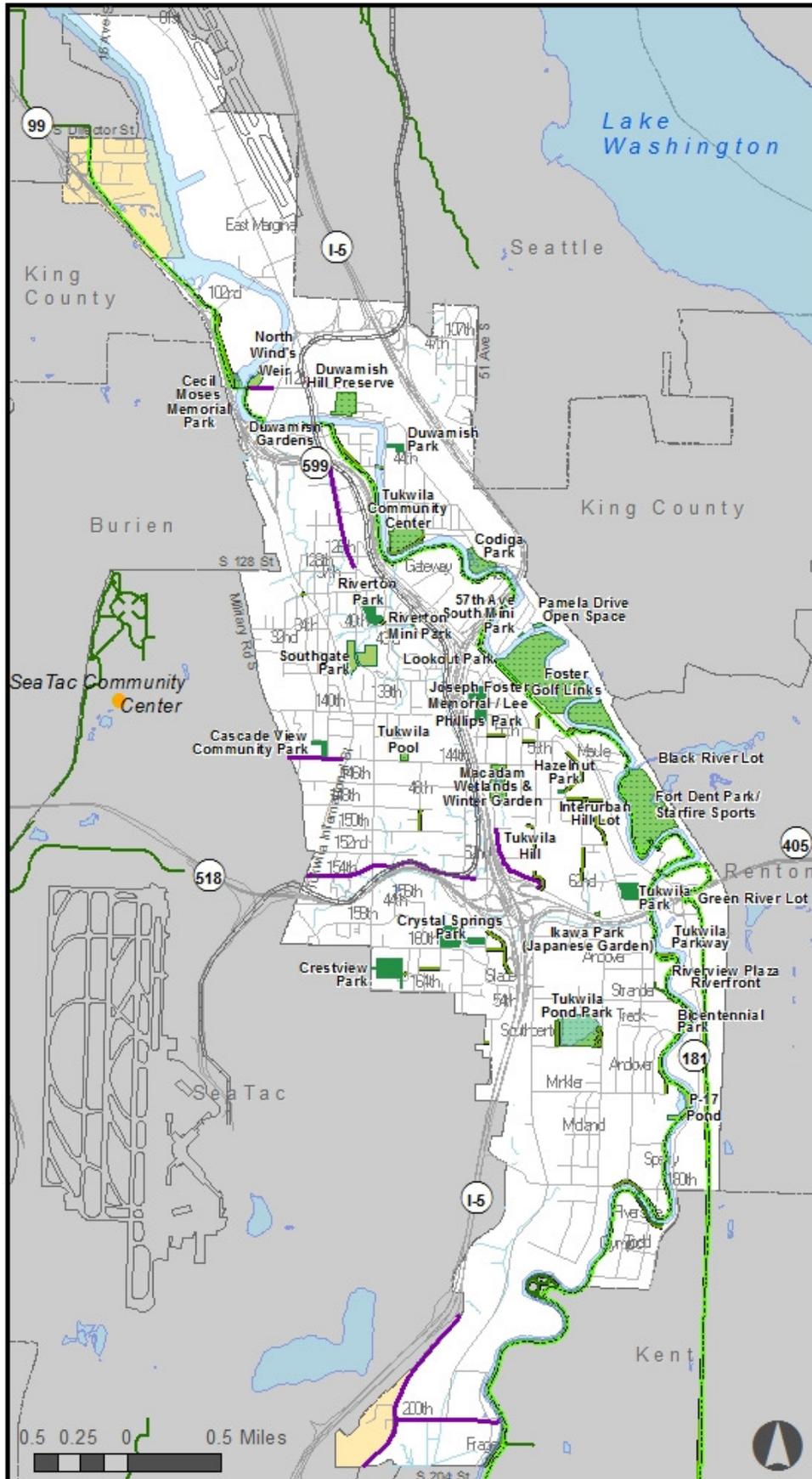
Programs and Services

The City of Tukwila offers a wide range of recreational programs and public services. The Tukwila Community Center serves a vital role by providing the majority of public recreation programming and support services in the city. Along with the City-sponsored programs, the number of park- and recreation-related opportunities available to Tukwila residents is expanded through neighboring communities, public schools, private providers and non-profits. Starfire Sports, SeaTac Community Center, Tukwila Pool and the Matt Griffin YMCA provide additional programs in and around Tukwila.



Intergovernmental Coordination

Tukwila relies on partnerships with several organizations and local governments to provide services to area residents and to ensure coordination with land use policies. At the crossroads of the regional trail system, Tukwila coordinates with the neighboring cities of Renton and SeaTac, and other governments including King County, to plan, develop and manage the regional trail system. Managing the city's Green/Duwamish River frontage also requires coordination with local, King County and Statewide environmental policies and regulations.



PROS Existing System Map

Figure 1

Legend

Existing Trails

- Other City
- King County
- Tukwila
- Bike Routes

Parks

- Local Park
- Open Space
- Special Use Park

Roads

- Roads
- River / Streams
- Annexation

The City partners with area schools to increase access to sport fields and playgrounds in areas that lack parks. The Highline and Tukwila School Districts partner with the City by leasing former school sites for park uses. In general, public schools also present an opportunity for access to recreation activities since they are well distributed in the City, especially in areas without access to park land.

In 2011, Tukwila residents voted to create the Tukwila Metropolitan Park District to fund and operate the Tukwila Pool. This independent entity provides aquatics programming at the pool facility located on Tukwila School District property. The City also works with King County to expand park and recreation opportunities.

ISSUES

Several key issues are considered in the development of the parks, recreation and open space system over the planning period.

Connection and Access

The city's sloping terrain, the Green/Duwamish River, and presence of busy streets and major highways all lead to physical barriers for pedestrians and cyclists. Although there is untapped recreational potential in the Green/Duwamish River, there are limited connections to the waterfront and a need to expand river access opportunities.

These issues may be addressed either by creating additional and non-traditional opportunities in underserved neighborhoods and/or finding ways to increase transportation alternatives to serve existing recreational sites.

Disconnected and Limited Open Space Network

Open spaces are undeveloped areas that offer natural system benefits and/or provide for public use such as trail activities and water access. These sites include riverfront lands, wooded areas and/or steeply sloped hillsides. The environmental benefits of open spaces are also discussed in the Natural Environment element.



Green spaces and waterways are important to the City's environmental and community health, and residents value the protection of these resources. If and when acquisition of property is not appropriate, maintaining open space through regulation is an option. Encouraging and supporting voluntary community stewardship efforts to further restore and preserve these areas builds community and support for that network.

Community Gathering Spaces

Many residents come from cultures that especially value community gathering places. Having open and welcoming places for small and large groups to come together fosters a sense of community. Activities could range from socializing and celebrating to farmers markets and even gathering places in the event of emergencies.

There are currently limited areas that can accommodate large public gatherings within the park system. A large site acquisition could address this need, as well modifying existing parks to accommodate larger group activities. All the spaces will need to be well-located, safe and accessible for a wide range of ages and abilities, and contribute to the City's identity. A community-wide process could help identify the location of a large public gathering place.

Population Growth and Changing Demographics

PREPARING FOR FUTURE GROWTH

The City expects significant growth over the planning period, although exactly when the growth will occur is unknown. Change is likely to happen slowly during the planning period and then increase in the urban and local growth centers when the tipping point occurs in the transformation of the suburban to urban setting. Major new development is planned for the Southcenter and Tukwila South areas. New residents and visitors will require additional services and recreation opportunities

CELEBRATING DIVERSE CULTURES

The City's changing population base and its great cultural diversity mean that Tukwila must be able to anticipate and respond to the changing needs of its residents, in order to provide recreation services that fully serve many different backgrounds and demographics.



Access, Awareness and Affordability

AFFORDABLE AND CONVENIENT OPPORTUNITIES

Tukwila residents desire recreational opportunities that are close to home. Residents – in particular area youth – seek affordable places to play at convenient times and locations.

EXPANDING AWARENESS

Many residents are unaware of existing opportunities and benefits, and there is a need to strengthen participation and involvement from the public to improve the park system. The City's traditional means of advertising its services will need to expand beyond the recreational brochure, City website and community signage, to reach and engage Tukwila's busy, diverse, multi-cultural and multi-lingual population.

MAXIMIZING CAPACITY

Many of the City's developed parks have limited capacity for additional features due to their small size. The open spaces are environmentally constrained and there is little land available for expanded or additional parks. Demand will continue to grow, so the City will need creative ways of expanding recreation resources that do not require large land acquisitions.

PARTNERSHIPS

Partnering with neighboring jurisdictions, private and public providers, and other groups in Tukwila can be a means of increasing access to recreational opportunities and recreational capacity.

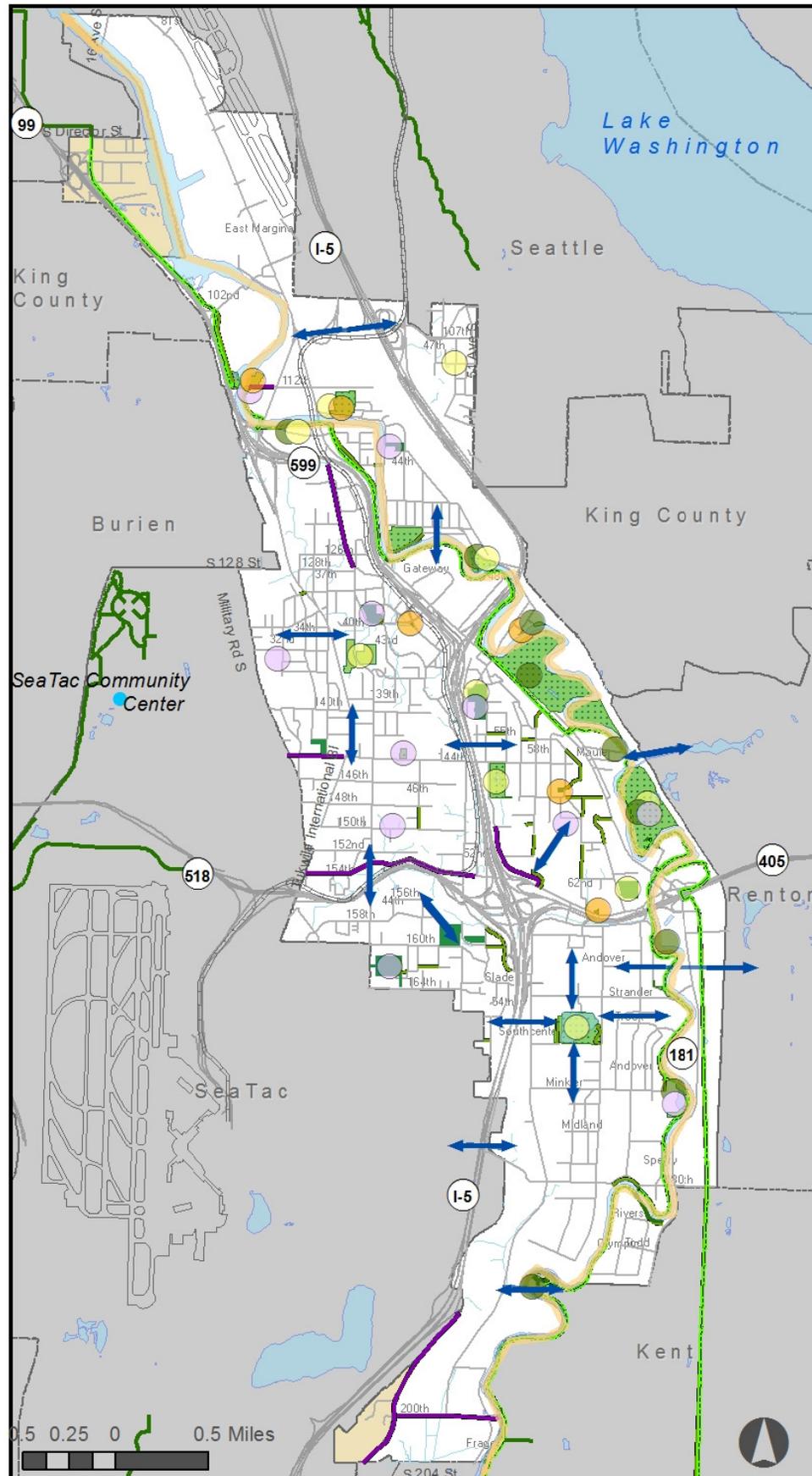
Healthier People and Places

The residents of Tukwila, along with other South King County jurisdictions, have a lower expected life span and higher incidence of chronic disease than other areas of the County. Exercise, play and access to healthy foods and outdoor spaces are all needed to support happy and healthy lifestyles.

Sustainable Maintenance

The City's park system has a number of small facilities that are less economical to maintain and that provide less than optimal recreational function. Future improvements and acquisition decisions should be tied to maintenance needs in order to sustain the system.





PROS System Concept Map

Figure 2

Legend

Project Type

- Expanded Capacity
- Partner Sites
- Riverfront Projects
- Sustainable Stewardship

- Connections
- Corridor Plan

Existing Trails

- Other City
- King County
- Tukwila
- Bike Routes

Parks

- Local Park
- Open Space
- Special Use Park

Roads

- Roads
- River / Streams
- Annexation

GOALS, POLICIES AND STRATEGIES

Goals and policies guide the desired future of the parks, recreation and open space system over the planning period. Policies reflect public needs, past and current planning efforts and priorities, as well as strategic planning, design and management principles. The Tukwila Parks, Recreation and Open Space System Concept Map is the graphic representation of these goals and policies. (Figure 2)

GOAL 6.1

Safe, Convenient and Connected System – Parks, recreation opportunities and open spaces that are close to home and/or work and that are interconnected by safe streets, off-street trails and public transportation.

POLICIES

- 6.1.1** Create a system of close-to-home recreation opportunities, aiming for a ¼-mile to ½-mile travel distance between most residential uses and parks and recreation areas.
- 6.1.2** Create a system of close-to-work recreation opportunities, aiming for a ¼-mile to ½-mile travel distance between most employment places and parks and recreation areas.
- 6.1.3** Link parks to neighborhood gathering spots and other destinations in the community and region such as schools, neighboring jurisdictions, regional parks and natural areas, and major employment centers.
- 6.1.4** Improve the pedestrian and bicycle environment by creating safe and efficient connections across busy streets, railways and the Green/Duwamish River.
- 6.1.5** Increase physical and scenic connectivity with the Green/Duwamish River.



- 6.1.6** Integrate linkages to recreation areas and open spaces when planning and designing the transportation system.
- 6.1.7** Include the availability of public transportation with the design and provision of parks and recreation programs and services.
- 6.1.8** Strive for a safely-designed and maintained trail system.
- 6.1.9** Distribute public recreational facilities throughout the City so that they are easily accessible to residents, visitors, and those who come to Tukwila to work.
- 6.1.10** Create a trail system that links significant community focal points, and links the lowland and upland trails at strategic points.
- 6.1.11** Connect concentrations of commercial and retail activity with the trail network.
- 6.1.12** Maximize potential and capacity of existing parks and recreation resources to offset existing and future demand.

Implementation Strategies

- Replace numerical park land level-of-service standard with an overall park land service area distance.
- Update the Public Recreation Overlay Comprehensive Plan designation to reflect the goals of this Element and of the Concept Map.
- Pursue trail easements in areas with natural amenities, and incorporate them into a City-wide trail system.
- Seek trail easements from willing private property owners where no public right-of-way is available for a link in the network,
- Consider the street sidewalk system as a link in the connecting network, when necessary.
- Invest in bicyclist and pedestrian safety improvements identified in the Parks, Recreation and Open Space Plan and the City's Walk and Roll Plan.



GOAL 6.2

A Network of Green Spaces – Recreational amenities, historical sites, rivers, wetlands, creeks, and other natural resources that are connected to each other and neighboring networks of lands. This network defines Tukwila as a Northwest city, and includes visually significant bands of vegetation that contrast with the built environment.

POLICIES

6.2.1 Recognize that the City's open space network will be made up of public and private lands that provide or have the potential to provide the following functions:

- Passive recreational resources;
- Non-motorized transportation links between network lands;
- Flood control functions and stormwater detention;
- Water quality enhancement, such as biofiltration;
- Preservation of and public access to community landmarks that help make up the City's identity, including the river and historic sites;
- Urban forest preservation and enhancement, and vegetated corridors;
- Wildlife habitat and opportunities for salmon habitat enhancement; and/or
- Other public benefit.

6.2.2 Use the following as guidance to select and acquire for public purchase or donation land:

- Provides public access to or along the river, other waterway, or a wetland;
- Provides a corridor for a trail network connection;
- Has potential to fill gaps in the park system, including under-served neighborhoods;
- Protects important natural resources and/or other elements of the natural environment;
- Would otherwise be developed for a use that will reduce the open space function of the property;
- Provides a buffer between residential areas and industrial areas, highways, and railways; and/or
- Provides other public benefit.

- 6.2.3 Retain and expand the open space network through acquisition, donation, easements, partnerships and regulation.
- 6.2.4 Coordinate with other regional and local plans to complement and enhance the Tukwila open space network.
- 6.2.5 Integrate natural features, such as daylighting streams, and adding trees, shrubs and other plants into the built environment, including residential, commercial and industrial areas.
- 6.2.6 Pursue efforts that increase the public's awareness and stewardship of the City's open space resources and benefits, such as volunteer events and development and distribution of information.

Implementation Strategies

- Apply a range of measures to preserve and protect the open space network, including:
 - Sensitive areas regulations.
 - Shoreline regulations.
 - Land altering regulations.
 - Landscaping regulations.
 - Tree regulations.
 - Parks Impact Fees.
- Pursue acquisition and development of the high-priority needs through the Capital Improvement Program (CIP), as guided by the Parks, Recreation, and Open Space Plan.
- Develop property sale and review procedures with local public and private agencies for potential open space acquisition sites.
- Maintain and protect undeveloped rights-of-way within or adjacent to parks and the open space network.
- Work with property owners and encourage non-purchase options, including conservation easements, current use assessment, and development covenants. Accept donations of properties where public benefit is anticipated or planned.
- Design site planning and subdivision standards that offer flexibility and reflect the purpose of open space network areas.

- Develop a comprehensive vision for recreation along the Green/Duwamish River Corridor.
- Update tree protection and clearing regulations that achieve open space network and natural environment goals and policies.
- Pursue an urban forestry program to implement policies in the Natural Environment element of the Comprehensive Plan.
- Conduct a city-wide tree inventory, and identify ways to improve and increase the urban tree canopy.
- Maximize external funding opportunities and seek matching funds from other sources, for the purchase of open space lands identified for acquisition.
- Continue to work with businesses, private property owners and volunteers to maintain and foster stewardship of open space areas.

GOAL 6.3

A Sense of Community – Tukwila’s parks and recreation opportunities build community cohesion by providing places and programs for social interaction and gatherings of all sizes, with designs that strengthen community identity.

POLICIES

- 6.3.1** Design parks and recreation facilities that encourage social interaction and the gathering of large and small groups.
- 6.3.2** Design parks and recreation facilities that celebrate unique features of Tukwila and that contribute to quality of life and neighborhood needs. These features should reflect neighborhood height, bulk and scale.
- 6.3.3** Sponsor community events that encourage interaction between neighbors and celebrate the diversity of Tukwila.
- 6.3.4** Interpret local culture, history and environment throughout the system.



- 6.3.5** Work with Tukwila Arts Commission to integrate art throughout the City.
- 6.3.6** Support plans, policies, projects and programs to expand and improve the park and open space system in the Southcenter, Tukwila South and Tukwila International Boulevard areas, and seek opportunities to develop new facilities and programs that enhance the overall experience of residents, while also considering the needs of employees, business owners and visitors.
- 6.3.7** Where feasible, acquire parks to serve as buffers between residential uses and industrial areas, highways or railways.



Implementation Strategies

- Add places for social gathering by adding features in parks with existing capacity and in new facilities.
- Increase access to places for social gathering in identified focus areas of the Parks, Recreation and Open Space Plan.
- Identify and secure a suitable location for a larger-scale public gathering space – including but not limited to the Southcenter/Tukwila Urban Center area and the Tukwila International Boulevard area – per the Parks, Recreation, and Open Space Plan.
- Develop design guidelines to ensure that uses and structures adjacent to parks recognize and complement open spaces and public amenities.
- Prepare standards and guidelines for parks and open spaces that ensure access to sunlight, a sense of security, seating, landscaping, accessibility, and connections to surrounding uses and activities.
- Work with public agencies to incorporate public spaces as an important element of major public transportation, utilities and facilities projects.
- Develop strategies for public-private partnerships that will result in public open spaces to serve as focal points and settings for special events and other activities.
- Examine alternative spaces for each neighborhood in identified park access gap areas that could be used to create a neighborhood gathering spot.
- Consider locating parklets in commercial areas, such as in the vicinity of Tukwila International Boulevard and the Tukwila Urban Center/Southcenter area.
- Partner with Tukwila Village to provide a social gathering space.

GOAL 6.4

Opportunities for All – Tukwila’s parks, recreation opportunities and public services offer something for all ages, abilities and cultures, in settings, locations and times that are convenient to as many as possible.

POLICIES

- 6.4.1** Offer flexible recreation programming that is constantly improving and responding to current trends and community desires.
- 6.4.2** Provide programs that embrace Tukwila’s many cultures, customs and interests.



- 6.4.3** Design accessible parks, facilities and programs for all ages and abilities.
- 6.4.4** Increase the capacity at existing parks and recreation facilities to maximize use and expand public access.
- 6.4.5** Provide indoor and outdoor spaces designed for increased access and flexibility of use.
- 6.4.6** Consider future growth needs and planned density when providing parks and recreation opportunities to meet community needs.
- 6.4.7** Expand program options through enhanced partnerships with businesses and organizations, and through volunteerism.

Implementation Strategies

- Use innovative outreach strategies to determine community desires and priorities in developing and locating program offerings.
- Add places for unstructured play by adding features in parks with existing capacity, as identified in the Parks, Recreation and Open Space Plan.
- Increase access to unstructured play in identified focus areas of the Parks, Recreation and Open Space Plan.
- Continue to seek locations for new sports fields and ball courts at sites with adequate capacity, as identified in the Parks, Recreation and Open Space Plan.
- Partner with the Highline, Tukwila, and Seattle school districts, the Tukwila Metropolitan Park District, King County, neighboring jurisdictions and other providers, to improve community access to programs and services during non-school hours.
- Identify locations and funding for a facility serving the Tukwila International Boulevard area.



GOAL 6.5

Safe, Inviting and Affordable – Parks and facilities that are safe, well maintained and clean, and programs and services that are welcoming and accessible for all people.

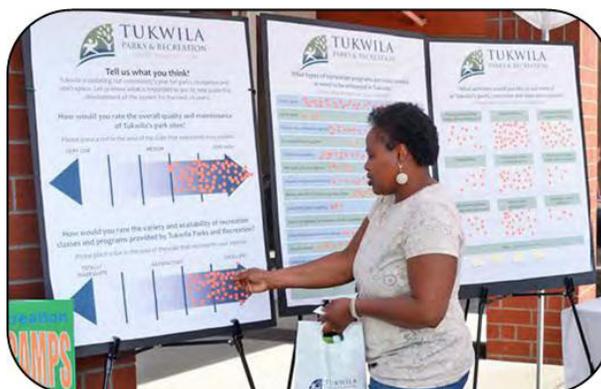
POLICIES

- 6.5.1** Design parks and public spaces using accepted public safety standards such as Crime Prevention through Environmental Design Principles (CPTED) or Defensible Space.
- 6.5.2** Reflect the highest standard of design quality in public developments to enhance neighborhood quality and set a high design standard for private development.
- 6.5.3** Develop park master plans or site designs that guide all major park improvements and that achieve cohesive design and efficient phasing of projects.
- 6.5.4** Involve the community, including expected users and neighborhood residents, in appropriate aspects of capital project and program planning and implementation.

- 6.5.5 Involve community partners and volunteers in the construction and maintenance of parks to increase the sense of public ownership and reduce City costs.
- 6.5.6 Increase access to affordable, free or reduced-cost programs and services.
- 6.5.7 Expand awareness of the full range of program offerings and recreation options made available by the City and others.
- 6.5.8 Maintain parks and public spaces so that they are safe, clean and welcoming.

Implementation Strategies

- Develop and implement updated park design guidelines and policies.
- Expand recreation programming and services in identified focus areas of the Parks, Recreation and Open Space Plan, using a combination of mobile programming, classes and activities held at City-owned and school district-owned locations, and other sites as appropriate.
- Refine the cost-recovery framework to increase affordability of all programs.
- Pursue alternative service delivery models, such as mobile programming at employment areas, to enhance programming options and convenience.
- Partner with Highline, Seattle and Tukwila school districts, Tukwila Metropolitan Park District, King County, neighboring jurisdictions and other providers, to improve community access to programs and services.
- Expand and enhance volunteer programs and opportunities.
- Expand and diversify outreach efforts to increase awareness of and involvement in parks programs.
- Develop and implement a procedure for working with expected park users and neighborhood residents when developing new parks or land features, or adding programs to existing parks.



GOAL 6.6

Healthy People and Places – Parks and recreation opportunities that promote healthy, active lifestyles are designed and managed to engage and enhance the natural environment and the local economy.

POLICIES

- 6.6.1** Provide services for all ages to encourage community members to try new activities and build a habit of healthy living.
- 6.6.2** Promote healthy food choices and active living programs as a central focus for community education.
- 6.6.3** Ensure that projects and programs create a social, economic and environmental benefit to the community.
- 6.6.4** Leverage the park, recreation and open space system to meet the needs of the residents while considering economic development and needs of visitors, business and employees.
- 6.6.5** Provide public education resources and volunteer opportunities to promote understanding and appreciation of Tukwila's natural environment and river ecosystem, while building an environmental stewardship ethic in the community.



- 6.6.6** Encourage and support the use of public lands for urban agriculture activities.
- 6.6.7** Promote urban agriculture activities through existing and new programming and partnerships.
- 6.6.8** Consider long-term management, operations and maintenance needs when implementing new projects and programs.
- 6.6.9** Employ best practices in managing facilities, parks and open space areas, and provide continuing education for City staff on these practices.

Implementation Strategies

- Provide accessible programs and classes that promote healthy activity and food choices for residents of all ages.
- Develop a volunteer project database to serve as a clearinghouse for Citywide volunteer opportunities.
- Work with volunteer organizations and the City of Tukwila Parks Commission to identify ways to strengthen the park system.
- Continue to provide a variety of volunteer programs, nature walks and interpretive services, as well as use of social media and public outreach, to foster long-term support and stewardship.
- Create an environmental stewardship staff position to coordinate with other City Departments and volunteer organizations.
- Increase environmental stewardship and awareness by offering food system and urban agriculture programs and classes. Identify joint-use agreements for publicly- or privately-owned sites for uses such as urban farms, community gardens and pea patches.
- Seek development incentives, grants, and other funding sources, including public-private partnerships, to support development of urban agriculture sites and programming.
- Review development regulations for barriers to implementing urban agriculture activities.
- Identify the preferred location for an additional community garden, which may include a children's learning garden.
- Encourage and support farmers' market opportunities that are accessible to all residents.
- Develop and implement system-wide environmental strategies for management and operations.
- Co-locate public infrastructure, environmental and recreational projects where practical.
- Conduct maintenance efficiency improvements to better align smaller parks with the way these sites are used by the public.
- Develop and use integrated pest management plans for all parks, with the least hazard to people, property and the environment.



- Regularly maintain and monitor natural areas to control invasive species and other impacts.
- Incorporate designs with green infrastructure, water and energy efficiency, recycling, waste prevention and low-impact design storm water management, that reduce environmental impacts.
- Implement recycling opportunities at all parks and facilities.

RELATED INFORMATION

[Parks, Recreation and Open Space Background Report](#)

[Parks, Recreation and Open Space \(PROS\) Plan](#)

CHAPTER SEVEN RESIDENTIAL NEIGHBORHOODS

TUKWILA COMPREHENSIVE PLAN



RESIDENTIAL NEIGHBORHOODS

WHAT YOU WILL FIND IN THIS CHAPTER:

- A focus on neighborhood sustainability with an eye towards preservation and development of community-building amenities;
- Recognition that the residential neighborhoods in Tukwila each have historically different development patterns and physical characteristics, and – in recognition of the uniqueness – a move away from the one-size fits all approach to development; and
- Opportunities for new housing products that meet the needs and market realities of Tukwila’s residential population for the next twenty years.

PURPOSE

This component of the Comprehensive Plan contains the goals and policies for land use and development of Tukwila’s residential neighborhoods. It serves as the basis for zoning; plays a key role in setting City policy, development standards and design guidelines; and guides the investing of public capital into neighborhood improvement projects.

These goals and policies guide land use patterns – physical development priorities – to preserve and enhance the sense of community in Tukwila’s residential neighborhoods. They support the objectives and strategies outlined in the [2012 Strategic Plan](#), and are informed by the [Community Conversations](#) and outreach efforts of the 2015 Comprehensive Plan update process. They build upon the image of neighborhood quality described initially by the Tukwila Tomorrow Committee in 1994.

This element focuses on land use and development of residential neighborhoods. Additional aspects can be found in other elements of this Comprehensive Plan, including Community Image and Identity, Utilities, Transportation, and Parks, Recreation, and Open Space (PROS).

RESIDENTIAL NEIGHBORHOODS AND LAND USE

Tukwila’s residential neighborhoods are geographic areas, some with distinct boundaries such as waterways and freeways, and others with less obvious boundaries based on [time of annexation](#). Tukwila’s residential neighborhoods are a mix of smaller-lot, built-out residential areas predominately built before World War II, large multi-family apartment complexes built in the 1960s, 70s, and 80s, and newer areas characterized by more recent, larger houses. New development in the single-family residential neighborhoods occurs primarily as infill through the re-platting of existing residential lots. This often results in lot orientation or home sizes that are different from existing development. However, just less than 50% of Tukwila residents live in the single-family neighborhoods. The majority of residents reside in apartment or condominium buildings, and any significant increase in households will be through the development of multi-family units.

From the Comprehensive Plan’s adoption in 1994 to the present, Tukwila residents have described the City as having a distinct character focused on community and livability. In the 1990s, this characterization seemed based in its physical attributes, such as smaller homes built on smaller lots, homes oriented close to the street, narrow street widths, and parks and trails. While the physical development has changed in the last twenty years to meet the City’s growth and evolving needs of residents, residents still tend to see the character of Tukwila’s neighborhoods in terms of having a sense of belonging to the community, easy access to community leaders, and ample trees and parks. Residents take pride in the City’s diversity and its global community, while recognizing that this diversity needs to be supported, and that the voices of all residents – both long-term and recently arrived – need to be heard.

SUSTAINABLE NEIGHBORHOODS

Sustainability is often defined as “meeting the needs of the present without compromising the ability of future generations to meet their own needs.” This encompasses environmental, social, and economic factors such as air and water quality, access to living wage jobs, and a social network among neighbors. A sustainable neighborhood provides housing, resources, and amenities that benefit residents and creates a sense of community for generations to come.

The design of public and private development can enhance or inhibit this sense of community, which is a key to maintaining and strengthening neighborhoods as Tukwila grows. Without it, Tukwila’s residential neighborhoods will lose many of their most valued characteristics and the public investment will not achieve its goals. Standards to which public facilities such as schools, parks and streets are designed should support the neighborhoods’ physical appearance and safety. As infill continues throughout Tukwila, development regulations may require revision to ensure that they strengthen the character of Tukwila’s neighborhoods, support interaction among neighbors, increase housing options, and produce new housing that enhances the existing neighborhoods.

Although many choose to make Tukwila their long-term home, Tukwila's residents have become increasingly mobile over the past two decades. Short-term residency, often called transiency, is not unique to Tukwila; it may be felt more strongly, however, given the relatively small size of the City's residential population. Previously, the transiency of Tukwila's residential population was attributed primarily to short-term rentals. However, the transiency of Tukwila's residents is due to several factors. Cost of housing, employment and employment access, housing size and quality, access to services, and concern for personal safety may all contribute to lack of residential stability in Tukwila. Residential transiency may also limit Tukwila's sense of community and contribute to poor school performance.

ANNEXATIONS

Many of the differences in neighborhood character in Tukwila can be attributed to the City's annexation history. Development characteristics such as density, presence or absence of sidewalks, and zoning reflect the conditions that were in place at the time of each neighborhood's annexation. As the City quadrupled in size through these annexations, primarily in the 1980s and 1990s, it inherited some areas that were deficient with respect to infrastructure and amenities, compared to the original Tukwila town site.

ISSUES

In developing the policies to meet the goals for this element, the following issues were identified for Tukwila.

NEIGHBORHOOD ACCESS

Ideally, the built, natural and social environments in neighborhoods combine to provide opportunities for residents to interact, experience nature, enjoy leisure and physical activities, and to easily access food and other retail opportunities. However, many of Tukwila's neighborhoods lack sidewalks, paths and other amenities such as retail and services within walking distance. This limits residents' ability to enjoy their community and to get around without a motor vehicle.

Tukwila's current regulations only require the construction of sidewalks for short plats/single-family development projects of five or more contiguous lots. Sometimes, this has the inadvertent effect of discouraging maximum lot creation due to the increased cost of infrastructure (i.e., developers may create four lots when they have enough land for five).

Additionally, the Tukwila Community Center is not accessible without a motor vehicle to most Tukwila neighborhoods. There is no transit service to the area and it is not within walking or biking distance to most neighborhoods. There are very few other organized recreational activities available to residents of Tukwila who lack access to a motor vehicle.

NEIGHBORHOOD DEVELOPMENT – SINGLE FAMILY INFILL COMPATIBILITY



Newer Tukwila homes tend to be larger and less compatible with existing housing stock. The average home size is growing, reflecting a nationwide trend. There is limited available land for residential development in the City, and as such most new development occurs as infill in existing residential neighborhoods. To accommodate the desire for larger homes, some vegetated areas are being removed for new development. Encouraging new development to meet housing

targets and residents' needs while maintaining the character and quality of neighborhoods can be challenging. A variety of regulatory tools provide possible avenues to encourage compatible design without unduly limiting development.

NEIGHBORHOOD-SUPPORTIVE COMMERCIAL AREAS

Commercially-zoned areas within and adjacent to residential neighborhoods provide the opportunity for residential support services to locate within walking and bicycling distance to where people live. There are limited neighborhood-supportive commercial areas in Tukwila. Larger commercial areas, including Southcenter and businesses along Tukwila International Boulevard, are located beyond walking or convenient bicycle distance for many residents. A variety of development regulations and incentives can help to promote neighborhood-supportive commercial development that is in character with residential development, and can provide transitions from residential neighborhoods to larger commercial and mixed-use areas.

COMPATIBLE LAND USE

Many residents choose to live in Tukwila for its convenient location and access to services and amenities. This is underscored by the City's central location in the Puget Sound region, as the approximate midpoint between Seattle and Tacoma, proximity to major interstate highways, and proximity to SeaTac International Airport. The challenge is to preserve this access while buffering the neighborhoods from traffic and commercial encroachment to enhance desirable community qualities.

