CITY OF TUKWILA

COMPREHENSIVE LAND USE PLAN

LAND USE ELEMENT BACKGROUND REPORT

TUKWILA INTERNATIONAL BOULEVARD ELEMENT

2015 GROWTH MANAGEMENT ACT

UPDATE to the COMPREHENSIVE PLAN

December 2014

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I Introduction

The City of Tukwila has been updating its Comprehensive Plan, as mandated by Washington State growth management legislation, and will adopt the final elements in 2015. Comprehensive Plan policies for the Tukwila International Boulevard (TIB) corridor were last updated in 2009. Since adoption, many of the policies and action items for the corridor have been implemented. This planning effort is the time to check-in on results of that policy implementation, or lack of implementation, and to review the vision, direction, and overall goals for the area in light of any change in conditions or community's desires.

The purpose of this report is to provide background information on key issues as the City prepares to revise the goals, policies, and implementation actions related to TIB as contained in the *Transportation Corridors* element of the Comprehensive Plan, a land use element that previously focused on the commercial corridors of the City located outside of the urban and manufacturing industrial centers.

One difference in approach since the 1995 Comprehensive Plan was prepared is the idea to rebrand TIB as more than just a linear *Corridor.* As a place holder for that idea, staff suggests the term Tukwila International Boulevard *District*, and hereinafter will use TIB District for the study area. The community repeatedly expressed its desire for the area to be treated as a destination, a place to walk, a place to shop, a place to meet your neighbor, a place to celebrate community.

The Background Report on TIB is divided into five main sections:

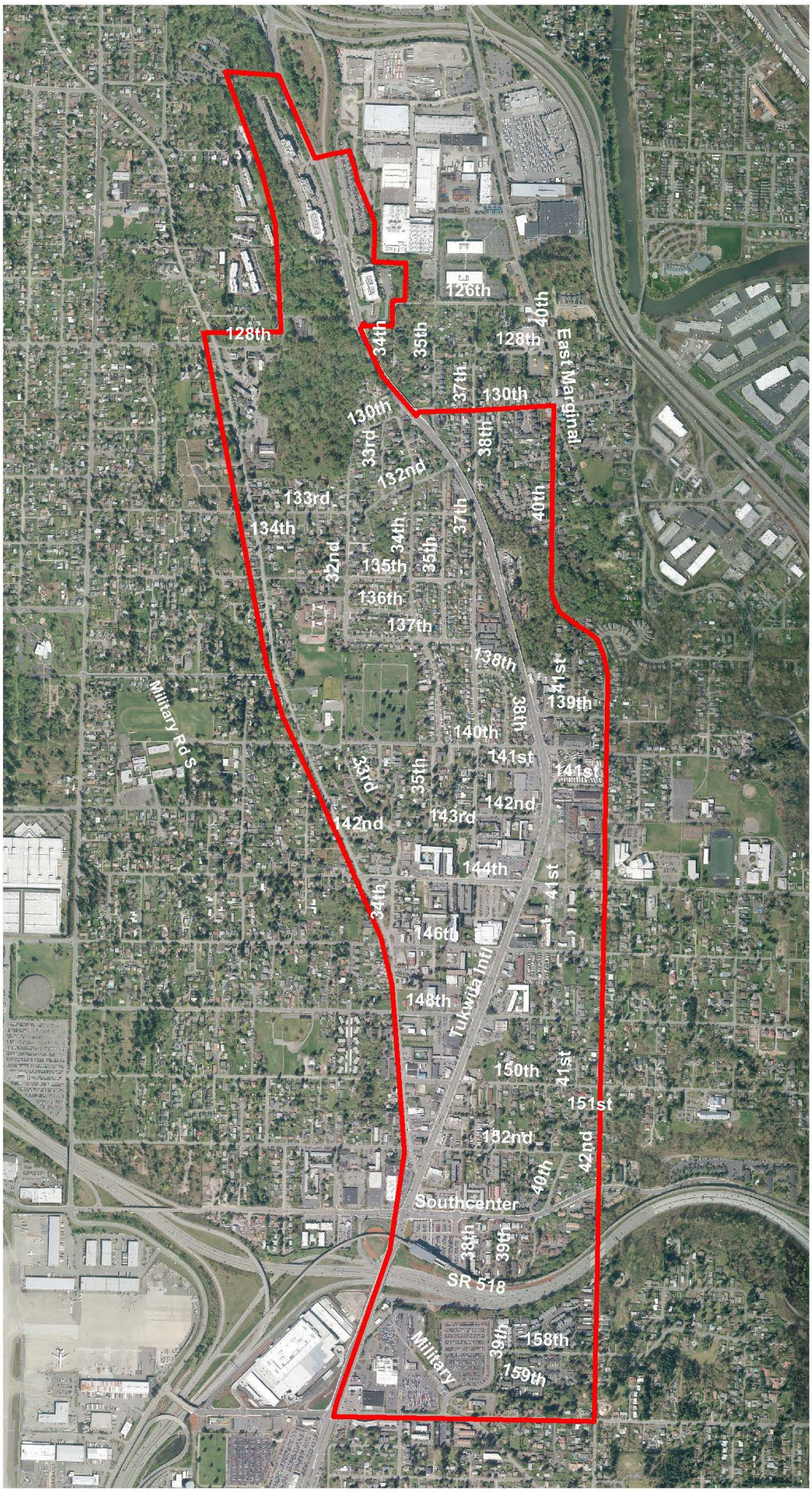
1. Introduction to the Study Area. A snapshot of the physical characteristics of TIB District study is presented. Included is a brief history of the City's planning and investment efforts for the area since annexation into Tukwila in 1989 and 1990.
2. Challenges and Issues. It is important to clearly understand the obstacles that stand between the community and the achievement of its goals for the TIB District. As such, a summary of the major issues/challenges are presented, so that they can be discussed by the community and policy makers, and addressed when formulating strategies, goals, and policies.
3. Planning Context. Any future planning effort for the TIB District must also consider regional goals and policies regarding growth management, land use, and transportation. This section summarizes PSRC's Vision 2040 and Growing Transit Communities Strategy, and King County Countywide Planning Policies applicable to the planning effort for the TIB district.
4. Vision for TIB. The vision for TIB in the Comprehensive Plan was developed in 1995 – does the Vision need updating? This section presents both the current vision and community advocates' concepts for the Boulevard.
5. Existing Conditions. Information on patterns of development and ownership, zoning, land use, the built environment and urban form, market conditions, public services, infrastructure, circulation, and the Tukwila International Boulevard Action Committee (TIBAC) is provided as a basis for understanding the existing conditions within the study area.

Study Area

Snapshot of Tukwila International Boulevard District

The study area for this report is shown on an aerial photo in Figure 1. It extends from SR 599 on the north to S. 160th Street on the south, and from Military Road and Tukwila International Boulevard (TIB) on the west to 42nd Avenue South on the east. The corridor encompasses the predominantly commercial and multifamily designated properties abutting TIB. The north border of the TIB district is also one of the several entrances to the City's Manufacturing Industrial Center (MIC) which contains a large share of the region's manufacturing, warehouse, distribution and transportation economic activity, including major facilities of the

Figure 1 Study Area Boundary



Legend

TIB Study Area

Source - 2012 Image

Boeing Company, King County Airport, and Port of Seattle. South and west of the TIB district is the City of SeaTac, and further south on International Boulevard is the SeaTac International Airport.

The natural features of the study area are ravines and a valley wall that cuts across TIB in the section north of S. 138th Street. The majority of the commercial district is south of S 139th St. and is part of a large plateau between the Green River Valley and Puget Sound. South of S 146th Street, the corridor expands from a linear form to include full blocks between Military and TIB. The area could enjoy Cascade Mountain views to the east, should development reach taller heights.

The TIB District comprises less than 20 percent of the City's total land area. Nearly 50 percent of the area of the TIB District is single family detached homes, with 1954 the average year of construction. Overall, due to their average age, much of the TIB District's housing stock is dated.[1] There is a large amount of residential property along the corridor north of S. 139th Street that is visually and physically isolated because of the significant grade changes to either side of the right-of-way and the descent from the plateau to the valley. Commercially designated properties that exist north of S. 139th Street are small, isolated level areas or pieces of land benched into the hillside, making them difficult to redevelop.

TIB is an important part of the local and regional transportation and circulation system. The TIB District has convenient highway access that allows for easy vehicular movement within, to, and from the corridor. The LINK Light Rail station is located at the intersection of Southcenter Boulevard and TIB, providing service to SeaTac Airport and downtown Seattle. The LINK Station is also served by a number of King County Metro bus routes, including 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.

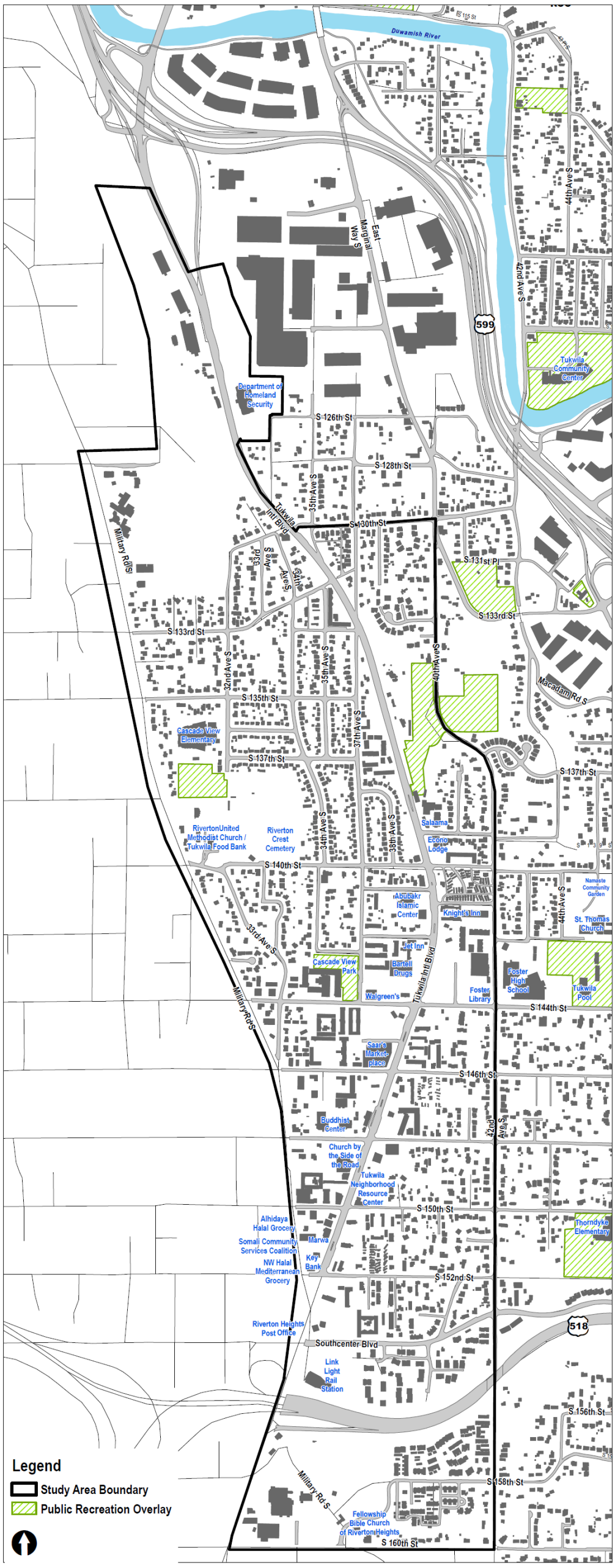
In addition to TIB, other key roadways in the study area are S. 130th and South 144th Streets and Southcenter Boulevard - connecting east-west arterials that link areas east of I-5 with areas west of I-5. The intersection of S. 144th Street and TIB is an important crossroads and the location of the public/private mixed-use redevelopment project - Tukwila Village. Southcenter Boulevard provides

