

- Explore implementing an incentive system for an increased height allowance.
- Relax the 25/75 surface-to-enclosed parking ratio in the URO area; consider 50/50 or 75/25 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.

*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 ½ mile walking distance of the Tukwila International Boulevard Station. However, this overlay should not include areas east of 42<sup>nd</sup> 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.

Commented [LB1]: CM Ekberg, Discussion, 9.21.15