GOALS, POLICIES AND STRATEGIES

These residential neighborhood land use goals are Tukwila's approach to sustaining and improving residential neighborhoods, and supporting continued development that allows flexibility and predictability to meet the community's need and desires.

GOAL 7.1

Residential Land Use Pattern: A land use pattern that encourages a strong sense of community by grouping compatible and mutually supportive uses and separating incompatible uses.

POLICIES

- 7.1.1** Maintain a comprehensive land use map that supports the preservation and enhancement of single-family and stable multi-family neighborhoods; eliminates incompatible land uses; and clearly establishes applicable development requirements through recognizable boundaries.

Implementation Strategies

- Update the Comprehensive Plan map.
- Implement the Strategic Plan.
- Continue to apply Development Regulations.



GOAL 7.2

Neighborhood Quality: Tukwila's residential neighborhoods have physical features that preserve and strengthen neighborhood character, enhance neighborhood quality, and foster a strong sense of community.

GOAL 7.3

Neighborhood Quality: Stable residential neighborhoods that support opportunities for improved educational attainment, employment, engagement, economic security, and personal safety.

POLICIES

- 7.3.1** Maximize neighborhood quality through City actions that help define the City and neighborhoods as specific “places.”
- 7.3.2** Improve the public infrastructure in all neighborhoods to an equivalent level of quality, with an emphasis on sidewalks.
- 7.3.3** Include human service needs as one of several factors for evaluating capital and programmatic needs.
- 7.3.4** Use new development to foster a sense of community, and replace lost vegetation and open spaces with improvements of at least equal value to the community.
- 7.3.5** Provide adequate support for Code Enforcement efforts to improve and maintain neighborhood quality and livability.
- 7.3.6** Strict enforcement of codes for neighborhood quality.

Implementation Strategies

- Emphasize public health and safety concerns in development design.
- Mandate, through the Zoning Code and design manuals, high-quality public facility and private development design for neighborhood quality.
- Continue to work with school districts serving Tukwila students to ensure school facilities provide quality public spaces.
- Continue developing and implementing projects from the Walk and Roll Plan and Safe Routes to School, with a renewed emphasis on community involvement and engagement.
- Require sidewalks adjacent to all new development or participation in a no-protest LID with all new residential development in specified areas, in support of implementation of the Walk and Roll Plan



WALK AND ROLL: CITY OF TUKWILA'S NON-MOTORIZED PLAN

The [Walk and Roll Plan](#), created in 2009, helps to carry out the goals of the Comprehensive Plan with a focus on non-motorized transportation. It uses a “complete street” perspective, expanding the idea of transportation from simply keeping cars and trucks moving to the idea that Tukwila’s streets ought to be for everyone. The plan includes an analysis of existing conditions of residential neighborhood connectivity, including the availability of sidewalks and trails. According to a 2006 sidewalk inventory, only 29% of the City’s public streets have sidewalks. This data informed the Residential Neighborhoods goals and policies.



- Pursue a program to form neighborhood Local Improvement Districts and other innovative funding sources for construction of sidewalks.
- Develop a right-of-way manual to provide clear direction to developers on required improvements as infill development occurs.
- When possible, create flexible development standards to provide creative solutions to infill challenges for short plats or smaller developments, when development meets or exceeds the goals established by the Code and neighborhood groups and the neighborhood outreach process but may not exactly conform to the written standards.
- Apply the tree code to require site design that minimizes the removal of significant trees and maintains appropriate tree canopy standards.
- Work with the Parks and Recreation Department to add stairs connecting Southgate open space to Tukwila International Boulevard.
- Commit City resources to encourage and facilitate neighborhood development groups and work parties, for neighborhoods interested in investing time into improvement projects such as clean-up events, public space improvements, or strengthening social capital through neighborhood meetings and social gatherings.
- Consider a small grant program for neighborhood-based and -led improvement projects.
- Explore Zoning Code updates to limit the negative impacts of sharing economy uses in residential areas, including but not limited to short-term vacation rentals.
- Implement the Strategic Plan, specifically Goal 1 C –
Focus City planning and investments on creating a connected, dynamic urban environment.
- Develop neighborhood signage in multiple languages to foster a sense of community in residential areas, where appropriate.
- Explore development and implementation of a foreclosure registry program.

GOAL 7.4

Neighborhood Sustainability: Continuing enhancement and revitalization of residential neighborhoods to encourage long-term residency and environmental sustainability.

POLICIES

- 7.4.1** Utilize both City and non-City funding to directly promote revitalization of residential neighborhoods.
- 7.4.2** Decrease greenhouse gas emissions through land use strategies that promote a mix of housing, employment and services at densities sufficient to promote walking, bicycling, transit and other alternatives to auto travel.

IMPLEMENTATION STRATEGIES

- Continued emphasis on existing land use patterns to protect and preserve residential uses.
- Investment in public works and infrastructure improvements.
- Infrastructure fund support for residential area buffering improvements.
- Subdivision and re-platting of large residential lots.
- Infrastructure fund incentives for residential rehabilitation and new construction.
- Continue to develop and implement the Capital Improvement Plan (CIP).
- Continue to develop and implement the Residential Street Program in the CIP.
- Development of a variety of new housing, including single-family homes.
- Encourage redevelopment through an informed business and real estate community.



- Invest in public facilities and improvements to encourage neighborhood identity and private property improvements.
- Where feasible, encourage multifamily housing to include space to garden.
- Require sidewalk and landscape planter for both sides of residential streets and on two-lane street improvements, where appropriate.
- Develop and implement a neighborhood traffic calming program.
- Require sidewalk and landscape planters in front of all multi-family developments, where appropriate.
- Revise development regulations to create an incentive rather than disincentive to share access roads that will serve proposed plats and future adjacent platting.

REDUCED FEE RESIDENTIAL REMODEL PERMIT

In 2014 the City Council created a flat fee permit for residential remodel projects under \$20,000. The flat fee permit helps to lessen the financial impact for homeowners undertaking a home improvement project while still ensuring code compliance and required inspections.

GOAL 7.5

Neighborhood Development: Tukwila's residential neighborhoods have a high-quality, pedestrian character with a variety of housing options for residents in all stages of life.

GENERAL POLICIES

- 7.5.1** Encourage resident identification with the neighborhood through physical improvements and programs including neighborhood gathering spots, landmark designation and improvement, and streetscape improvements.
- 7.5.2** Ensure that residential development, when applicable, reflects high design quality in harmony with identified, valued features of the natural environment and historic development.

TRENDS IN HOME CONSTRUCTION

Tukwila has followed a nationwide trend of larger single-family homes. Since 1980, the average square footage of newly constructed homes has steadily increased. While home sizes decreased during the recession, the upward trend has picked up during the economic recovery. Average home size is expected to increase as infill development occurs and as older homes are redeveloped.

SINGLE-FAMILY RESIDENTIAL DEVELOPMENT POLICIES

- 7.5.3** Support single-family residential in-fill housing that is in harmony with the existing neighborhood as a means of achieving adequate, affordable and/or diverse housing.
- 7.5.4** Encourage single-family residence design to foster a sense of safety and security.
- 7.5.5** Develop neighborhood-specific single-family regulations that encourage compatibility with the existing scale of residential structures in the neighborhood; provide an appropriate relationship of lot area, building scale and building siting; and maintain a sense of community (e.g., mature trees, pedestrian scale, sensitive transition between public and private spaces).
- 7.5.6** Support a residential rehabilitation program that provides assistance, inducements and incentives for residents to upgrade and maintain safe, attractive homes and yards.
- 7.5.7** Allow home occupations as accessory uses if they have a level of activity and usage compatible with single-family structures and residential neighborhood goals.

Implementation Strategies

- Using input from the neighborhood outreach process, revise development regulations at the neighborhood level, to reflect historic development patterns and to develop regulations that best fit the unique development characteristics of neighborhoods.
- With Council feedback, develop and implement a neighborhood outreach process to receive public input from residents and property owners regarding housing development in residential neighborhoods. Outreach may include but is not limited to: Citywide and neighborhood-specific mailings, online and in-person surveys, fliers, open houses and other events.
- Following the neighborhood outreach process, consider allowing a detached accessory dwelling unit in the Low Density Residential zone on all lots that meet the minimum lot area, when various appearance and performance criteria related to impacts on adjacent properties are satisfied.
- Allow rehabilitation or replacement of existing manufactured and mobile homes.

- Use site design to provide transition between public and private places.
- Establish building setbacks to facilitate neighborhood communication, and friendly transition areas between streets, sidewalks and dwellings to maintain compatibility.
- Encourage off-street parking and garage and carport standards that reduce auto dominance, such as requirements for less visually prominent garages and/or front yard setbacks for garages.
- Develop and implement a City assistance program to address maintenance needs, regulatory revisions, and provide technical experience and financial assistance.
- Provide funding and technical assistance for neighborhood tree planting and pruning.
- Improvements and additions shall meet current codes; minimize the necessity to bring entire building up to code.
- Explore Code revisions to allow existing permitted type of home occupations in detached garages.
- Continue Code Enforcement efforts to ensure new development meets City standards.

MULTI-FAMILY RESIDENTIAL DEVELOPMENT POLICIES

- 7.5.8** Support a multi-family residential rehabilitation program that provides assistance and inducements to owners to upgrade and maintain safe, clean and attractive facilities.
- 7.5.9** Support zoning densities that encourage redevelopment of existing multi-family properties.
- 7.5.10** Ensure that all multi-family residential developments contribute to a strong sense of community through:
- site planning focused on neighborhood design integration;
 - building design architecturally linked with the surrounding neighborhood and style;
 - streetscapes that encourage pedestrian use and safe transition to private spaces, with trees reducing the effects of large paved areas;
 - recreational spaces and facilities on site;
 - creative project design that provides a diversity of housing types within adopted design criteria, standards and guidelines; and
 - operational and management policies that ensure safe, stable living environments.

Implementation Strategies

- Survey specific assistance needs.
- Establish a City-sponsored assistance program to address maintenance needs and regulatory revisions, and provide technical experience and financial assistance as appropriate.
- Improvements and additions shall meet current codes; minimize the necessity of bringing entire building up to code.
- Develop right-size parking standards to encourage larger units and fewer paved areas, provided the standards meet demonstrated needs.
- Support and enhance Code Enforcement efforts to ensure new development meets City standards.
- Continue to apply multi-family design criteria, standards and guidelines.
- Amend the Zoning Code to encourage community gardens and other forms of urban agriculture as part of required recreation space.



- Provide recreational space through on-site locations in new multi-family developments.
- Explore amending the Zoning Code to allow densities that promote redevelopment of aging multi-family properties.

GOAL 7.6

Neighborhood-Supportive Commercial Areas : Neighborhood-supportive commercial areas, including Residential Commercial Centers, that bring small commercial concentrations into and adjacent to existing residential neighborhoods to improve existing residential areas while providing products and services to nearby residents.

POLICIES

- 7.6.1** Link commercial areas located within approximately one-quarter-mile of residential areas with high-quality pedestrian and bicycle access facilities.
- 7.6.2** In neighborhood commercial developments, harmoniously reflect the scale and architectural details of surrounding residential structures, and encourage non-motorized access.
- 7.6.3** Employ appropriate design elements to blend in with the character of the residential neighborhood.
- 7.6.4** Encourage new construction rather than converting existing residential structures to commercial uses.
- 7.6.5** Encourage neighborhood commercial structures to incorporate residential units at medium densities.
- 7.6.6** Create a logical and harmonious division between commercial or industrial uses and residential uses by using changes in topography and through appropriate development standards, including street design.
- 7.6.7** Ensure appropriate structural transitions between commercial and residential zones.



Implementation Strategies

- Continue to apply the Zoning Code.
- On-street parking along the street front, behind or beside buildings.
- Continue to apply multi-family and commercial design guidelines, with an emphasis on buffering residential uses from commercial and industrial uses.

GOAL 7.7

Southcenter Boulevard: A corridor of low-rise offices and residences with localized commercial uses at major intersections, all of which act as a buffer to the low-density residential neighborhoods to the north of the Southcenter area.

POLICIES

- 7.7.1** Balance the competing concerns of uphill residents for maximum views and the community-wide desire for contour-hugging design and angular lines of hillside structures.
- 7.7.2** Require sloped roof lines along Southcenter Boulevard to imitate the local topography and residential character.
- 7.7.3** Provide additional pedestrian connections between residential areas to the north and Southcenter Boulevard.

Implementation Strategies

- Continue to apply the Zoning Code

GOAL 7.8

Noise Abatement: Residential neighborhoods are protected from undue noise impacts, in order to ensure for all residents the continued use, enjoyment and value of their homes, public facilities and recreation, and the outdoors.

POLICIES

- 7.8.1** Prevent community and environmental degradation by limiting noise levels.
- 7.8.2** Discourage noise levels that are incompatible with current or planned land uses, and discourage the introduction of new land uses into areas where existing noise levels are incompatible with such land uses.
- 7.8.3** Require building contractors to limit their construction activities to those hours of the day when nearby residents will not be unreasonably disturbed.
- 7.8.4** Discourage noise levels incompatible with residential neighborhoods.
- 7.8.5** Encourage the reduction of noise from Seattle-Tacoma International Airport and King County Airport, by promoting the development of new or the retrofit and modification of existing aircraft engines which are quieter, and operational procedures that help reduce aircraft noise emission levels.
- 7.8.6** Work with the Port of Seattle, King County Airport and the Federal Aviation Administration to promote the development and implementation of airport operational procedures that will decrease the adverse noise effects of airport operations on Tukwila and its residents.



- 7.8.7** Ensure that urbanization and development do not negatively impact current neighborhood noise levels, and adhere to Environmental Protection Agency and Federal Aviation Administration standards.

Implementation Strategies

- Coordinate with the Washington Department of Transportation.
- Use berming, landscaping, setbacks and tree planting to mitigate noise.
- Use building construction and siting methods to mitigate noise.
- Develop noise standards for home occupations.
- Lobby the Federal Aviation Administration (FAA) to develop and implement airport operational procedures to reduce noise impacts.
- Coordinate with other jurisdictions surrounding airports to ensure common purpose and implementation strategies.
- Work with King County International Airport/Boeing Field to establish an appropriate noise monitoring system, including better identification of noisy flight events, counseling/education of pilots about quieter flying techniques, flight patterns that avoid noise-sensitive areas, and other strategies.
- Continue to implement and enforce Tukwila's Noise Code.
- Continue to work with Sound Transit and BNSF to reduce rail noise and ensure it meets the Federal Transit Administration standards, and continue to work with the Port of Seattle to reduce airport operational noise and ensure airport operational noise meets FAA standards,

RELATED INFORMATION

[VISION 2040](#)

[King County Countywide Planning Policies](#)

[Tukwila Strategic Plan](#)

[Tukwila Rental Licensing & Inspections Program](#)

[Community Conversations](#)

[Annexation Timeline](#)

CHAPTER EIGHT TUKWILA INTERNATIONAL BOULEVARD DISTRICT

TUKWILA COMPREHENSIVE PLAN



TUKWILA INTERNATIONAL BOULEVARD (TIB) DISTRICT

WHAT YOU WILL FIND IN THIS CHAPTER:

- A Vision Statement for the Tukwila International Boulevard (TIB) District.
- A discussion of the issues facing the TIB District today.
- Goals and policies to guide development in the TIB District and implement the community's vision.

PURPOSE

The Tukwila International Boulevard (TIB) District Element is part of the Comprehensive Plan's multi-part land use element, one of the five issues or "elements" that the Growth Management Act requires all plans to address.

In terms of planning within the context of State and regional requirements, the TIB District is a "local center" where existing and future land use and infrastructure capacity will be used to accommodate some of the City's designated future growth, consistent with the Puget Sound Regional Council's (PSRC's) [VISION 2040](#) goals and policies and the King County Countywide Planning Policies. This element establishes a basis for decision-making that is consistent with the Washington Growth Management Act, [King County's Countywide Planning Policies](#) and the PSRC Vision 2040. The specific requirements of these plans are fulfilled by the City of Tukwila's Tukwila International Boulevard Background Report (2014).

The TIB Element establishes overarching goals and policies to guide public and private actions that help achieve the vision for this district as a complete neighborhood and destination, rather than an arterial highway leading to "somewhere else." It acknowledges and builds on Tukwila's planning efforts to date, including the Tukwila International Boulevard Design Manual (1999) and Tukwila International Boulevard Revitalization and Urban Renewal Plan (2000).

GROWING TRANSIT COMMUNITIES

In 2013, a region-wide coalition of businesses, developers, local governments, transit agencies and nonprofit organizations – the Growing Transit Communities (GTC) Partnership – developed a strategy to encourage high-quality, equitable development around rapid transit, and work towards implementing VISION 2040's growth strategy. The GTC's strategy has three main goals:

- Attract more of the region's residential and employment growth near high-capacity transit;
- Provide housing choices affordable to a full range of incomes near high-capacity transit; and
- Increase access to opportunity for existing and future community members in transit communities.

The City of Tukwila is a signatory to the GTC Strategy Compact. As such, Tukwila is expected to use a full range of tools, investments and economic development strategies to attract the potential demand for residential and commercial transit-oriented development consistent with regional policies and plans. These strategies include the full range of housing affordability. Tukwila will also plan for and promote residential and employment densities that support ridership potential and contribute to accommodating growth needs within its high-capacity transit corridor.

While GTC's strategies were considered during the preparation of the TIB element, they will become more of a driving force during station area master planning.

THE TIB DISTRICT

As shown in Figure 1, the boundaries of the TIB District extend from approximately South 138th Street on the north to South 160th Street on the south, and from Military Road and Tukwila International Boulevard on the west to 42nd Avenue South on the east. North of the TIB District is primarily an area comprising the City's manufacturing industrial center, containing a mix of industrial and commercial uses. South and west of the TIB District is the City of SeaTac, and farther south on International Boulevard is SeaTac International Airport.

TIB remains one of the highest priorities for redevelopment in the City. Its multicultural flavor and available land provide opportunities, while safety concerns, pedestrian connections, limited retail opportunities and market perceptions are challenges. By building a complete neighborhood, promoting the District's diversity and multicultural community, and leveraging the area's excellent transit access and opportunities for redevelopment, the TIB neighborhood has the opportunity to be South King County's premier community-based center for cultural and commercial activity. (See Figure 1, *Tukwila International Boulevard District Boundary*.)

VISION STATEMENT

As part of the Comprehensive Plan update, and because redevelopment of the TIB area is a high priority for the community, the City began an intensive public involvement program to review the results of its planning and investments made over the previous decade and a half, and to consider if the existing vision reflects any change in conditions or the community's desires. As part of this process, the City's Community Connectors gathered survey responses from Tukwila residents and businesses in the TIB area, and public comments were



Figure 1. Tukwila International Boulevard District Boundary

recorded during a series of City-sponsored “Community Conversations” with residents. The Tukwila City Council and Planning Commission then met in joint work sessions to review community input and discuss their ideas for the future of the TIB District. Out of this, a new vision for the TIB District was crafted:

The vision for the Tukwila International Boulevard District is an area that is a complete neighborhood with a thriving, multicultural residential and business community with vibrant places to live, work, shop, and play for everyone. The District is a safe and walkable destination with an authentic, main street character that is connected to other destinations. There is an emphasis on self-sustaining, living wage employment opportunities within the District.

COMMUNITY VISION FOR THE FUTURE

The vision is a TIB District that is a “complete neighborhood” with places to live, work, shop and play. The area is an enjoyable, affordable and prosperous community with a positive resident and business-friendly image. The District has a distinctive identity and character that is different from other neighborhoods and retail areas in the City. This includes many businesses in the corridor that are immigrant-owned and provide retail and commercial services to a diverse customer base. This diversity remains an asset to the neighborhood, the City and the region.

TIB is known more for its community focus and less as a thoroughfare. It is safe and walkable, with an authentic main street character. It embraces its international flavor and draws visitors to its unique collection of restaurants, arts and shopping experiences. The TIB neighborhood is well-connected to other local and regional destinations, with excellent access to transit, highways and SeaTac airport. A network of sidewalks, trails and paths also connects to nearby parks, schools, open spaces and amenities. Local trolleys add another alternative way to get from the District to other parts of the City for visiting, shopping or working.

New centers or “nodes” are emerging along the Boulevard, building upon opportunities that take advantage of the light rail station and the proximity to the airport and an expanding mixed-use development centered on the Tukwila Village project at the intersection of South 144th and TIB. Office and commercial services at the light rail station are more regional-serving and higher density than the neighborhood-focused development further north, but each development energizes the other and they are linked via sidewalks and transit. Travelling away from the Boulevard, the more urban-scaled buildings transition in size and design to better match the character of the adjacent single-family neighborhoods.

ISSUES

Land Use

- ❖ The focus of the City's efforts to date have been on the TIB *corridor*. The community's vision goes further and considers a TIB *District* or *neighborhood*. The boundaries of the new TIB District extend from South 160th Street on the south to approximately South 138th Street on the north, and include adjacent commercial uses, multifamily developments, and single-family homes (See Figure 1).
- ❖ The TIB roadway remains a dominant element running through the center of the District. TIB is a single, continuous street with little differentiation in uses or building forms along its entire length. To achieve the community's vision for the District, specific portions of TIB will require different degrees of emphasis. Over time, new development will be concentrated into relatively smaller areas or "nodes" in key locations. Development in these nodes should be a walkable and compact mix of uses, having a distinctive character, and served by public transit. Beyond the node areas, redevelopment should consist of residential and neighborhood-serving commercial services with a pedestrian orientation. The existing zoning regulations, including zoning districts, height limits and permitted uses, will need to be revised so that they are more effective in achieving the community's vision, particularly those addressing commercial and mixed-use districts.
- ❖ Abrupt transitions between the more intensive, taller uses planned along TIB and the adjacent single-family residential neighborhood will need to be mitigated through design review and development regulations.
- ❖ Commercial zoning along TIB in some locations is only one or two parcels deep, and many of these parcels are shallow in depth and small – less than 7,500 square feet. Parcel aggregation, development incentives, and rezoning will be necessary to redevelop these locations consistent with the land use goals envisioned for this area.



Example of zoning and parcelization along TIB

TIB as a Main Street

STREET DESIGN

Despite City investment in street improvements to TIB in 2004, the street design – that is, travel lane width, the lack of on-street parking, and the lack of signalized intersections facilitating east/west pedestrian crossings – does not support the community’s vision for a “main street” for the neighborhood. By design, TIB provides mobility for longer trips *through* the District and the capacity for more vehicles. By contrast, community members have expressed their desire that the Boulevard should *connect* the residents and businesses to foster a healthy, sustainable and desirable neighborhood. The community has asked for lower posted speeds, on-street parking, and additional traffic signals to assist with crossing the street.



Figure 2. Looking north on TIB towards the intersection with S. 144th Street (2015)

URBAN FORM

The Design Manual for TIB addresses built form and site design, yet the standards and guidelines for this area have not yet produced the type of public realm envisioned by the community. From a pedestrian’s perspective, the feeling that TIB is a “people place” is missing, as measured by the lack of a continuous wall of buildings along the back of sidewalk, parking behind or to the side of buildings, attractive buildings and landscaping, and green spaces and views. While the Design Manual provides this type of guidance, it is not a regulatory document. Further, developers and “the market” still see the District as an auto-oriented place, as reflected in recent projects – drive-through pharmacies and fast food, and auto services. If a change in the urban form is desired, TIB-related development regulations may require strengthening.

Walkability and Connectivity

Community members feel that it is not safe walking to destinations within the TIB District due to lack of pedestrian routes and amenities. To improve walkability a neighborhood should have continuous sidewalks and a well-connected street network.

CITY IS INVESTED IN THE TIB NEIGHBORHOOD

The District's redevelopment has been identified as one of the highest priorities for the City in the 2012 Strategic Plan. The City has been bold in a number of actions, trying to make a difference and change the character of this area. The City adopted an Urban Renewal Overlay District in the blocks surrounding the South 144th Street and TIB intersection, and included changes to the Zoning Code to adjust height and parking requirements. The City invested significant public dollars in the assembly of land for a signature development – Tukwila Village – with the intent that it will catalyze and demonstrate the intensity and quality of development envisioned for the area. With the 2014 purchase of the Great Bear Motor Inn, and the Boulevard, Spruce, and Travelers Choice Motels, the City is a major land owner and will continue to explore public/private partnerships in redevelopment.

To create safer east/west pedestrian routes, the community wants sidewalks on intersecting side streets to connect residential neighborhoods to the Boulevard, and more crosswalks to link both sides of TIB. Block size also plays a role in determining walkability, with smaller blocks measuring 200 to 400 feet in length providing more direct routes for pedestrians. Currently, block faces along TIB range from 640 to 1000 feet in length, and there is a limited network of streets in the District, particularly those oriented north/south. Competition for limited public funding and warrant approvals may make implementing the desired changes to TIB and surrounding streets challenging.

Community and Character

Renaming the street from Pacific Highway to Tukwila International Boulevard in 1998 helped to make visitors aware that they are entering the City of Tukwila. Installing TIB streetscape improvements provided more visual coherence along the corridor. While these have been positive steps by the City, the TIB District still lacks a consistent identity that can serve as a source of pride for the neighborhood, make businesses want to locate there, and pull visitors back again and again. To create a recognizable and authentic sense of place for the TIB neighborhood, the local community culture and character must combine with an improved built environment.

Public and Private Investment

Deteriorated properties and older buildings lacking architectural character contribute to the negative perception of the TIB area, but also create opportunities for redevelopment. However, current market conditions, including low commercial and residential rents and the lack of household disposable income in the area, do not financially support redevelopment. Feasible market rate mixed use in the TIB District may be at the outer edge of the 20-year comprehensive planning horizon. From the developer's perspective, there also needs to be a reason to live and work in the TIB District. The City must strive to shift market perception and economics in order to attract the type of development envisioned by the community, and improve the feasibility of a potential project's performance.

GOALS, POLICIES AND STRATEGIES

Land Use

GOAL 8.1

The Tukwila International Boulevard District is a walkable neighborhood with places to live, work, shop and play.

GOAL 8.2

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

POLICIES

- 8.2.1** 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.

POLICIES – VILLAGE NODE AT SOUTH 144TH AND TIB

- 8.2.2** 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 momentum from the Tukwila Village project.
- 8.2.3** 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.

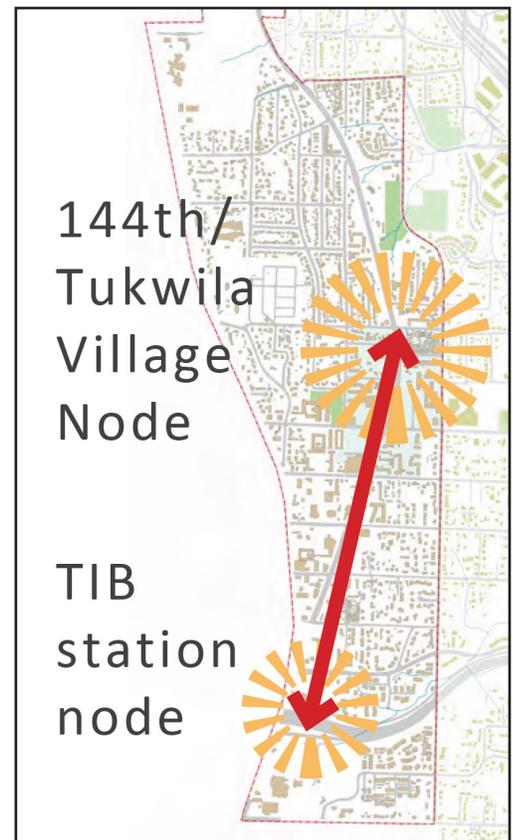


Figure 3. TIB District “Node Concept”



Village Node



Transit-Oriented Development Node



POLICIES – TRANSIT-ORIENTED DEVELOPMENT (TOD) NODE AT TUKWILA INTERNATIONAL BOULEVARD STATION

- 8.2.4** Designate 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.
- 8.2.5** 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.
- 8.2.6** 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.

POLICIES – VILLAGE AND TOD NODES

- 8.2.7** 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.
- 8.2.8** Focus master planning for the nodes on non-auto-oriented uses. Emphasize good pedestrian experiences and connections to nearby residential areas, businesses and amenities.
- 8.2.9** Ensure that the Zoning Code and design guidelines support the types of development envisioned in the nodes.

Implementation Strategies

Village Node

- Develop a master plan for the Village Node area.
- In the interim before a master plan is prepared, revise the boundaries for the Urban Renewal Overlay (URO) District, and amend the URO District development regulations to facilitate the types and forms of development envisioned by the Village Node concept, including:
 - Explore implementing an incentive system for an increased height allowance.
 - Relax the standard of 75% of required parking to be provided in an enclosed structure; consider 1:1 or 3:1 surface-to-enclosed parking ratios with a street wall on 75% of the parcel's frontage.
- Explore options for a traditional anchor (e.g., a grocery store), as well as the potential for attracting or facilitating an unconventional anchor, (i.e., an international market in a form similar to Pike Place Market), that builds on the existing character of the District, supports fledgling retailers, and generates foot traffic for adjacent uses.

UNCONVENTIONAL ANCHORS

Unconventional anchors are being developed across the U.S – Melrose Market in Seattle, Grand Central Market in Los Angeles, Reading Terminal Market in Philadelphia, and Union Market in Washington, D.C. Many of these are housed in repurposed older buildings, such as auto repair shops, and feature a mix of independent food purveyors, local brewers and roasters, specialty grocers, ethnic eateries and markets, food carts, food trucks, artists and communal tables.

TOD Node

- Develop a master plan for the TOD Node area.
- Promote the development potential of locations near the Tukwila International Boulevard Station as only “one stop away from the airport.”
- In the interim before a master plan is prepared for the TOD Node, define and establish a TOD Node overlay zone within one-half mile walking distance of the Tukwila International Boulevard Station. However, this overlay should not include areas east of 42nd Avenue South, except those parcels currently zoned for higher density along Southcenter Boulevard. (Sound Transit's definition for TOD states, “TOD is generally focused on land within approximately one-half mile, or 10-20 minute walk, of a transit facility and along corridors that provide key connections to the regional system.”) Consider amending the development regulations to allow an increase in height and density in the area to the north of SR 518, similar to that already permitted to the south (10 stories), to attract jobs and commercial redevelopment. Ensure the preservation of existing single-family neighborhoods.
- Consider the recommendations of the Right Size Parking Study prepared for the Tukwila International Boulevard Station area when determining parking requirements.

THE RIGHT TENANT MIX

What could a quasi-public retail leasing and management agency do for the TIB District? Getting the right retail/tenant mix and quality will give a street its unique character as well as the diversity of product offerings it needs to compete successfully with more established retail destinations. To achieve this mix, a neighborhood commercial street should be managed and operated like a shopping center. It is difficult for individual landlords to recruit appropriate high-quality tenants, since they are inclined to lease their space to whomever is willing to pay the rent. Retailers also do not like to take risks, but if you have a coordinated merchandising plan and strive for a good tenant mix, the risk to retailers will be reduced. To achieve higher sales, rents and land values, landlords along the street need to band together and work proactively with the public sector to merchandise and lease their street in a coordinated and mutually supportive way.

Source: The Urban Land Institute in "Ten Principles for Rebuilding Neighborhood Retail"

In Village and TOD Nodes

- Amend the Zoning Code regulations to encourage envisioned development:
 - Prohibit any new auto-oriented uses in the nodes. Specifically, regulations should preclude new drive-through uses (car washes, fast food, banks and pharmacies) or gas stations. Inform businesses and landowners with non-conforming uses or structures as to their status.
 - Prohibit parking as a primary use within the nodes except for day-use parking.
 - Allow densities that make under-building (ground floor) and/or structured parking economically feasible
- To capture developers with a long-term investment horizon, develop compelling marketing materials that "tell the story" of the TIB District vision to inspire developers to participate in the area's redevelopment.
- Explore establishing a quasi-public retail leasing and management agency to "sell" the vision for the node, plan and coordinate the nodes' leasing strategy, actively recruit tenants, and direct them to appropriate landlords and property owners. Initiate the leasing program along one or two blocks that have the greatest redevelopment potential.

Land Use in Commercial and Multifamily Areas Outside the Nodes

POLICIES

- 8.2.10** On commercial properties along or near TIB, allow a diverse mix of uses, including residential, commercial services, office, recreational and community facilities. Allow limited new retail in the TIB area outside the nodes; once the nodes are established, expand opportunities for retail outside the nodes.

- 8.2.11** On commercial properties along or near TIB, allow those types of light industrial uses that require hands-on labor and operate in such a manner that no nuisance factor is created, and the scale of such activities does not conflict with the TIB District vision of a walkable, pedestrian-oriented neighborhood.
- 8.2.12** Allow stand-alone multifamily residential buildings outside of the nodes.
- 8.2.13** Buffer residential areas from adjacent commercial areas. Ensure appropriate structural and landscape transitions between commercial and residential zones.
- 8.2.14** Encourage new commercial construction rather than converting existing residential structures to commercial uses.
- 8.2.15** 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:
- expands small and/or irregularly shaped commercial districts that can't be redeveloped per the overall goals for the area,
 - encourages redevelopment of non-conforming use sites;
 - fronts and orients any commercial uses toward TIB; and
 - creates a site, structures, landscaping and other features that are compatible with adjacent residential district standards and planned character.
- 8.2.16** Create gateways to provide a sense of arrival at the north and south edges of the TIB Corridor. Use architectural and landscape elements, along with signs and banners, to mark transitions and entrances into and within the TIB District in order to enhance way-finding, create visual interest and activity, and contribute to a sense of identity.
- 8.2.17** Encourage the aggregation of commercially-zoned properties fronting TIB with adjacent commercially-zoned properties to enhance the opportunities for redevelopment.

Implementation Strategies

- Amend the Zoning Code regulations to facilitate envisioned development:
 - In the areas zoned Regional Commercial (RC), increase maximum building heights to at least 45 feet.
 - In the areas zoned Neighborhood Commercial Center (NCC) and RC, explore implementing an increased height allowance if design incentives are met.
 - Remove impediments to building at greater densities caused by existing parking, building height, and recreation space regulations.
 - Prohibit commercial park-and-fly operations at motels/hotels in the TIB District, unless accommodated in a parking structure with substantial ground floor retail, or located in a way that provides effective visual screening from adjacent streets.
- Consider alternative ways and incentives to transition from higher intensity zones to adjacent single-family zoning. Modify Zoning Code and TIB Design Manual to address these transitions. This should include standards for building height and form and site design. Use the Urban Renewal Overlay height transition setback standards as a starting place.
- Modify multifamily design guidelines to address more urban forms of residential development in the TIB District.
- Designate additional residentially-zoned parcels as “Commercial Redevelopment Areas” where such action meets the intent of the policies.
- Identify appropriate locations for a gateway on the north and south end of the TIB corridor.
- Identify design standards that can be used to ensure the privacy, safety and livability of ground floor living spaces along TIB.
- Explore incentives, programs and regulations that could be used to encourage parcel aggregation.
- Explore appropriate actions for the City to take to pursue amortization of non-conforming uses.