[1] Taken from *Market Analysis for Tukwila International Boulevard Corridor*, Prepared by Gardner Johnson for the City of Tukwila, February 5, 2007

an intercity connection for Burien, SeaTac, Tukwila and Renton, and connects the LINK light rail station and Tukwila City Hall to the community.

Many public and private community facilities are located in or immediately adjacent to this area, including schools, a library, a post office, churches, a mosque, a cemetery, a hospital and numerous clinics, the City's Neighborhood Resource Center, and a Washington State Patrol Office. Community facilities in the area are shown on Figure 2, which provides another illustration as to why the TIB District is a focal point for the community.

Figure 2 Study Area Community Facilities



Planning Background/History

Tukwila International Boulevard (TIB), previously designated as and still often referred to as Highway 99 and Pacific Highway, preceded I-5 as the main north-south route in the Puget Sound area. It was a state highway surrounded by unincorporated King County when most of the initial development occurred along and around it. The area annexed to Tukwila in 1989-1990, and upon community mandate the revitalization of the area became the City's main priority. In 1994, a Transportation Corridors Background Report was prepared for the Tukwila Comprehensive Plan. At that time, the transportation corridors included Pacific Highway, Interurban Avenue, and Southcenter Boulevard. These corridors stood out from the other areas of the City because the development and uses were primarily low scale, commercial oriented to the street and were clearly distinct from the residential neighborhoods and the urban and industrial centers. They did not have the intensity in building size, public services or off-site impacts of the urban and manufacturing centers. Instead, they contained a broad spectrum of uses, and acted more as neighborhood commercial centers for the adjacent residential areas and employers.

The 1994 Comprehensive Plan goals and policies for Pacific Highway focused on:

- Creating functional, attractive and diverse corridors for adjacent residents and people travelling to and through the area;
- Making TIB a positive reflection of the City; Making TIB an attractive, safe and profitable place to live, work and do business; and
- Creating focal points around key intersections as pedestrian-oriented commercial business areas.

The City began designing and providing a variety of projects, programs, and regulations tailored to the needs of the area. At that time, the City's adopted focus areas were:

- Reducing crime and improving safety, including offering expanded human service programs;
- Upgrading the infrastructure; and
- Creating development incentives and predictability in permitting.

In 1997, the Pacific Highway Revitalization Plan was prepared to implement the Comprehensive Plan goals and policies. The purpose of the Plan was to guide the redevelopment of the Pacific Highway corridor, and serve as a statement of the City's commitment to and direction for this area. As part of the Revitalization Plan, Zoning Code amendments for the area and the Tukwila International Boulevard Design Manual were adopted.

The *Pacific Highway Revitalization Plan* identified a number of broad goals that have guided the development of the revitalization strategies, as well as challenging conditions to be addressed when formulating strategies to achieve the community goals for the TIB area. These challenges are repeated here in Table 1 as a baseline for evaluating the effectiveness of plans, programs, and investments by the City over the 15 years since the *Revitalization Plan* was adopted.

Table 1. 1997 Matrix of TIB Revitalization Plan Goals and Challenges[2]

1997 Goals \ 1997 Challenges	Small Parcels	Few Vacant Parcels	Land Prices	Small Market	Poor Appearance	Poor Quality, Unsafe Streets	Lower Income	Residential Turnover	Reputation of Crime	Undesirable Uses	Incompatible Regional Plans	Limited Resources
Greater Prosperity	x	x	x	x	x	x	x		x	x		x
Sense of Community					x			x	x	x	x	
Safe & Comfortable					x				x	x	x	
Multimodal Transportation System						x						x
Healthy Residential Areas			x		x		x	x	x	x	x	x
Attractive, Well-Maintained Area				x	x	x	x	x	x	x		x

The City has been successful in addressing some of the challenges identified in 1997. *Poor appearance* has improved as a result of significant city investments in curb, gutter and sidewalk improvements along TIB from S. 128th Street to S. 152nd Street. These improvements were designed to improve pedestrian and auto safety, create "curb appeal," bring the infrastructure up to higher standards, accommodate the type of desired future development that brings the building to the back of sidewalk to create more of a street presence, and improve walkability. Other City actions, such as adopting a new Sign Code, creating an urban renewal area, and implementing an aggressive code enforcement effort, are also contributing to improving the appearance of the area.

City investments in street infrastructure have improved the degree of safety and comfort. A positive sense of personal safety is still lacking due to the presence of undesirable uses and perceived crime. Comfortable walking conditions are negatively affected due to the lack of streetscape amenities, undesirable uses, and the difficult street crossing conditions.[3]

Incompatible regional plans are no longer an issue for the revitalization of the TIB District – instead, these plans support the City's direction and efforts. Tukwila has designated TIB as a "local center" where existing and future land use and infrastructure capacity will be used to accommodate some of the City's future growth, supporting PSRC's Vision 2040 goals and policies and the King County Countywide Planning Policies (See Section 3 Planning Context). Also, Sound Transit's LINK light rail alignment serves the community via the station located at Southcenter Boulevard and TIB, and does not bisect the neighborhood by running down the middle of the TIB corridor for its length as originally proposed by Sound Transit.

[2] Pacific Highway Draft Revitalization Plan, Dec. 1997

[3] Based on public comments gathered at the Community Conversation Meeting (March 6 and 8, 2014)

The City took the bold step of adopting an urban renewal district in the blocks adjacent to the S. 144th and TIB intersection. It then spent $7.5 million and a significant amount of staff time to assemble land into a development parcel that would be big enough for a signature development that would catalyze and demonstrate the intensity and quality of development envisioned for the area.

Actions by the Tukwila Police Department have resulted in a decrease in *crime*. With the seizure of the motels along TIB, 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[4]. The periodic implementation of a neighborhood resource center and bicycle patrols has also had an impact on crime, and the installation of video cameras have been an asset for officers.

[4] Police Chief Mike Villa, Tukwila Police Department presentation to the Tukwila City Council, September 15, 2014

II Challenges & Issues Summary

There are a number of significant issues that continue to challenge the revitalization of the TIB District. The desired vision for the area is unfulfilled and will likely require continuation of bold actions and more radical changes. Many of these issues were identified by the Tukwila International Boulevard Action Committee (TIBAC), through surveys of and discussions with community members at the Tukwila Community Conversation Meetings (March 6 and March 8, 2014), in staff interviews with City of Tukwila Department Directors, or highlighted in regional and local land use and transportation plans and policies.

In order to organize discussion of the issues, they are summarized here in broad categories; however, they are interrelated and there is much overlap. More details on these issues are addressed in later sections of this report.

Transformative Boldness

The City has been bold in a number of actions to try and make a difference and change the character of this area. It has implemented an urban renewal program, seized three motels, which were dens of iniquity, and persisted over a decade in pursuit of a catalyst project – Tukwila Village. More boldness is needed.

- According to the Growing Transit Communities (GTC) Strategy, the TIB light rail transit community is one of the most diverse in the region. GTC also calls for identifying and promoting community assets as a basis for attracting private and public investment along the south light rail corridor. The City recognized the growing international character of the corridor in the renaming of 'Pacific Highway' to 'Tukwila International Boulevard.' How should the City continue investing in promoting the culturally diverse communities and businesses along the corridor? What does the vision (a true local center for the residents) mean to the diverse immigrant population that has been settling in the TIB area?

- The power of names and perceptions is important. As noted at the beginning of this report, the area has been known as a corridor for vehicles and not as a neighborhood destination for exploring and enjoying. The reality of crime is still high; yet if the reduction in crime from the recent police and judicial action with the motels and their owners proves lasting, then public safety in the District may change significantly. Getting the word out to the region will be an important step. What should the area be called, how should it be marketed, and by whom?

- Current regulation requiring amortization of nonconforming adult entertainment is not being enforced by the City. The City Attorney responds that enforcing this City regulation would require a large amount of financial resources and City focus. While the Police Department reports that this type of business does not result in a lot of police service calls, the effect on the community isn't benign because it does result in crimes like prostitution, human trafficking & drug dealing. When is it appropriate for the City to take action and pursue amortization? Are there other actions, such as purchasing the existing lease that would be more expedient and successful than a regulatory action? What are the implications does not enforcing City regulation?

- Nonconforming motel structures. Motels along the corridor have been the site for illegal activity. The condition and management of three of the motels resulted in a crime network that was recently broken up by local and federal law enforcement, and resulted in their closure and public seizure. Because the motels are nonconforming, their status for legal operations under the Zoning Code will lapse. What uses should the City consider or seek in their place? What should be done with remaining hotels and motels in the TIB District?

Nodes versus linear corridor

- The TIB corridor (from S 160th Street to S. 116th Street) is over three miles in length, which is about a one hour, brisk walk one way. The 1995 regulations were intended to create distinctive nodes of development along the length of TIB. Community members currently think that this linear corridor should not be viewed as a single, continuous street containing similar uses and building forms - different parts should have different emphasis. Similar nodal concepts are emphasized by the *Growing Transit Communities Strategy*. Along the corridor, nodes of development with a different mix of uses, heights, or character from the rest of the corridor should occur, like a "string of beads". What actions can the City take to support the vision of distinct areas along the Boulevard? Should the intersection at S. 144th St. and TIB be viewed separately from a transit-oriented center focused around the Link Station in order to create two distinctive types of activity areas?