STREET DESIGN

Street design, the vehicle volumes, and the functionality of the circulation network can affect many things, such as the type of business that can be successful and the investor who will develop along the street. In addition, the transportation system can have clear impacts on the social equity of the public investment by excluding or discouraging those who cannot or choose not to drive a vehicle or bicycle.

Speed is widely perceived as the single most important transportation factor impacting retail performance. High speeds reduce awareness of one's surroundings, intimidate pedestrians, and divide the sides of a street into two separate entities. Street width is also an important determinant of business success and walkability. Narrower streets will tie the two sides of the street together into one retail experience and make it easier for customers to shop on both sides of the street. Shorter crossing distances at signalized intersections, along with longer crossing cycles, make a street more pedestrian-friendly. On-street parking is critical for the success of some businesses because it is the most convenient type of parking and creates the steady turnover of shoppers needed by stop-and-go retailers like coffee shops, dry cleaners, and specialty food stores.

Source: *"Impact of Traffic Patterns on Corridor Retail,"* by the Leland Consulting Group, Spring 2007.

TIB as a Main Street

STREET DESIGN

GOAL 8.3

The Tukwila International Boulevard roadway is a "main street" serving as the central spine of the TIB neighborhood. Rather than moving traffic "through" the area, TIB is a "to" place, with slower speeds, better crosswalks, and on-street parking. TIB is a connector, not a divider. It strengthens the links among residents, schools, and businesses to foster a healthy, sustainable, and desirable neighborhood.

POLICIES

- 8.3.1** Lower vehicular speed on TIB by adding traffic signals, pedestrian bulbs at intersections and on street parking, and increasing the number of – and plantings in – landscaped medians.
- 8.3.2** Provide additional signalized crosswalks to increase convenience and safety. Carefully chose east/west pedestrian crossings to align with public amenities, activity areas, and planned development projects.





- 8.3.3** Invest in paving and other calming features at crosswalks to increase pedestrian safety and enhance the identity of the TIB neighborhood.

Implementation Strategies

- Engage engineering staff and consultants to conduct studies on identified street design issues, such as installing additional crosswalks and on-street parking, and develop detailed plans that can implement these Main Street goals and policies.

STREETSCAPES AND URBAN FORM

Being able to walk continuously along the front of stores and see into the building interiors (e.g., shop display windows) instead of parking lots contributes significantly to a successful pedestrian environment. Thus, standards regarding a site's design – building setback, landscaping, fencing, sidewalks, and automobile access and parking – are the important issues. The Community Image and Identity Element of the Comprehensive Plan supplements TIB District Element Goal 8.4 with goals, policies and implementation strategies guiding the development of vibrant commercial districts characterized by high-quality urban design.

URBAN FORM

GOAL 8.4

The TIB District is a unique destination whose urban design and built form encourages people to explore the neighborhood, prioritizes pedestrian safety and comfort, and enhances the quality of life.

POLICIES

- 8.4.1** 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.



Examples of a continuous building wall along a street

- 8.4.2** 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.
- 8.4.3** Fence exterior storage and sales areas with high-quality materials to support a visually pleasing environment without restricting connectivity and walkability; limit use, size and location of metal security and other fencing, and require concealment with appropriate landscaping.

Implementation Strategies

- Update development standards to require on-site parking to be located away from the street in the TOD and Village Node areas, either behind or to the side of buildings.
- Outside of the Node areas, update development standards to limit the amount of parking in front of buildings, such as restricting parking between a building and street to one double-loaded aisle.
- Where buildings are not required to be located adjacent to the street, develop an incentive program that encourages businesses and residential buildings to locate adjacent to the back of sidewalk and provide a primary public entrance from the front sidewalk as well as from parking areas.
- Explore implementing a landscape and façade improvement program for existing commercial development.
- Design guidelines for buildings and site design that illustrate techniques for view protection.
- Consider fencing design guidelines.

GOAL 8.5

Establish parking requirements for uses that are based on urban rather than suburban densities and needs, and balance the parking needs with urban design goals and related policies to encourage transit use and walking.

POLICIES

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

Implementation Strategies

- In the TIB District, explore the feasibility of various ways to manage parking, including removing parking minimums and allowing the market to determine parking need, and setting parking maximums.
- Per the recommendations in the Right Size Parking (RSP) Policy Pilot Project study that was completed for the City in 2014, in the area surrounding the Tukwila International Boulevard Station:
 - Reduce multifamily parking minimums to rates 20 percent above the RSP estimates, which would result in a substantial reduction in future parking required for multifamily development while accommodating the wide range in observed parking utilization on-site.
 - Facilitate shared use agreements between commercial and/or residential lots for off-street parking.
 - Establish policies on the priority users of on-street parking.
 - Create design standards that include on-street parking for new and improved streets, including the conditions under which on-street parking can be safely implemented.

RIGHT SIZE PARKING (RSP) CALCULATOR

Too much parking at residential properties correlates with more automobile ownership, more vehicle miles travelled, more congestion, and higher housing costs. In addition, excess parking presents barriers to smart growth and efficient transit service. The amount of parking is optimized – i.e., right-sized – when it strikes a balance between supply and demand.

The King County Right Size Parking calculator lets developers, jurisdictions and neighborhoods accurately project the optimum amount of parking for new multifamily developments. Users estimate parking use in the context of a specific site, based on a model using current local data of actual parking use correlated with factors related to the building, its occupants and its surroundings – particularly transit, population and job concentrations. It helps consider how much parking is “just enough” when making economic, regulatory, and community decisions about parking.

TRAINS, CARS, BUSES AND FEET

TIB is an important part of the local and regional transportation and circulation system. The TIB District has convenient highway access to SR 518 and SR 599. The Tukwila International Boulevard Station is located at the intersection of Southcenter Boulevard and TIB, providing service to SeaTac airport and downtown Seattle. The Tukwila International Boulevard Station is also served by a number of King County Metro bus routes. This includes two bus rapid transit (BRT) routes, one of which provides a frequent connection to the Southcenter, Burien and Renton areas and the Tukwila Sounder Commuter Rail/Amtrak Station; the other connects with points south. Despite the limited number of crosswalks on TIB, there are a high number of pedestrians walking along TIB and to/from the adjacent neighborhoods and activity centers.

- Continue Sound Transit's monitoring of occupancy levels at the Tukwila International Boulevard Station and on-street parking utilization within one-half mile of the Tukwila International Boulevard Station.
- Coordinate parking standards with the City of SeaTac to ensure uniformity.
- In the TIB District, consider revising development standards to allow a project to count adjacent on-street parking spaces towards meeting its parking requirements.
- In the TIB District, once there is a reservoir of public parking available in the area, consider regulations/incentives that reduce parking requirements for small commercial spaces if buildings are located near back of sidewalk.
- Prepare a study investigating the overall feasibility of developing a public parking structure within the TIB District, including identification of appropriate sites.
- Seek the development of a parking garage at Sound Transit's Tukwila International Boulevard Station property.

Walkability and Connectivity

GOAL 8.6

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

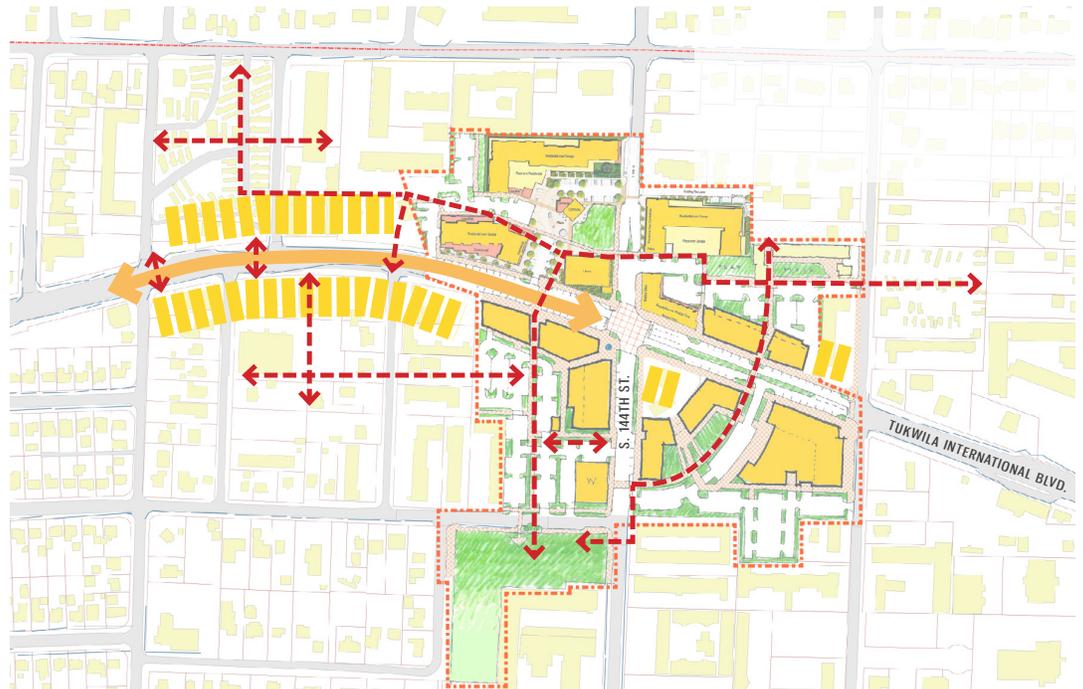


Connected Pedestrian Network

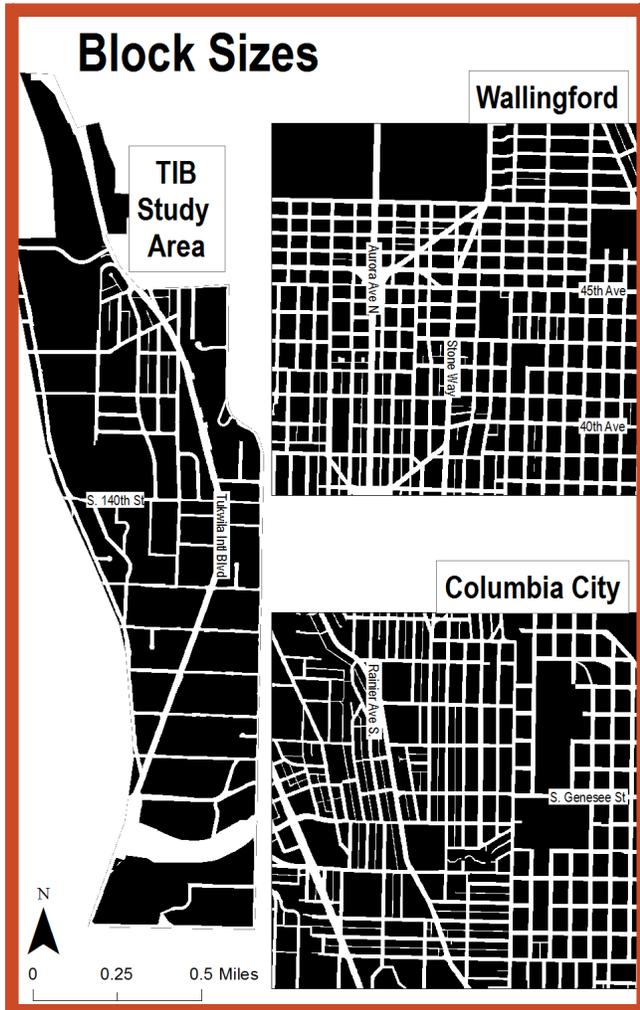
POLICIES

- 8.6.1** 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.
- 8.6.2** Consider supplemental and TIB District-specific transportation systems, such as trolleys and bike share.
- 8.6.3** Work with transit agencies to expand transit service throughout the TIB District.

*Long term:
Guide development
of built form and
streetscape to align
with connected
nodes concept*



Concept: Continuous building wall and pedestrian circulation system



Comparison of TIB District's existing block size with other walkable areas in Seattle.

Implementation Strategies

- Phase the development of the TIB's sidewalk network:
 - Expand the sidewalk network to east/west streets that intersect with TIB and connect to adjacent neighborhoods.
 - Extend the sidewalk network to connecting north/south and east/west streets.
 - As redevelopment occurs, encourage a finer-grained pedestrian grid. Break up larger blocks by extending the pedestrian system through properties and along property lines.
- Include the street and sidewalk network in future master planning efforts for the TIB District. Include new north/south and east/west streets designed as "complete streets" including curb, gutter, sidewalks, and potential on-street parking between Military Road and TIB.
- Explore, where appropriate, the use of "woonerf" streets that allow pedestrians, cyclists and autos to share the space equally, such as for local access streets in the interior of a large development.



Examples of Woonerfs where users share the street without boundaries, such as lanes or curbs

BUILDING BICYCLE EQUITY IN A COMMUNITY

It is important to ensure that groups underrepresented within bicycling community, such as women of color among others, are not left behind as biking becomes an increasingly important way to enhance mobility, public health, and sustainable transportation. There are many model programs across the nation that introduce cycling as a safe and fun activity, particularly to beginner-level riders in low-income areas. Other programs offer bicycle maintenance clinics in lower-income neighborhoods, as many of these households often own bikes which are less expensive but require more maintenance. Encouraging the sale of low-cost bicycle parts – such as tires and tubes – in corner stores, and the installation of simple bike fix-it stations in convenient locations – such as gas stations – makes it easier to own and use a bicycle.



- Implement the City's Walk and Roll Plan.
- Explore the feasibility of implementing an internal transit system using buses, vans, or other alternative transit service circulating within the TIB District and connecting to other destinations in the City, such as Southcenter and the Tukwila Community Center.



- Develop a network of sidewalks, trails, alleys and pathways that connects the TIB neighborhood with amenities.
- Explore partnering with local businesses, METRO, and Sound Transit to create a Bike Share program in the Tukwila International Boulevard Station area. A Bike Share program will provide transit riders a solution to the last mile of their commute trip and provide local residents and employees access to bikes for local trips.
- With non-profit bicycle clubs and other partners, explore facilitating affordable bicycle ownership and maintenance programs for low-income residents. Also, explore implementing "Safe Biking" workshops and group rides that reach out to sectors of the community that typically do not bicycle.

Community and Character

GOAL 8.7

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.

POLICIES

- 8.7.1** 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.
- 8.7.2** 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.
- 8.7.3** 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.



WHAT IS A POP-UP?

Pop-ups by definition are temporary, intentional, irregular (not every weekend or regularly scheduled), sanctioned and unsanctioned, and instigated by both grassroots and top-down approaches. Pop-ups' content and use are only limited by one's imagination, and can be such activities



as retail spaces, restaurants, public markets, art installations, or politically motivated statements that seek to affect urban policy and development. Pop-ups are often used as a temporary means to revitalize or occupy a vacant area or public space. They can reduce start-up costs for entrepreneurs by providing temporary leasing space, provide an opportunity for retail incubators, or be used to showcase artwork.



IMMIGRANTS & MAIN STREET

A recent study has shown that immigrants' role in "Main Street" businesses – the shops that give a neighborhood its character, such as restaurants, grocery stores, clothing boutiques, and beauty salons - is striking. Nationally, immigrants make up 28% of Main Street business owners, and 64% in cities with large immigrant populations. Main Street businesses present an important opportunity not only for residents who start out with little, but are also often a first business for immigrants and a source of first jobs for people in the community. And, they can play an important role in generating neighborhood-level economic growth by making areas attractive places to live and work.

These are often businesses with thin profit margins. Finding ways to maximize the potential of immigrant small business owners, and to do so in a way that creates a positive climate for all business owners, should be an important project for cities focused on economic development and seeking to leverage the contribution of their immigrant population. For example, in Minneapolis, an old retail and distribution center was transformed into the Midtown Global Market – an international market that is both an incubator for new immigrant businesses and a neighborhood development project. In Philadelphia, revitalization of the El Centro de Oro corridor was helped by establishing an official Business District Manager who assists businesses in forming partnerships with the police department, understand zoning regulations, and find small business loans.

Source: [*"Bringing Vitality to Main Street: How Immigrant Small Businesses Help Local Economies Grow"*](#), Fiscal Policy Institute with the Americas Society/Council of Americas, January 2015.

GOAL 8.8

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

POLICIES

- 8.8.1** 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.
- 8.8.2** 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.
- 8.8.3** 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-native speakers.

Implementation Strategies

- Develop a process to gain community consensus on a name for the TIB District that provides a positive identity for the neighborhood and can also be used to actively market the area.
- Use banners, signage, and architectural and landscape elements to "advertise" the new identity throughout the TIB District.
- Continue to emphasize engagement with the immigrant, refugee, and linguistic-minority communities and other historically under-represented groups in the TIB District.

- Work with business and property owners to upgrade building facades and landscaping; ensure compliance with the sign code.
- Continue the City's Residential Rental Licensing and Inspection Program.
- Revise zoning ordinances to facilitate non-traditional retail.
- Support development of a TIB retailers group.
- Encourage ownership in the neighborhood by initiating a commemorative tile program for individuals or groups.
- Develop a small grant program for neighborhood improvement projects.
- Identify a "champion" for leading the TIB redevelopment. This could be a group or an individual, such as a business club, corporation, community development group, financial institution or neighborhood anchor.
- Establish a code enforcement emphasis area(s).

ENGAGING THE DIVERSE ETHNIC COMMUNITY

According to the Tukwila Strategic Plan, 36.2% of Tukwila residents are foreign-born, a much higher percentage than in other cities in South King County. The diverse cultural community brings rich experiences of resilience and persistence to succeed. The Strategic Plan emphasizes the need for greater connection with all of the community and, to that end, the City expects to continue implementing strategies for inclusion and engagement with the diverse ethnic groups in the area.

The City has taken steps towards initiating conversations with community members in the TIB area through the Community Connector program. Starting with non-English speaking communities in the TIB area in 2014, Tukwila's Community Connectors program has endeavored to improve outreach to and engagement with communities that have been historically underrepresented in civic processes. Community Connectors are individuals who:

- act as liaisons from their community to the City,
- are involved in their communities,
- have the skills to facilitate outreach to and communicate with their respective communities, and
- have the ability to provide culturally sensitive guidance to City staff on how to design and undertake a comprehensive and effective outreach effort.

By building stronger relationships with a broader range of Tukwila communities, the City will move toward the vision of ensuring that all Tukwila residents have equal access to opportunities. The Community Image Element's Goals 1.2 and 1.3 and the Parks and Open Space's Goal 6.3 supplement the more specific goals and policies for the TIB District in this section. They address creating a positive community identity and image, embracing diversity, and promoting cultural awareness through public art, interpretive signs and events.

REDUCING CRIME AND IMPROVING SAFETY

In the TIB area, actions by the Tukwila Police Department – such as bicycle patrols, the installation of video cameras, and the implementation of a neighborhood resource center – have resulted in decreased crime. With the 2013 seizure of three motels along TIB that were the site for illegal activity, the Police Department notes that one year later, crime has dropped 30% on TIB, violent crime has declined 40%, and there has been a 30% decrease in calls for service.

Reducing crime, enforcing building health and safety codes, and improving the District's appearance are key goals for the TIB area. The Roles and Responsibilities Element contains general goals, policies and implementation measures calling for creating a positive social environment, and reducing and preventing crime to create a sense of safety and security. Goal 8.9 and the related policy in this section provide additional direction specific to the TIB District.

GOAL 8.9

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

POLICIES

- 8.9.1** Continue working with Sound Transit on reducing crime at the Tukwila International Boulevard Station.

Public and private investment

GOAL 8.10

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

POLICIES

- 8.10.1** 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.
- 8.10.2** Invest public funds strategically to acquire and assemble substandard parcels, to remove blighted uses, or make current land holdings more developable.
- 8.10.3** Continue to form public/private partnerships, and leverage private investment through development agreements and incentives.
- 8.10.4** Consider using City funding and City-owned property to offset development costs of market rate housing in "pioneering" residential or mixed-use projects.

- 8.10.5** 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.
- 8.10.6** 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.
- 8.10.7** Emphasize self-sustaining, living wage employment opportunities within the District.
- 8.10.8** The City shall remain flexible in considering and responding to emerging development opportunities in the TIB District.

Implementation Strategies:

- Develop a strategic and financial plan for implementing these Tukwila International Boulevard District policies aimed at investing public funds and facilitating private investment. Use a decision matrix to prioritize projects and show project consistency with the TIB Element goals and policies.
- Explore adopting a variety of development incentives and funding tools, such as the Multifamily Tax Exemption program for residential and residential/mixed-use projects; Land Conservation and Local Infrastructure Program (LCLIP) through Transfer of Development Rights (TDR) to add density, preserve developable open space, and fund infrastructure needed for development; pioneer project provisions; access to alternative financing including EB5 and New Market Tax Credits; transportation concurrency adjustments; and developer agreements.
- Create a public sector redevelopment kit of public resources/tools that can be used to offer developers some assistance in order to achieve the community's goals for the TIB District. Adopt, adapt and/or create new tools if existing programs are insufficient.
- Explore developing a new public open space or "play space" that is centrally located within the TIB District and within easy walking distance of the majority of the households.



RELATED INFORMATION

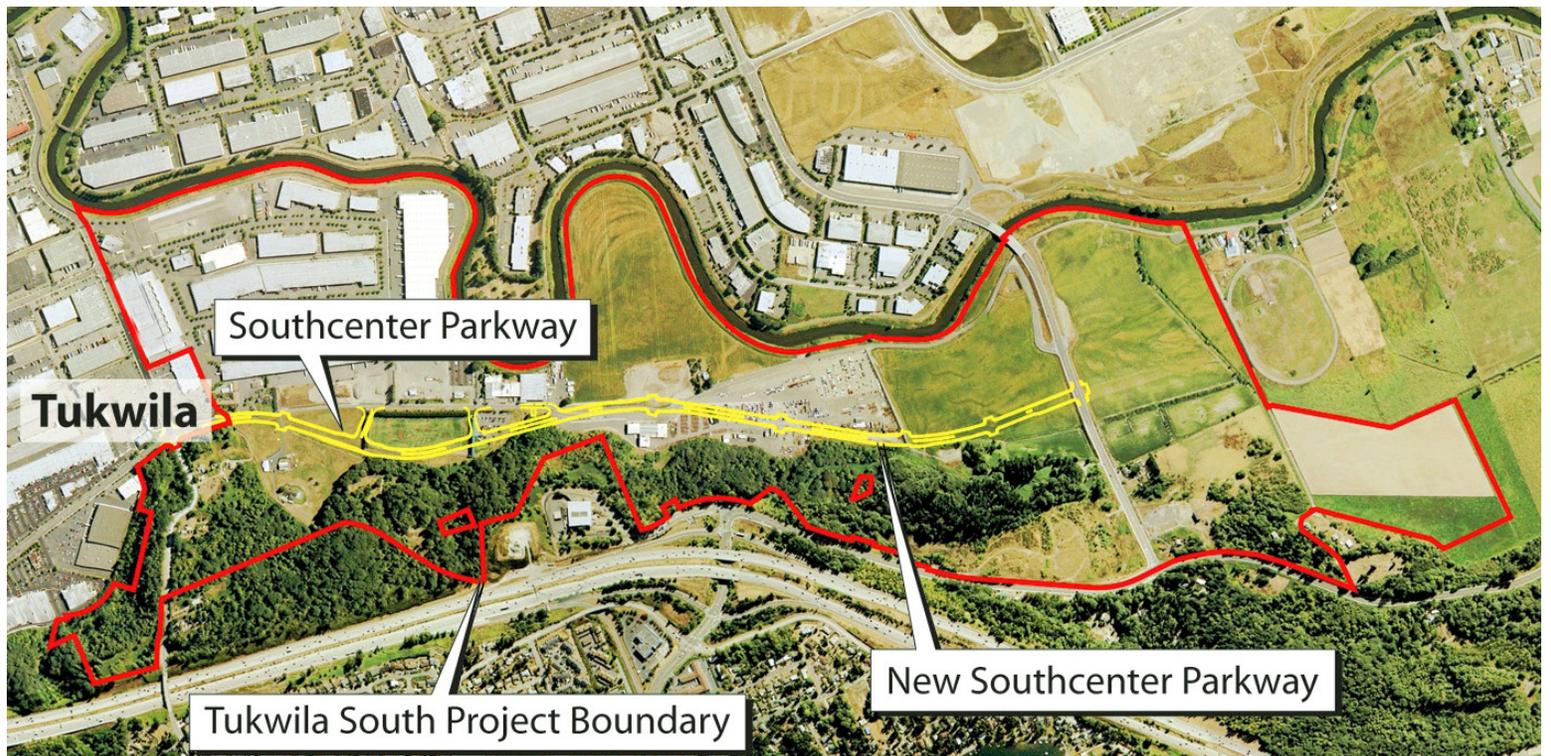
[VISION 2040](#)

[King County Countywide Planning Policies](#)

[Tukwila Strategic Plan](#)

CHAPTER NINE TUKWILA SOUTH

TUKWILA COMPREHENSIVE PLAN



TUKWILA SOUTH

WHAT YOU WILL FIND IN THIS CHAPTER:

- Background on Tukwila South’s long-term vision as a multi-use, regional employment center, with residential and retail;
- Discussion of issues that affect Tukwila South; and
- Goals and policies for achieving long-term, quality development, while protecting the environment and providing recreational opportunities.

PURPOSE

Tukwila South is intended to be a multi-use regional employment center containing technology, office, commercial and residential uses. National and international employers will be featured in campus settings. Retail activities may range from individual large-scale national retailers to neighborhood retail and shopping centers that support office and high-tech campuses and residential neighborhoods. Residential uses may include a mix of single-family and primarily multi-family dwellings at low, medium, and high densities, providing a variety of housing opportunities. Tukwila South will create a memorable and regionally identifiable place by building upon the Northwest tradition of quality outdoor environments and quality building materials, combined with traditional Puget Sound building elements.

ISSUES

Unified Ownership—Shared Vision

The Tukwila South area comprises nearly 500 acres and is largely under single ownership by Segale Properties LLC, with a few parcels owned separately. In 2009, the City of Tukwila approved a master plan for the Tukwila South Project, which comprises a majority of the Tukwila South area. The Master Plan defined the goals, objectives and vision for the Tukwila South project area. Also in 2009, the City of Tukwila and Segale Properties LLC, entered into a Development Agreement for Tukwila South project that vests the project to existing land use regulations until 2024. Both the Master Plan and the Development Agreement reflect the shared vision of the City and Segale Properties LLC in the future development of Tukwila South.



Path: R:\Projects\TukSouth.mxd

Aerial View of Tukwila South

FLOOD CONTROL

Flood control is regulated and managed by several levels of government:

- The Federal Emergency Management Agency (FEMA) maps flood plains and operates the National Flood Insurance Program. In Tukwila, this program covers the urban center, part of Tukwila South, the light industrial area south of South 180th Street, and Fort Dent Park.
- The US Army Corps of Engineers permits, certifies and, in some cases, operates federally-constructed levees for flood control. Tukwila has a federally certified levee on the left bank of the Green River between SR-405 and South 190th Street.
- The King County Flood Control District is a special purpose government agency charged with funding, policy development and construction projects to improve flood control structures throughout the County. Tukwila contracts with the Flood Control District for levee maintenance services. Tukwila's Comprehensive Plan includes goals, policies and implementation strategies that are consistent with King County's policies related to flood management.
- The City has responsibility for localized flooding from streams. Flood control projects are identified and prioritized in its Comprehensive Surface Water Plan and individual stream basin plans.

Land Use and Environmental

Much of Tukwila South lies in a valley formed by the Green River, with a valley wall to the west consisting of both steep and moderate forested slopes. Until recently much of the valley portion of the site was used for agriculture, along with residential and commercial uses in the north part of the area.

Several watercourses, some of which may be salmonid bearing, and wetlands have been identified in Tukwila South, both in the valley and on the slopes to the east of Interstate 5 and Orillia Road South. The Tukwila South Project, being completed by Segale Properties under a Development Agreement with the City, includes the alteration of two streams and filling of several acres of wetlands. As mitigation for these alterations, stream and wetland enhancements have been completed south of South 200th Street. Additional fisheries impacts are being mitigated by construction of a seven-acre off-channel habitat area adjacent to the Green River.

A segment of the Green River levee protecting the west valley floor in Tukwila South has been reconstructed to enhance flood protection of the area and to ensure reasonable flood insurance costs for property owners. Additionally, the City has issued Segale Properties LLC a grading permit that allows the Tukwila South project to be filled well above the 100-year flood elevation.



The valley wall represents a large portion of Tukwila South. This area is predominantly vacant with some low-density residential detached single-unit structures. Landslide potential is moderate to high for portions of the valley wall. These areas are protected by Native Growth Protection Area easements and will remain undeveloped in perpetuity.

Transportation, Access and Utilities

Two new street projects have been completed to improve circulation in and around Tukwila South. The extension of Southcenter Parkway through Tukwila South has greatly enhanced the development potential of the area. The construction of South 184th Place to replace South 178th Street has provided a safer east/west connection for south King County residents.

Utilities, such as electric power, gas, communication, water and sewer, have been constructed in Tukwila South, and are capable of serving the envisioned future urban development. A regional surface water system for management of stormwater is being developed in Tukwila South. (The south portion of the system has been constructed; the north portion will be constructed in the future.)



Tukwila South has excellent connectivity to the regional freeway system, with direct access available to Interstate 5 and State Route 167. Access to Interstate 405 can be obtained via State Route 167 or West Valley Highway. Mass transit to the area is currently limited, and the area is not served by either light or heavy rail.

Services

The area is located adjacent to the Tukwila Urban Center area, which has one of the largest concentrations of retail square footage in the region.

Tukwila South is currently served by Highline, Kent and Renton School Districts. Children currently living in the area are bused to Renton for school.

THE TEN PRINCIPLES OF THE TUKWILA SOUTH MASTER PLAN

- 1 LONG TERM VISION** – The development of Tukwila South will be guided by a long-term vision that will create a different, more cohesive development pattern than if the property was developed on a parcel-by-parcel-basis.
- 2 CREATING A DESTINATION** – Tukwila South will become a regional destination.
- 3 BUILDING VALUE** – Development decisions will be weighed by their ability to maximize the site’s potential to create value.
- 4 MULTI-USE** – Tukwila South will include employment, goods and services, and housing. The project will be multi-use and include a wide range of businesses instead of focusing on industrial retail users. Residential is also being considered to bring additional vitality to the area.
- 5 INCREASING DENSITY OVER TIME** – Tukwila South will be planned to accommodate increased density over time.
- 6 QUALITY OF ENVIRONMENT** – Tukwila South will create a memorable and regionally identifiable place.
- 7 CONNECTIONS** – Tukwila South will connect externally to neighboring and regional assets, as well as internally by connecting its districts and other uses. This principle goes on to discuss the need to provide pedestrian connections throughout the project.
- 8 AMENITIES** – Tukwila South will create a comprehensive amenities system that leverages the site’s assets.
- 9 IMPLEMENTATION STRATEGY** – Development must be strategically phased to successfully transition Tukwila South from agricultural and industrial property to an urban destination.
- 10 ENVIRONMENTAL STEWARDSHIP** – Tukwila South will be developed in a manner that preserves, protects, and restores the natural features of the area.

GOALS, POLICIES AND STRATEGIES

Quality Development

GOAL 9.1

Tukwila South will become a regional destination developed with high-quality mixed-use, office, retail and residential uses, while protecting the environment and providing recreational opportunities.

POLICIES

- 9.1.1** Implement the long-term vision and master plan for Tukwila South, in order to create a more cohesive development pattern than if the property was developed on a parcel-by-parcel basis.
- 9.1.2** Design infrastructure to accommodate increased employment and residential density over time.
- 9.1.3** Encourage the use of entry features, landscaping and public open space to make Tukwila South a memorable and regionally identifiable place.
- 9.1.4** Encourage development in Tukwila South to have internally integrated districts and uses, in addition to external connections to neighboring and regional assets.
- 9.1.5** Construct a comprehensive amenity system in Tukwila South that leverages the area’s assets.

- 9.1.6** Ensure development in Tukwila South is designed and implemented in accordance with the approved Sensitive Area Master Plan, to protect and enhance the natural environment.
- 9.1.7** Support efforts to relocate the City boundary between the cities of Tukwila and SeaTac, using Interstate 5 as a logical boundary between the two cities.

Implementation Strategies

- Zone for office, technology/flex space and housing, while limiting the overall size and type of retail and service uses.
- Administer the City's Commercial Design Guidelines for Tukwila South.
- Develop Residential Design Guidelines for Tukwila South.
- Regulate, implement, and monitor sensitive areas in accordance with the sensitive areas master plan.
- Obtain easements and, when funding is available, construct a north/south river trail.
- Explore a pedestrian connection over the Green River that connects Tukwila South to the City of Kent on the east side of the Green River.
- Ensure that internal pedestrian connections are in place to connect buildings with one another.
- Partner with the City of SeaTac and King County to lobby the Washington State Department of Transportation and regional agencies for improved freeway access at South 188th Street.
- Lobby King County Metro and Sound Transit to increase mass transportation in the area, including rapid ride buses, express bus services, and light rail.
- Develop a system to track trip generation in Tukwila South, to ensure that the terms of the Development Agreement with Segale Properties, LLC Inc. are met.
- Obtain City control and ownership of Segale Park Drive "C" per the Addendum to the Tukwila South Development Agreement.
- Develop an Interlocal agreement to realign the corporate boundary between Tukwila and SeaTac.

RELATED INFORMATION

Development Agreement

Background Memo

CHAPTER TEN SOUTHCENTER - TUKWILA'S URBAN CENTER

TUKWILA COMPREHENSIVE PLAN



SOUTHCENTER – TUKWILA’S URBAN CENTER

WHAT YOU WILL FIND IN THIS CHAPTER:

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

PURPOSE

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

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

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

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

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

In 2002, Tukwila began creating an urban center plan for the Southcenter area. The Plan focused on retaining the urban center’s competitive edge and economic strength as retail development grows within the region. At that time, the City recognized that an urban center of regional significance creates benefits for all of Tukwila.

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

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

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

The Southcenter element policies support and expand the qualities of the center that have generated its economic success.

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

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

ISSUES

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

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

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

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

VISION STATEMENT

The vision for Southcenter’s next 30–50 years foresees:

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

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

The land use, design and transportation policies of the Southcenter Plan focus on keeping the area’s successful economic engine running. To make Southcenter more competitive and attractive over the long term, the Plan aims to transition Southcenter into a great place for working, shopping, doing business, living and playing. Great places contribute to the well-being of people and communities. An area made up of great places will continue to attract people and maintain economic vitality. Economic success, in turn, provides the City of Tukwila the fiscal means to continue providing our community with excellent public services and improvements.

Southcenter, Tukwila’s urban center, is currently an economically vibrant, motor vehicle-oriented area. It owes much of its success to a high level of regional accessibility and – in the past – a lack of competition within the region, as well as the 30+ year vision and vigor of its development community.

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

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

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

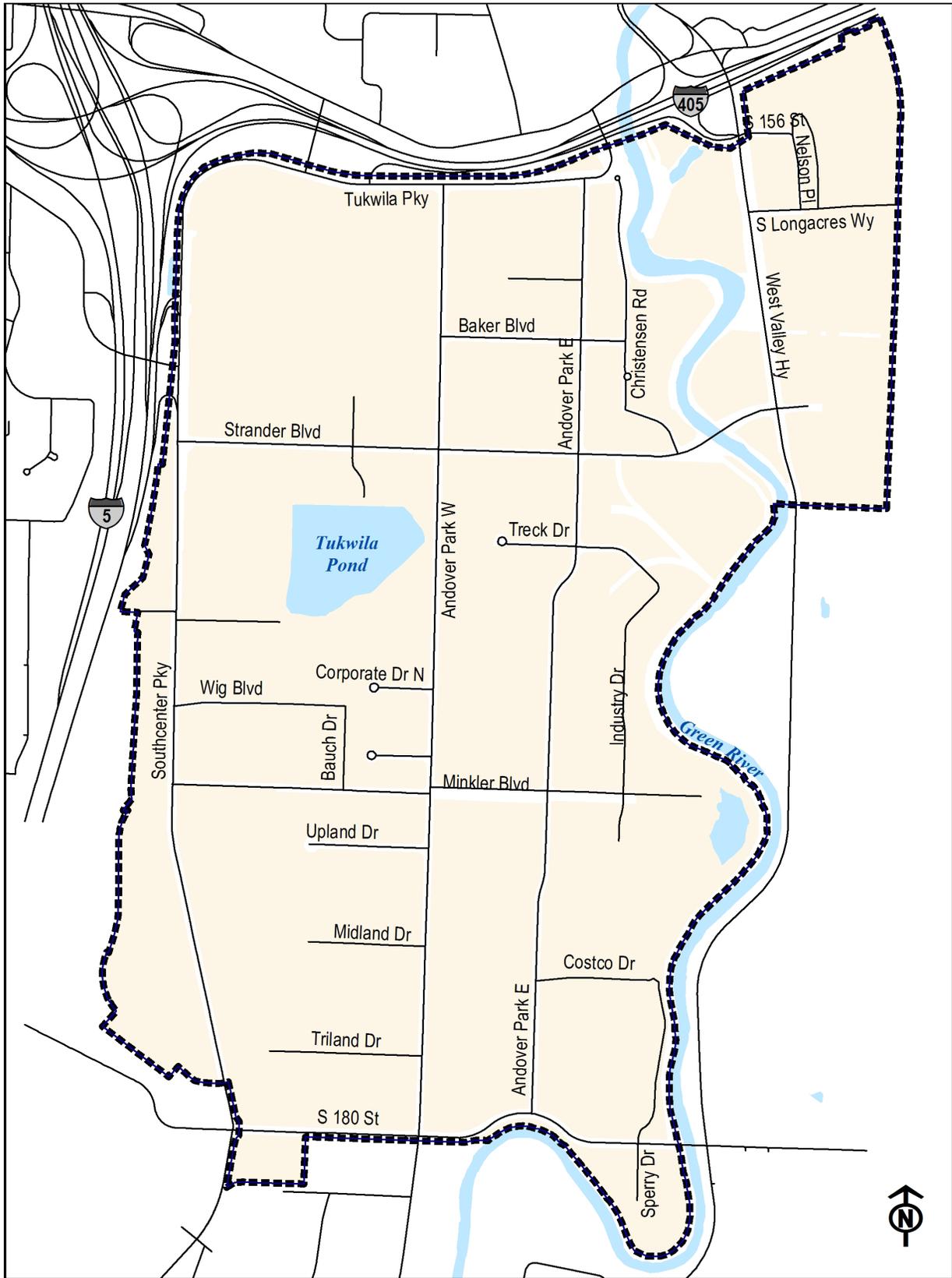


Figure 10-1: Tukwila's Urban Center (Southcenter) Boundaries

SOUTHCENTER’S BOUNDARIES

Northern – Properties south of Interstate 405

Southern – 180th Street, with some properties on south side of the street

Eastern – The center of the Green River between 180th Street and the southern boundary of properties that abut the south side of the Strander Boulevard alignment, thence eastward to the City limits

Western – Toe of west valley wall

Figure 10-1 provides a map showing the boundaries.

GOALS, POLICIES AND STRATEGIES

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

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

GOAL 10.1 LAND USE

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

LAND USE POLICIES

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

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

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

10.1.4 Tukwila Urban Center (Southcenter) Residential Uses. To preserve Tukwila’s existing residential neighborhoods and to provide a diverse set of housing alternatives and locations, a large percentage of the City’s future housing needs will be accommodated in the urban center. Residential development is encouraged in proximity to water amenities or within walking distance of the Sounder commuter rail/Amtrak station or the bus transit center, subject to design standards and incentives.



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

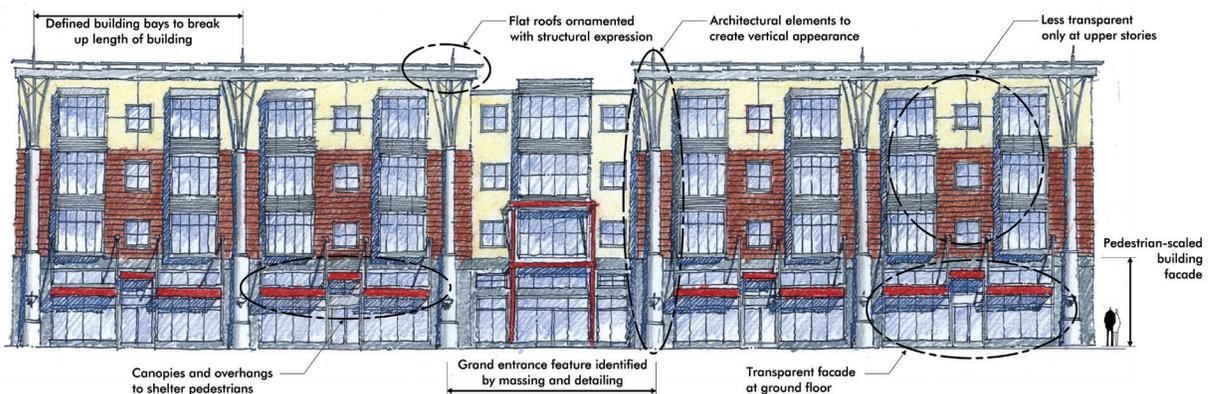


Figure 10-3: Envisioned Medium-Density Development in Tukwila

Implementation Strategies

- Public Amenities Plan.
- Development regulations that allow appropriate building heights, parking and access within each district.
- Design guidelines that promote a high-quality urban environment and facilitate a range of pedestrian activity, where appropriate.
- Coordinate transit service and station improvements with transit providers.
- Utilize flexible zoning regulations to allow uses including residential, retail and light industrial, where appropriate for each district's purpose.
- Expand the areas where residential uses are permitted.
- Develop regulations to address setback and lot coverage restrictions that allow for future street expansions, new streets and other circulation improvements.
- Design Review standards to enforce quality landscape, pedestrian access, and design.
- Develop standards and incentives for providing a variety of different types of open spaces (e.g., plazas, parks, public and private) that attract further residential development and balances out the increasingly dense environment.
- Use access to transit facilities and amenities to stimulate surrounding residential and mixed-use development.

GOAL 10.2 URBAN DEVELOPMENT

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

URBAN DEVELOPMENT POLICIES

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

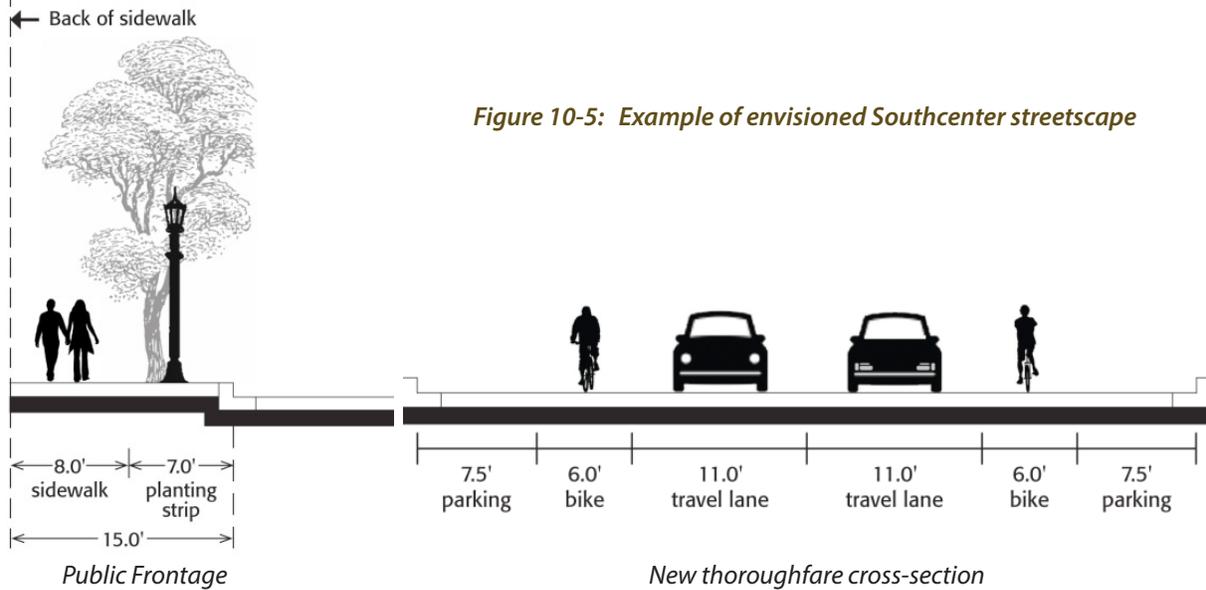
Implementation Strategies

- Seek opportunities for public/private partnerships.
- Look for opportunities for pocket park development.
- Promote the use of shade trees.
- During review of proposed public and private projects:
 - Promote use of indigenous plants.
 - Promote use of water-saving plants.
 - Promote use of plants with wildlife habitat value.
- Implement the Master Plan and water quality improvement program for Tukwila Pond Park.
- Coordinate with Tukwila's Parks and Recreation Department to ensure that the Southcenter area's parks and open space concepts are integrated into the Parks Plan.

*Figure 10-4:
Envisioned Southcenter
open space amenity*



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



Implementation Strategies

- Coordinate with the City Public Works Department to create a Street Network Plan that establishes a finer-grained system of public and private streets and pedestrian corridors for the Southcenter area, and requires development to share in the cost of providing them.
- Identify and employ mechanisms and incentives by which a finer grid system and public frontage improvements can be implemented by the Street Network Plan.
- Coordinate with the Public Works Department to prepare an access management plan for the Southcenter area that requires the consolidation of driveways and access points, wherever possible.
- Update the Street Tree Plan for the Southcenter area (CBD).
- Seek additional funding for construction of the pedestrian bridge over the Green River, connecting the Mall to the Sounder commuter rail/Amtrak station.
- Continue working with Sound Transit, the City of Renton, and the Union Pacific and Burlington Northern Railroads to fund and complete the Strander Boulevard connection between the Sounder commuter rail/Amtrak Station and the Tukwila Urban Center, including the pedestrian-only underpass beneath the Union Pacific lines.
- Coordinate with land use planning efforts to ensure that improvements in the transportation and circulation system are parallel with projected growth in the Tukwila Urban Center.
- Develop a Southcenter Streetscape Improvement Plan with distinct identities for major streets, and strategies for pedestrian-oriented improvements and linkages such as new pathways, arcades, awnings, sidewalk eating areas, and special displays.



Figure 10-6: Southcenter Site Development - Building orientation to street



Figure 10-7: Site Development - Pedestrian connections through parking lots connecting street edge to building entrances

10.2.3 Site Development. Create regulations and design guidelines that result in high-quality site design and enjoyable and safe pedestrian environments, using site design techniques that include but are not limited to:

- integrating architectural, site design and landscape elements.
- supporting motor vehicle, transit service, and pedestrian traffic by ensuring that new development and infrastructure are designed and constructed consistent with adopted standards and subarea plans.
- using physical and natural elements that enhance an area’s overall aesthetic, including orienting a building to the street (*Figure 10-6*).
- extending the street grid system.

10.2.4 Pedestrian Accessibility. Ensure that pedestrians have safe, convenient and comfortable paths from adjacent public ways to key building entrances. This could include utilizing driveways or internal streets with sidewalks for access to primary entrances, or by providing clearly marked pathways through large parking lots from the public sidewalks and from parked cars to key building entrances. There should be minimum interruption to the pedestrian pathway by driveways and other vehicular conflicts (*Figure 10-7*).



Figure 10-8: Landscaping in parking areas

Implementation Strategies

- Develop design standards for parking lots that encourage walking to, from and between properties.

10.2.5 Siting and orientation of buildings and parking lots should create an environment that is conducive to walking in the northern part of the Southcenter area, particularly in the area between the Mall, the bus transit center, Tukwila Pond, and the Sounder commuter rail/ Amtrak station.

Implementation Strategies

- Over the short to midterm, focus public and private investments and regulations on properties fronting Baker Boulevard between the Mall and the Sounder station.

10.2.6 Require interior vehicular connection between adjacent parking areas wherever possible.

10.2.7 Development standards will consider the needs of land owners, developers, businesses, and the community.

10.2.8 **Parking.** Ensure an adequate supply of parking for visitors, employees, residents and customers. Provide a variety of flexible regulations, strategies and programs to meet parking demands. On-going needs will also be assessed to ensure appropriate parking requirements and to encourage efficient and effective use of land in parking design (Figure 10-8).

Implementation Strategies

- Conduct a public parking structure feasibility study, including siting, potential funding sources and mechanisms.
- Investigate alternative parking strategies such as shared parking, etc.
- Look for opportunities for on-street parking in areas planned for higher pedestrian activity, particularly in the TOD District.
- Develop appropriate standards and guidelines for parking design and layout to support the type of development envisioned in each of Southcenter's districts.
- Factor pedestrian safety and convenience into parking lot design standards. Require safe and direct pedestrian connections from sidewalks to building entrances.
- Continue Commute Trip Reduction Programs and other Transportation Demand Management Programs. Incorporate the [Growth Transportation Efficiency Center \(GTEC\)](#) into transportation and land use planning in Southcenter.

10.2.9 Building Design. Promote high quality architecture in Southcenter, with attention to standards and guidelines that:

- Promote an appropriate display of scale and proportion.
- Give special attention to developing pedestrian-oriented features and streetfront activity areas such as ground floor windows, modulated building facades, and rich details in material and signage.
- Provide quality landscape treatment that emphasizes shade trees.
- Provide an appropriate relationship to adjacent sites and features.
- Encourage overall building quality, and sensitivity to – and respect for – the area's important natural amenities such as the Green River and Tukwila Pond.
- Include property owners in developing urban design guidelines to ensure that the intent of this policy is met.

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

Implementation Strategies

- Identify appropriate design guidelines and locations for directional signage for shopping, access to amenities, and leisure activities, in order to alleviate congestion in key corridors and intersections
- 10.2.11** Work collaboratively with Southcenter property owners, businesses and community members to implement the vision for Southcenter, assess the potential to catalyze development in the Southcenter area, and form an economic redevelopment strategy.

Implementation Strategies

- Establish a lead redevelopment entity on the public side to coordinate implementation of an urban center redevelopment strategy and provide it with people, resources and tools to succeed.
- Rebrand urban center districts to take advantage of assets, location and character, and reinforce land use concepts so that the image of Tukwila is refreshed.
- Improve infrastructure through the Capital Improvement Plan that reflects Southcenter policies.
- Create a public sector redevelopment tool kit that offers developers assistance in achieving the community’s goals for the Southcenter area.
- Prepare and implement a redevelopment strategy.
- Identify projects necessary to catalyze economic development, and give them high priority for funding when considering public investment in the Urban Center.

RELATED INFORMATION

[Vision 2040](#)

[King County Countywide Planning Policies](#)

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

CHAPTER ELEVEN MANUFACTURING/ INDUSTRIAL CENTER

TUKWILA COMPREHENSIVE PLAN



MANUFACTURING/ INDUSTRIAL CENTER

WHAT YOU WILL FIND IN THIS CHAPTER:

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

PURPOSE

Tukwila's Manufacturing/Industrial Center (MIC) is one of four such centers in King County, established through a designation process outlined by the Growth Management Planning Council (*Figure 1*). It comprises an area of 998 acres along the Duwamish River, bounded generally by the City of Seattle on the north, South 125th Street on the south, the Burlington Northern railway right-of-way on the east, and the Duwamish River on the west (*Figure 2*).

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

ISSUES

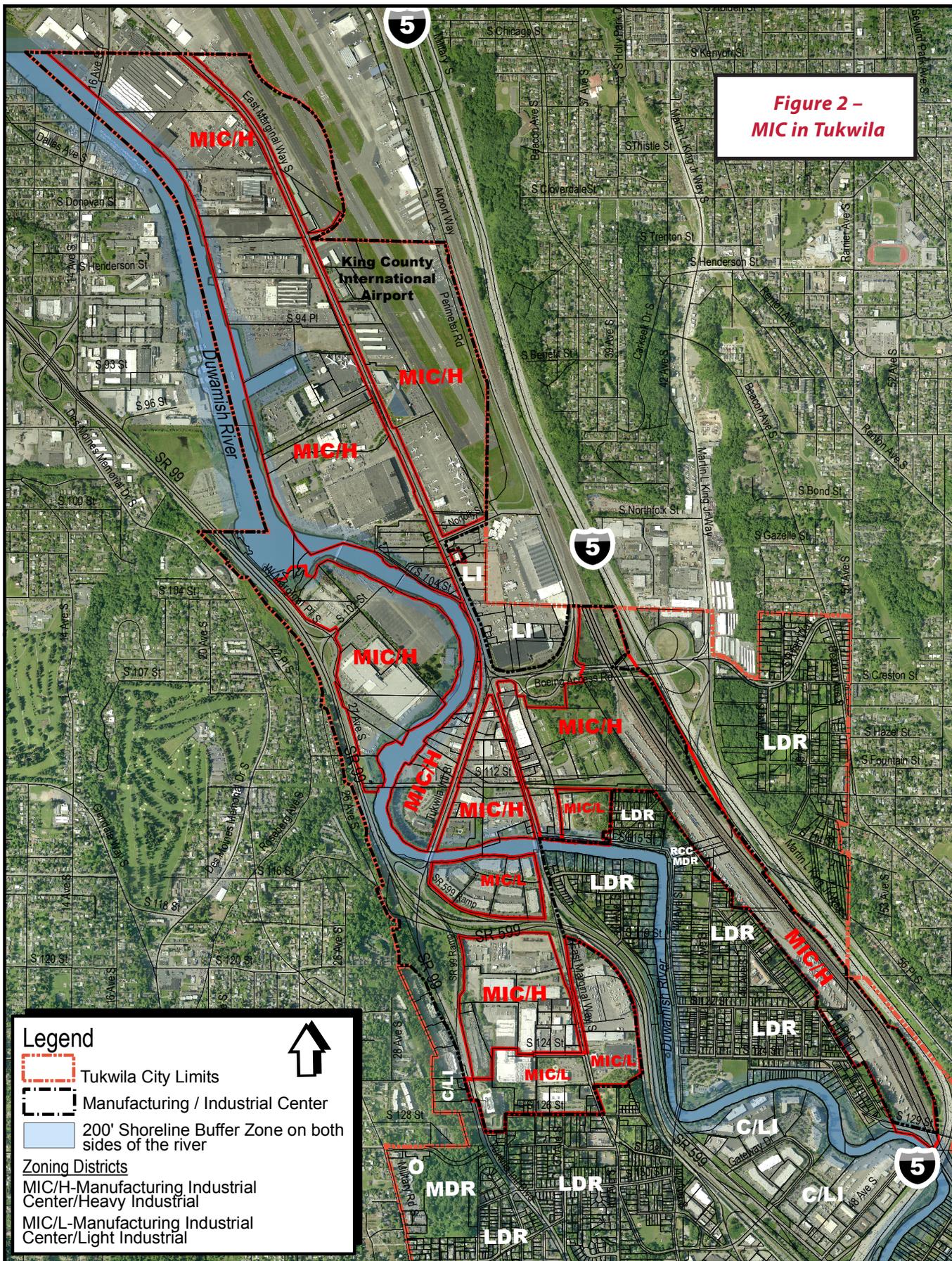
There are 114 businesses located in the Manufacturing/Industrial Center, and employment exceeds 18,000, more than three-quarters of this in manufacturing (*Figure 3*). The Center is an integral source of direct (property tax) and indirect (sales tax) revenues received by Tukwila.

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



*Figure 1 –
King County MIC Designated Areas*

Figure 2 - MIC in Tukwila



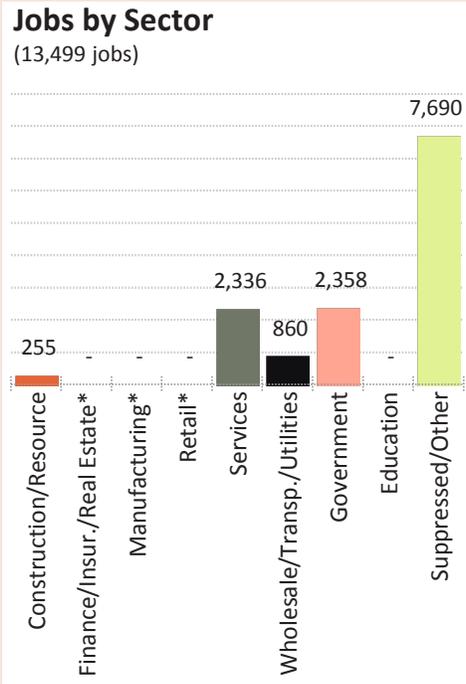


Figure 3 – Tukwila MIC: Jobs by Sector

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

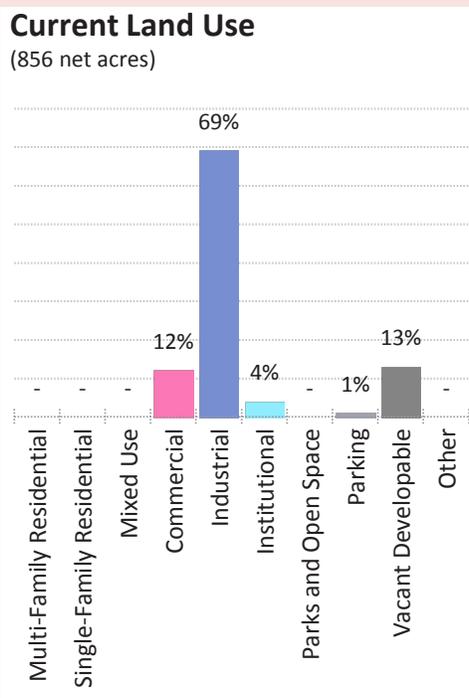


Figure 4 – Tukwila MIC: Current land use

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

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

GOALS, POLICIES AND STRATEGIES

GOAL 11.1

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

POLICIES

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

Support New Development

- 11.1.1** Support the efforts of existing industries to expand and new industrial businesses to develop in the Manufacturing/Industrial Center by providing them with economic data, information on available development sites, help in understanding and getting through the permit processes, and other appropriate assistance.
- 11.1.2** Assist landowners in remediating site problems caused by contaminated soil.

Implementation Strategies

- An Economic Development Advisory Board empowered to provide economic data and other appropriate assistance
- City providing permit process assistance and advice consistent with the MIC policies
- Development regulations and zoning map
- Allow building heights up to 125 feet where consistent with FAA regulations
- Technical assistance in bringing contaminated property into productive use in ways that minimize remediation costs while protecting the water quality of the Duwamish River
- A regional approach to remediation issues that cross jurisdictional boundaries

Simplify Permit Processing

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

- 11.1.3** Develop appropriate permit processes that minimize lengthy public review and simplify the development permit process, while providing meaningful opportunities for citizen input and protecting the environment.
- 11.1.4** Tailor Manufacturing/Industrial Center shoreline requirements to achieve consistency between Shoreline and MIC element goals and policies.

Implementation Strategies

- Development regulations and zoning map
- A programmatic environmental impact statement for MIC development, based on relevant information from existing EISs
- Supplemental environmental reviews for proposed building projects focusing on site-specific impacts
- A method for preparing and approving master plans for developing or redeveloping sites in the MIC, geared to the size and type of development
- Simultaneous action by the City on building permit application, State Environmental Policy Act (SEPA) review, and other required approvals on proposed projects
- Meaningful opportunities for citizen input into the permit review process
- Continuous improvement in the successful permit review process already in place in the City
- Shoreline guidelines expanded into specific design regulations, with exceptions from these regulations requiring action by the Board of Architectural Review and City Council
- Staff-level review of project compliance with adopted design standards

Protect the Land Resource

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

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

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

Implementation Strategies

- Zoning in the MIC that permits manufacturing and industrial and related uses along with retail, eating, and personal service establishments of limited size and location permitted, but with uses such as residential and large retail prohibited
- Development regulations and zoning map
- Develop management, operational procedures, and night-time noise regulations that reduce impacts to residential neighborhoods
- Industrial park standards such as, setbacks, landscaping, visual screening, design review, and other provisions that provide adequate protection to residences along the boundaries of the MIC

Improve Duwamish River Access

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

- 11.1.7** Support the Duwamish River becoming a natural feature amenity in the MIC
- 11.1.8** Improve public access and use of the west side of the river, protecting owner's rights to reasonable use and enjoyment, improve employee access to the east side of the river, and emphasize restoration on both sides of the river.



Implementation Strategies

- Updated shoreline code that encourages restoration of the riverbank
- Duwamish corridor river access guidelines consistent with the Tukwila Parks and Open Space Plan and city-wide river access guidelines
- A park on the Duwamish River in the MIC
- Updated Shoreline Master Program that encourages employee access to the shoreline

Improve Transportation Flow

Work with other governmental agencies to address transportation problems.

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

Implementation Strategies

- Regional/rapid rail service to the MIC
- Work to have a multimodal transportation center
- Continued support of agencies developing other programs to reduce dependence on the single-occupancy vehicle
- New east-west transit routes serving the MIC and other areas in Tukwila
- Support alternative commercial routes in and out of the MIC

Continue Intergovernmental Coordination

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

- 11.1.10** Make appropriate adjustments to the boundaries between Tukwila, King County and Seattle.
- 11.1.11** Work with other jurisdictions to bring about necessary changes in laws and regulations and to develop other approaches to solving common problems.



A WELL-CONNECTED MIC

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

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

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

Implementation Strategies

- A trade of territory so that 16th Avenue South becomes the City boundary between East Marginal Way and the river
- Elimination of other undesirable irregularities such as splitting of Associated Grocers and King County International Airport property
- Working with appropriate governments on:
 - Investigation of tax increment financing
 - Increased electrical energy capacity
 - Improved soil remediation regulations
 - The most equitable and cost-effective approach to surface water drainage in the Duwamish Basin
 - Continued improvement in water quality and wildlife habitat
 - Increased predictability of permit conditions and reduced permit processing time
- Pursue light rail and commuter rail stops in the vicinity of Boeing Access Road:



RELATED INFORMATION

[MIC Background Report](#)

[MIC Issues and Opportunities Report](#)

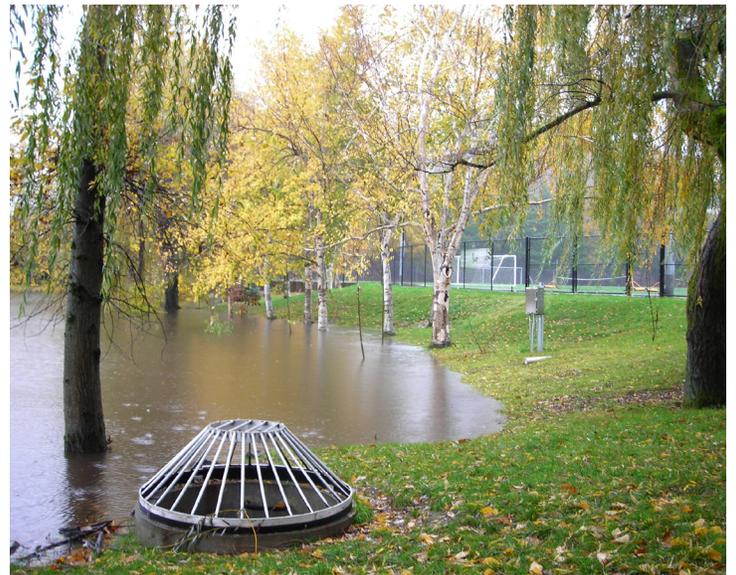
[Attachment A: Business Stakeholder Survey Summary](#)

[Attachment B: MIC Business Survey Tabulation](#)

[MIC Integrated GMA Implementation Plan \(“Planned Action”\)](#)

CHAPTER TWELVE UTILITIES

TUKWILA COMPREHENSIVE PLAN



UTILITIES

WHAT YOU WILL FIND IN THIS CHAPTER:

- A description of the utility systems and providers in the City of Tukwila;
- Goals and Policies for providing effective utility service to Tukwila's residents; and
- Strategies for implementing the City's policies and working with private utility providers.

PURPOSE STATEMENT:

To provide utility services and facilities that meet the community's current and future needs in a safe, reliable, efficient, economic and environmentally responsible manner.

PURPOSE

Utility facilities and services are closely linked to the development of land, affecting whether, how and when it can be developed. Tukwila relies on other public and private agencies to provide many of these services.

Sewer, water, surface water management, solid waste, electricity, natural gas and telecommunications are addressed in this Element. Policies pertaining to utilities and vegetation are located in the Natural Environment element. The Utilities Element profiles both City and non-City-owned utilities operating within Tukwila. Sewer and water services are provided by the City, adjacent municipalities and special districts. Surface water drainage is managed locally, but with interjurisdictional cooperative planning and management. The remaining utilities are provided to residents and businesses through franchise agreements between the City and service providers.

The Utilities Element establishes a basis for decision-making that is consistent with Washington's Growth Management Act, the Puget Sound Regional Council's Vision 2040, and King County's Countywide Planning Policies, including targets for housing units and employment, which are a basis for determining demand for utility services and infrastructure. These State and regional requirements are fulfilled by the [Utilities Background Report](#), Comprehensive Sanitary Sewer Plan, Comprehensive Water Plan, and Comprehensive Surface Water Management Plan. These documents, along with the six-year [Capital Improvement Program](#) and the City of Tukwila budget, are adopted by reference in Tukwila's Comprehensive Plan.

TUKWILA UTILITY PROVIDERS

WATER

[City of Tukwila](#)

[City of Seattle](#)

[City of Renton](#)

[King County Water District #20](#)

[King County Water District #125](#)

[Highline Water District](#)

SEWER

[City of Tukwila](#)

[City of Seattle](#)

[City of Renton](#)

[Valley View Sewer District](#)

SURFACE WATER

[City of Tukwila](#)

ELECTRICITY

[Puget Sound Energy](#)

[Seattle City Light](#)

NATURAL GAS

[Puget Sound Energy](#)

REGULATORY REQUIREMENTS

This element is consistent with Washington State GMA, PSRC Vision 2040, and King County County-wide Planning Policies requirements for utilities planning, based on housing and employment targets. These requirements are fulfilled by the following documents:

Utilities Background Report

Comprehensive Sanitary Sewer Plan

Comprehensive Water Plan

Comprehensive Surface Water Management Plan

ISSUES

Several key issues in meeting the utility needs of the City are addressed in this Utilities Element:

Service Extensions. Planned extensions of utility services are based on existing need, or to accommodate planned growth or growth targets.

Coordination of Service Providers. The City-managed utilities must coordinate with adjacent providers that provide utility services to portions of the City. Coordination among Tukwila's three non-City sewer and five non-City water districts is critical.

Concurrency and Implications for Growth. Utility projects and other capital facilities must be developed so that improvements are in place by the time they are needed, to meet growth and to accommodate growth targets.

Environmental Sustainability. Utility planning and operations require environmental protection and restoration efforts, to preserve the quality of the natural environment and its contributions to human health and vitality.

Residential Neighborhood and Sub-Area Vitality.

City-planned utility improvements and extensions place priority on improving and sustaining residential neighborhood quality and livability. Utility investments affect neighborhood quality of life and the ability to realize established visions for specific sub-areas.

System Rehabilitation, Replacement and Retrofit. Much of the City's utility infrastructure has reached or is near its life expectancy. Rehabilitation or replacement of these systems is needed to ensure their continued reliability. Federal, State and, local polices require utility system improvements to comply with new regulations.

SYSTEM DESCRIPTIONS

WATER AND SEWER

The City of Tukwila purchases all of its water from the Cascade Water Alliance under a contract through the year 2064. Tukwila's [Comprehensive Water System Plan](#) identifies areas of water supply and distribution deficiency, and the six-year Capital Improvement Plan proposes corrective improvements. *See Map 12-1.*

The Tukwila sewer system is exclusively a collector system with no treatment component. King County DNRP Wastewater Treatment Division provides Regional wastewater treatment at the South Treatment Plant in Renton. The [Comprehensive Sewer System Plan](#) identifies deficiencies in the system, and corrective improvements are proposed in the six-year Capital Improvement Plan. *See Map 12-2.*

Certain areas of the City are served by other water and sewer providers, which develop their own plans in coordination with the City of Tukwila.