Land use vision and public infrastructure design disconnect

- Adopted City transportation-related goals and policies conflict with community desires for the TIB as a "main street." TIBAC and other community members think that rather than having a goal of moving regional traffic through the area, the Boulevard should become the link that connects the residents and businesses to foster a healthy, sustainable, and desirable neighborhood. The community group asks for lower posted speeds, on-street parking, and additional traffic signals to assist with crossing the street and to assist in controlling vehicular speeds. Although no longer a state highway, TIB is designated by the City as a principal arterial and as such its function is to provide mobility for longer trips and limited access to adjacent property. Can and should the designation and the ultimate function of the street be changed?

- Community members feel that it is not safe to walk to destinations within the TIB District. The main street through the neighborhood, although improved with sidewalks, two mid-block crossings, landscaping, and better illumination, does not ease the pedestrian's efforts to cross the street, slow vehicle speeds sufficiently, shift perceptions of the area away from an auto-dominated landscape, or provide sufficient amenity to attract development. To improve walkability and create safe pedestrian routes, community members want more sidewalk improvements on existing side streets to connect residential neighborhoods to TIB, and traffic signals on TIB to facilitate crossings. However, competition for limited public funding and the warrant review procedures may make implementing these changes difficult.

Affordable Housing

- The *Growing Transit Communities* (GTC) Compact calls for the development and preservation of healthful and affordable housing for families along transit corridors in all income ranges. Members of the community also echo this desire. However, public and private housing and mixed use projects designed to improve the quality of the TIB District, such as the Tukwila Village project, may also have the side effect of displacing current low-income residents by raising overall rents in the area or redeveloping low-rent properties. How will the City take a proactive role to maintain existing low income housing? Current adopted strategy is to encourage non-profits to invest in the area's housing in order to improve conditions and maintain a supply of affordable units. This strategy has not been extremely successful with only one complex purchased since adoption of the Revitalization Plan. How many affordable[5] units should the City have? The loss of motel units also

[5]Housing Affordability is defined in the region by rents or mortgages that do not exceed 30% of the median income of a household of four in King County.

results in the loss of affordable housing. The development of quantitative policies would ensure that some affordable units are preserved.

Development costs and expected returns

- Any development or redevelopment in the TIB District must detain its surface water run-off to pre-development "forested conditions." In contrast, development projects in other commercial areas of the City, such as Southcenter, may maintain their existing system of detention. Analysis has shown that infiltration is not possible in much of the study area because of the type of soils and a high water table. Therefore, the use of large constructed detention systems will be required of most new development, adding to their infrastructure costs.

- The City of Tukwila is home to Southcenter Mall and surrounding retail projects, one of the most successful retail areas in the Pacific Northwest and whose proximity is a few short miles from the study area. The TIB District cannot compete for the regional retail. In addition, current commercial and residential rents in the TIB District do not financially support redevelopment. What actions can the City undertake to compensate for the lower sales/rents per square foot? What commercial services and retail could be successful? An updated market analysis may provide a better understanding of the financial and market aspects that are shaping this area as an auto-dominated commercial corridor, as well as help shape the appropriate size and character of the regulatory environment that would support an alternative vision for the area.

III Planning Context

The City's goals and policies for the TIB District must satisfy regional planning frameworks as well as local goals.

Puget Sound Regional Vision

To assist in coordinating the multiple municipalities required to plan under the State's Growth Management Act, the Puget Sound Regional Council crafted a multi-county vision for land use and transportation which acts as a framework for counties and cities planning.

The VISION 2040 Regional Growth Strategy and multi-county policies were prepared by the Puget Sound Regional Council and most recently updated in 2008. Based on Washington's GMA, VISION 2040 and its multi-county policies are integrated strategies and policies to guide development, environmental planning, and the provision of transportation and services in the central Puget Sound region. Vision 2040 emphasizes sustainability and restoring the natural environment as the region grows, primarily into communities with regional growth centers, in order to reduce growth in rural areas and on the urban fringe.

VISION 2040 provides specific guidance for the distribution of population and employment growth into types of places defined as "regional geographies." The largest share of growth is distributed to metropolitan and core cities, including Tukwila, that have designated regional growth centers, such as the Tukwila Urban Center and Tukwila Manufacturing/Industrial Center. Centers are, or are becoming, hubs for regional transportation, high capacity transit, public services and amenities. This development pattern is meant to minimize environmental impacts, support economic prosperity, improve mobility, and make efficient use of existing infrastructure.

Growing Transit Communities Partnership

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.

There are 24 strategies and actions that address the goals above. They fall into four main groups: Foundation Strategies, Strategies to Attract Housing and Employment Growth, Strategies to Provide Affordable Housing Choices, and Strategies to Increase Access to Opportunity. Within each, there are specific strategies identified for local governments to follow or implement. While these strategies are important to consider during the preparation of the TIB District Element, they will be more important during the station area planning effort around the LINK light rail station and transit hubs along TIB. The four main groups of strategies are described in more detail below.

- Foundation Strategies detail the strategies necessary for successful ongoing regional effort in decision-making and implementation at all levels, including local governments, and include building partnerships and promoting collaboration, engaging effectively with community stakeholders, building capacity for community engagement, and evaluating and monitoring impacts and outcomes.

- Strategies to Attract Housing and Employment Growth have as their overarching objectives: 1) Make great urban places that are attractive to households and businesses; 2) remove barriers to development; and 3) support development in emerging markets. Strategies within this group include: 1) conducting station area planning; 2) using land efficiently in transit communities; 3) locating, designing, and providing access to transit stations to support transit oriented development (TOD); 4) adopting innovative parking tools; and 5) investing in infrastructure and public realm improvements.
- Strategies to Provide Affordable Housing Choices involve understanding the community's housing needs, and preserving existing housing and supplying new housing choices in proximity to transit investments. Recommended strategies include assessing current and future housing needs in transit communities, minimizing displacement, increasing housing resources to support transit-dependent populations; looking for opportunities to partner in regional public sector catalyst investments in TOD; using value capture finance for infrastructure and affordable housing; making surplus public lands available for affordable housing; looking for incentives for affordability; and implementing fair housing recommendations.
- Strategies to Improve Access to Opportunity recognize the need to address the diverse housing, transportation, and economic needs of current and future residents so that all people may prosper as the region grows. Recommended strategies call for assessing community needs, and investing in environmental and public health, economic vitality and opportunity, equitable mobility options, equitable access to high quality education, and public safety in transit communities.

The GTC Strategy classified transit communities, including TIB, according to the types of strategies that will be most meaningful to help achieve desired outcomes. The GTC Partnership developed an implementation typology to connect strategies to the three overarching program goals: attract residential and employment growth, provide affordable housing choices, and increase equitable access to opportunity. The typology uses a two-matrix "People + Place" framework. Figure 3 GTC TIB typology shows the evaluation of the area relative to its potential. The *People Profile* assesses residents' access to social, physical, and economic opportunity, compared to the degree to which the households and businesses are at risk of displacement as neighborhood change occurs over time. The *Place Profile* examines aspects of a community's physical form and activity level, compared to the degree to which physical characteristics may change due to real estate market strength.

Using the People + Place assessment, TIB was designated as an "enhance community" type of transit community, which are neighborhoods or smaller centers along the transit corridor. Recommended implementation strategies focus on market catalysts, long-range planning, and economic and community development. Recent and anticipated transit investments have the potential to catalyze considerable community development. However, "enhance community" areas will face challenges to implementing TOD given auto-oriented environments, weak market demand, and limited access to opportunity.

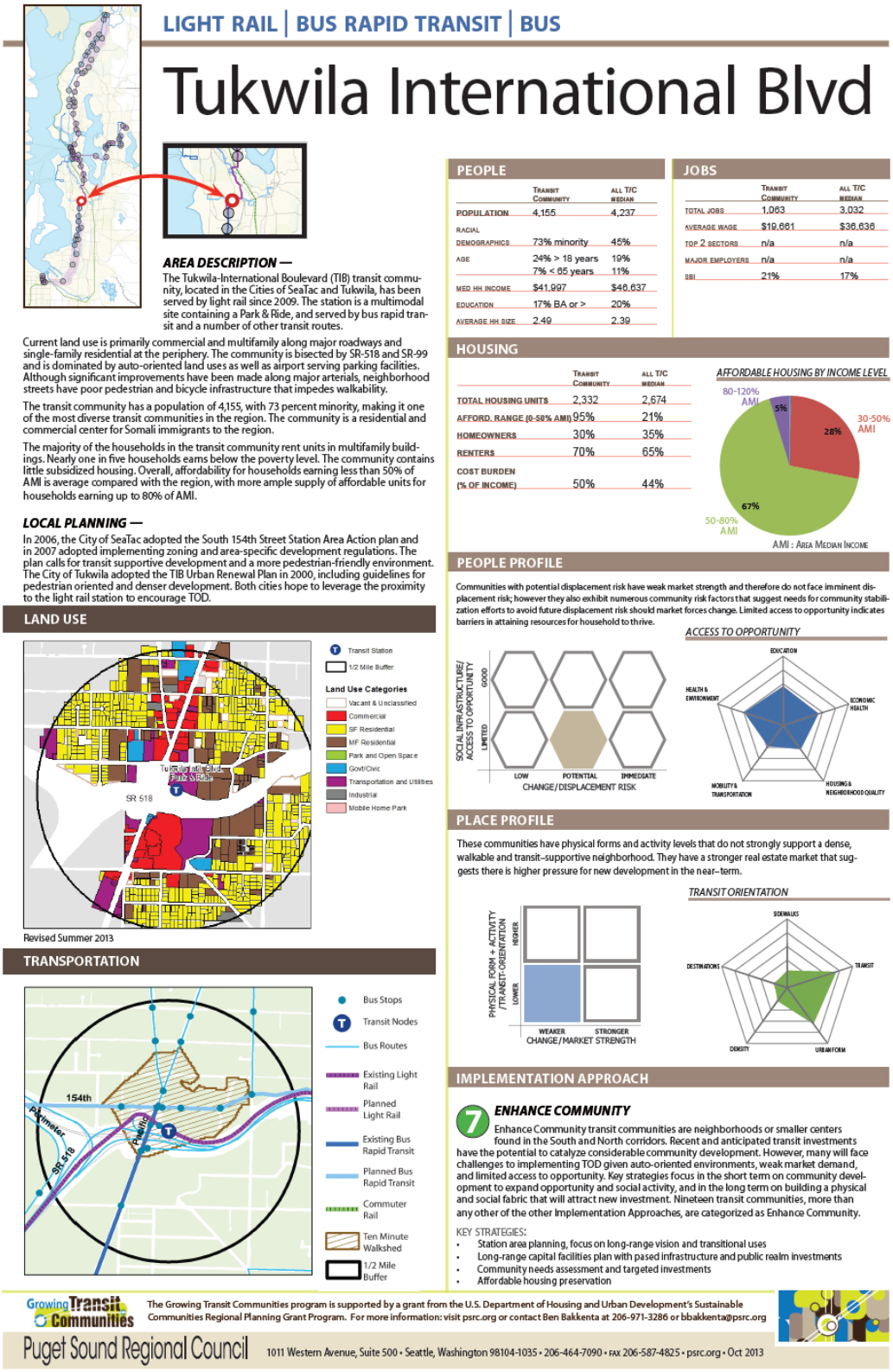
Key strategies focus in the short- to mid-term on community development to expand opportunity and social activity, and in the long term on building a physical and social fabric that will attract new investment. More specifically, the following are needed: station area planning with a focus on long-range vision and transitional uses; long–range capital facilities plan with phased infrastructure and public realm investments; community needs assessment and targeted investments; and affordable housing preservation. GTC identified several specific priorities for implementation in the central south corridor (stretching from Tukwila to Fife):

- Capitalize on the potential for TOD along SR-99, particularly key BRT and light rail transit nodes.
- Improve transit connections, particularly east-west connections between LRT corridors and urban centers.
- Ensure effective community engagement with existing and emerging culturally and racially diverse communities along the corridor.
- Identify and promote community assets as a basis for attracting private and public investment.

- Encourage the development and preservation of healthy affordable housing that meets the needs of families.

The City of Tukwila is a signatory to the GTC Compact. The Compact says that Tukwila will use a full range of tools, investments, and economic development strategies to attract the potential demand for residential and commercial transit oriented development within transit communities consistent with and in furtherance of regional policies and plans. These strategies include the full range of housing affordability. Tukwila will also plan for and promote residential and employment densities within the transit communities that support ridership potential and contribute to accommodating growth needs within each high capacity transit corridor. Below is Figure 3 Growing Transit Communities TIB Station Area Description.

Figure 3 Growing Transit Communities TIB Station Area Description



LIGHT RAIL | BUS RAPID TRANSIT | BUS

Tukwila International Blvd

AREA DESCRIPTION —

The Tukwila-International Boulevard (TIB) transit community, located in the Cities of SeaTac and Tukwila, has been served by light rail since 2009. The station is a multimodal site containing a Park & Ride, and served by bus rapid transit and a number of other transit routes.

Current land use is primarily commercial and multifamily along major roadways and single-family residential at the periphery. The community is bisected by SR-518 and SR-99 and is dominated by auto-oriented land uses as well as airport serving parking facilities. Although significant improvements have been made along major arterials, neighborhood streets have poor pedestrian and bicycle infrastructure that impedes walkability.

The transit community has a population of 4,155, with 73 percent minority, making it one of the most diverse transit communities in the region. The community is a residential and commercial center for Somali immigrants to the region.

The majority of the households in the transit community rent units in multifamily buildings. Nearly one in five households earns below the poverty level. The community contains little subsidized housing. Overall, affordability for households earning less than 50% of AMI is average compared with the region, with more ample supply of affordable units for households earning up to 80% of AMI.

LOCAL PLANNING —

In 2006, the City of SeaTac adopted the South 154th Street Station Area Action plan and in 2007 adopted implementing zoning and area-specific development regulations. The plan calls for transit supportive development and a more pedestrian-friendly environment. The City of Tukwila adopted the TIB Urban Renewal Plan in 2000, including guidelines for pedestrian oriented and denser development. Both cities hope to leverage the proximity to the light rail station to encourage TOD.

LAND USE

Transit Station
1/2 Mile Buffer
Land Use Categories
Vacant & Unclassified
Commercial
SF Residential
MF Residential
Park and Open Space
Govt/Civic
Transportation and Utilities
Industrial
Mobile Home Park
Tukwila Int'l Blvd Park & Ride
SR 518

Revised Summer 2013

TRANSPORTATION

Bus Stops
Transit Nodes
Bus Routes
Existing Light Rail
Planned Light Rail
Existing Bus Rapid Transit
Planned Bus Rapid Transit
Commuter Rail
Ten Minute Walkshed
1/2 Mile Buffer
154th
Perimeter
Pacific
SR 518

PEOPLE

	Transit Community	All T/C Median
POPULATION	4,155	4,237
RACIAL DEMOGRAPHICS	73% minority	45%
AGE	24% > 18 years	19%
	7% < 65 years	11%
MED HH INCOME	$41,997	$46,637
EDUCATION	17% BA or >	20%
AVERAGE HH SIZE	2.49	2.39

JOBS

	Transit Community	All T/C Median
TOTAL JOBS	1,063	3,032
AVERAGE WAGE	$19,661	$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	21%	17%

HOUSING

	Transit Community	All T/C Median
TOTAL HOUSING UNITS	2,332	2,674
AFFORD. RANGE (0-50% AMI)	95%	21%
HOMEOWNERS	30%	35%
RENTERS	70%	65%
COST BURDEN (% OF INCOME)	50%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

80-120% AMI 5%
30-50% AMI 28%
50-80% AMI 67%

AMI : Area Median Income

PEOPLE PROFILE

Communities with potential displacement risk have weak market strength and therefore do not face imminent displacement risk; however they also exhibit numerous community risk factors that suggest needs for community stabilization efforts to avoid future displacement risk should market forces change. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

Social Infrastructure/ Access to Opportunity: Good / Limited
Change/Displacement Risk: Low / Potential / Immediate

ACCESS TO OPPORTUNITY

Education
Economic Health
Housing & Neighborhood Quality
Mobility & Transportation
Health & Environment

PLACE PROFILE

These communities have physical forms and activity levels that do not strongly support a dense, walkable and transit-supportive neighborhood. They have a stronger real estate market that suggests there is higher pressure for new development in the near-term.

Physical Form + Activity / Transit-Orientation: Higher / Lower
Change/Market Strength: Weaker / Stronger

TRANSIT ORIENTATION

Sidewalks
Transit
Urban Form
Density
Destinations

IMPLEMENTATION APPROACH

7 ***ENHANCE COMMUNITY***

Enhance Community transit communities are neighborhoods or smaller centers found in the South and North corridors. Recent and anticipated transit investments have the potential to catalyze considerable community development. However, many will face challenges to implementing TOD given auto-oriented environments, weak market demand, and limited access to opportunity. Key strategies focus in the short term on community development to expand opportunity and social activity, and in the long term on building a physical and social fabric that will attract new investment. Nineteen transit communities, more than any other of the other Implementation Approaches, are categorized as Enhance Community.

KEY STRATEGIES:
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with pased infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation

Growing Transit Communities

The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development's Sustainable Communities Regional Planning Grant Program. For more information: visit psrc.org or contact Ben Bakkenta at 206-971-3286 or bbakkenta@psrc.org

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King County Countywide Planning Policies

King County's Countywide Planning Policies (CPPs) support Vision 2040's regional growth strategy, address growth management issues in King County, and provide further guidance for coordinating local planning efforts within the county. The CPPs provide a countywide vision and serve as a framework for each jurisdiction, including Tukwila, in developing and updating its own comprehensive plan, which must be consistent with the overall goals for the future of King County.

More specifically, the following policies should be considered during the development of the TIB Corridor element:

- KCCP recognize that there is little undeveloped land within the urban growth area (UGA.) **Housing and employment growth should be concentrated within** urban centers and **locally designated local centers** where existing and future land use capacity, as well as infrastructure capacity, is used efficiently. Development activity must be focused on redevelopment to create vibrant neighborhoods where residents can walk, bicycle or use public transit for most of their needs (DP-4, 11, and 13). Identify local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact and efficient form and at sufficient densities to support transit service (DP-38).
- **Residents should be within walking distance of commercial areas**, fostering a healthy community through physical exercise and a sense of neighborhood (DP-6). Development patterns should promote safe and healthy routes to schools (DP-7). Local transit systems provide convenient connections to the Urban Centers and elsewhere within the Urban Growth Area.
- Use urban design and form elements to integrate development into existing built and natural environments in ways that enhance both the urban and natural settings. These elements include **high quality design, context sensitive infill and redevelopment,** and historic preservation (DP 39-42).
- **Housing opportunities should exist for all incomes and lifestyles** throughout the county and with the balanced transportation system access to employment is convenient and reliable. Innovation in the development of a diverse range of housing types is fundamental in accommodating population growth. A diversity in housing types will allow residents to stay within their community as their housing needs change (H4-13).
- The needs of residents should be attended to by a social service system that emphasizes prevention but stands ready to respond to direct needs as well. There is a sense of **social equity within our communities** and all share equitably in the distribution of and access to parks, open space, and vibrant neighborhood centers (PF-17). Public capital facility needs of regional or statewide importance should be equitably dispersed throughout the county (PF-20).
- Policies **emphasize economic vitality, climate change and sustainability strategies**, and integrating health concepts such as access to healthful food and increased physical activity in planning (DP-8, EC-10).
- Business development policies **promote an economic climate that is supportive of business formation, expansion, and retention, and emphasizes the importance of small businesses in creating jobs** (EC-7). **Public-private partnerships** should be used to implement economic development policies, programs and projects (EC-8). Also important to the TIB Corridor are KCCP related to people. **Cultural diversity** of the local community should be celebrated (EC-12). Resources should be committed to address disparity in income and employment opportunity for economically disadvantaged populations (EC-13).
- A **station area plan should be developed for the light rail station** and any transit hubs along the TIB Corridor (T-4). Non-driving population needs should be addressed in the development and management of local and regional transportation systems (T-12).

Tukwila Community Input – Community Conversations

Between January 10, 2014 and February 21, 2014, Global to Local Community Health Promoters (CHPs) and Community Connectors[6] representing the Latino, Somali, Eritrean, Burmese and Arabic-Speaking communities conducted a total of 194 surveys of residents from these populations to gather community feedback regarding housing, business, food access and service needs along the Tukwila International Blvd Corridor. The survey was also made available online.