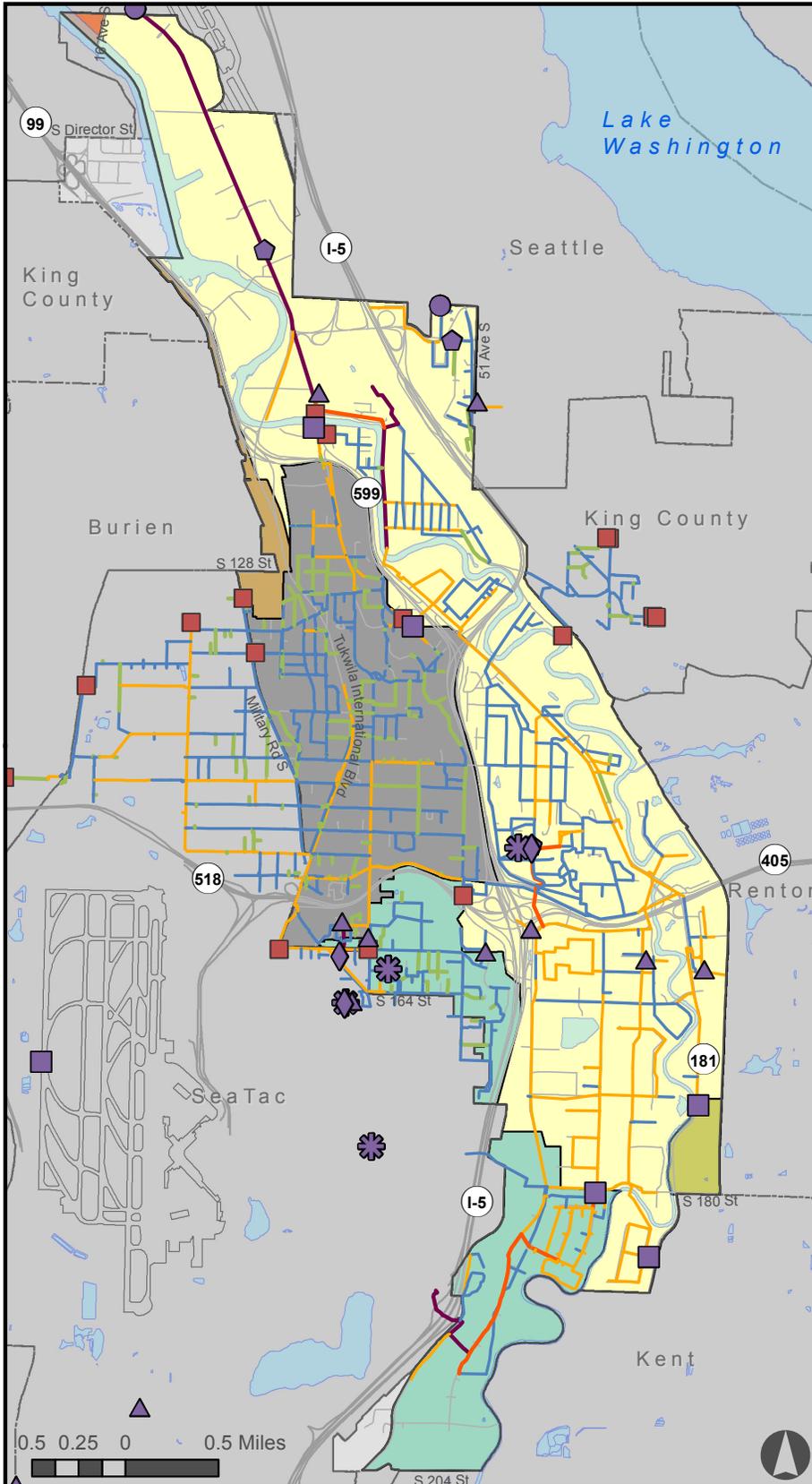
Tukwila's Comprehensive Water System and Sewer System Plans are adopted by reference as part of the Comprehensive Plan. Those system plans identify present and future improvements, and establish certain required levels of service and priorities for system improvements. Level of service standards are also established by applicable Board of Health regulations, the Uniform Plumbing Code, and the Uniform Fire Code. Consistent with State mandates, Tukwila revises and updates system plans to assure consistency with the Comprehensive Plan and the Capital Improvement Program.

SURFACE WATER MANAGEMENT

Tukwila's surface water drainage system consists of both drainage improvements and the natural drainage of the area. Except for a small area in the Ryan Way neighborhood, drainage is ultimately to the Green/Duwamish River. *For locations of surface water management facilities, see Map 12-3.*

The [Comprehensive Surface Water Management Plan](#) contains an inventory of existing facilities, and identifies current system deficiencies and planned improvements. It evaluates the system under present development conditions, and identifies remedies for segments of the system where problems exist or are likely to develop in the future as a result of growth and development. Proposed improvements are included in the Six-Year Capital Improvement Program (CIP).

The City reviews and updates its Surface Water Management Plan regularly to assure consistency with this Plan, State and local regulations, the CIP, and other on-going City planning processes.



Tukwila Water System

Legend

Water Facilities

- Tukwila Intertie
- Pressure Relief Valve
- Pump Station
- Supply Station Emergency Relief Valve
- Supply Station Pressure Relief Valve
- Reservoir
- WD125 Interties

Pipeline Diameter

- 2-4
- 6-8
- 10-12
- 14-16
- 18-24

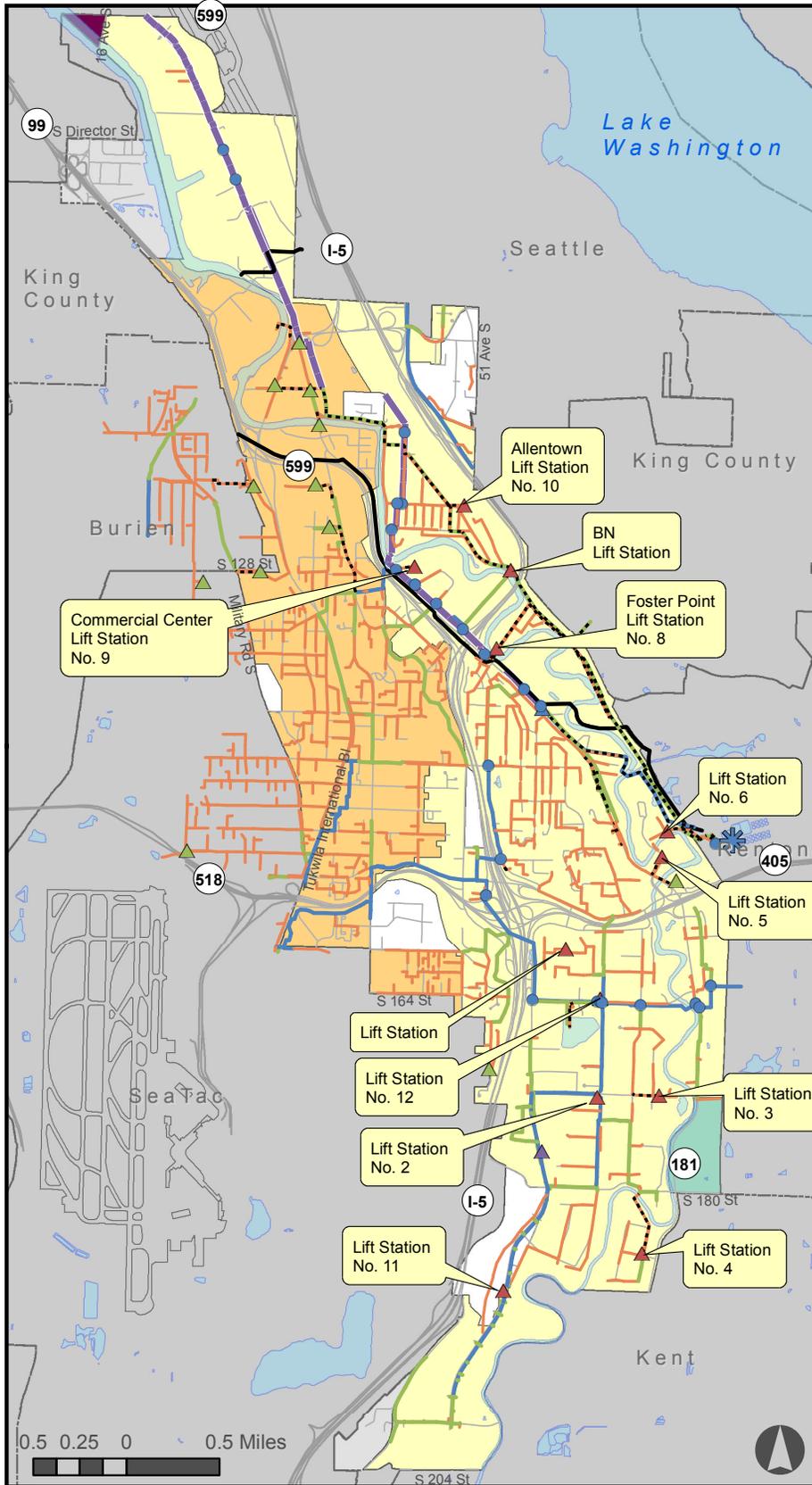
Water Districts

- Highline Water Service
- Renton Water Service
- Seattle Water Service
- Tukwila Water Service
- WD 125 Water Service
- WD 20 Water Service

Map 12-1: Water Districts



Tukwila Sewer System



Legend

- KC Treatment Plant
- KC Interties

Lift Stations

- Metro
- Other
- Private
- Tukwila

PipeType

- Force Main

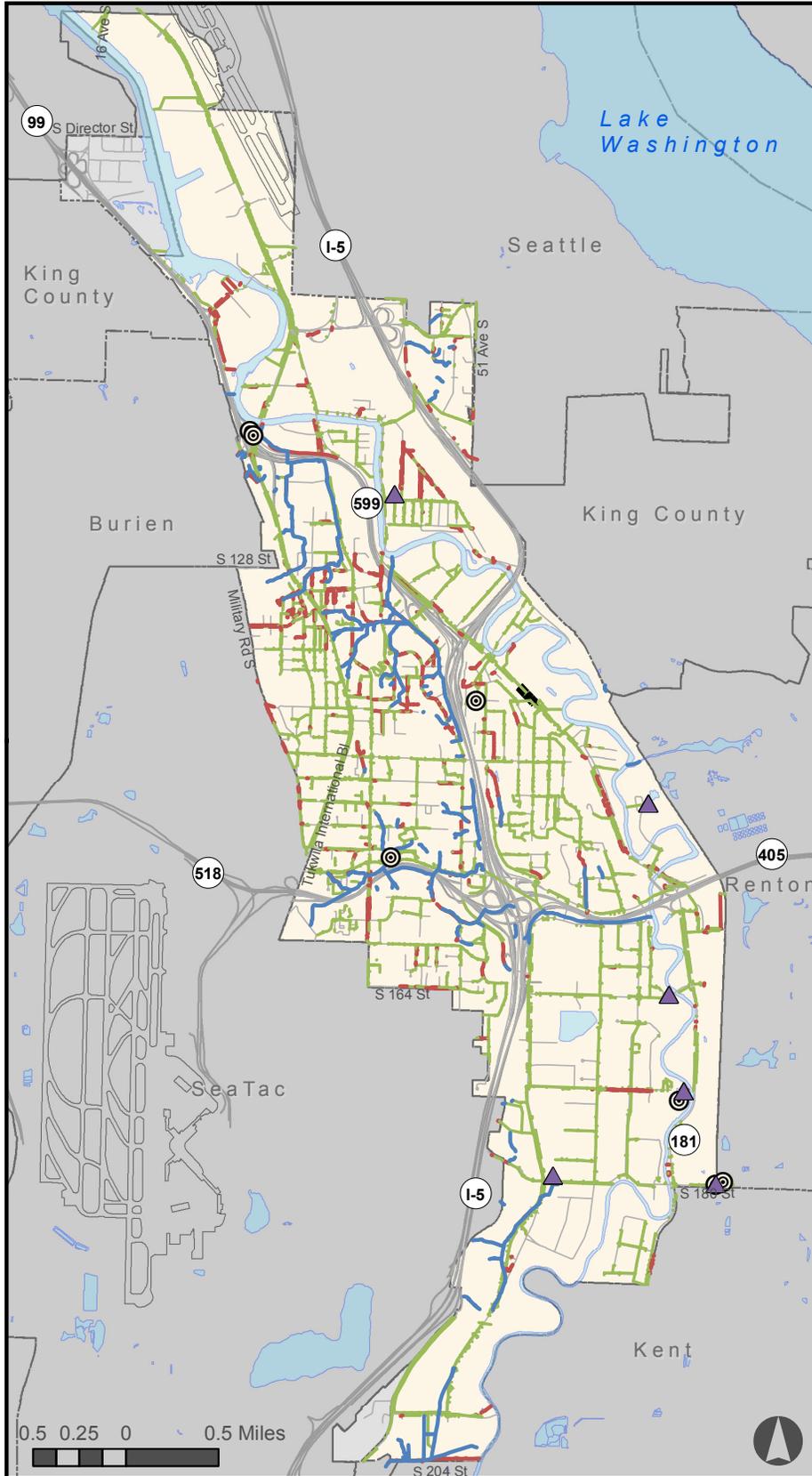
Pipeline Diameter

- 8" and Smaller
- 10-12"
- 14-36"
- 38-54"
- 56-96"

SewerService

- No Sewer
- Renton Sewer
- Seattle Sewer
- Tukwila Sewer
- Valley View Sewer

Map 12-2: Tukwila Sewer System



Surface Water Facilities

Legend

-  Pump Stations
-  Detention Facilities
-  Streams
-  Pipes
-  Culverts/Ditches
-  Trench Drain
-  Waterbodies

Map 12-3: Surface Water Management Facilities



Image source: King County Solid Waste Division

TURNING WASTE INTO ENERGY

King County's Cedar Hills Landfill, which is the destination for much of Tukwila's solid waste, is also the site of the nation's third-largest landfill gas energy project. Methane gas from garbage is processed and purified, then sold to Puget Sound Energy power plants to be used to generate electricity.

Converting landfill gas to electricity in this way reduces the landfill's greenhouse gas emissions and provides additional revenue to the County's Solid Waste Division, keeping disposal rates low for residents across King County.



Image source: King County Solid Waste Division

SOLID WASTE

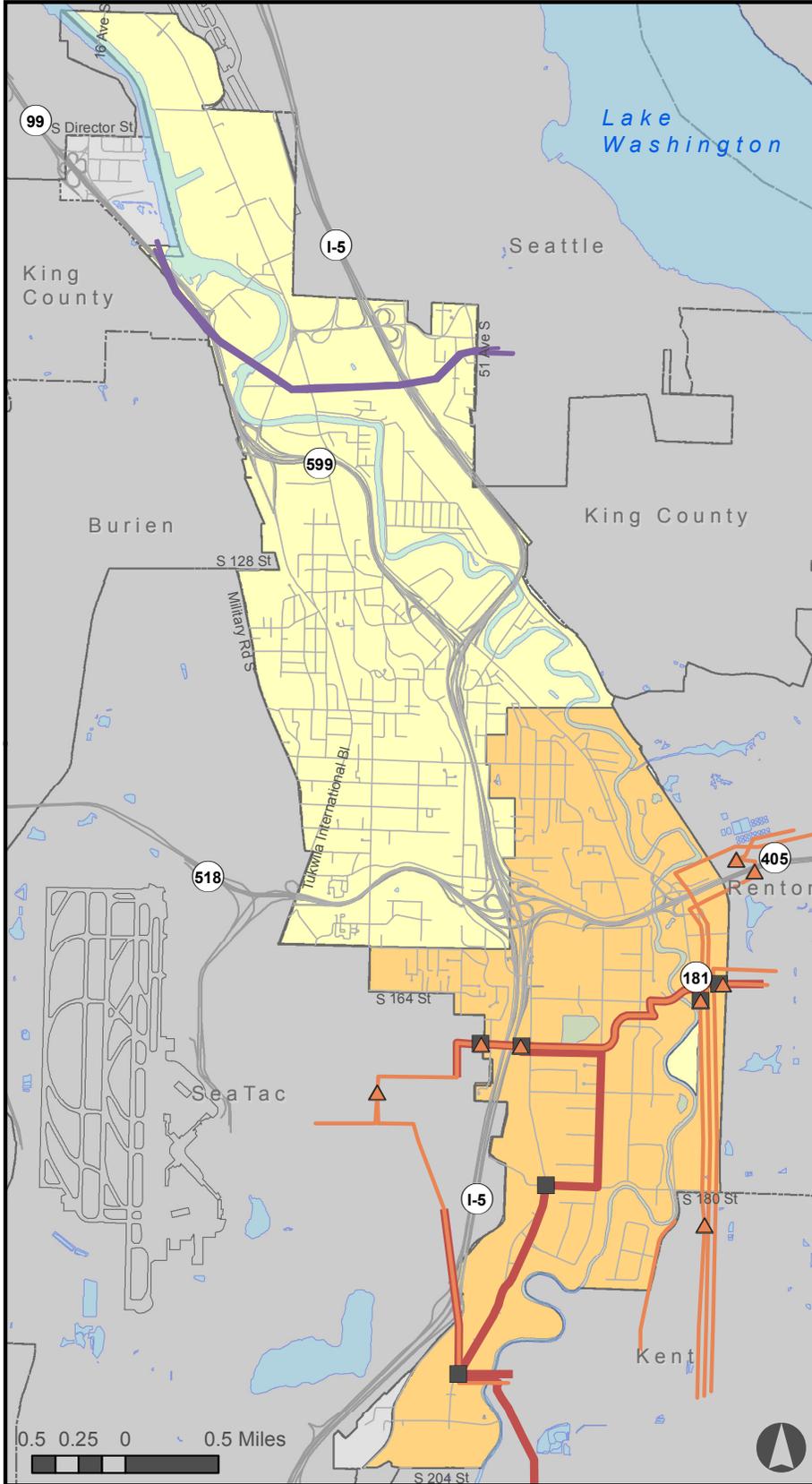
Solid Waste collection, transportation and disposal in Tukwila is governed by State and local regulations, an interlocal agreement with King County, and collection contracts with solid waste providers. Through a competitive multi-year contract with the City, Waste Management, Inc., provides comprehensive garbage, recyclables, and yard-waste collection services to residential, multi-family and commercial customers.

Tukwila has considered implementing mandatory garbage collection to curb illegal dumping, litter and accumulation of trash/garbage on private property, but garbage collection remains voluntary. Approximately 75% of Tukwila residents subscribe to curbside garbage services, and the remaining 25% either self-haul to King County's Bow Lake Transfer Station in Tukwila or use other disposal methods.

The City's solid waste is ultimately taken to King County's Cedar Hills Landfill for disposal. As part of the Solid Waste Interlocal Agreement (ILA) with King County, Tukwila and other parties will develop plans and alternatives to waste disposal at Cedar Hills Landfill in advance of its closure in 2025.

ELECTRIC POWER

Electric power involves both transmission systems and distribution systems. Tukwila's electric power is provided by Puget Sound Energy, with approximately 3,800 customers, and Seattle City Light, serving approximately 5,700 residential and 1,000 commercial customers in Tukwila. Both companies operate under non-exclusive franchise agreements with the City. *See Map 12-4.*



Electrical Service Providers

Legend

- ▲ PSE Substation Existing
 - PSE Substation Future
 - PSE Line Existing
 - PSE Line Future
 - SCL Trunk Line
- Electrical Service Area**
- Puget Sound Energy
 - Seattle City Light

Map 12-4: Electric Service Providers

Plans from both Seattle City Light and Puget Sound Energy place a priority on using energy conservation as a way to increase service capacity. Puget Sound Energy estimates that half of its long-term need for electric power can be met by energy efficiency and additional wind-power. The rest is likely to be met with added natural gas-fired resources. To meet future demand, some new transmission lines and substations will be built in Tukwila, and existing ones rebuilt and/or maintained. Distribution plans include line and station projects. Future distribution improvements will be required to meet the demands of Tukwila's projected growth. Seattle City Light's plans for future distribution capacity include additional feeder capacity that is expected to meet demand in Tukwila through the year 2031. Seattle City Light intends to meet electrical load growth through conservation and new generation resources powered by renewable energy.

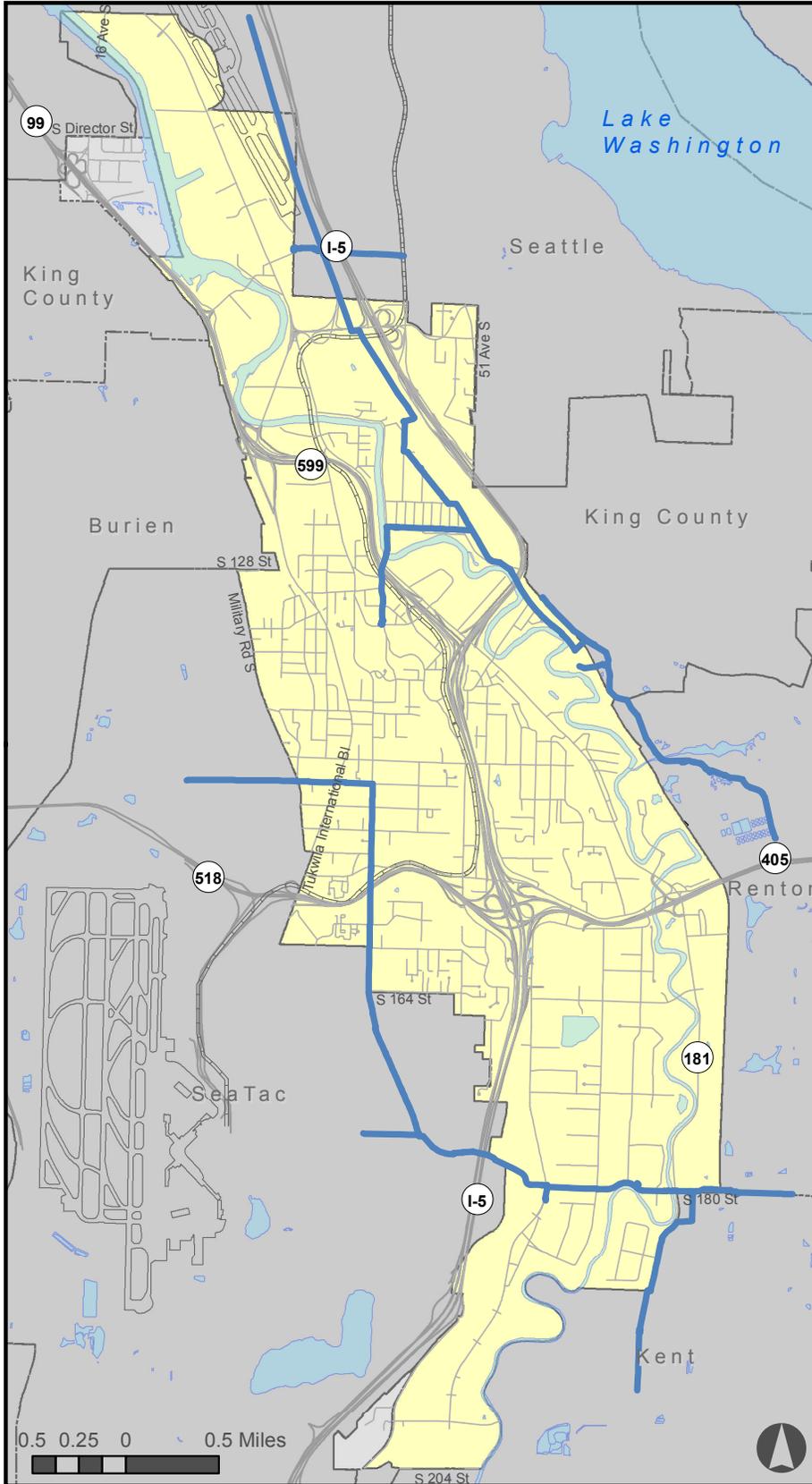
NATURAL GAS

Puget Sound Energy, an investor-owned utility, builds, operates and maintains natural gas facilities serving approximately 3,400 customers in Tukwila. Puget Sound Energy covers virtually all of Tukwila with their main distribution lines. The utility foresees no difficulties in meeting future demand during the planning period. No major improvement projects are planned at this time. *For natural gas service areas in Tukwila, see Map 12-5.*

TELECOMMUNICATIONS

As telecommunications technologies have evolved, convergence of these technologies has occurred, resulting in multiple communication services migrating into consolidated networks.

Telecommunications in Tukwila includes both wired and wireless telephone services, cable and satellite television, and high-speed broadband technology. Through partnerships with franchised telecommunications companies, internal public works projects and completion of capital projects, the City has a robust conduit infrastructure that would enable and facilitate future fiber optic connectivity projects benefitting the City, its residents and businesses, and project partners. The City has joined a connectivity consortium of cities and other public partners that would construct and maintain a regional fiber-optic telecommunications system. This fiber-optic system would provide redundancies, enhance communications networks, and emergency operations.



Natural Gas Provider

Legend

- High Pressure Lines
- PSE Service Area

Map 12-5: Natural Gas Service

WHAT IS VoIP?

Voice over Internet Telephony (VoIP) is a technology that allows voice communication over an internet connection, rather than a traditional phone network. VoIP service is often offered as part of a bundle of services from an internet provider, but it is also commercially available as a stand-alone service, and is very popular for making international calls due to its low cost as compared to traditional long-distance service.

CABLE AND SATELLITE TELEVISION

The City of Tukwila has a non-exclusive franchise agreement with Comcast Corporation to construct, operate and maintain a cable system in compliance with Federal Communications Commission (FCC) regulations. Comcast's network provides high-definition television capacity and high-speed internet access through cable modems, and includes coaxial and fiber optic cabling systems deployed both underground and overhead using utility poles leased from power and telephone companies.

Satellite television competes directly with cable television by delivering hundreds of channels directly to mini-dishes installed in homes and businesses throughout Tukwila.

WIRELINE AND WIRELESS COMMUNICATIONS

Many companies offer telecommunications services including integrated voice and data, and voice over internet telephony (VoIP) technology. CenturyLink, the Incumbent Local Exchange Carrier (ILEC), is now joined by several Competitive Local Exchange Carriers (CLECs) in providing more communications service options to Tukwila residents and businesses.

With expansion of telecommunications infrastructure, new technologies and competition, telecommunications utilities are expected to meet voice, video and broadband demands during the planning period.

GOALS, POLICIES AND STRATEGIES

GOAL 12.1

Utility services and facilities that meet the community's current and future needs in a safe, reliable, efficient, economic and environmentally responsible manner.

Policies for City-Managed Utilities

SERVICE EXTENSIONS

- 12.1.1** Ensure that the City of Tukwila utility functional plans and operations meet applicable federal, State, regional and county requirements and regulations to address health and safety requirements, address deficiencies, and assure quality of service.
- 12.1.2** Require the use of Tukwila's applicable service standards to design and construct all utility service extensions.
- 12.1.3** Base the extension and sizing of utility system components on applicable design standards and Comprehensive Plan development priorities.
- 12.1.4** Ensure that new development, redevelopment, and other actions within the City of Tukwila's jurisdiction do not cause significant adverse upstream or downstream impacts on flooding, erosion, and natural resources within and outside of Tukwila's jurisdiction.

COORDINATION OF SERVICE PROVIDERS

- 12.1.5** Coordinate with service providers for reliable and cost-effective utility services to the public.
- 12.1.6** Coordinate with other jurisdictions and agencies in planning and implementing utility operations, facility additions and improvements located in or affecting multiple jurisdictions.
- 12.1.7** Participate in the regulation of all water, sewer and surface water utility services within the City's eventual boundaries.
- 12.1.8** Consider annexing water and sewer providers, when requests by or within the Districts occur, or to achieve efficiencies and minimum levels of service for customers of the Districts.
- 12.1.9** Allow utility service outside City boundaries only when required by adjustments to City limits or to provide temporary service due to emergency.

- 12.1.10 Establish and maintain franchises and working agreements with sewer and water utilities currently operating within the City limits, to ensure that the level of service provided is consistent with the City's requirements and neighborhood revitalization plans.
- 12.1.11 Allow special-purpose sewer and water districts to continue to operate and serve Tukwila residents and businesses, when appropriate.

Implementation Strategy

- Provide timely and effective notification of road construction, maintenance and other City actions to interested and affected utilities.

CONCURRENCY AND IMPLICATIONS FOR GROWTH

- 12.1.12 Schedule and phase utility extensions to occur concurrently with expected growth and development.
- 12.1.13 Approve development only if adequate utilities are available when a need is created for those facilities, or within a reasonable period as required by State law.

ENVIRONMENTAL SUSTAINABILITY

- 12.1.14 Provide environmentally sound and sustainable operations with cost-effective methods in water, sewer and surface water management utilities operations.
- 12.1.15 Make conservation an integral part of Tukwila's utility operations and management.
- 12.1.16 Promote energy efficiency, conservation methods, and sustainable energy sources in utility operations to support climate change reduction goals.
- 12.1.17 Consider Tukwila's Urban Forest together with other infrastructure systems – during utility planning, design, installation and/or maintenance – to ensure that trees are protected.

Implementation Strategies

- Develop and practice conservation measures for each utility.
- Use conservation as a means of deferring the development of new facilities or as a means of augmenting available resources.
- Structure water rates to encourage conservation.
- Require conservation-conscious operation of all City facilities, to provide a good model for the community.

- Implement public education programs on water conservation and surface water quality, including alternatives to toxics and safe use and disposal of household toxics.
- Provide routine inspection and maintenance of surface water system, and dispose of all sediments in an approved manner.
- Use methods associated with sewage disposal systems – including grease traps, oil and water separators, and regular monitoring of infiltration and inflow through television inspection – to eliminate point and non-point pollution sources.
- Reuse and reclaim water at public facilities as appropriate, especially for high-volume non-potable water uses such as parks, schools, and the golf course.
- Use Low-Impact Development techniques whenever possible.
- Provide training for City staff.
- Use manuals for best management practices to protect tree roots during trenching.
- Develop Urban Forest Management Plan.

RESIDENTIAL NEIGHBORHOOD AND SUB-AREA VITALITY

- 12.1.18** Give priority to the City's regional growth and manufacturing/industrial centers, while balancing the needs of residential neighborhoods for City-planned utility improvements and extensions.
- 12.1.19** Design, construct and maintain facilities to minimize impacts on adjacent neighborhoods and businesses.

Implementation Strategies

- Screen generators, pump stations, material storage yards or other infrastructure, to reduce impacts to neighboring property.
- Implement Design Review for public utility facilities.
- Allow joint use of utilities corridors and transportation rights-of-way, when possible.
- Underground utilities according to policy.
- Coordinate construction activities to minimize impacts.
- Use right-of-way agreements for cable and electrical services to discourage excessive wiring throughout the City.

WATER UTILITY

- 12.1.20** Actively participate in determining a regional solution to Tukwila’s water supply, and addressing the potential impacts of climate change on regional water resources.
- 12.1.21** Provide safe, reliably-maintained and sustainable water service for domestic, commercial, industrial, fire flow and water emergency uses, to meet present and future needs.

Implementation Strategies

- Implement a response plan for water emergencies.
- Develop and use an operations maintenance manual and program.
- Carry out a water quality monitoring program.
- Implement water reuse as a water supply source.
- Allow private wells, where approved by the appropriate authority.
- Implement a water line replacement/enhancement program for deficient single-family residential areas, as documented in the Comprehensive Water Plan.

SEWER UTILITY

- 12.1.22** Serve all existing and potential residences and businesses with a sewer utility.

Implementation Strategy

- Establish a schedule and strategy to bring sewer service to homes and businesses within the City’s service area that are currently on septic systems.

SURFACE WATER MANAGEMENT UTILITY

- 12.1.23** Serve all of Tukwila’s residences and businesses with a surface water utility.
- 12.1.24** Provide capital, maintenance, education and enforcement programs as a function of the storm and surface water management utility.
- 12.1.25** Require on-site detention or retention and treatment of surface water for both development and redevelopment projects, unless a regional facility benefiting a drainage basin is constructed, or storage is provided in the Green/Duwamish River for previously-treated surface water as documented in the Surface Water Comprehensive Plan.

- 12.1.26** Apply an adopted surface water design manual as the minimum requirement for all development projects and other actions that could cause or worsen flooding, erosion, water quality and habitat problems, for both upstream and downstream development.
- 12.1.27** Coordinate water quality improvement programs with adjoining jurisdictions whose surface waters flow into or through Tukwila.
- 12.1.28** Use the Surface Water Fund to retrofit surface water systems to improve water quality and enhance fish passage, by establishing:
- A water quality program that prioritizes projects based on need, and takes into account upstream land uses and Washington Department of Ecology expanded listing of impaired water bodies; and
 - A fish passage program that prioritizes projects based on habitat needs and compliance with Washington Department of Fish and Wildlife requirements.
- 12.1.29** Encourage the retention and planting of trees for their beneficial effects on surface water runoff, including flow attenuation, water quality enhancements and temperature reduction.

Implementation Strategies

- Establish a signage program identifying important surface drainage connections and corridors.
- Regularly update a Surface Water Management Plan that addresses capital improvements and maintenance of storm water infrastructure, guides education programs, and meets regulatory requirements, including the City's National Pollutant Discharge Elimination System (NPDES) Phase II municipal permit.
- Adopt and apply an approved Washington State Department of Ecology Surface Water Design Manual.
- Develop a policy that provides consistent guidance for private versus public ownership, and maintenance requirements for residential surface water detention, water quality and conveyance systems.
- Investigate programs that provide financial incentives through the Surface Water Utility to property owners who maintain or enhance the tree canopy.
- Adequately fund surface water facility inspections and enforcement.

UTILITIES NOT OPERATED BY THE CITY

Aside from water, sewer and surface water management, most utilities serving the residents of Tukwila are not owned or operated by the City. While the City can provide input on planning efforts for these utilities, it does not directly control service rates or the exact location of new infrastructure.

Private utilities are required to obtain any City permits necessary to operate or install infrastructure within the City, and must comply with all applicable City regulations.



Image Source: Puget Sound Energy

Policies for Non-City-Owned Utilities

Non-City-owned utilities develop strategic and operational plans with varying degrees of input and involvement from the City. They set capacity and service levels on an area-wide basis, and rely on the local government's involvement to ensure that capacity is sufficient.

As a condition of applying for a permit, new development that uses non-City owned water and sewer utilities is required to obtain a letter of service availability. This letter establishes that utility service meeting City standards is either available or will be available prior to occupancy.

The electric power and natural gas utilities project adequate capacity during the 20-year planning period, assuming responsible use of these resources. Electric utility capacity is set regionally, with Tukwila's needs determined and provided for as part of an area-wide system. Similarly, natural gas is provided via a regional delivery system.

With new technologies, telecommunications utilities project virtually limitless capacity within the planning horizon.

Through long-term Interlocal Agreements (ILAs), the solid waste system will continue to be upgraded to meet Tukwila's current and future needs. The Cedar Hills Landfill expects to reach full capacity in 2025. The current ILA that expires in 2040 addresses the process that cities and King County will follow to develop disposal options prior to Cedar Hills Landfill reaching its full capacity. Tukwila and other suburban cities participate in planning and contribute to reaching regional goals via their recycling and waste reduction strategies and practices.

GENERAL POLICIES

- 12.1.30** Actively coordinate project implementation with individual utilities, based on Tukwila's Comprehensive Plan and development regulations.
- 12.1.31** Require new development that uses non-City-owned water and sewer utilities to obtain a letter of service availability as a condition of receiving a Tukwila permit.
- 12.1.32** Require utilities operating in the right-of-way to obtain a franchise that includes service levels and requirements meeting Comprehensive Plan forecasts and other applicable federal, State and local regulations.
- 12.1.33** Encourage utilities to consolidate facilities, use existing transportation corridors, and minimize visual impacts of facilities, where technically feasible.
- 12.1.34** Encourage communication between the City of Tukwila, the Washington Utilities and Transportation Commission, and the utilities regarding cost distribution and rate-setting for existing and proposed facilities and services.
- 12.1.35** All new electrical and communication facilities shall be constructed underground, unless specifically exempted by the Tukwila Municipal Code or determined by the City Council to be financially impractical.
- 12.1.36** If a utility relocation is required by a public works project – such as a street widening project, utility repairs or upgrades – or any major replacement of aerial facilities, the relocated/replaced facilities shall be underground, unless the City determines that doing so is not in the best interest of the public.