On March 6th and March 8th, 2014, the city of Tukwila held Community Conversation open houses to gather community feedback regarding housing, business, food access, and service needs along the Tukwila International Blvd Corridor. The March 6th Conversation was held at Showalter Middle School; the March 8th Conversation was held at the Tukwila Community Center.

Common Themes and Variations Across Communities

The following section summarizes and compares the results of the surveys collected one on one by the Community Connectors outreach effort and at the open houses called Community Conversations that occurred on March 6th and March 8th 2014. The survey was also available to the community via the City of Tukwila web-site. The tabulated survey responses are in Appendix B.

After reviewing the data collected, there were some clear variances amongst different ethnic groups, and between those surveyed and those attending the open houses. The survey consisted of questions related to four categories: housing, neighborhood, businesses and services. For the most part, common themes surfaced.

Housing

Community Connectors Survey: The majority of the immigrant/refugee population residing within the boundaries of the Tukwila city limits live in apartment buildings with 1/3 of the Latino and Somali communities either renting or owning a house. Most of the populations also indicated being unhappy with their living situation indicated by the responses of over 60% of Somali and Burmese. However, despite complaints regarding their living conditions, over 50% the Latino population indicated being pleased with their current apartment or home.

When asked which things they would change if given the opportunity, the top two responses among all populations was lower cost and an increase in number of bedrooms.

Three spaces that all survey respondents would use the most, other than the Burmese, were Playground, Exercise Room and Indoor Sport Court, if it were made available either in their apartment complex or home. However, over 78% of the Burmese population indicated a vegetable or garden space as their top choice.

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[6] The seven Community Connectors are current residents of Tukwila, with some of them residing in the city for over 10 years, and thus possessing first-hand information on where to best conduct outreach with members of their population and ensure a balanced representation of residents including youth, families, seniors as well as apartment residents and homeowners.

Open House Participants: The majority of participants interviewed lived within a house, with the next largest group living in apartments. Few residents lived in mobile homes or condos.
When asked which things they would change if given the opportunity, the top two responses among the Open House participants was more/better outdoor space and better maintenance of their building.

The participants surveyed at the March 6th open house said they would use Barbeque/Picnic Area, Vegetable Gardening Space and Exercise Room/Equipment the most if available either in their apartment complex or home. For the participants of the March 8th open house, the preference is for Common/Party Room, Vegetable Gardening Space, and Exercise Room/Equipment.

Neighborhood

Community Connectors Survey: Over 85% of both the Somali and Eritrean population indicated close access to their mosque or church as their top reason for living in Tukwila, with closeness to family and people from their country as their second reason. Several of those surveyed also indicated the desire for a traffic light between S 142nd & S 143rd so that families could have safe and secure access to the mosque from one side of International Blvd to the other. The Latino and Burmese populations indicated closeness to school as their top reason, with both groups responding at a rate of over 65%.

Across all communities, over 60% of the responses indicated that they planned on staying in Tukwila, with the highest mobility predicted for the Eritrean and Arabic-speaking populations. Both of these communities indicated that while they would like to continue living in Tukwila, the high cost of rent and of the living conditions motivate them to seek housing elsewhere. Several respondents indicated the desire for low income housing in Tukwila as well as access to affordable commercial space so that they may start their own businesses at a reduced rate.

Open House Participants: The main reason cited by both groups for living in their neighborhood in Tukwila was that they liked their house/apartment. This response was 88% for those on March 6th, which was higher than the 48% cited on March 8th. Cost, proximity to transportation and work were of similar importance for both groups.

The March 8th group cited being close to family and people from their own country more often, showing a higher priority for social needs.

New Businesses

Community Connector Survey: Hands down, the largest request is for a better and larger grocery store in the neighborhood with WINCO and Safeway listed as their top two choices. Over 1/3 of the responses also requested a large box store, like a Costco or a Walmart be located on TIB. A third choice for residents was a family resource center and a gym with a couple of those surveyed recommending cheaper options for resident use of the Tukwila Community Center.

Open House Participants: Similar to the group surveyed by the Community Connectors, the largest requests is for a better and larger grocery store in the neighborhood. Access to quality and specialty groceries was also a recurring theme, with many residents expressing a desire for more organic and local produce. Another popular choice was for more cafes and bakeries, especially along TIB. Very few of these open house participants requested a large box store, like a Costco or a Wal-Mart.

Problem Businesses

Community Connector Survey: While many residents indicated appreciation for the recent closure of some of the motels on TIB, their top choice as problem businesses were the motels, followed by Déjà vu/Showgirls, and casinos as a distant third.

Other complaints regarding local businesses referred to the parking lots surrounding some of the Somali businesses on TIB, where due to a lack of security and structure, residents experience unsafe driving and gang activity. Complaints about gang activity was also mentioned in regards to the parking lots surrounding the mini marts and convenience stores like 7-11.

Open House Participants: Responses were similar to the Community Connector surveys - an appreciation for the recent closure of some of the motels on TIB, and their top choice as problem businesses were the motels, followed by Déjà vu/Showgirls and casinos.

Other complaints regarding local businesses referred to the parking lots surrounding some of the Somali businesses on TIB. Complaints were recorded regarding smoke shops/liquor stores and tenants running illegal businesses, such as car rental agencies also selling vehicles.

Access to Services

Community Connector Survey: Over 60% of those surveyed did indicate satisfaction with access to services in the area. However, their top choices for new services included a Department of Social and Health Services, a Department of Licensing offices, a health clinic and low income housing.

Open House Participants: 56% of participants surveyed on March 6th indicated satisfaction with access to services in the area, while only 42% indicated satisfaction with services on March 8th. The top choice for new service in both groups was for a quality health clinic.

Food Access

Community Connector Survey: Across all populations, over 60% of respondents indicated satisfaction with food access. However, many of those surveyed asked for lower cost options, as well as a Farmers Market and more Ethnic-specific restaurants and markets.

Open House Participants: Both groups surveyed were similarly split on whether or not they could find the kinds of food desired near their homes. Many indicated that they had to travel to neighboring cities to find the type or quality of groceries desired. Those surveyed also often desired the creation of a Farmers Market and access to fresh food.

Current Shopping Locations

Community Connector Survey: Over 80% of survey respondents shop at the Saars on S 144th Street, mainly because it's the only choice available to them (we assume because it's within walking distance of their homes). However, many indicated needing to travel to Burien or Renton to do their grocery shopping. Residents living on Macadam Rd indicated their dissatisfaction with the lack of grocery stores in that area. A small number of responses also said that they have stopped using the food bank because on several occasions they have experienced receiving expired food.

Open House Participants: Most survey participants purchased their food from a big box store, with Costco and Fred Meyer being the most popular. 50% of the March 6th group and 65% of the March 8th group also shop at a large grocery store. A quarter of the March 6th group cited a small store/butcher/produce stand as a resource versus 10% of the March 8th group, while 23% of the March 8th group purchased prepared food from restaurants in comparison to only 6% of the March 6th group. This indicates that the shopping styles were slightly different between the two groups when occurring outside of a grocery store.

Tukwila Community Input – Survey of TIB Businesses

In partnership with the City of Tukwila, Futurewise, OneAmerica, and El Centro de la Raza (El Centro) surveyed, local businesses on or in close proximity to TIB from June 29 to July 18, 2014. The purpose of the survey was to assess the needs and attributes of the businesses, who are such a dominate factor in the character of the TIB neighborhood. The information from the surveys can help provide direction for the TIB District Element of the Comprehensive Plan. The two most discussed issues by respondents revolved around public safety and affordable housing. A survey summary and detailed responses are included as Appendix C to this report. Survey result highlights are summarized below.

Languages spoken

The average business provides staff that speaks over 3 different languages. The franchised business such as Arco-AMPM and Bartell Drugs, have staff that together speak 7 languages including English, Korean, Chinese, Vietnamese, Spanish, Punjabi, Arabic, Japanese, Turkish, and Ethiopian.

Ownership and age of business

Of the 55 businesses surveyed, 33 reported that the business is locally-owned, 12 are franchised, and 3 are corporate-owned. The average business has also been operating for over 16 years.

Reason for locating business on TIB

The reason for establishing their business within Tukwila is predominately related to their clientele, location, and affordability. 33% of respondents cited affordability and availability and 21% cited proximity to the airport and density of traffic.

Where customers live

Most customers for TIB businesses live in Tukwila and neighboring communities. Specifically 72% of respondents reported their customers live in Tukwila/SeaTac. Given the proximity to the airport and a centralized location; however, businesses also serve customers throughout the broader region.

How customers get to TIB businesses

Respondents mentioned a variety of modes of travel for their primary customers (note: survey respondents could note more than one mode):

- Driving - 55
- Walking - 23
- Transit - 21
- Biking - 16
- Taxis - 2

Businesses that expressed higher walking traffic also mentioned the apartment buildings close to their businesses. Many expressed a positive relationship between more housing and an increased customer base.

Plans and Attitudes about Future

Most businesses plan to continue operating in Tukwila in the upcoming years; 43 (81% of respondents) businesses plan to continue operating, 5 (10%) businesses have expressed the potential desire to relocate, and 4 (9%) are unsure.

Generally, most businesses are optimistic about the changes that have occurred in the community over the years, specifically with the shutdown of the motels and plans to construct a mixed-use building and a library on the vacant lots of TIB. 32 (58%) businesses responded with optimism regarding future planning of Tukwila, while 8 (15%) businesses responded that they were pessimistic, and 15 (27%) were unsure.

Concerns and Other Issues

Slow pace of development. The greatest concern, even for optimistic business owners and managers, is that development has been slow to happen along TIB. Many survey respondents commented about the City's plans to construct a mixed-use development on the corner of TIB and S. 144th St. Many imagine this as being a "fresh start" for their business and the area, but expressed frustration at the fact that the lot has been vacant for over five years. This feeling mirrored the sentiments expressed by a few that plans for development along TIB are promising, but are moving slower than they would like. Similarly, some mentioned that the motels shut down last year have not been torn down. This, they said, gives an unsettling look to the surrounding area that may deter customers coming from out of town or from the airport.

City regulations. Several business owners (14) felt that the City's regulations were restrictive to the success of their business. While several owners and managers mentioned that the city had generally been cooperative and supportive during their time on TIB, others have had problems with illegal signs and don't understand the City's sign regulations. Some business owners (particularly food truck operators) have felt that they face obstacles severe enough that they have stopped offering certain services or believe that the City does not want them there and thus they are planning to sell and move away. Some food market owners are confused about health regulations and inspections, which is not under the City's control. Small business owners and managers are also concerned with potentially rising rents as redevelopment happens, and the possibilities of more business relocations, vacant storefronts, or a less active commercial district.