Implementation Strategies

- Consolidate utility locations and use shared towers, poles, antennae, trenches, easements and substation sites.
- Require new cellular communications facilities to make use of existing structures wherever possible.
- Enclose telephone switching facilities in buildings compatible with the surrounding area.

TELECOMMUNICATIONS

- 12.1.37** Provide telecommunication infrastructure to serve growth and development in a manner consistent with Tukwila's vision, as outlined in the Comprehensive Plan.

SOLID WASTE MANAGEMENT

- 12.1.38** Reduce the solid waste stream, and encourage reuse and recycling.
- 12.1.39** Maintain a comprehensive solid waste management program that includes environmental responsibility and sustainability, competitive rates, and customer service excellence for Tukwila's residential, multi-family and commercial customers.
- 12.1.40** Assume greater control over the City's waste management in annexed areas through contracts for services as current franchise agreements expire.
- 12.1.41** Encourage and actively participate in a uniform regional approach to solid waste management.

Implementation Strategies

- Continue comprehensive public education and outreach programs that promote recycling, composting, purchase and use of environmentally preferable products, and other waste diversion and prevention measures.
- Support and promote product stewardship to divert waste from the Cedar Hills Landfill.
- Continue competitively-bid solid waste and recycling collection services and technical assistance contracts when current contracts expire.
- Consider innovative solid waste and recycling programs to reduce carbon emissions, and limit accumulation of garbage in Tukwila residential neighborhoods.
- Monitor solid waste providers for adequacy of service and compliance with the service contracts.
- Continue to participate in the Metropolitan Solid Waste Advisory Committee (SWAC).

ELECTRIC AND GAS UTILITY

- 12.1.42** Reduce the rate of energy consumption, and use efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.
- 12.1.43** Promote use of renewable and alternative energy resources to help meet long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.
- 12.1.44** Ensure that development regulations are consistent with and do not otherwise impair fulfilling public service and other obligations imposed by federal and State law.

- 12.1.45** Actively support the use of local, renewable energy generation techniques for both residential and commercial properties in Tukwila, with the goal of generating 5.5% of total City electricity use from a combination of rooftop solar power, solar water heating, and utility scale solar power by 2025.
- 12.1.46** Actively support conservation techniques and programs for both residential and commercial properties in Tukwila, with the goal of reducing the total City energy use by 25% by 2025.

Implementation Strategies

- Support regional, State, federal initiatives and programs that encourage local renewable energy production, such as:
 - Third-party financing to lower up-front costs of solar panels;
 - Incentive programs for rooftop solar systems;
 - Expanded opportunities for net-metering;
 - Establish feed-in tariff programs;
 - Net-zero energy building code Statewide;
 - Expanded opportunities for net-metering through raising net-metering cap Statewide.
- Consider local actions to support local energy generation, including amendments to development codes that would:
 - Provide mechanisms to exempt solar panels and wind turbines from maximum height standards;
 - Allow the creation of solar access easements;
 - Streamlined permit process for alternative energy production projects, including waiving permit fees;
 - Develop incentives to encourage local electrical generation and conservation projects.
- Investigate and consider the following:
 - Make City properties available for community solar access or other pilot programs;
 - Install solar panels on existing City properties such as Tukwila's Community Center and the Foster Golf Course;
 - Prioritize installing solar panels at new City facilities;
 - Use franchise agreements to leverage electric utilities actions regarding solar and renewable power, including expanded programs and plans.

RELATED INFORMATION

[Utilities Background Report](#)

[Tukwila Water Plan](#)

[Tukwila Sewer Plan](#)

[Tukwila Surface Water Plan](#)

[Tukwila Capital Improvement Program \(CIP\)](#)

[Valley View Sewer District](#)

[City of Renton Utilities](#)

[City of Seattle \(Water, Sewer\)](#)

[Highline Water District](#)

[King County Water District #125](#)

[King County Water District #20](#)

[Puget Sound Energy \(Electric, Natural Gas\)](#)

[Seattle City Light](#)

[Waste Management, Inc. \(Solid Waste, Recycling\)](#)

CHAPTER THIRTEEN TRANSPORTATION

TUKWILA COMPREHENSIVE PLAN



TRANSPORTATION

WHAT YOU WILL FIND IN THIS CHAPTER:

- A description of the existing transportation network in Tukwila;
- A discussion of how transportation planning and land use are related;
- A discussion of how demand on the transportation network is managed; and
- Goals and Policies for providing adequate levels of service.

PURPOSE STATEMENT:

To provide safe and efficient movement of people and goods to, from, within, and through Tukwila.

PURPOSE

The Transportation Element establishes Tukwila's transportation goals and policies for the 20-year planning period. It provides direction for transportation decisions regarding annual plan updates, including:

- ❖ The Six-Year Transportation Improvement Plan (TIP);
- ❖ The Six-Year Capital Improvement Program and Financial Planning Model (CIP/FPM);
- ❖ The biennial budget; and
- ❖ Infrastructure Design and Construction Standards.

It is key in supporting community livability and economic vitality, as prioritized in Tukwila's Strategic Plan. It also provides guidance for development review and approval, land use and zoning decisions, and continuing transportation and maintenance programs.

The Transportation Element establishes a basis for decision-making that is consistent with Washington's Growth Management Act, King County's Countywide Planning Policies, and the Puget Sound Regional Council's (PSRC) Transportation 2040. The specific requirements of each of these plans are fulfilled by the City of Tukwila [Transportation Element Background Report](#) of the Comprehensive Plan Update (hereafter referred to in this element as the Background Report), and summarized herein. The Transportation Background Report, [Walk and Roll Non-motorized Transportation Plan](#), [Tukwila Transit Network Plan](#), [Commute Trip Reduction \(CTR\) Program and Plan](#), [Growth and Transportation Efficiency Center \(GTEC\) Plan](#), the annually-updated six-year Transportation Improvement Plan, six-year CIP/FPM, and the budget are all adopted by reference in the Tukwila Comprehensive Plan.

ISSUES

Tukwila's diverse transportation system includes freeways, highways, arterial streets, access streets, bus, light rail, commuter rail transit service, Amtrak passenger rail service, sidewalks, trails and neighborhood footpaths. In addition, Sea-Tac International Airport and Boeing Field provide air transportation for general, commercial and business aviation. The Duwamish River provides water access to Elliott Bay and beyond. The City's road and rail network enables freight and rail transportation within and through the city. Future Tukwila transportation system additions include Bus Rapid Transit. A detailed inventory of the existing transportation system in Tukwila is contained in the Background Report (*Fehr & Peers, May 2012*).

The major transportation issues facing Tukwila include the following:

- ◆ Physical and geographic barriers that challenge connectivity throughout the City. Physical barriers include the valley wall, the Green/Duwamish River, and highways that separate portions of the City from each other, increasing emergency services response times and cost. Residents value quiet neighborhood streets that exist in an incomplete or disconnected street system. With relatively few "through" streets, many vehicles use the streets that do connect, burdening the adjacent properties and residents. The large volume of vehicles on through-streets also makes it more difficult to walk to destinations such as schools, libraries or shopping.
- ◆ Limited funding to satisfy competing priorities.
 - Increasing connectivity is very costly given the need to acquire new rights-of-way, conducting engineering studies and design, and construction costs.
 - Criteria for grant funding are most often targeted to Tukwila's Urban Center or the Manufacturing/Industrial Center because these are the locations where significant employment and residential growth are planned and are supported by regional plans.
 - There are unmet needs in other areas of the City, including streets that do not meet City standards, and it is unlikely that the roads would be improved by new development in these already developed areas.
- ◆ Reliance on regional agencies, such as the Port of Seattle, Metro and Sound Transit, to serve local needs.

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.

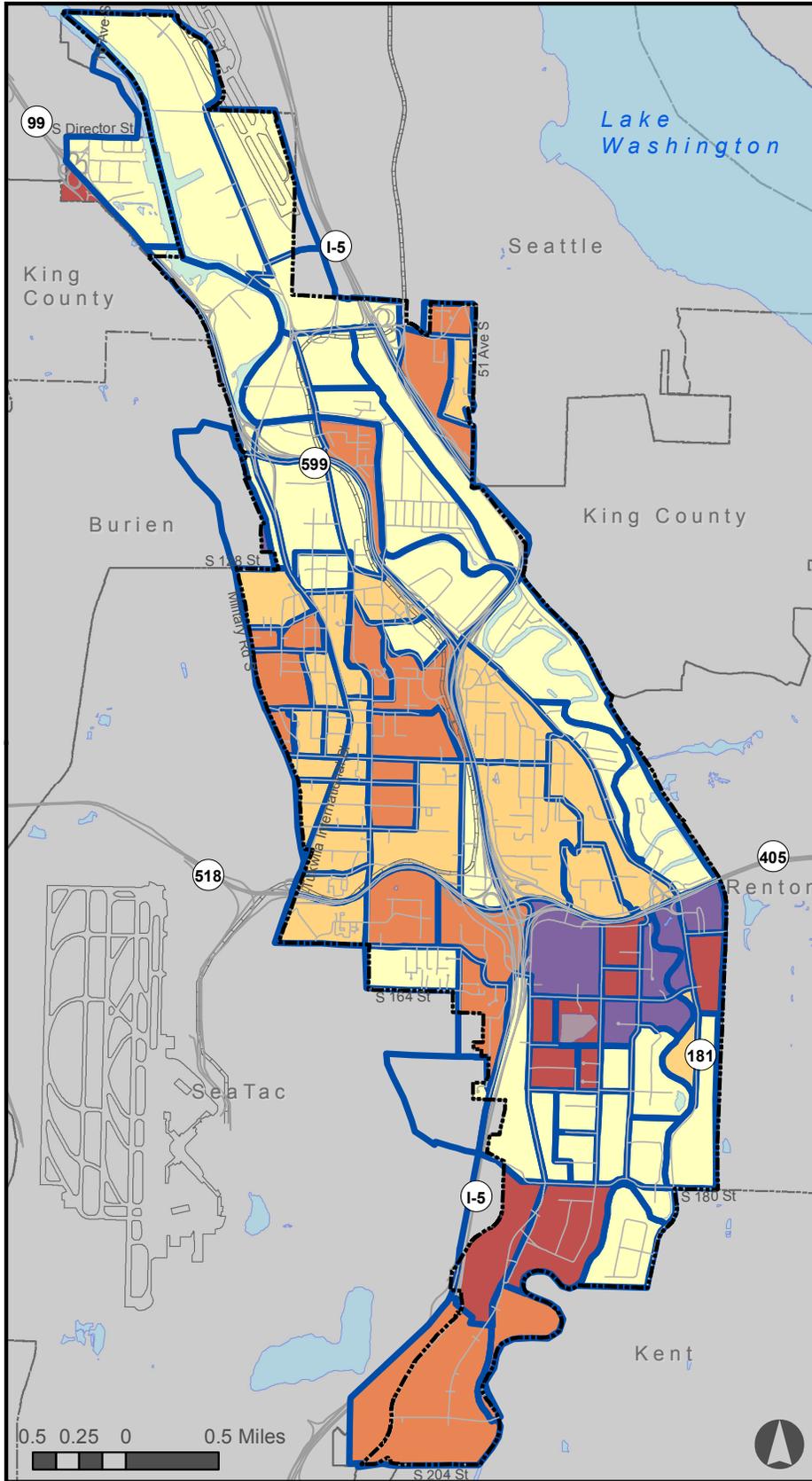
The City will revise the employment forecast and land use assumptions in the Transportation Element for consistency with land use-related elements and adopted growth targets during the next scheduled Transportation Demand Model update in 2016.

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.

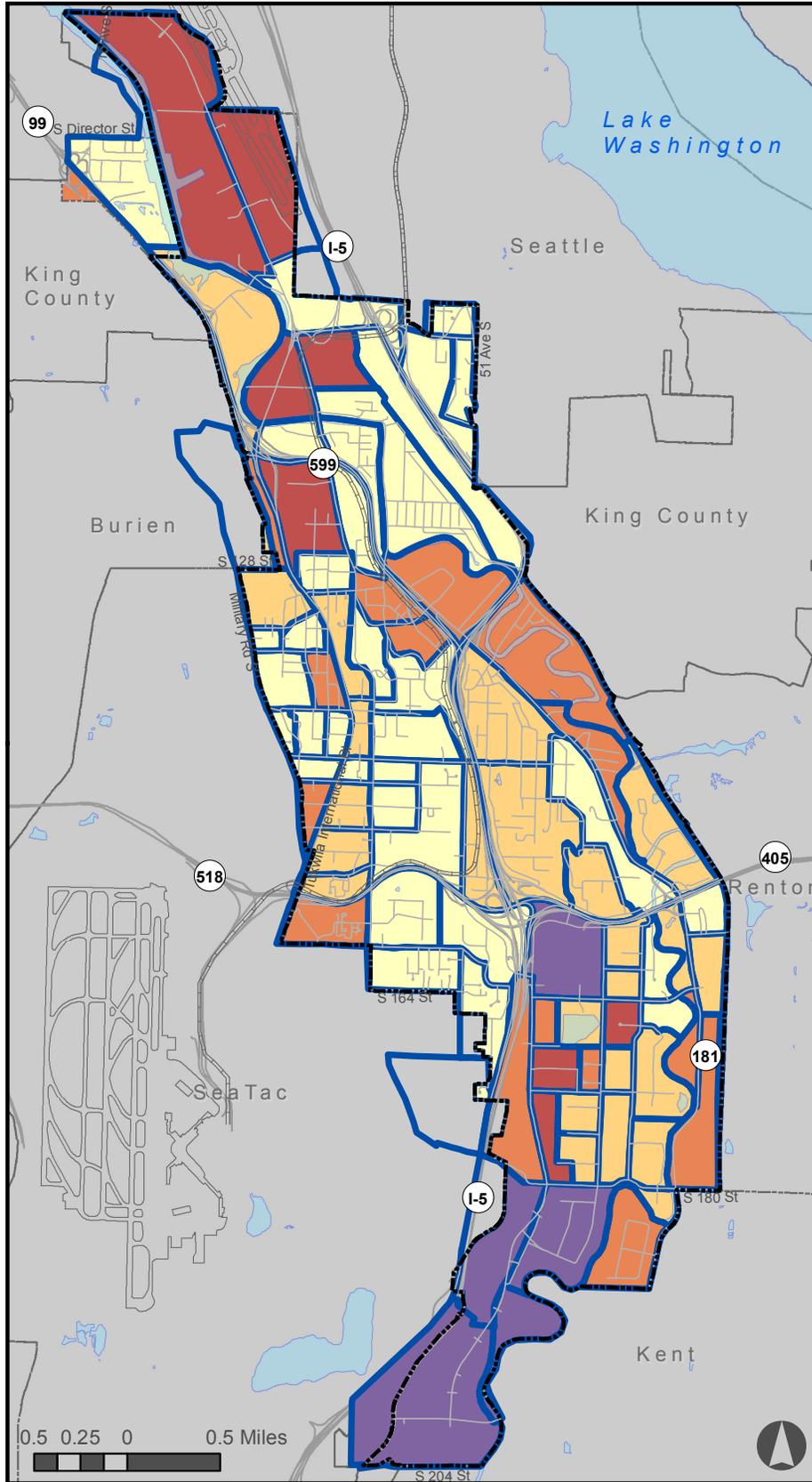


Projected Household Growth by Traffic Analysis Zone 2010-2030

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

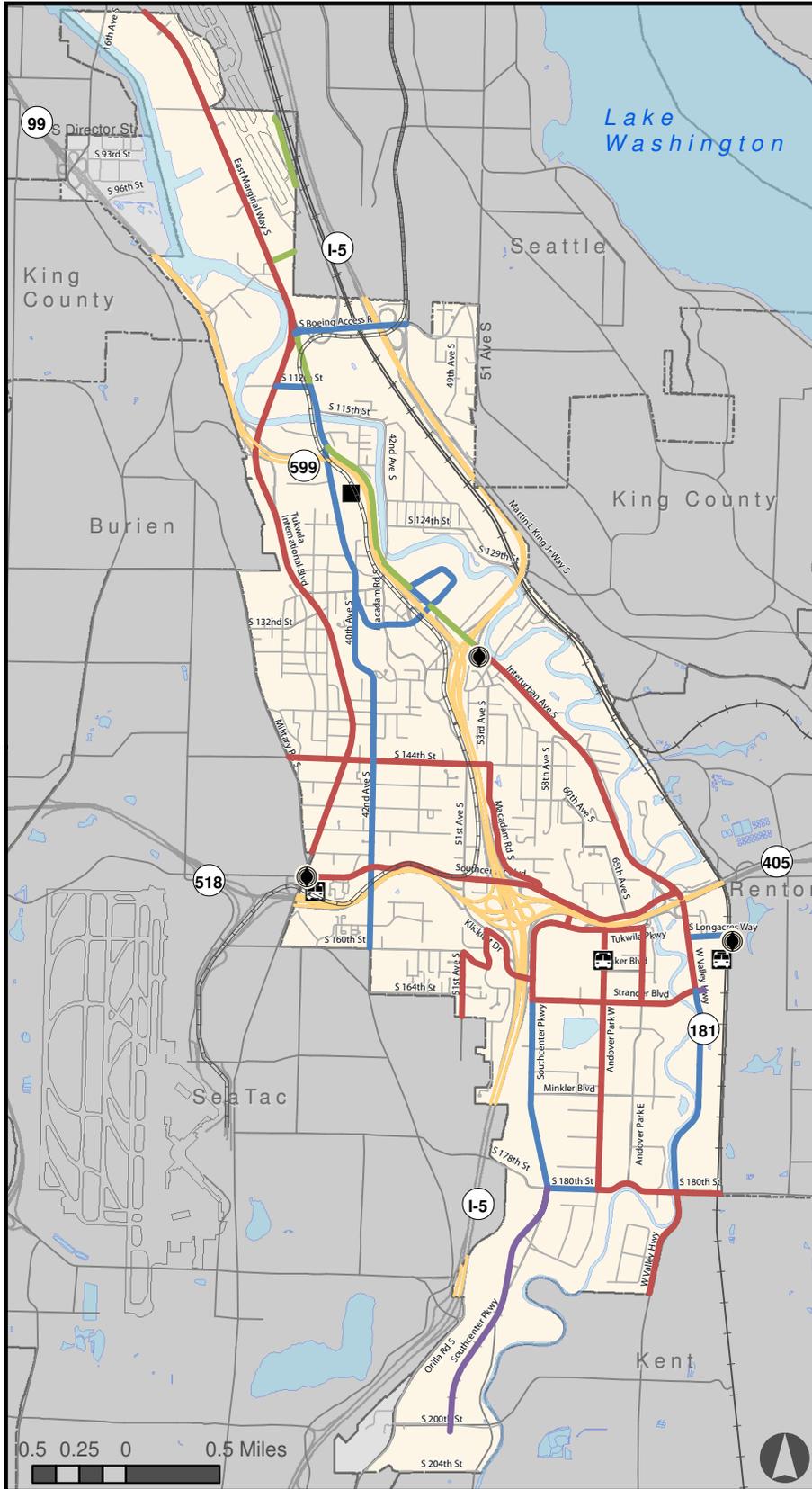
The City of Tukwila strives to collaborate and cooperate with the region's transit providers in order to have convenient transit service to support and complement adjacent land uses. The goal of increasing overall transit ridership within the City of Tukwila drives the need for both service and capital 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.

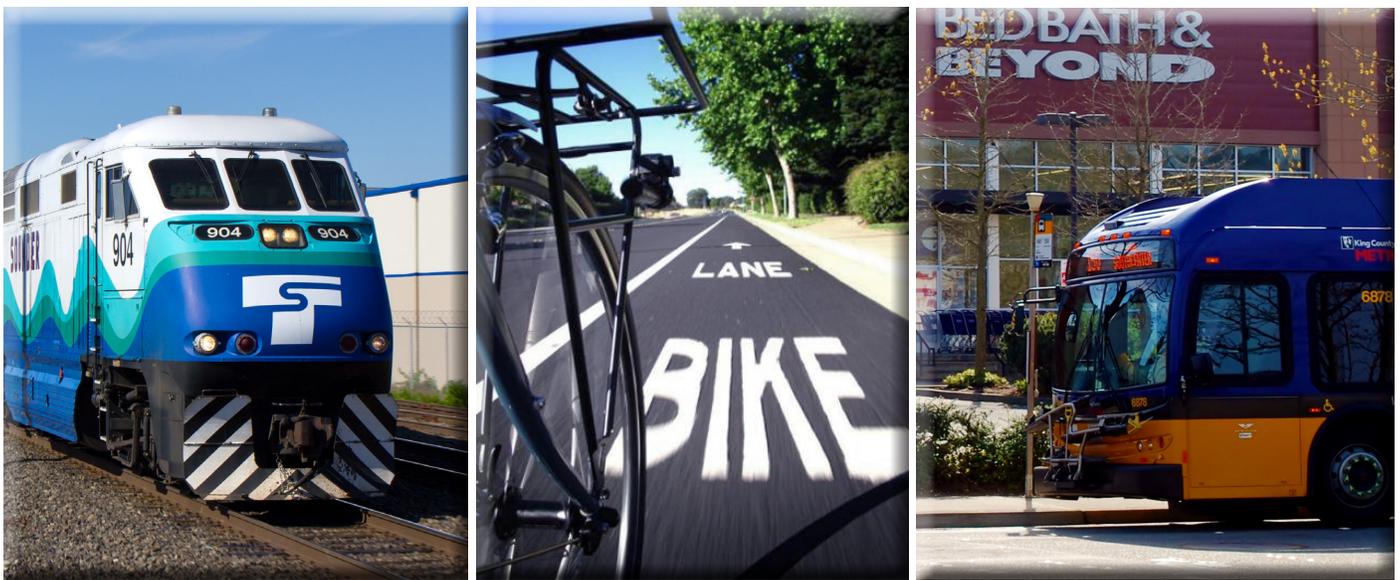
TRANSPORTATION DEMAND MANAGEMENT

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*).

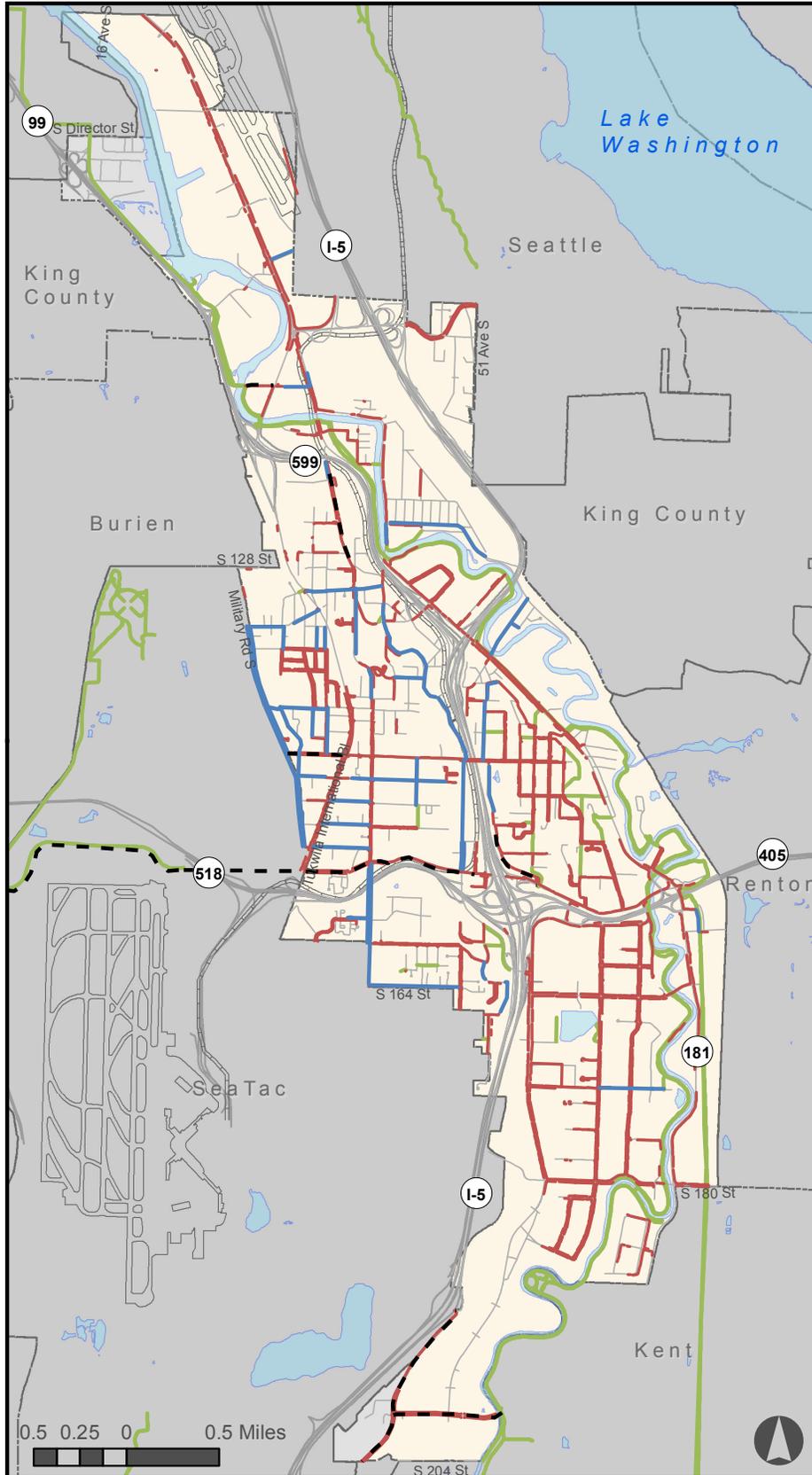
The Walk and Roll Plan commits the City to promoting programs that support and encourage biking, walking, commute trip reduction activities, and the City's annual participation in the regional bicycle and pedestrian count.

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.

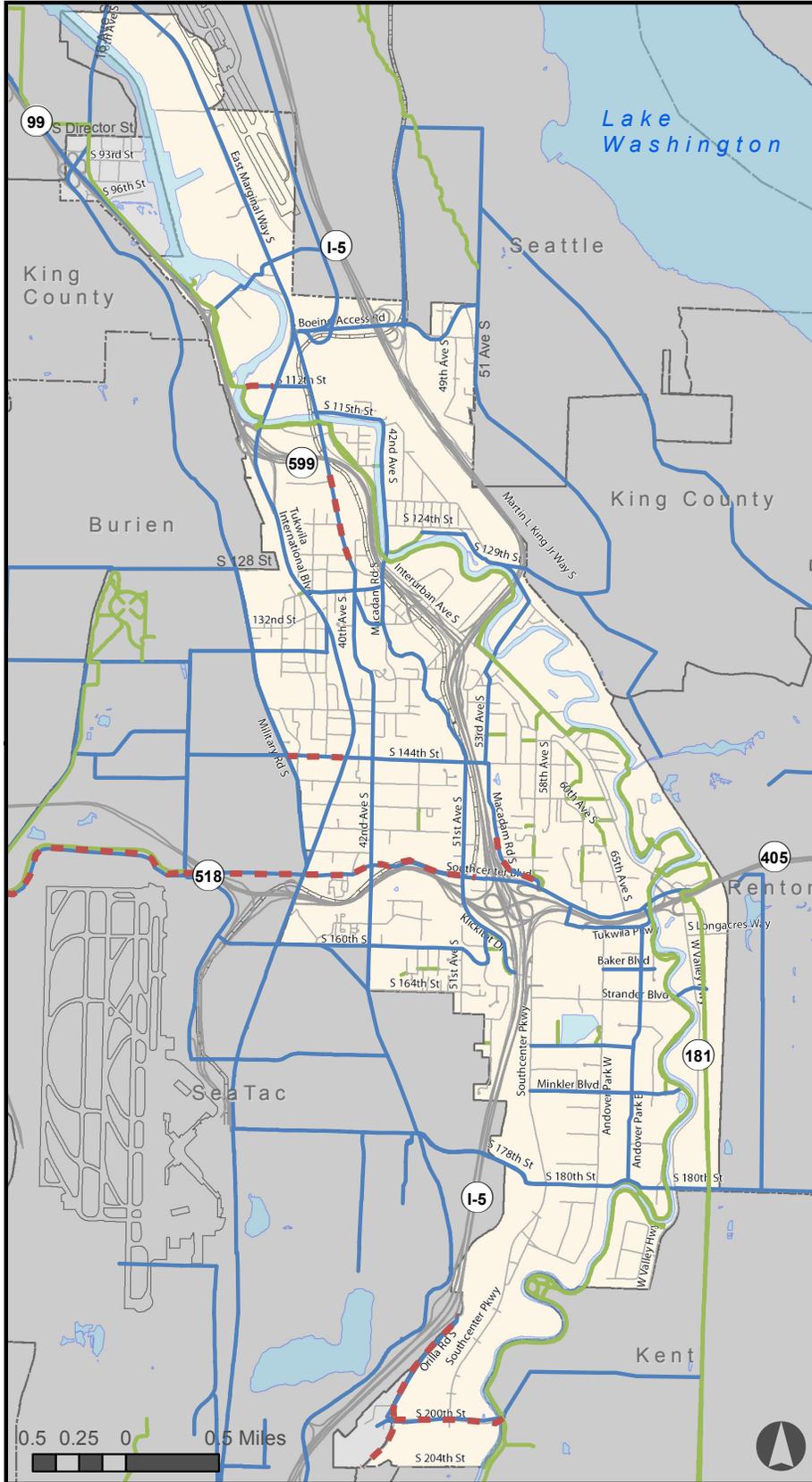


Existing Nonmotorized Facilities

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](#)

CHAPTER FOURTEEN CAPITAL FACILITIES

TUKWILA COMPREHENSIVE PLAN



CAPITAL FACILITIES

WHAT YOU WILL FIND IN THIS CHAPTER:

- A description of how and why capital facilities are planned;
- A discussion of the funding methods and challenges facing the City; and
- Goals and Policies for providing adequate levels of service.

“Tukwila makes a commitment that the land use intensities and pattern of uses are appropriate for the community, and that its adopted levels of service will be met and maintained.”

PURPOSE

GROWTH MANAGEMENT ACT CAPITAL FACILITY PLANNING REQUIREMENTS

This element of the Comprehensive Plan presents the goals and policies for Tukwila’s Capital Facilities. Capital Facilities Planning under the Growth Management Act (GMA) requires an inventory of public facilities and their capacities; establishment of a minimum acceptable level of service for the community; a list of needed capital projects to serve growth and that maintain the standards; a realistic financing plan; and stipulation that adjustment of the Plan will occur if funding is inadequate or if growth requires previously unanticipated expansion. In adopting its Comprehensive Plan and the supporting documents, Tukwila makes a commitment that the land use intensities and pattern of uses are appropriate for the community and that its adopted levels of service will be met and maintained.

The GMA Capital Facilities Plan for Tukwila consists of:

1. The Comprehensive Plan Capital Facilities goals and policies;
2. The [Capital Facilities Element Background Report](#), which contains a discussion of the City’s growth targets for the Comprehensive Plan’s planning period to 2031;

WHY PLAN FOR CAPITAL FACILITIES?

Under GMA, the City is required to include a capital facilities element in its Comprehensive Plan. The Capital Facilities Element and associated Capital Facilities Plan describe how public services will be provided and financed. Capital facilities planning also helps local jurisdictions manage their limited funds, to provide the greatest value to their residents and take full advantage of available funding opportunities.

WHAT IS CONCURRENCY?

“Concurrency” exists when adequate public facilities or services are in place to serve new development. Specifically pertaining to streets and utilities in Tukwila, concurrency requirements are intended to prevent new development from outpacing Tukwila’s ability to provide the improvements that are needed to serve the new development. New development’s infrastructure demands can result in congestion or overcrowding that will impact new and existing residents alike, if improvements are not made in time. Concurrency is often referred to as a pass-or-fail test for a new development.

3. The City’s Capital Improvement Program/Financial Planning Model (CIP/FPM), which includes projects for the six-year period and projects to address community needs and maintain standards to 2031. The Comprehensive Plan’s goals cannot be carried out unless the supporting infrastructure can be financed. The CIP/FPM addresses how specific projects and facilities will be financed, and provides a current assessment of the City’s financial capacities and limitations; and
4. The systems plans and their regular updates, such as the Walk & Roll Non-Motorized Plan; the Fire Master Plan; the Parks, Recreation and Open Space Plan; the Surface Water Plan; the Water Plan; the Sewer Plan; the Transportation Plan; the Fire Services Plan; all of which are adopted by reference as part of this Comprehensive Plan.

A key concept of the GMA and capital facilities planning is concurrency – that specific public facilities will be available when the impacts of development occur or within ten years of the development. Concurrency in Tukwila is supported through policy and systems planning, and implemented in current regulation.

Tukwila’s public facility needs are served not only by City facilities but also by regional agencies such as the Washington State Department of Transportation, Sound Transit, King County, and the Port of Seattle; and by special purpose districts such as Tukwila and Renton School Districts, King County Library System, and the King County Flood Control, Valley View Sewer, Highline Water, and the Metropolitan Park Districts. (*See also the Utilities Element.*) In addition to maintaining adequate levels of service on City-provided facilities, the City of Tukwila must coordinate with these special purpose districts and regional providers on Tukwila’s growth and land use planning.

CAPITAL FACILITY PLANNING IN TUKWILA

Capital facilities planning in Tukwila is separated into two categories:

General Government Funds, which include funds for general capital needs such as residential streets, arterials, buildings, parks and trails, and other improvements.

Enterprise Funds, which include funds for which fees are received in exchange for specific goods and services. In Tukwila these include water, sewer, surface water, and the Foster Golf Course.

GENERAL GOVERNMENT FACILITIES FUNDS

General government facilities are designed, built and operated for the general public, unlike enterprise funds, which serve specific fee paying customers. Any person may drive on City streets, walk on a trail, play in a City park, be served by fire and emergency aid, etc.

Tukwila does capital improvement planning by organizing its general government facilities needs into similar programmatic categories, which are referred to as funds. There are six categories of funds, which illustrate the focus of the City's capital planning and spending. All phases of a capital project are included in capital planning, from plan and project development, preliminary engineering, right-of-way acquisition, permitting, construction engineering, to construction.

The Residential Streets Program Fund is specifically identified for street improvement in single-family residential neighborhoods, and includes lane widening, curbs and gutters, sidewalks, illumination, and utilities undergrounding. Funding for the program's projects is primarily through City General revenues, grants, and motor vehicle excise tax.

The Bridges and Arterial Streets Program Fund is designed to improve mobility within the City and to correct deficiencies in arterial streets and traffic operations, and is the largest category of spending in the City's Capital Facilities Plan. The dollar size for the current six-year list of projects is ten times larger than any of the other program funds. It also functions as the City's Transportation Improvement Program, which is a State requirement. Included are transportation planning, sidewalks, new streets, traffic control devices, non-motorized improvements, and lane additions. In addition to City general revenues, projects in this program are paid for with grants, real estate excise tax, motor vehicle excise tax, parking tax, developer funds, local improvement district funds, impact fees and mitigation payments.

The Parks and Trails Program Fund is for the acquisition and development of land for parks and recreational facilities and fisheries projects, including the planning and engineering costs associated with the projects. Dollars to pay for these projects come from City funds, grants, real estate excise tax, excess property tax levy, and impact fees.

The Facilities Replacement Program Fund is for government buildings, such as City Hall. It also includes the Tukwila Village project, which is an urban renewal/redevelopment project on Tukwila International Boulevard.

The General Improvements Fund is designated for maintenance and repair and other miscellaneous minor capital projects not provided for elsewhere and, for example, included the emergency levee costs associated with the Howard Hanson Dam repair.

The Fire Improvements Fund is designed for major capital fire and aid equipment and fire stations, and is established to account for revenues from the fire impact fee.

General government sources of revenue for capital expenditures and allocation percentages by funding category are illustrated in Figure 14-1.

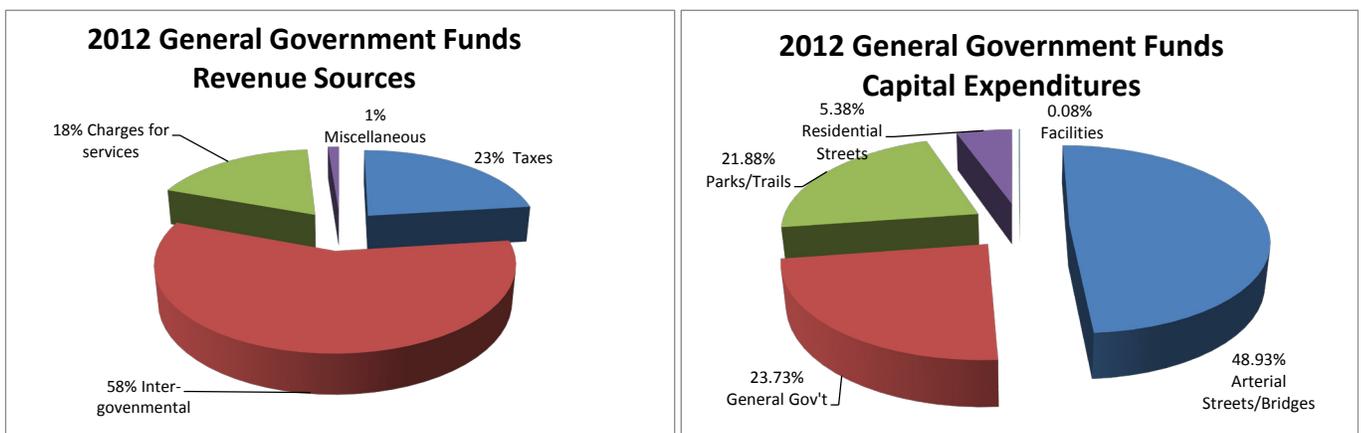


Figure 14-1: General government sources of capital revenue and expenditures by capital improvement programming categories

ENTERPRISE FACILITIES FUNDS

Enterprise Funds are supported by revenues generated by user fees and charges. Grants and developer contributions supplement the Water, Sewer and Surface Water Funds, and the Foster Golf Course is self-supporting. Enterprise funds are used by public agencies to account for operations that are financed and operated in a manner similar to private business enterprises. They are established as fully self-supporting operations with revenues provided primarily from fees, charges or contracts for services, and require periodic determination of revenues earned, expenses incurred, and net income for capital maintenance, public policy, management control and accountability.

In order to provide for the short-term and long-term operating and capital needs of the water, surface water and sewer utilities, the City evaluates and utilizes a combination of revenue sources such as utility rates, bonds, loans, grants, developer contributions, Public Works Trust Fund loans, and local improvement districts (LIDs). An example of enterprise capital sources of funds and expenditures is illustrated in Figure 14-2.

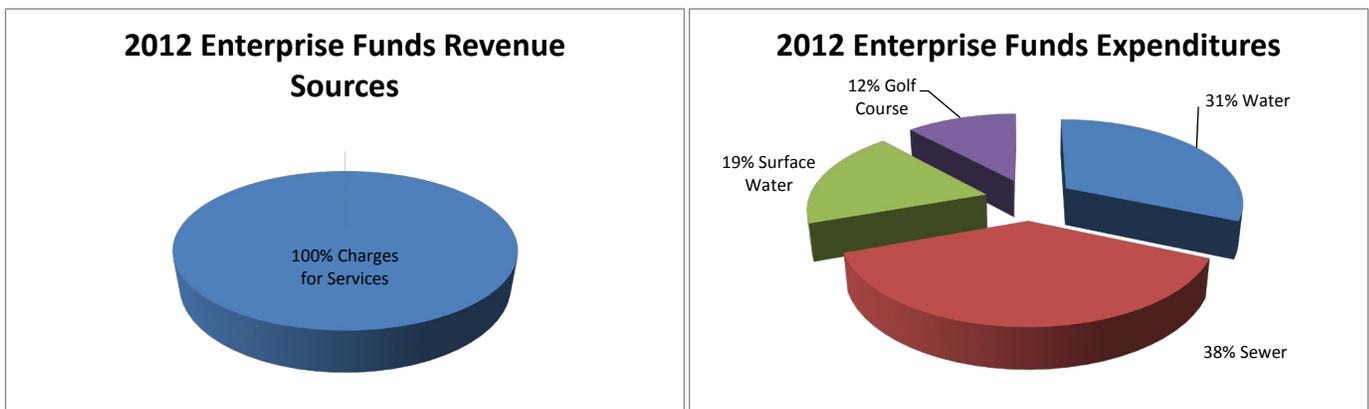


Figure 14-2: Enterprise capital sources of funds and expenditures.

Water and Sewer Funds – Slightly more than 50 percent of the area of the City is served by Tukwila Water and Sewer Utilities. With respect to sewer service, the remainder of the City is either not served or served by other districts. In order to provide infrastructure in the unserved portions of the City, additional revenue is needed in order to extend service to these areas. Available revenue sources include local improvement districts, grants, Trust Fund loans, rate increases, customer contributions, and general fund loans or transfers.

Surface Water Fund – This fund accounts for operations and capital improvements for the management of the City’s storm drainage and surface water. Surface Water capital projects are required to correct deficiencies and to meet federal, State and local mandates. Required infrastructure is paid for by developers, local improvement districts and possibly grants, but the largest fund contribution comes from the utility’s ratepayers.

Foster Golf Course – This is a publicly-owned facility funded by operating revenues, primarily user fees but also citizens’ general obligation bonds, Councilmanic bonds, and transfers in from the General Fund. The City has chosen to account for the Golf Course as an enterprise fund for a number of reasons. Enterprise funds may be used to report any activity for which a fee is charged to users for good or services, and the enterprise fund structure provides transparent accounting of costs and revenues. The Golf Course is expected to meet its capital and operating needs over the 20-year planning period, and maintain a rate structure competitive with nearby municipal courses. Capital improvements will be funded from the above-mentioned revenues. The Golf Course Enterprise Fund accounts for operation, maintenance and improvements of the municipal golf facility. The difference between the Golf Course Enterprise Fund and other utility enterprise funds is that the Golf Fund serves voluntary customers as opposed to the users of the water, sewer and surface water funds, who have no choice in service provider.

RELATIONSHIP TO OTHER PLANS

Capital facility planning is related to a variety of other long-range, sub-area and system plans adopted by the City. Figure 14-3 illustrates how these various plans are interrelated.

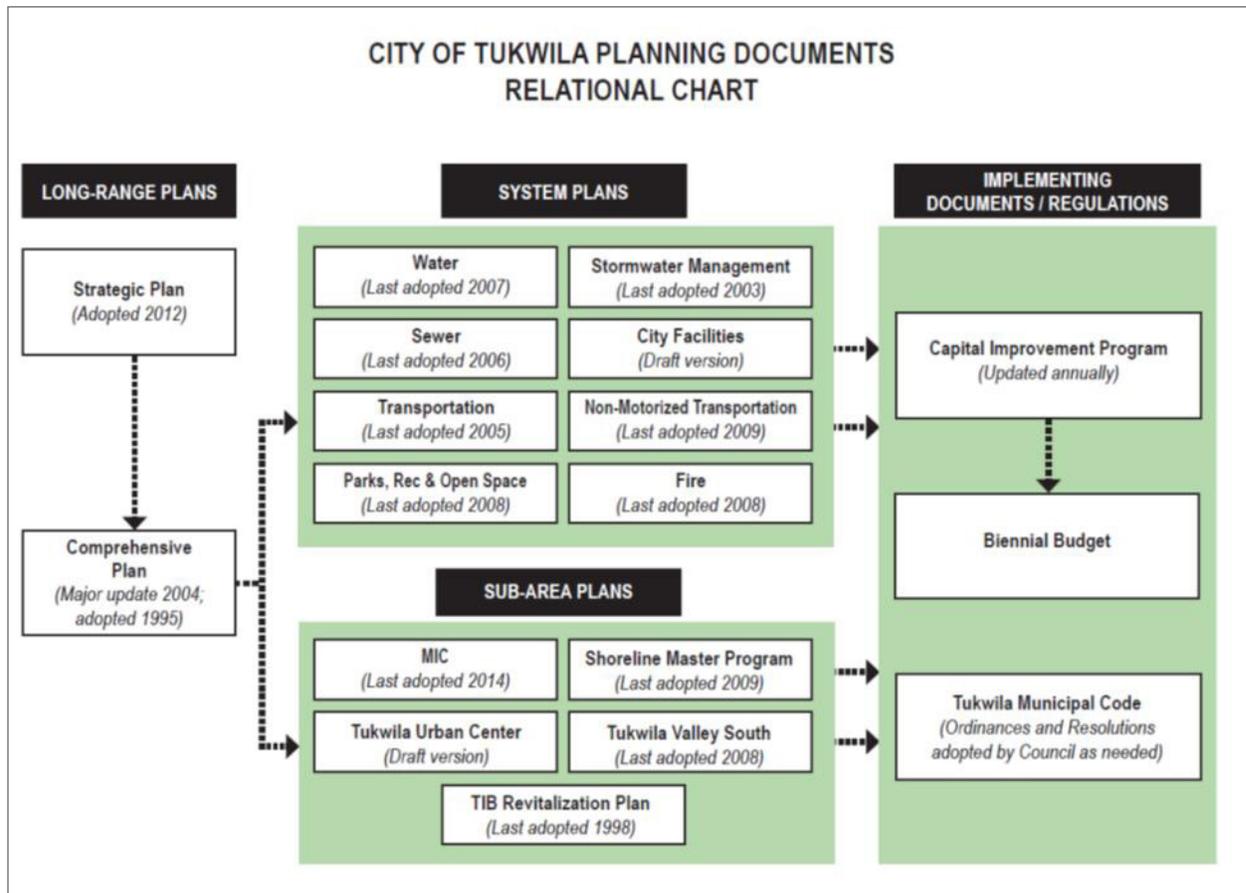


Figure 14-3: Relationship of Adopted City of Tukwila Planning Documents

ISSUES

The following issues are based upon City experiences as well as from likely events that could impact Tukwila's ability to pay for its future.

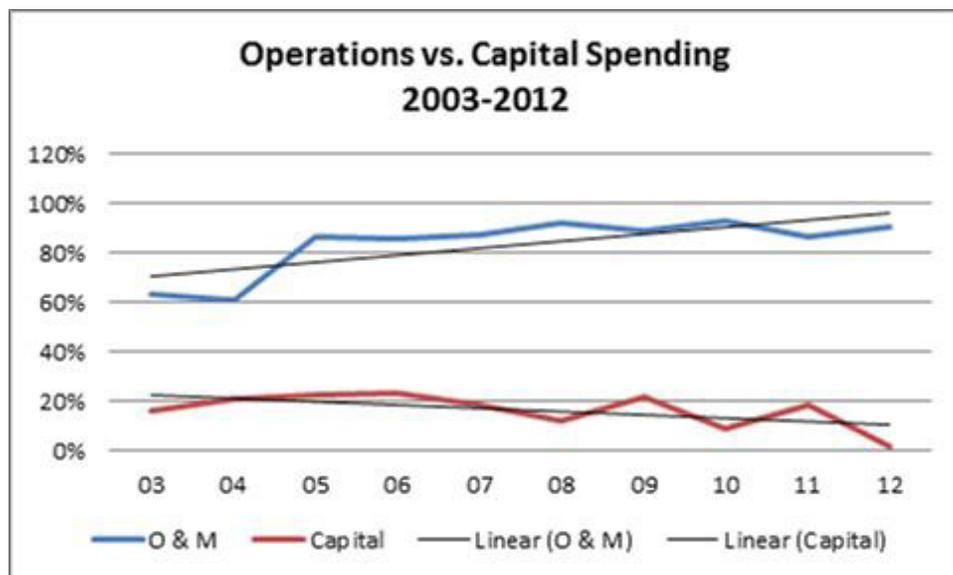
DECREASES IN CAPITAL SPENDING

Figure 14-4 shows 10 years in operations and maintenance spending versus capital spending. There is a trend line that shows the increasing percentage of City revenues being spent on operations and maintenance, and less on capital.

EXTERNAL FORCES REDUCING AVAILABLE LOCAL REVENUES

In 2002 the voters of Washington State approved a property tax initiative that limits annual revenues to no more than one percent over previous years' revenues or Implicit Price Deflator (IPD), whichever is lower.

*Figure 14-4:
Operations vs.
Capital Spending Trend
(2003-2012).*



The Streamlined Sales and Use Tax Agreement (SSUTA) of 2008 allows Washington State to cooperate with multiple states and the business community to create a more uniform sales and use tax structure. Under SSUTA, sales tax sourcing changed from being based on origin of sales to being based on destination of goods purchased. In 2000, sales tax revenues of \$18.5 million were the largest revenue source for Tukwila, generally over 40% of total revenue. In 2012, sales tax of \$15.0 million accounts for 23% of total revenues. The State established a mitigation fund to compensate localities that lost revenue from implementation of SSUTA, but it does not compensate for 100% of the loss, and there is no guarantee that the State will maintain the fund. Since 2009 the City has received about \$1.2 million in compensation for lost sales tax revenues, which – prior to SSUTA – would range from a high of \$19.4 million in 2007 to a low of \$14.4 million in 2009.

HOW DOES THE SSUTA AFFECT LOCAL REVENUE?

The SSUTA was designed in response to Congressional debates about how tax should be collected for sales made by mail-order and on the Internet. Because sales tax is now based on the destination of the sale, sales tax that was previously collected by Tukwila on products being shipped out of the city is now being collected by other jurisdictions. Sales tax for products sold within the city or to customers who pick up their orders in person are unaffected.

WHAT ARE SPECIAL PURPOSE DISTRICTS?

Special Purpose Districts can be created to provide a new service or a higher level of service than is currently available. Special Purpose Districts can be established for a variety of purposes, such as agriculture, economic development, education, parks, or environmental protection. Special Purpose Districts may collect funds within their boundaries to provide services related to their stated purpose, though funding mechanisms (property tax, fees, etc.) vary by district.

LEVYING NEW TAXES AND FEES

There are several ways that the Tukwila community has been able to compensate for the decrease in revenues. The City created a Revenue Generating Regulatory License (RGRL), which is a fee levied on businesses operating within the City, and instituted a Utility Tax, which applies to electric, natural gas and communication sales. Both the RGRL and the utility tax are relatively new revenue sources that were created and levied to compensate for the recent changes in the funding sources from traditional means.

CREATING MORE SPECIAL PURPOSE DISTRICTS

Forming special purpose districts allows the community to collect additional money for specific needs such as for parks. In 2011 a Metropolitan Park District was created with coterminous boundaries with the City of Tukwila, in order to sustain the operation of the Tukwila Pool. Beginning in 2013, Tukwila property owners began paying an additional 15 cents per \$1,000 of assessed valuation. Fire Protection is a topic that has also been discussed as a potential breakaway service that would benefit from its own taxing authority.



Levee repair at Lilly Point

PREPARING FOR NATURAL DISASTERS AND EMERGENCIES

The climate of the world is changing. Temperatures are rising, and patterns of rain and drought are changing. Flooding events will occur with greater frequency, water levels will rise, and more droughts will occur. For Tukwila, a significant water feature of the City is the Duwamish/Green River and its tributaries. Property owners of the City are part of the King County Flood Control District that manages the levy system that protects the commercial and industrial base of the City. An infrastructure repair and the potential for flooding caused millions of dollars in unexpected expenses to the City in the last six years. Response to these changes needs to be regionally collaborative and combined with targeted local efforts.

Tukwila is located in a seismic zone, and is vulnerable to potential natural and man-made disasters such as an earthquake or a hazardous substance leak. As the responsible public service entity, the ability to support the community after an event is a paramount job. The location and condition of the City's infrastructure to withstand significant catastrophes, and the presence of a reserve to pay for unexpected events, should be a factor in the capital planning of the City.

GOALS, POLICIES AND STRATEGIES

These policies are intended to ensure the availability of financing to accomplish the goals expressed here and in the other elements of the Comprehensive Plan over the next 20 years.

GOAL 14.1

Public facilities and services that reflect desired levels of quality, address past deficiencies, and anticipate the needs of growth through acceptable levels of service, prudent use of fiscal resources, and realistic timelines.

GENERAL POLICIES

- 14.1.1** The City shall use non-capital and regionally-shared capital options to meet its public facility needs when there are financial or space economies of scale to be gained. Such options include:
- Contracted services, such as King County Animal Control;
 - Cooperative programs with other public entities, such as Valley Communications for dispatch services and South County Correctional Entity for jail services, and Cascade Water Alliance for water supply;
 - Demand Management strategies; and
 - Rent or lease options.
- 14.1.2** The City's management of its capital facilities shall follow this order:
1. Regular inspection of systems for evaluation and to ensure conformity with current safety standards;
 2. Prioritizing projects when making improvements, if the public health and safety is at risk;
 3. Preventive maintenance and cost-effective replacement of aging elements; and
 4. Planning for the orderly extension and upgrading of capital systems.
- 14.1.3** Projects listed for the 7–20 year time frame shall be generally developed, described, estimated and evaluated using Comprehensive Plan goals, while projects in the six-year CIP/FPM shall be more specifically described.
- 14.1.4** The City shall ensure that capital facilities are provided within a maximum of six years of the occurrence of impacts that will degrade standards.

- 14.1.5 Prioritize and fund residential street improvements whenever financially feasible.
- 14.1.6 A dedicated facility fund and allocation for building needs shall be included in the CIP/FPM.
- 14.1.7 Continue to fund the correction of single-family residential neighborhood infrastructure deficiencies, including transportation, surface water, sewer and water, through interfund loans or general fund transfers, in order to address emergency and public health and safety issues.
- 14.1.8 No capital improvement projects located outside the city limits shall be approved without specific City Council approval.

Implementation Strategies

- The CIP shall track six-year spending in single-family, industrial and commercial neighborhoods, in order to measure investment balance.
- The CIP/FPM shall include capital expenditures and include bond payment expenditures.

PAYING FOR FACILITIES

- 14.1.9 If the City determines that the public's health, safety and welfare will be benefited, or if funding is available through external sources such as development or grant funds, the City shall allocate funding for preliminary engineering and design of commercial and residential street projects.
- 14.1.10 Late-comer agreements shall be considered an acceptable means of funding capital projects, improvements and replacements, in whole or in part when requested by a developer.
- 14.1.11 The City shall initiate property negotiations in all projects with a request for donation of the property needed for rights-of-way and easements.
- 14.1.12 Arterial street improvements listed in the six-year CIP/FPM may be funded through an LID or financing external to the City. The City may participate using operating revenues, grants or bonds, based on health and safety needs or public benefit.
- 14.1.13 The City shall consider paying for local improvement district formation costs in addition to the preliminary and construction engineering costs, in order to provide a more timely option for residential street improvements. To initiate this action, a majority of affected property owners must petition the City for creation of a local improvement district.

Residents shall pay the other costs such as: for undergrounding utilities in the street and undergrounding from the street to their house; for the actual construction contract cost; and for any improvements on private property such as rockeries, paved driveways, or roadside plantings. Both the process and requirement for initiating a local improvement district by petition are set forth in State and local law.

- 14.1.14** The City shall, whenever practical and advantageous, apply for grants, loans or other external financing sources. Grant applications for capital facilities shall be made:
- Only for projects listed in the CIP/FPM, and
 - After approval of the appropriate Council Committee, who shall report to the full Council on any pending grant.
- 14.1.15** Full Council approval is required for any grant acceptance.
- 14.1.16** The City shall continue to target a minimum of 33 percent of total sales tax proceeds to pay for capital projects.
- 14.1.17** Transportation, fire and parks impact fees shall be collected so that “growth may pay for growth” and growth-caused improvements may be constructed.
- 14.1.18** Impact fees shall be adjusted periodically based upon an appropriate capital cost index and/or other relevant data, to ensure that the fees reflect the cost of planned system improvements related to growth, and shall be subject to City Council approval.
- 14.1.19** The City shall consider issuance of bonds for facilities, if repayment can be made from revenue allocations and if it is more cost-effective.
- 14.1.20** The City shall consider projects identified in the CIP/FPM for general operating revenues if substantial funding from grants, developers, other jurisdictions or other funding sources becomes available.
- 14.1.21** Non-transportation capital projects and improvements (i.e., new fire station, parks, trails, City offices) shall be funded by general revenues, impact fees, grants or bonds as determined in the biennial CIP/FPM review process.
- 14.1.22** The first ¼-cent real estate transfer tax shall be dedicated to park and open space land acquisition. The second ¼-cent tax, along with the parking tax revenues, shall be used for arterial streets.



Landscaping and sidewalk improvements should be coordinated with transportation improvements.



PRIORITIZING FACILITY CONSTRUCTION

- 14.1.23** Residential streets with safety issues, high traffic volumes, high pedestrian activity and poor roadway conditions shall be considered the highest priority projects.
- 14.1.24** Capital improvements shall be coordinated, whenever feasible, with related improvements by other jurisdictions.
- 14.1.25** Transportation improvements shall be coordinated with related improvements such as utility, landscaping, sidewalks, etc.
- 14.1.26** Capital facility projects shall be prioritized using Comprehensive Plan and Strategic Plan goals and policies.

Implementation Strategies

- Create and use a decision matrix to show project consistency with Comprehensive and Strategic Plan goals and policies.
- Rank and prioritize unfunded projects.

FINANCIAL PLANNING AND PLAN MAINTENANCE

- 14.1.27** Capital planning decisions shall be linked to City-wide goals, by tracking actual growth and evaluating growth targets and level-of-service standards.
- 14.1.28** The CIP/FPM shall be updated biennially and include reviews of forecasts and actual growth, revenue and cost totals.
- 14.1.29** Capital Facility policies shall be reviewed biennially during revisions to the CIP/FPM. Desirable changes shall be implemented during the annual Comprehensive Plan amendment process.

- 14.1.30** Policies and practices of sound governmental budgeting and accounting principles, revenue diversity, and promoting the economic well-being of the City shall be used, in order to maintain an A-1 bond rating or better for the City.
- 14.1.31** In the event that anticipated funding falls short of meeting existing and/or anticipated needs, the City shall reassess and revise the following, as needed:
- The land uses in the Comprehensive Plan;
 - Funding alternatives; and/or
 - The level of service standards of the City.

ENTERPRISE FUNDS POLICIES

- 14.1.32** Utility rates and charges shall be structured to ensure adequate infrastructure development, in addition to compliance with operation, maintenance, and federal and State requirements.
- 14.1.33** Adequate reserved working capital balances shall be maintained for each enterprise fund's annual expenditures. The fund balance for enterprise funds, at the close of each fiscal year, shall equal or exceed 20% of the previous year's revenue, exclusive of significant non-operating, non-recurring revenues such as real estate sales, transfers in from other funds, or debt proceeds.
- 14.1.34** Rate increases shall be small, applied frequently, and staggered to avoid an overly burdensome increase and undue impact in any given year.
- 14.1.35** Each enterprise fund shall be reviewed at least biennially, and shall have a rate structure adequate to meet its operations & maintenance and long-term capital requirements.
- 14.1.36** Rate increases of external agencies (i.e., King County secondary wastewater treatment fees) shall be passed through to the users of the utility.
- 14.1.37** For safety and health reasons, the City shall provide sewers to all residential and commercial areas in the City's service area by using a combination of operating revenues, grants, loans, bonds, voluntary local improvement district formations, and/or interfund loans.
- 14.1.38** Interfund loans shall be permissible if practical. Interest rates shall be computed based on the discounted market rate that is based on the US Treasury note rate(s) corresponding to the term of the loan, in order to adequately compensate the loaning fund.
- 14.1.39** When there is a general long-term benefit to the respective enterprise fund and its customers, the City shall use bonded indebtedness as a funding alternative.

LEVEL-OF-SERVICE STANDARDS

- 14.1.40** Sufficient system capacity for surface water, water, sewer and transportation is required prior to approval of any new development. *(Standards for surface water, water and sewer are codified in the City's Municipal Code, and the transportation standards are in the Transportation Element of this Plan.)* New development must pass the concurrency tests before development may be permitted.
- 14.1.41** The City shall monitor the capacity and maintain the water, sewer, surface water and transportation systems at the adopted standards.

Implementation Strategies

- Continue funding six-year System Plan updates.
- Compliance with the level-of-service standards shall be reviewed in the biennial updates to the CIP/FPM.

GOAL 14.2

A Capital Improvement Program and facility designs that meet the broad spectrum of the City's human needs rather than just traditional needs such as vehicular and pedestrian circulation, drinking water distribution, and sewage collection.

POLICIES

- 14.2.1** The City shall recognize and provide for multiple purposes and functions in all City facilities and, where possible, incorporate the needs of the individual within the design.
- 14.2.2** The design of infrastructure improvements shall include conservation of resources, such as water reuse and energy-efficient electric fixtures, and the use of local power generation.
- 14.2.3** The design and location of infrastructure improvement shall consider the impact of climate change, seismic occurrence, and ability to serve the community in the event of a natural disaster.
- 14.2.4** Minimizing the costs of maintaining, operating and other life cycle costs shall be used as a criterion in the design and funding for any capital facility.

- 14.2.5** The design and construction of capital projects shall:
- Use best practices for a crime-free environment;
 - Create high-quality built places;
 - Have a strong landscape component;
 - Maximize environmental and economic benefits;
 - Minimize environmental costs; and
 - Promote public health by providing opportunities for safe and convenient daily physical activity.
- 14.2.6** Throughout the City, the focus of capital investments shall be on creating a connected, dynamic urban environment.
- 14.2.7** The City, both acting on its own or in coordination with flood protection partners, shall seek, design and implement flood hazard reduction projects, which are permanent, low-maintenance flood protection solutions that meet multiple objectives such as flood control, water supply storage, water quality, recreation and fisheries protection.

RELATED INFORMATION

[Capital Facilities Element Background Report](#)

[Capital Improvement Program/Financial Planning Model \(CIP/FPM\)](#)

[Walk and Roll Non-Motorized Plan](#)

[Fire Master Plan](#)

[Parks, Recreation and Open Space Plan](#)

[Surface Water Plan](#)

[Water Plan](#)

[Sewer Plan](#)

[Transportation Background Report](#)

CHAPTER FIFTEEN ROLES AND RESPONSIBILITIES

TUKWILA COMPREHENSIVE PLAN



ROLES AND RESPONSIBILITIES

WHAT YOU WILL FIND IN THIS CHAPTER:

- A description of Tukwila’s roles and responsibilities toward the community for a positive social environment;
- An overview of issues that affect provision of a firm foundation, safety and security, enhanced communication and engagement for the entire community;
- A discussion of the importance of being involved in issues and agencies beyond Tukwila’s borders; and
- Goals, policies and strategies to achieve a stronger community and expand regional opportunities.

PURPOSE

The Comprehensive Plan focuses on Tukwila’s natural and built environments, for which the City has a mandated and historic responsibility to be a steward for current and future generations. Most Comprehensive Plan goals and policies are concerned with how land is used and protected, and the extent to which the physical environment and design promote positive human interaction, mobility, and a sense of community.

By contrast, the Roles and Responsibilities Element deals with the social environment. It aims to relate the goals and policies described elsewhere in the Plan to the City’s vision of compassion and support, responsibility and involvement, and education and organization that is essential to a safe, secure and successful community.

This element is about the roles Tukwila serves and its responsibilities toward the community: recognize and solve problems to ensure that basic needs are met; provide for safety and security; communicate broadly and with clarity; reach out to diverse communities to increase engagement by all residents; and realize Tukwila’s role in the region.



Photo credit: Senior Services

ISSUES

A Firm Foundation for All

The City's commitment, articulated in its Mission Statement and Strategic Plan, is to provide superior services that support a safe, inviting, and healthy environment for all Tukwila's residents, businesses and guests.

Despite the region's wealth and the ongoing investments in public and human services, inequity persists and has in some cases expanded. Historical data has consistently revealed disparities in social, educational, health and economic outcomes based on race, income and other factors. Tukwila's community, similar to other South King County cities, has experienced lower incomes, less educational attainment, higher rates of chronic disease and morbidity, and a higher percentage of residents needing human services assistance.

Tukwila's high numbers of immigrants, refugees and their children may struggle as they seek employment or services or when in the classroom, trying to learn English while receiving limited support for their home language and culture. Long-time residents, including minorities, seniors, adults and families, may face challenges in meeting basic needs.

To accomplish the goals and vision of the Strategic Plan and Comprehensive Plan will require both City services and an emphasis on partnering and collaboration to meet human services needs. Assisting and supporting residents to meet basic needs and gain skills will ultimately enable them to engage more fully in the life of the City.

Safety and Security

Perceived or actual lack of safety and security can hinder both individual and community development and feelings of well-being. Increasing the City's collaboration with the whole community around these issues will help efforts to reduce and prevent crime, and enhance the overall sense of safety and security. Security also extends to emergency planning for natural and man-made emergency events, such as earthquakes, terrorism or the effects of climate change. The City anticipates and has planned for these types of situations through efforts such as its Comprehensive Emergency Management Plan, and Continuity of Operations Plan. Strategies that enhance public safety and security will ultimately strengthen the community.



Communication and Involvement

Meetings at City Hall, printed mailings and website articles often have been used to inform citizens about issues and events, and solicit their opinions and involvement in City affairs. While these methods are effective with some people, we recognize the need to adopt a broader approach to communications in Tukwila. Although some Tukwila residents may choose to be involved in City activities, other Tukwila residents may not be involved or represented due to cultural differences, language issues, age, economic status, lack of time or awareness. Diverse communities may require non-traditional methods of communication and engagement.

City processes and regulations that seem confusing and difficult for the public may present an additional obstacle to clear communication and engagement between the community and the City. A key challenge is developing communication tools that are clear, effective and appropriate, so that all residents are aware of and can choose to participate in the processes and decisions that affect them. Communication within and across City departments is crucial for developing a coordinated approach to problem-solving.

Regional Opportunity and Role

Many issues that the City faces are not exclusive to Tukwila, but are prevalent throughout the region. Sitting at various regional tables can both drive and support policy and strategy that affects Tukwila. The City benefits from engaging in regional partnerships in order to achieve its long-term goals.

For example, the City's Human Services Department has long engaged with other cities and King County to craft more efficient ways to plan and deliver services, and provide strategic direction about how the County allocates funds for housing and community development. Emergency Management staff participate in maintaining the Regional Catastrophic Plan so that resources can be shared and efficiencies gained. Community Development staff are involved with inter-jurisdictional groups to develop and share policies and standards. Participation by elected officials in local, regional, Statewide and national organizations provides many benefits, including education on emerging issues and forging valuable partnerships.

GOALS, POLICIES AND STRATEGIES

GOAL 15.1

Provide a high-performing, service- and results-oriented government that works with citizens, citizens groups, institutions and service providers to recognize and solve problems within the community.

Firm Foundation

POLICIES

- 15.1.1** Implement the human services strategic approach and program to support a solid foundation for all Tukwila residents, by providing 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,
 - Support for self-sufficiency, and
 - Information referral.
- 15.1.2** Enhance and encourage effective partnerships across City departments and with providers to meet community needs.
- 15.1.3** Ensure that land use, urban design, transportation, economic development and other policies, plans and projects in Tukwila consider human services impacts, and benefit existing and future populations in an equitable manner.
- 15.1.4** Promote health, safety and the quality of life through responsive and responsible investment of public funds in social and human services.





Implementation Strategies

- Advocate for populations with access and functional needs, and increase understanding of the challenges they face.
- Disseminate information on local and regional human services programs.
- Work collaboratively with local partners to ensure that human services are accessible. This could include co-location of services within organizations, i.e., providing contracted services in the Tukwila School District or supporting providers that engage with various City populations with multiple access barriers.
- Strengthen and enhance informal supports and networks that help individuals and families access resources, connect to jobs, and provide other social and financial support.
- Strengthen the City's partnership with schools to identify and pursue shared goals toward building healthier students and families.
- Expand programs that support students and recognize Tukwila students' excellence, such as classroom visits by City staff and the Tukwila City of Opportunity scholarship.
- Establish and maintain partnerships with Tukwila and Highline School Districts, college and technical schools, Small Business Administration, and micro-enterprise support groups to provide employment readiness and related services.
- Encourage connections among educators, service providers and businesses to link residents with job training and employment opportunities.
- Consider examples and models for public/private partnerships that will promote the development of needed services and facilities, such as childcare, social service and medical facilities, recreational uses, housing, healthy food options and community facilities.

Safety and Security

POLICIES

- 15.1.5** Foster an environment of safety for those who live in, work in and visit Tukwila, through a broad and collaborative approach to reducing and preventing crime that increases the sense of safety and security.
- 15.1.6** Maintain and update as required a City-wide Comprehensive Emergency Management Plan (CEMP) and program, which:
- Establishes a comprehensive all-hazards approach to incident management;
 - Ensures ongoing operation and continuity of City government;
 - Uses the National Incident Management System (NIMS);
 - Serves to inform and educate City employees and the community about emergency preparedness measures for all hazards, including flood and climate-related emergencies;
 - Effectively utilizes available resources from all City departments and mutual aid partners, in an adequate and timely response to emergency situations; and
 - Addresses emergency preparedness for those with access and functional needs, coordinating a broad range of stakeholders to improve planning and responsive service.
- 15.1.7** Continue to meet or exceed federal minimum standards for the National Flood Insurance Program to better protect public health and safety, and to achieve flood insurance premium discounts.