Diversity. Many survey respondents mentioned the diversity in the area as an asset, with tight-knit communities along TIB providing loyal customer bases. Others, though, saw their primary business competition embodied by another cultural community, rather than by specific businesses. This perception could lead to a situation where, although the area is diverse, cultural communities tend to live separately and shop at different stores.

Safety. A strong majority of businesses surveyed mentioned that the neighborhood had become safer since the motels were closed in 2013. This issue was mentioned frequently when discussing perceptions of the future of the neighborhood. Many owners felt optimistic, in this sense, but also expressed concerns about the continued loitering and petty crime outside of their businesses. Others said that while the police have cracked down on petty crime, they sometimes are slow in responding to larger issues that concern business owners, such as cars stolen off of lots and identity theft. Overall, the sentiment in the community is that while progress has certainly been made, there is more work to be done regarding safety.

Of the business respondents that mentioned police patrol, the majority stated that they would like to see more patrol in the community. However, a few respondents mentioned that they appreciated that the police patrolled so often. Another facet of public safety that was mentioned was loitering and delinquents.

Many people commented that the reason for the loitering problem is that there are few parks or recreational facilities to occupy youth. The respondents are anticipating the development of the new library and mixed use senior citizen building, but several mentioned that it has been years since any development has occurred. Many people acknowledged the City's efforts that resulted in the closure of the motels, but believe that redevelopment must happen to beautify the area. The abandoned motels are viewed as an eyesore to the community. Interestingly, not everyone agreed with the shutdown of these motels. A few business owners said that they have seen a drop of clientele since the closing of motels and thus it had been bad for their businesses. Those who remain optimistic say that they look forward to the senior citizen development (Tukwila Village) bringing new clients to the community.

Affordable housing. There were a variety of views on affordable housing. Some business owners and managers were more likely to be pessimistic about the changes in Tukwila, and while they often acknowledged that the landscape and streets are cleaner, they think the City has done little to address the issue of homelessness. Several business owners associated the existence of affordable housing in Tukwila with an increased crime rate and the increasing number of loiterers around their businesses. One business owner expressed strong opposition to affordable housing, claiming that it creates bad change in the community, however he also noted that his clientele base has never been from Tukwila and that he still anticipates operating his business in Tukwila until he leaves. Those businesses that were optimistic about the community seemed most likely to support an increase in affordable and senior housing, stating that it will bring more business and activity to their stores.

Many businesses reported a drop in business activity and related the change to complaints from customers about rising rents for housing. Some businesses commented about the opportunity for more affordable housing, as well as the opportunity for more commercial retail, would help stabilize the neighborhood, especially as it grows and changes.

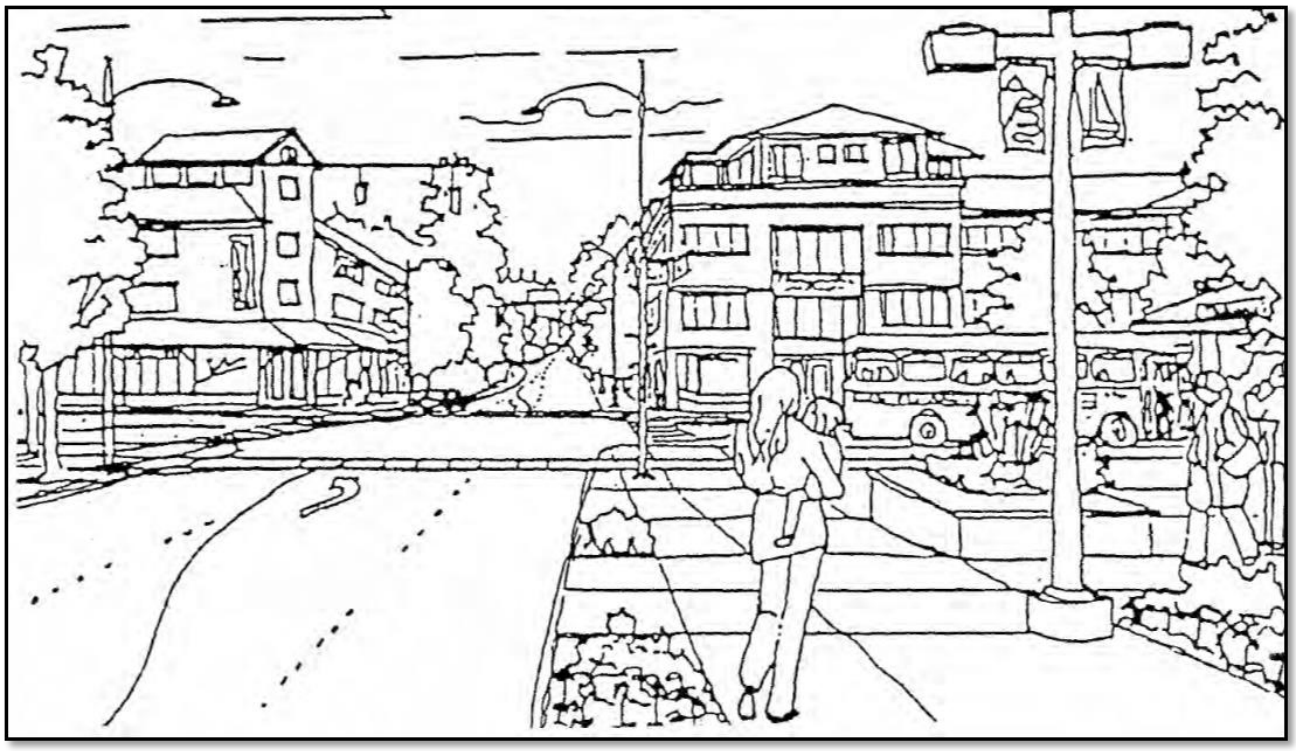
IV Vision for the TIB Corridor

Existing Vision Comprehensive Plan

The existing vision for the TIB Corridor is taken from the Tukwila Comprehensive Plan, Goal 8.2 - Pacific Highway Corridor Goal:

A Pacific Highway corridor that is an attractive, safe, and profitable place to live, do business, shop, and work, and is a positive reflection of the City as a whole and of the surrounding residential and business community.

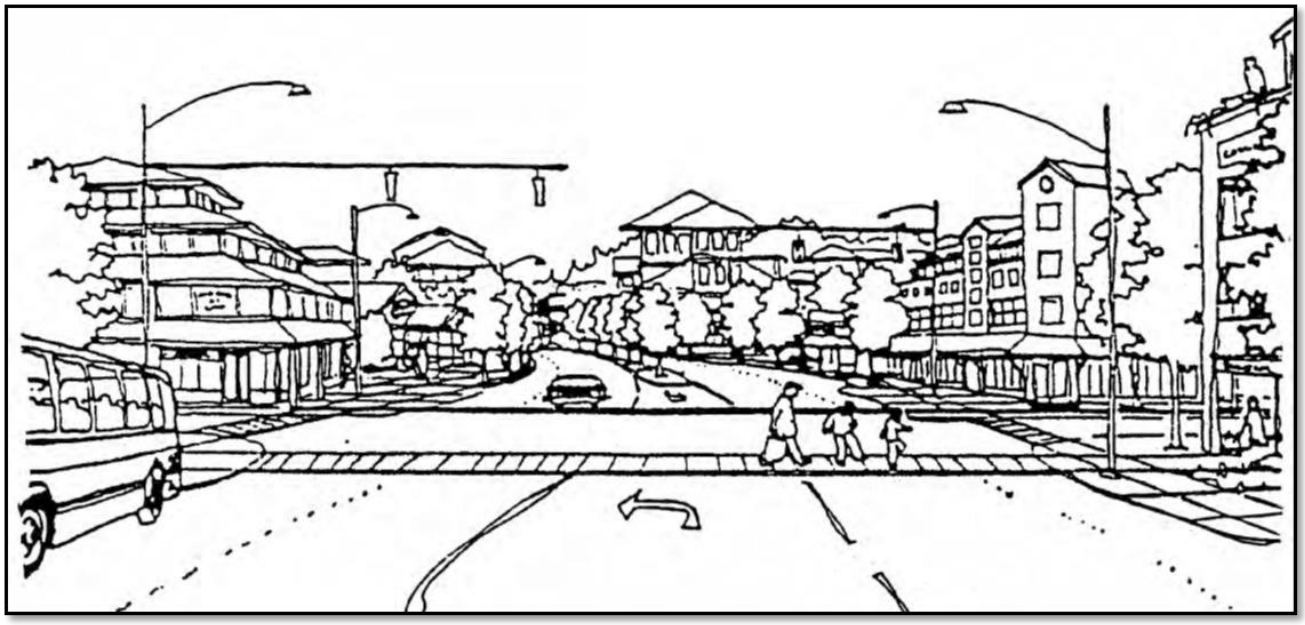
Images from the adopted TIB Design Manual and the Comprehensive Plan however show a lower density than Tukwila Village, which is a public private partnership being developed at S. 144th Street and TIB.



Development Vision – Comprehensive Plan

Development Vision – TIB Design Manual

The existing TIB Design Manual addresses the community's expectations *for a mixed use commercial and light industrial area that functions for, supports and provides useful amenities for pedestrians, while at the same time supporting motorists. Safety is a clear objective as well as improved site design and design quality and greater consistency between sites.*



Development Vision – Comprehensive Plan

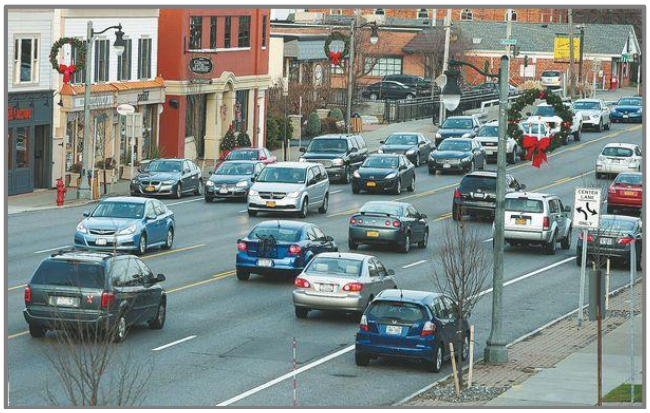
TIBAC's Recommended Vision

The Tukwila International Boulevard Action Committee (TIBAC) has spent considerable time crafting an updated vision for TIB. TIBAC would like to see the corridor transition from a state highway and transportation corridor into a "main street" style road serving as the central spine of a neighborhood. Rather than having a goal of moving traffic through the area, the Boulevard should become the link that connects the residents and businesses to foster a healthy, sustainable, and desirable neighborhood. TIBAC looked at TIB from S. 160th St on the south to S. Norfolk St on the north. They divided TIB into five segments[7] based upon existing or future differences in characteristics along the length of the corridor, and set forth the following general policies:

- TIB should be clean and attractive.
- There should be a vibrant mix of businesses and residential uses, but the actual mix will vary between segments.
- The level of pedestrian amenities should vary between segments, with more amenities in the southern areas (from S 160th St to S 146th St).
- Walking along the Boulevard should feel safe with more sidewalks along its entire length. Pedestrians should feel safe crossing the Boulevard with signalized crossings where necessary, especially in the heart of the District (from SR 518 to S 140th St) around the S. 144th Street TIB Intersection.

[7] TIBAC identified a sixth segment that is outside the boundaries of this report's study area. The segment runs from SR 599 on the south end to S. Norfolk St. on the north and is part of the City's Manufacturing Industrial Center. TIBAC supports the continued use of this area for business, including heavy & light manufacturing, warehouses, office, services, hotels, and other commercial uses. They also support non-motorized and transit improvements when they do not hinder business operations. TIBAC supports a light rail station in this area, and should it be constructed, wants to see this area in the vicinity of the station evolve into a mixed use residential neighborhood.

Examples of TIBAC's Vision for TIB Segment 1



Examples of TIBAC's Vision for TIB Segments 2&3

Table 2 provides more detail on TIBAC's envisioned streetscape and land use for each segment. A summary of TIBAC's vision, existing conditions/zoning, and preliminary issues to consider for each segment is provided below.

Segment 1: S. 160th to SR 518. Transit oriented development (TOD) consisting of a mixed use neighborhood with a combination of retail, offices, eateries, and residential buildings.

- This area is currently zoned Regional Commercial (RC) and within ½ mile of the light rail station. There is a very large airport parking facility on the west side of TIB in SeaTac. The current use on the east side of TIB, south of SR 518 is a park and fly and a car rental lot - a significant revenue generators for the City. What would need to be done to make the walk from this area to the light rail station more attractive and safe for pedestrians?

Segment 2: SR 518 to S 146th St. Mixed use transit oriented development (TOD) that is pedestrian friendly and walkable with a neighborhood feel, almost like an old-style main street, but development on the east side of the Boulevard must develop in a way that is sensitive to the adjacent single family neighborhoods.

Table 2. TIBAC's Vision – Segment Summary

Segment	Streetscape	Overall	Use examples	Height	Building form
1. **S. 160th to** **SR 518**	No on-street parking; Reduced speeds; Additional traffic signals; Awnings providing weather protection; benches; street trees; planters; display windows	Commercial and residential with a neighborhood feel	Residential including apartments & townhomes in the eastern portion of the block and above street level on the Boulevard; In addition to retail - Hotels, Motels; Office, Drive-thrus, Indoor park n fly, Nightclubs, Indoor & small scale manufacturing/ warehousing/storage; small retailers; commercial parking in structures;	No limit but transition to adjacent residential	Bldgs. should: face the street, up to back of sidewalk; parking should be hidden and structured parking encouraged; Wide buildings broken into smaller segments
2. **SR 518 to** **S. 146th**	On-street parking; Reduced speeds; signals at all intersections; Awnings; benches; street trees; planters; display windows		Residential including townhomes; In addition to retail - hotels, motels; offices, Drive-thrus, In-door park n fly, nightclubs; indoor auto repair; Indoor & small scale[8] manufacturing/ warehousing/storage; structured commercial parking Street level must be commercial		Bldgs. should: face the street; up to back of sidewalk; no parking b/w sidewalk and bldg.; structured pkg. encouraged; Wide bldgs. broken into smaller segments
3. **S. 146th to** **S. 140th**		Residential neighborhood with compatible commercial and a neighborhood feel – encourage small scale retail and office and large scale office	Residential including townhomes; Hotels, Motels Office, Drive-thrus, In-door park n fly only in structures; Nightclubs Indoor & small scale[9] manufacturing/ warehousing		Bldgs. should: face the street, up to back of sidewalk, Wide bldgs. broken into smaller segments; hide parking in structures; Commercial or residential at ground/street level
4. **S. 140th to**	No change; pedestrian crossings where needed;	Mix of commercial, low impact	Residential including townhomes; Hotels, Motels Office, Drive-thrus, In-door park n fly, Nightclubs		Bldgs. should hide parking with landscaping or behind bldgs. or in structures;

[8] Small scale < 20,000 sq. ft., no noise or odors, and no large truck deliveries

[9] Small scale < 20,000 sq. ft. and no large truck deliveries

S. 130th		industrial and residential	Indoor & small scale [10]manufacturing/ warehousing		surface pkg. lots okay; street level residential okay
5. **S. 130th to** **SR 599**	No change; current speeds may not be safe for crossing pedestrians. Complete sidewalks	Commercial strip, convenient to drivers	Manufacturing, warehouse, storage, office, retail, commercial parking, indoor auto repair, restaurants with drive-thrus, taverns, multifamily, including townhouses that are compatible with commercial industrial		Should hide parking from TIB; surface pkg. lots okay

- The area from SR 518 to S 148th St is currently zoned RC, and within ½ mile walking distance of the light rail station. Currently, zoning north of S 148th is a mix of High Density Residential (HDR) and Neighborhood Commercial Center (NCC) zoning. TIBAC's vision calls for ground level commercial uses along this stretch of roadway, but ground level retail is often difficult to lease.
- How can a "node" concept around the light rail station be supported?
- Should drive-through uses be permitted in a "node"? Is there sufficient amount of right-of way to allow for on-street parking? Should it be required or optional, as redevelopment takes place? Incentives?
- A common theme across all segments is unlimited heights, allowing the market to determine appropriate heights, and ensuring that height is stepped down to limit impacts on adjacent residential areas. Given the shallow depth of the commercial lots on TIB, are unlimited heights appropriate all along this stretch of the corridor?

Segment 3: S 146th St to S. 140th St. Mixed use transit oriented development (TOD) that is a walkable neighborhood with a variety of housing types, retail, offices, and commercial uses that contribute to a neighborhood feel, almost like an old-style neighborhood.

- This area is currently zoned NCC, and includes the Urban Renewal District and the Tukwila Village project. The intersection of S 144th and TIB is about .7 miles walking distance from the light rail station, requiring most riders to take another mode of travel to the station. Are smaller-scale manufacturing and industrial uses appropriate in this potential TIB "node" and do they contribute to walkability? Are unlimited heights appropriate and do they fit with an "old style neighborhood" feel?
- Similar to Segment 2, is there sufficient amount of right of way to allow for on-street parking?

Segment 4: S. 140th St. to S. 130th St. A compatible mix of businesses and residential development since the topography limits the amount of developable property that accesses the Boulevard, and most of the single family homes are grade-separated from the Boulevard.

- This area along the corridor is currently a mix of High, Medium and Low Density Residential (HDR, MDR & LDR), NCC, MUO, and RC zoning. Should the commercial zones be replaced with one type of zoning allowing a wide mix of uses, including retail, office, services, warehousing and industrial, but with tighter requirements regarding building form and placement, and performance standards governing off-site impacts?

Segment 5: S. 130th St. to SR 599. A focus of this area on commercial and industrial although residential uses should be allowed as long as compatible with commercial and industrial.

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[10] Small scale < 20,000 sq. ft. no noise or odors, and no large truck deliveries

- This area is currently zoned MDR and LDR, with Manufacturing Industrial Center/High and Low (MIC/H, MIC/L), and Commercial Light Industrial (CLI) districts on the north end close to SR 599. There is also a small amount of NCC zoned property at the intersection of S 130th and TIB. What type of multifamily housing should be permitted in this area, and where? Will the surrounding commercial and industrial uses require specific design guidelines or performance standards so that it is compatible with residential development?

V Existing Conditions Discussion

The TIB District has been governed by the City since 1990, and under a consistent Tukwila policy and regulatory framework since 1995. There have been some adjustments to strengthen tools used to achieve the overall goals for the area. For example, the urban renewal overlay district was created to allow adjustments to height and parking requirements.

The following are factors influencing the attainment of the Community's Vision for the TIB district:

Land Use

- The irregular pattern and small size of existing land parcels & ownership
- Higher land values with a stock of older buildings, deteriorated properties, including low valued and aged mobile home parks, motels and apartments (both +/-)
- The effectiveness of current zoning regulations in achieving the vision, particularly those addressing the commercial and mixed use districts
- City owned properties – motels and vacant land
- Urban Renewal District
- Parking, building height, street grid, and block size, and their relationship to the built form

Real Estate Market

- Current market conditions, including the total number of households and their low disposable income in the immediate area
- The higher cost of redevelopability versus the lower cost of greenfield development
- Perceptions of TIB as a high crime, suburban commercial strip, formerly Pacific Highway, State Route 99
- Proximity to airport, light rail, BRT, major interregional freeways
- Proximity to major retail, industrial, and transportation concentrations that are associated with large amounts of employment and economic development, as well as competition for the area businesses
- Image that the area's improvements are for an auto-oriented commercial area, with a roadway serving regional as well as neighborhood traffic

Public Resources

- Subsidized housing
- Community advocates - Small but active business and resident group – Tukwila International Boulevard Action Committee (TIBAC)
- Resources and commitments by a modest sized city with substantial economic assets
- Criminal/nuisance issues that need to be addressed with public resources
- The TIB District and other annexed areas were historically not the focus of King County programs for urban residential and commercial infrastructure and amenities
- Street improvements

These factors are further discussed in the following sections.