EMERGENCY PLANNING

Did you know that Washington State has the third highest threat of earthquake in the United States? The Puget Sound area itself has nearly 1,000 minor earthquakes each year. Disaster preparedness is not just about earthquakes though. Severe weather, flooding, hazardous material spills, explosions, terrorism or multiple cases of sudden illness are just a few examples of disasters that could occur in our community. Although disasters are generally not predictable, the impacts of a disaster on Tukwila families, homes, and businesses community can be lessened with advance planning. In a major disaster, it might be several days or longer before vital services are restored. In order to be ready, all residents, families and businesses should establish an emergency plan, prepare an emergency kit and be informed.



NIGHT OUT AGAINST CRIME

Each year, hundreds of Tukwila residents join their neighbors in celebrating an evening of fun while sending the message to criminals that they are not welcome in Tukwila!

National Night Out is an annual event celebrated across the U.S., Canada and military installations and in Tukwila. An early August evening is set aside for Tukwila neighbors to come together to meet one another, and share crime prevention tips. Tukwila Police and Fire Departments as well as City Council members, Code Enforcement officers and Tukwila Human Services representatives visit neighborhood events to meet community members, and listen to concerns.

- 15.1.8** Ensure the City of Tukwila's continued participation in the National Flood Insurance Program through periodic review and updating of flood plain management standards and the flood zone construction permit process.
- 15.1.9** Encourage long-term community environmental security by supporting and implementing the U.S. Conference of Mayor's Climate Protection Agreement, climate pledges and commitments undertaken by the City, and other multi-jurisdictional efforts to reduce greenhouse gas emissions, address climate change and other impacts of changing global conditions.
- 15.1.10** Lead by example to establish policy decisions and priorities, and design programs and facilities that consider long-term impacts on natural and human environments to address sustainability and climate change.

Implementation Strategies

- Use design guidelines that implement environmental design and defensible space principles to improve public safety.
- Engage businesses and residents in preventing crime and preparing for emergencies.
- Support and advance community-oriented policing (e.g., Block Watch program, National Night Out Against Crime, Citizen's Academy).
- Review case data to identify frequent violators and coordinate with service providers to resolve issues.
- Adapt and expand crime prevention, emergency education and personal safety programs to reach diverse populations and to be culturally appropriate.

- Establish and operate a citizen’s community policing task force.
- Use police satellite centers to strengthen ties with the community.
- Continue to fund housing weatherization and rehabilitation programs.
- Support Tukwila’s crime-free multi-family and crime-free hotel/motel programs.
- Support and enhance strict enforcement of health and safety codes.
- Implement the Emergency Services Plan.
- Employ a centralized emergency operations center.
- Offer accessible emergency education programs and workshops, on topics such as earthquake preparedness, that increase public safety and strengthen ties between the City and the community.
- Reduce the City’s direct carbon emissions through specific steps, such as use of LED bulbs, lower emission fleet vehicles, solar panels on City facilities, energy conservation and other actions.
- Promote community awareness, responsibility and participation in sustainability efforts, through public outreach and education programs and other opportunities for change. Serve as catalyst and facilitator for partnerships to leverage change in the broader community.
- Continue City-wide training and awareness for increasing cultural competency, to better engage with Tukwila’s diverse population.
- Use strategies such as Community Connectors and culture-specific materials that connect directly with diverse communities to provide crime prevention and emergency planning, information and training.



- Improve relationships between the City and the entire community concerning public safety.
- Develop long-term partnerships and improved communication among residents, businesses, schools, social service organizations, Tukwila Police Department, and other City staff in crime intervention and safety enhancement programs.

Communication and Engagement

POLICIES

- 15.1.11** Use frequent and open communication and collaboration as an operating principle in all affairs of the City.
- 15.1.12** Improve the City's ability to build trust and work with all members of the community.
- 15.1.13** Design and implement processes and programs to be user-friendly for the public and efficient for City staff.
- 15.1.14** Broaden the City's outreach and communications toolkit to include innovative technology and formats that enable two-way communication.
- 15.1.15** Strengthen the City's ability to engage with diverse populations within the community, particularly those that do not participate in traditional formats, by using a variety of participation techniques to reach all segments of the population, where appropriate, at a suitable level of involvement and effort for the issue at hand.
- 15.1.16** Build meaningful connections between the City and the diverse communities that make up the broader Tukwila community to foster their participation and involvement in City affairs and decision-making processes.
- 15.1.17** Encourage community organizations (school groups, service clubs, community clubs, youth sports clubs, etc.) that highlight service and respond to issues and needs.
- 15.1.18** Use the skills of community members in appropriate paid and volunteer tasks and programs.
- 15.1.19** Encourage the participation of dedicated, community-oriented volunteers on City boards and commissions, aiming for a broad and balanced representation of members from the entire community.



Implementation Strategies

- Develop and use clear, well-documented administrative and permitting processes.
- Provide timely and effective public notification of City actions (i.e., meetings, land use applications, etc.) to encourage early and meaningful public participation.
- Use technology to make it easier for residents and businesses to interact and do business with the City (i.e., permit applications, development review, etc.).
- Conduct periodic and comprehensive reviews and updates of the Tukwila Municipal Code and administrative policies to clarify intent, address changed conditions, and eliminate contradictions.
- Develop regulations and programs that are easy to understand for all citizens and businesses.
- Support and advance clear, consistent code enforcement activities.
- Provide innovative opportunities for all community members to be informed of and involved in local government issues, activities and events.
- Embrace the community's cultural diversity, and use cultural resources to promote cross-cultural awareness and to explore differing points of view.
- Expand the linguistic and cultural competencies of the City Council, staff commissions and other City representative groups through recruitment, training and hiring.
- Adopt engagement strategies, such as Community Conversations and Council Chats, that bring City staff and elected officials out into varied sites in the community to engage in meaningful dialogue with diverse cultures.
- Use and expand the capability to connect regularly on various issues with diverse communities and groups via Community Connectors or a similar mechanism.
- Develop a comprehensive communications plan that considers all aspects of communication with the public.
- Prioritize upgrading and expanding the City of Tukwila's communications capabilities, including graphics, website, social media and other developing technologies for greater ease of use and clarity.

- Provide expanded language capability in City communications:
 - Translate key elements of the City of Tukwila’s website and other materials into the City’s most common non-English languages as appropriate;
 - Make interpreters readily available in conducting City business.
- Provide meeting, training and recreation space in City facilities, giving highest priority to local community groups and organizations.
- Assess and provide outreach to the community to create and use a list of interested volunteers and their related skills and interests.
- Utilize a volunteer coordinator.



Regional Responsibility

GOAL 15.2

Foster a strong sense of our City's regional responsibility and accountability balanced by an awareness of regional impacts on the City and its citizens.

POLICIES

- 15.2.1** In reviewing proposals to site new or expanded essential public facilities within the City, Tukwila shall consider accepting its regional share of facilities which supply essential services, provided:
- other communities accept their share as well;
 - the funding of regional facilities sited in Tukwila relies on an equitable regional source of funding; and
 - the siting of all essential public facilities is based on sound land use planning principles, and is developed through working relationships with affected neighborhoods, special purpose districts, ports, and other agencies which serve the Tukwila community.
- 15.2.2** Assure that essential public facilities are located where necessary, and that they are conditioned as appropriate to ensure equity and to mitigate their impacts on the community.
- 15.2.3** Site public capital facilities of a Countywide or Statewide nature to support the Countywide land use pattern, support economic activities, mitigate environmental impacts, provide amenities or incentives, and minimize public costs. Amenities or incentives shall be provided to neighborhoods/jurisdictions in which facilities are sited.

Implementation Strategy

- Work collaboratively with other jurisdictions and consider environmental justice principles when siting regional capital facilities to foster the development of a healthy community.

GOAL 15.3

Benefit the community by participating in regional, State and national forums.

- 15.3.1** Enhance Tukwila's interests through participation in regional, State and national organizations and committees, and by developing partnerships that affect the City, its residents, businesses and the natural environment.

Implementation Strategies

- Encourage and support broad participation of City staff and elected officials in regional, State and national committees, agencies, organizations and other partnerships to benefit the City of Tukwila and the community.
- Seek leadership positions in local and regional bodies when Tukwila's interests are affected.
- Inform the public of elected officials' and staff work with external organizations that provide significant benefit to the City, its residents, businesses and natural environment.



RELATED INFORMATION

[City of Tukwila Strategic Plan](#)

[City of Tukwila Comprehensive Emergency Management Plan](#)

GLOSSARY

Not all of the terms and names used in the Comprehensive Plan may be familiar to all readers. Some of the more important ones are defined here.

Accessory Dwelling Unit (ADU): A separate, complete dwelling unit attached to or contained within the structure of the primary dwelling, or contained within a separate structure that is accessory to the primary dwelling unit on the premises.

Affordable Housing: Housing that costs less than 30% of gross household income based on county-wide median income.

Best Available Science: Scientific information applicable to the sensitive area that is prepared by appropriate local, State or federal agencies, a qualified scientist or team of qualified scientists, and will be consistent with the criteria established in WAC 365-195-900 through WAC 365-195-925. Characteristics of a valid scientific process will be considered to determine whether information received during the permit review process is reliable scientific information. A valid scientific process includes some or all of the following characteristics:

1. Peer-reviewed research or background information.
2. Study methods clearly stated.
3. Conclusions based on logical assumptions.
4. Quantitative analysis.
5. Proper context is established.
6. References are included that cite relevant, credible literature and other pertinent information.

Capital Facility: Includes structures, streets, land, parks, major equipment and other infrastructure necessary for both general government and enterprise funds, and usually amortized over a long period of time.

Capital Improvement Plan (CIP): A timetable or schedule of all future capital improvements proposed to be carried out during a specific period, listed in order of priority together with cost estimates and the anticipated means of financing each project.

Certified Local Government (for historic preservation): A local government that has been certified by the State Historic Preservation Officer as having established its own historic preservation commission and a program meeting federal and State standards for historic preservation.

Community Development Block Grant (CDBG) Program: Federal funds that provide communities with resources to address a wide range of housing and community development needs. Funds are distributed annually to local governments in King County participating in the CDBG Consortium. The primary objective as set forth by Congress is “development of viable urban communities by providing decent housing, a suitable living environment, and expanding economic opportunities principally for persons of low and moderate income.”

Commute Trip Reduction Program: Passed by Washington State in 1991 and incorporated into the State’s Clean Air Act, this law is intended to improve air quality, reduce traffic congestion, and decrease petroleum fuel consumption. Affected employers are required to implement programs encouraging employees to reduce their number of single-occupancy-vehicle (SOV) commutes as well as vehicle miles travelled (VMT) per employee.

Concurrency: Concurrency means that streets, sewer, water and surface water facilities, or the funds required for the improvements, meet the City’s adopted standards that are in place at the time they are needed.

Councilmanic Bond: Bonds issued by the City Council without a vote of the people. The State statutory capacity for this type of debt is 75% of the City’s assessed valuation.

Countywide Planning Policies: The Growth Management Act requires that counties prepare planning policies that set a countywide framework from which county and city comprehensive plans are developed and adopted to ensure that they are consistent with each other. The King County’s Countywide Planning Policies serve as a blueprint for how King County and its cities should grow over the next 20 years. The Countywide Planning Policies establish employment and housing growth targets for each of the County’s jurisdictions during the planning period.

Crime Prevention Through Environmental Design (CPTED): Multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED principles of design affect elements of the built environment ranging from the small-scale (i.e., use of shrubbery and other vegetation) to the overarching, including the building form of an entire neighborhood and the amount of opportunity for “eyes on the street.”

Defensible Space: Physical space organized in a manner that discourages criminal activity and promotes personal safety through a variety of design techniques, including appropriate lighting, visibility, and the clear definition of private and public spaces. Such spaces encourage users to take ownership and feel responsibility for activities occurring there.

Ecological/Ecosystem Functions (or shoreline functions): The work performed or role played by the physical, chemical and biological processes that contribute to the maintenance of the aquatic and terrestrial environments constituting the shoreline's natural ecosystem.

Enterprise Funds: Funds supported by revenues generated by fees and charges, and supplemented by contributions from grants and developers. These funds can be used only for the particular utility that is the source of the revenue; in Tukwila these are water, sewer, storm and surface water, and the Foster Golf Course.

Environment Designation: The term used to describe the character of the shoreline in Tukwila, based upon the recommended classification system established by WAC 173-26-211 and as further refined by Tukwila's Shoreline Master Program.

Essential Public Facility: A facility which provides basic public services in one of the following manners: directly by a government agency, by a private entity substantially funded or contracted for by a government agency, or by a private entity subject to public service obligations (e.g., a private utility company which has a franchise or other legal obligation to provide service within a defined service area).

Expanded Level of Service (LOS): LOS grade A to F is expanded with additional gradations through I recognizing increased congestion levels. LOS F was any intersection delay exceeding 60 seconds; delays of two and three minutes are common now so the expanded LOS provides differentiation between an intersection with a minute and a half delay and two and a half minutes of delay.

Fair-Share Costs: The breakdown of transportation improvement costs anticipated and planned over the next 20 years to maintain level-of-service standards and proportionately allocate costs by development-generated vehicle trips.

Feasible: For the purposes of the Shoreline Master Program, means an action such as a development project, mitigation or preservation requirement, which meets all of the following conditions:

1. The action can be accomplished with technologies and methods that have been used in the past in similar circumstances, or studies or tests have demonstrated in similar circumstances that such approaches are currently available and likely to achieve the intended results;
2. The action provides a reasonable likelihood of achieving its intended purpose; and
3. The action does not physically preclude achieving the project's primary intended legal use.

Federal Emergency Management Agency (FEMA): *See National Flood Insurance Program.*

Financial Planning Model: A forecast of revenues and expenditures for a six-year planning period. It includes all general government expenditures and general capital funds. This model is the basis for the annual budget process and the Six-Year Capital Improvement Plan.

Flood Elevation, 100 year: The elevation of the 100-year flood flow or 100-year storm event (5 inches of rain in a 24-hour period), which delineates the 100-year floodplain.

Flood Hazard Areas: Areas of deep and fast flowing water, large debris, or rapid bank erosion and channel migration.

Flood Hazard Areas, Lesser: Areas of shallow, slow moving water.

Flood Insurance Rate Maps: Maps produced by the Federal Emergency Management Agency (FEMA) that delineate the 100-year floodplain elevation for the purpose of assessing flood hazard and establishing flood insurance rates for shoreline development. These FEMA maps are on file at City of Tukwila Department of Public Works.

Floodplain: The area susceptible to inundation with a 1% chance of being equaled or exceeded in any given year (synonymous with 100-year flood plan). The limit of this area shall be based upon flood ordinance regulation maps or a reasonable method which meets the objectives of the Shoreline Management Act.

Floodplain Maps: *See Flood Insurance Rate Maps.*

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Floor Area Ratio (FAR): A ratio that expresses the relationship between the amount of gross floor area in a structure and the area of the lot on which the structure is located.

Functional Street Classification System: The grouping of highways, streets and roads into distinct classes. It defines the primary role a route serves within the total existing or future transportation network.

Gateway: An important and definable point of entrance into Tukwila or one of its neighborhoods.

General Government Funds: Funds for all general government needs, derived primarily from sales and property tax revenues, and supplemented by grants, bond proceeds, developer agreements and local improvement districts.

Geometric Capacity: Geometric capacity improvements to streets include increasing radiuses, widening lanes, adding lanes, reducing grades, and other similar physical measures.

Gross Acre: The total horizontal acreage of a particular analysis area. At the area-wide planning level, gross acre refers to the total horizontal area of the City or a subdistrict, including but not limited to all individual parcels, road right-of-ways, and utility easements. At the site development level, this is the total horizontal parcel area.

Growth Management Act (GMA): Passed by the State Legislature in 1990 and amended in 1991, this act guides county and city governments in the management of the State's growth, mandating among other things that each city prepare a 20-year comprehensive plan.

Growth Management Planning Council: A group consisting of elected officials from King County, Seattle, Bellevue, other cities and towns in King County, special purpose districts and the Port of Seattle, which establishes the Countywide planning policies that serve as the consistent framework from which city and county comprehensive plans are developed.

Historic Preservation: Safeguarding the existence and appearance of historically significant elements of the community and the area, such as buildings, sites, objects, districts and landscapes, archaeological resources and traditional cultural places, to help maintain historic, architectural and aesthetic character and heritage, and provide a sense of place and continuity.

Infill: Development or redevelopment on properties or groups of properties within existing built-up areas.

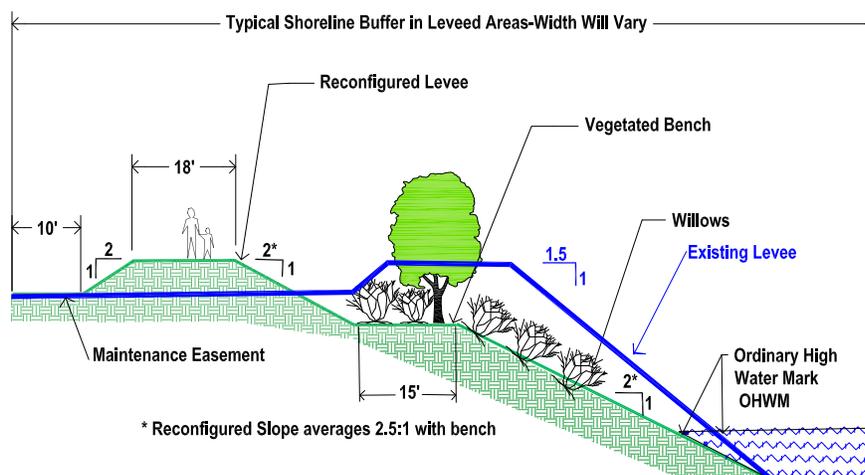
Infrastructure: The basic installations and facilities on which the continuance and growth of a community depend, such as roads, public buildings, schools, parks, transportation, electrical power, water, sewer, surface water and communication systems.

King County Comprehensive Flood Hazard Reduction Plan: 2013 policies and standards adopted by King County and administered by King County Surface Water Management for the purpose of reducing flood hazards and flooding effects of shoreline uses and activities along six major rivers and their tributaries in the County. The Plan includes floodplain land use policies; recommendations for maintenance, capital improvement projects, and planning programs; and recommended priorities.

Land Use Map: The official land use map for the Comprehensive Plan that designates the general location and extent of the uses of land for housing, commerce, industry, open space and other land uses as required by the Growth Management Act.

Levee: A broad embankment of earth built parallel with the river channel to contain flow within the channel and prevent flooding from a designated design storm.

Levee, Minimum Profile: Where there is room, the minimum levee profile for any new or reconstructed levee is the King County “Briscoe Levee” profile – 2.5:1 overall slope with 15-foot mid-slope bench for maintenance access and native vegetation plantings. Where there is insufficient room for a levee backslope due to the presence of legal nonconforming structures existing at the time of the adoption of this SMP, a floodwall may be substituted. The figure below illustrates the minimum levee profile.



Minimum Levee Profile

Not To Scale

Level-of-Service (LOS): This defines an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measured need. In transportation capacity, a grading system from A to F is used, which is based on the average vehicle delay. LOS A is best (no more than 7.5 seconds delay) and LOS F is worst (greater than one minute delay).

Local Improvement District (LID): Voted debt by property owners for a special benefit to their property, including streets, water and sewer facilities, and other special benefits such as sidewalks. The City usually participates by providing preliminary engineering. The value of the benefit must be at least as much as the cost per owner.

Manufactured Home: A detached residential dwelling unit fabricated in an off-site manufacturing facility for installation or assembly at the building site, bearing an insignia issued by the State of Washington certifying that it is built in compliance with the Federal Manufactured Housing Construction and Safety Standards for manufactured homes.

Manufacturing/Industrial Center (MIC): A land use designation established in the King County countywide planning policies for areas characterized by a significant amount of manufacturing or other industrial employment, differing from other employment areas in that a land base is an essential element of their operation.

Mixed Use: A development with combined commercial and residential uses, either in the same building or adjacent buildings.

Mobile Home: A mobile home is a factory-built home that is 1) built prior to June 15, 1976, and 2) not built to a uniform construction code.

Mode (or modal) Split Goals: Transportation planning goals for the separation of particular modes of travel, usually expressed as a ratio to total trips, such as 85% private auto, 10% bus, and 5% pedestrian.

Modular Home: A single-family dwelling which is factory-built, transportable in one or more sections, and meets the International Building Code.

Multimodal Center: A facility serving more than one type of transit service, accessible to motorized and nonmotorized transportation modes.

National Flood Insurance Program (NFIP): A federal government program established in 1968 as a strategy to limit future development in the floodplain and thereby reduce flood damages. The NFIP is administered by the Federal Emergency Management Agency (FEMA), and provides federal flood insurance to residents of communities that adopt minimum floodplain regulations, and provides disaster assistance to public agencies.

Multi-family Dwelling: A building containing two or more complete dwelling units, including units that are located one over the other. Multi-family buildings include duplexes, townhomes, garden apartments, and mid- and high-rise apartments. Single-family homes with accessory dwelling units are not considered multi-family housing.

Native Vegetation: Vegetation with a genetic origin of Western Washington, Northern Oregon and southern British Columbia, not including cultivars.

Neighborhood Gathering Spots: Neighborhood gathering spots are community facilities such as parks, schools, libraries or neighborhood commercial areas where residents meet and form social links. These links are the basis for a strong sense of community. Neighborhood gathering spots are also landmarks which help to give a neighborhood identity.

Net Acre: A measure of horizontal area for calculating development potential. At the area-wide planning level, net acre refers to the gross acre less the estimated area to be transferred (e.g. sale, dedication or donation) to public ownership from individual parcels. Net acreage is typically 67–75% of gross acreage, and depends largely on the amount of road right-of-way. Net acre also excludes area for parks and schools. At the site development level, this is the total acreage of a parcel less the area transferred to public ownership. The remaining net acreage is the basis for determining development density and potential. Net acre typically includes easement areas.

No Net Loss: A standard intended to ensure that shoreline development or uses, whether permitted or exempt, are located and designed to avoid loss or degradation of shoreline ecological functions that are necessary to sustain shoreline natural resources.

Ordinary High Water Mark (OHWM): The mark that will be found by examining the bed and banks of a stream and ascertaining where the presence and action of waters are so common and usual and so long continued in all ordinary years, as to mark upon the soil a character distinct from that of the abutting upland, in respect to vegetation as that condition exists on June 1, 1971, as it may naturally change thereafter, or as it may change thereafter in accordance with permits issued by a local government or the Department of Ecology. In any area where the ordinary high water mark cannot be found, the ordinary high water mark adjoining salt water shall be the line of mean higher high tide, and the ordinary high water mark adjoining fresh water shall be the line of mean high water.

Open Space Network: A network of lands, connected where possible with other such regional networks, that includes and connects Tukwila's recreational amenities, historical sites, water resources and other natural resources, and provides visually significant bands of vegetation that contrast with the built environment.

Planned Residential Development (PRD): A form of residential development characterized by a unified site design for a number of dwelling units, clustered buildings, common open space, and a mix of building types. The PRD is an overlay zone which is superimposed over the underlying zone district as an exception to such district regulations.

Priority Habitat: A habitat type with unique or significant value to many species. An area classified and mapped as priority habitat must have one or more of the following attributes:

- comparatively high fish and wildlife density
- comparatively high fish and wildlife species diversity
- important fish and wildlife breeding habitat
- important fish and wildlife seasonal ranges
- important fish and wildlife movement corridors
- limited availability
- high vulnerability to habitat alteration
- unique or dependent species

A priority habitat may be described by a unique vegetation type (e.g., oak woodlands) or by a dominant plant species that is of primary importance to fish and wildlife. A priority habitat may also be described by a successional stage (e.g., old growth and mature forests). Alternatively, a priority habitat may consist of a specific habitat element (e.g., talus, slopes, caves, snags) that is of key value to fish and wildlife. A priority habitat may contain priority and/or non-priority fish and wildlife species.

Private Natural Area: An area adjacent to the ordinary high water mark that is not developed and has no structures for human use, but where vegetation is maintained for the primary purpose of wildlife habitat. Native vegetation predominates, but non-native plantings that enhance habitat are allowed.

Public Access: The ability of the general public to reach, touch or enjoy the water's edge, to travel on the waters of the State, and to view the water and the shoreline from adjacent locations. Public access may be provided by an owner by easement, covenant, or similar legal agreement of substantial walkways, corridors, parks, or other areas serving as a means of view and/or physical approach to public waters. The Director may approve limiting public access as to hours of availability, types of activity permitted, location and area.

Public Amenities Plan: Coordination of various physical improvements in public streets and trails into a mutually reinforcing non-motorized system in the Tukwila Urban Center. The key characteristic of this system is to enhance and link various Tukwila Urban Center activity nodes. Elements of this system could include enhanced sidewalks, street trees, and special pedestrian lighting to link Southcenter Mall with the Sounder Station; special pavers for key intersections; and a system of markers denoting the area's history and development.

Puget Sound Regional Council: An association of local governments in the central Puget Sound region that serves as the Metropolitan Planning Organization (MPO), responsible by State and federal law for conducting and supporting numerous State and federal planning, compliance, and certification programs, enabling entities in the region to obtain State and federal funding. It also acts as a forum for developing policies and making decisions about important regional growth. The PSRC prepares Multi-county Planning Policies for the four-county region, including King County.

Rails-to-Trails: A program for converting abandoned or about-to-be-abandoned railroad corridors to public trails, through the cooperative efforts of railroads, adjacent property owners, resident groups and public agencies.

Rideshare Program: A program that encourages alternatives to single-occupancy-vehicle trips, such as vanpools and carpools; it can include matching commuters and providing vehicles.

Sensitive Areas Ordinance (SAO): TMC Chapter 18.45, or as amended hereafter, which establishes standards for land development on lots with sensitive areas (e.g., steep slopes, wetlands, watercourses, fish and wildlife habitat areas, etc.).

SEPA: The commonly used acronym for the State Environmental Policy Act adopted in 1971, which governs all activities with potential environmental impacts.

Service Streets: A public or private road which provides secondary/alley access to abutting properties. Generally the width would be 20 feet and its use would be oriented toward support vehicles and allowing circulation between developments.

Shoreline Master Program: Tukwila's response to the Washington State Shoreline Management Act (adopted in 1974), containing goals, policies and regulations to guide actions and development affecting the City's shoreline.

Shoreline Multiple Uses: Uses that fall into the categories of uses and activities specified for shoreline master programs by the Washington State Shoreline Management Act (WAC 173.16.040); specifically, the categories of economic development, public access, circulation, recreational (e.g., boat launches), shoreline land use, conservation, and historical/cultural uses.

Single-family Dwelling: A detached residential dwelling unit other than a mobile or manufactured home, designed for and occupied by one family only, which includes modular homes that are factory-built, transportable in one or more sections, and meet the Washington State Building Code.

Specimen Tree: A tree that exemplifies the shape, branch pattern, color and growing behavior of a specific type of tree.

Transportation Demand Management Program: The art of modifying travel behavior through policies, programs and actions, implemented to decrease use of single-occupancy vehicles and to encourage public transit, carpool or vanpool use; cycling and walking; and telecommuting and other technical alternatives to commuting.

Tukwila Tomorrow Committee: A 17-member committee of residents and business people from the five Vision Tukwila neighborhoods, which was tasked with recommending goals and policies for Tukwila's 1995 Comprehensive Plan update.

Utility District: Utility districts in this plan include water and sewer districts which provide water and sewer services to portions of the City of Tukwila. Those districts operate in the City under a franchise agreement.

Vision Tukwila: A 1992 citizen participation process developed to solicit public input in two key areas: the identification and resolution of immediate and short-range problems and issues, and the integration of the issues of five distinct neighborhoods into a City-wide strategic plan for the future.

Visual Access: Non-physical public use of the shoreline, including views of the water and riverbanks from indoors or out of doors, and visual cues to the river's presence, such as significant groves of trees, bridges or fishing piers, that are provided for the benefit of pedestrians, bicyclists, motorists and occupants of buildings near the river.

Water-Dependent Use: A use or portion of a use which cannot exist in a location that is not adjacent to the water and which is dependent on the water by reason of the intrinsic nature of its operations. Examples of water-dependent uses include ship cargo terminal loading areas, marinas, ship building and dry docking, float plane facilities, sewer outfalls, and shoreline ecological restoration projects.

Water Enjoyment Use: A recreational or other use that facilitates public access to the shoreline as a primary characteristic of the use. The use must be open to the general public, and the shoreline-oriented space within the project must be devoted to the specific aspects of the use that foster shoreline enjoyment. Examples of water-enjoyment uses include parks, piers, museums, restaurants, educational/scientific reserves, resorts and mixed-use projects.

Water-Related Use: A use in which operations or production of goods or services cannot occur economically without a riverfront location, such as fabrication of ship parts and equipment, transport of goods by barge, or seafood processing.

Water Re-use: The recycling of previously-consumed water supplies for new uses, such as the use of treated water from sewage treatment plants for irrigation or industrial purposes.

COMPREHENSIVE PLAN LAND USE MAP LEGEND

The Land Use map included in the Plan reflects the goals and policies within the Comprehensive Plan elements. It conveys the long-term plan for the primary-use character of the various City neighborhoods. All areas of the City have distinct character, some established many years ago and some currently evolving. There are natural areas being preserved and enhanced, but most land is now residential, commercial and industrial.

To reflect the community's goals, changes in existing land use patterns are proposed in some areas such as the Southcenter Subarea and the Tukwila International Boulevard District. Such change is expected to occur gradually as strategic plans for specific areas are developed, the plans are implemented and promoted, and public and private investment is made.

The land use designations employed on the map are defined below.

LAND USE DESIGNATIONS

Low-Density Residential: Areas primarily characterized by detached single-family residential structures and their accessory uses, along with educational, institutional and recreational uses. Density may vary by neighborhood and for projects proposing innovative housing types such as cottage housing. These uses and densities are modified where covered by the Commercial Redevelopment, Urban Renewal, Tukwila South and Public Recreation Overlays. *(See Housing, Residential Neighborhoods, and Tukwila South elements in Plan text.)*

Medium-Density Residential: Areas characterized by residential duplexes, triplexes and fourplexes and their accessory uses, along with educational, institutional and recreational uses. MDR areas are intended to provide a transition between high-density residential or commercial areas and low-density residential areas. These uses and building types are modified where covered by the Commercial Redevelopment and Urban Renewal Overlays. *(See Housing and Residential Neighborhoods elements in Plan text.)*

High-Density Residential: Areas 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.

Office: Areas characterized by professional and commercial office structures mixed with certain complementary retail.

Mixed-Use Office: Areas characterized by professional and commercial office structures, mixed with certain complementary retail and residential uses. These uses and densities are modified where covered by the Tukwila South Overlay.

Residential Commercial Center: Pedestrian-friendly areas characterized and scaled to serve a local neighborhood, with a diverse mix of uses. Uses include certain commercial uses mixed with residential at second story or above; retail; service; office; and recreational and community facilities. *(See Residential Neighborhoods in Plan text.)*

Neighborhood Commercial Center: Pedestrian-friendly 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. *(See Tukwila International Boulevard District element in Plan text.)*

Regional Commercial: Areas characterized by commercial services, offices, lodging, entertainment, and retail activities with associated warehousing and accessory light industrial uses, along a transportation corridor and intended for high-intensity regional uses. Residential uses are also allowed in appropriate areas off of the principal arterial, with a maximum density determined by code standards and design review criteria. *(See Tukwila International Boulevard District element in Plan text.)*

Regional Commercial Mixed Use: 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, at second story or above levels, subject to special design standards.

Tukwila Urban Center: The 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, subject to design standards and incentives. It contains five sub-districts differentiated through uses and development standards: Regional Center, Transit-Oriented Development, Pond, Commercial Corridor, and Workplace. *(See Southcenter – Tukwila's Urban Center element in Plan text.)*

Commercial/Light Industrial: Areas characterized by a mix of commercial, office or light industrial uses. *(See the following elements in Plan text: Economic Development, Shoreline.)*

Light Industrial: Areas characterized by distributive and light manufacturing uses, with supportive commercial and office uses. *(See Economic Development elements in Plan text.)*

Heavy Industrial: 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. *(See the following elements in Plan text: Economic Development, Shoreline, and Tukwila South.)*

Manufacturing/Industrial Center – Light Industrial: A major employment area containing distributive, light manufacturing and limited office uses, with supportive commercial and office uses. *(See Manufacturing/Industrial Center element in Plan text.)*

Manufacturing/Industrial Center – Heavy Industrial: A major employment area containing distributive, light manufacturing and heavy manufacturing uses, with supportive commercial and office uses. *(See Manufacturing/Industrial Center and Shoreline elements in Plan text.)*

Tukwila Valley South: A specific area 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.

SPECIAL OVERLAYS

Public Recreation: Areas owned or controlled by a public or quasi-public agency, which are dedicated for either passive or active public recreation use, or public educational uses. *(See Community Image and Residential Neighborhoods elements in Plan text.)*

Shoreline: An overlay area parallel to the banks of the Green/Duwamish River approximately 200' wide on either side of the river (as defined in the Tukwila Shoreline Master Program). *(See Shoreline element in Plan text.)*

Tukwila South Overlay: This master plan overlay area 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. *(See Tukwila South element in Plan text.)*

Urban Renewal Overlay: An overlay area which applies 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.

SUB-AREAS

Tukwila International Boulevard District: The district extends along Tukwila International Boulevard and is intended to become a complete neighborhood with places to live, work, shop and play. It will have a distinctive main-street character with an international flavor and excellent transit. *(See Tukwila International Boulevard District element in Plan text.)*

Southcenter: A special area of retail and commercial services, residential, industrial development, entertainment, and recreational and cultural amenities, connected to a regional system of centers by an expanded transit system and by adequate motor vehicle and pedestrian facilities. *(See Southcenter- Tukwila's Urban Center element in Plan text.)*

Manufacturing/Industrial Center: A major employment area containing manufacturing and industrial uses and other uses that support those industries. *(See the following elements in Plan text: Economic Development, Shorelines, and Manufacturing/Industrial Center.)*

Potential Annexation Areas: Areas currently located outside Tukwila city limits, which the City may consider for annexation in the future. Potential land use designations for these areas are shown on the Comprehensive Plan Map.

Tukwila South Master Plan Area: This area extends generally south of the Southcenter Subarea to South 204th Street. It is based on unique conditions including the presence of significant water features such as wetlands, watercourses and the river; topographic changes that will influence the future development of the land; and a large contiguous area of land in single ownership that will allow for unique planned development opportunities. *(See Tukwila South element in Plan text.)*

Residential Neighborhoods: Residential areas located throughout Tukwila characterized by a mix of single-family residences, multi-family residences and Residential or Neighborhood Commercial Centers. *(See Residential Neighborhoods element in Plan text.)*