Land Use

Ownership Patterns & Land Value

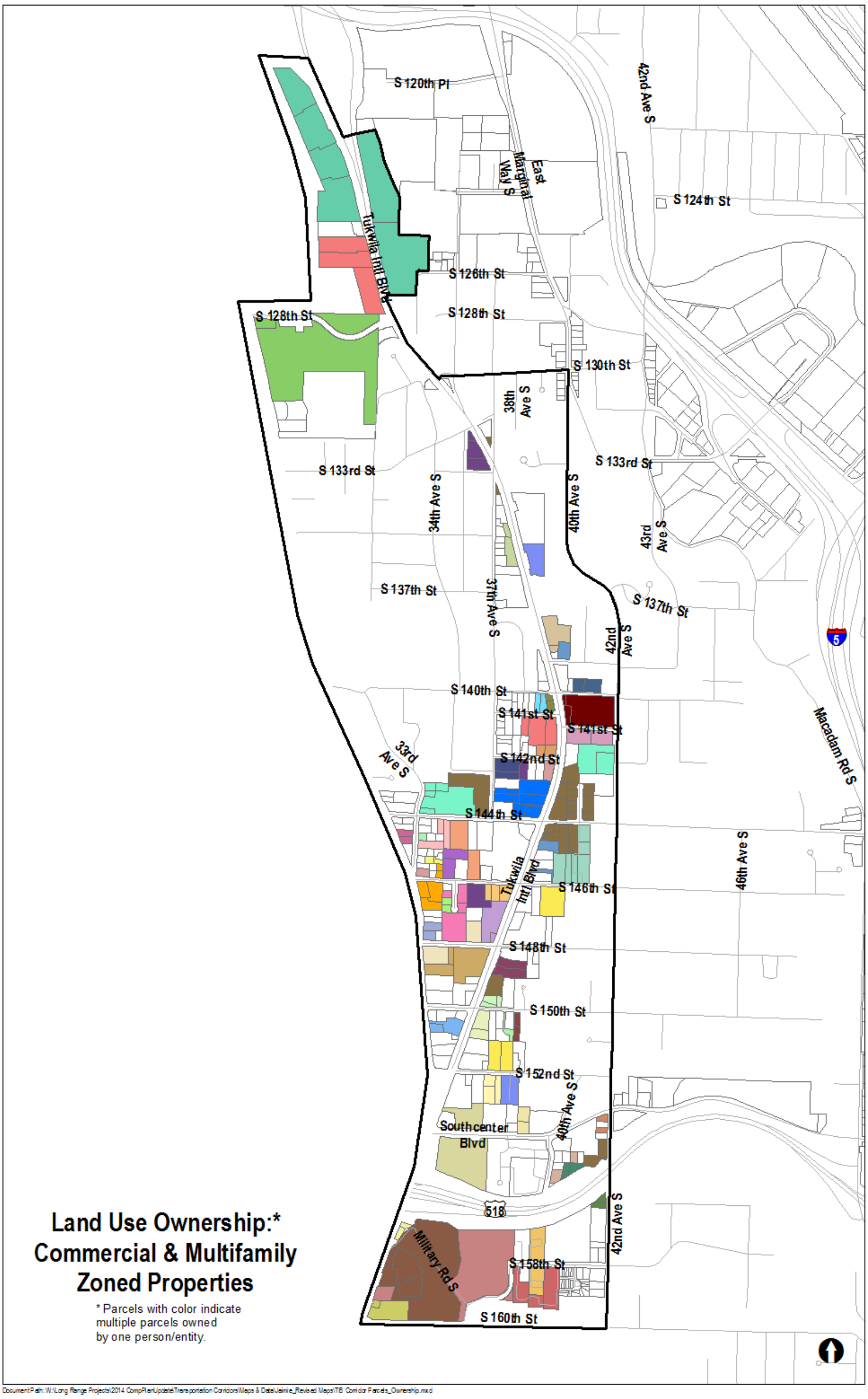
Ownership Patterns

A significant real estate and redevelopment issue for the TIB corridor is the parcelization of property into a mixture of small and larger lots. Land in the study area was platted prior to public acquisition of land for the highway in the 1920's. The lots were part of the surrounding residential subdivisions when the State acquired the 100 foot right of way. Consequently, the lot pattern within the study area, especially the lots fronting TIB, is irregular. Some lots are shallow but wide fronting the highway, some are triangular or otherwise small left overs, and some have been reconfigured through acquisition of deep and narrow lots in order to face the highway. The highway right of way, which runs at an angle through the study area, further complicated the lot configurations. Modern real estate, particularly retail and office development, tends to require large and deep lots so that not only larger buildings can occur, but community requirements for setbacks, parking and landscaping can be accommodated. Figure 4 depicts land ownership along the TIB corridor.

Currently, there are approximately 338 parcels and 239 different property owners within the study area. The majority of parcels located adjacent to TIB are individually owned, not under common ownership. As seen on Figure 4, parcels without color indicate individual ownership; colored parcels indicate that an owner owns more than one parcel, but it may not be contiguous. The lots that have been aggregated by property owners have tended to develop more readily with development that meets community standards for landscaping and parking, than have the smaller lots. Examples where more recent parcel aggregation has occurred to accommodate new projects are the International Gateway development at the north end of the study area, and the site of Bartell's/Jack in the Box at the intersection of TIB and S. 144th Street.

The City of Tukwila is another significant land owner on TIB (see parcels colored brown on Figure 4). In 2009 the City aggregated 21 parcels (6 acres) on the northeast and southeast corners of TIB and S. 144th St and established an Urban Renewal Overlay District to encourage the redevelopment of distressed property, assist the community in achieving its vision for a mixed use center and strengthen the commercial district. This is the location of the Tukwila Village project, which will include a branch of the King County Library, the City's neighborhood police resource center, and a plaza/park in combination with other retail, office, live/work, and residential space. The City also owns a vacant parcel of land on TIB between S. 150th and S. 148th Streets and recently purchased two contiguous motel properties adjacent to TIB between S. 146th and S. 144th Streets, as well as a third motel just off of TIB on S. 146th St.

Figure 4. Ownership in Commercial & Multifamily Zoning Districts



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Tukwila Village Project

Comparison of Improvements to Land Value Ratio (1995 to 2014) and Redevelopment Potential

The improvements to land value ratio indicates the value of investment in property. Typically in high value urban areas there is significant investment not only in property but also in the investment in improvements to the property. High investment relative to the assessed price of land results in a higher number on the index, whereas low investment results in a low number indicating that not a lot of investment has been made on a lot.

The colored Figures 5 and 6 allow the reader to compare the ratio of improvements to land values in 1995 to 2013, respectively. On both maps, the lighter colors indicate low investment and the darker colors indicate high investment. Where the improvements to land value ratio has changed, in most cases the ratio has declined, implying that the value of improvements has dropped below the value of the land. The most significant decrease in improvement value is seen in the properties at the intersections of TIB and S 144th St (where the City demolished structures in preparation for Tukwila Village) and TIB and S. 150th St, the parcels east of TIB between S. 144th St and S. 146th St, along S. 154th St east of TIB; and south of SR 518 where the property has transitioned from the Lewis & Clark Theater to an airport-serving car rental lot.

The ratio of improvement to land value can also be used as a relatively quick method for assessing redevelopment potential. There is no consensus in either planning practice or real estate development about a simple measure that defines redevelopment: ratios of improvement value to land value used for the purpose are usually between 0.5 and 1.5. Looking at Figure 6 and the parcels with ratios ranging from 0.5 to 1.0, it appears that there are parcels with a high redevelopment potential located along TIB which could support the development of nodes along the corridor. However, some of these parcels with commercial zoning along TIB are only 1 or 2 parcels deep, and many of these parcels are shallow in depth and small in size, making redevelopment into a more intensive use difficult without lot consolidation.

One key limitation to this approach for assessing redevelopability is that not all or even a majority of parcels that meet this criterion for redevelopment *potential* may actually redevelop during a defined planning period. However, it should be noted that any of the parcels could be redeveloped, given strong market forces.

Figure 5 Ratio of Improvements to Land Value – 1995

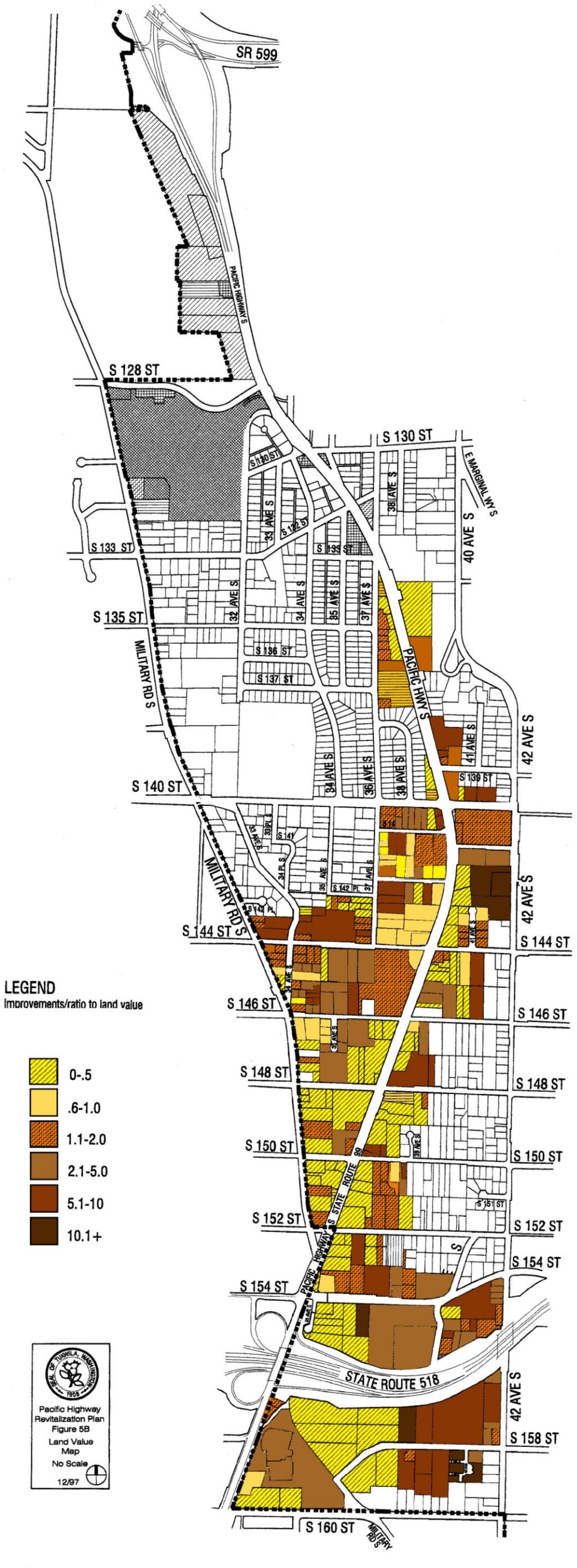
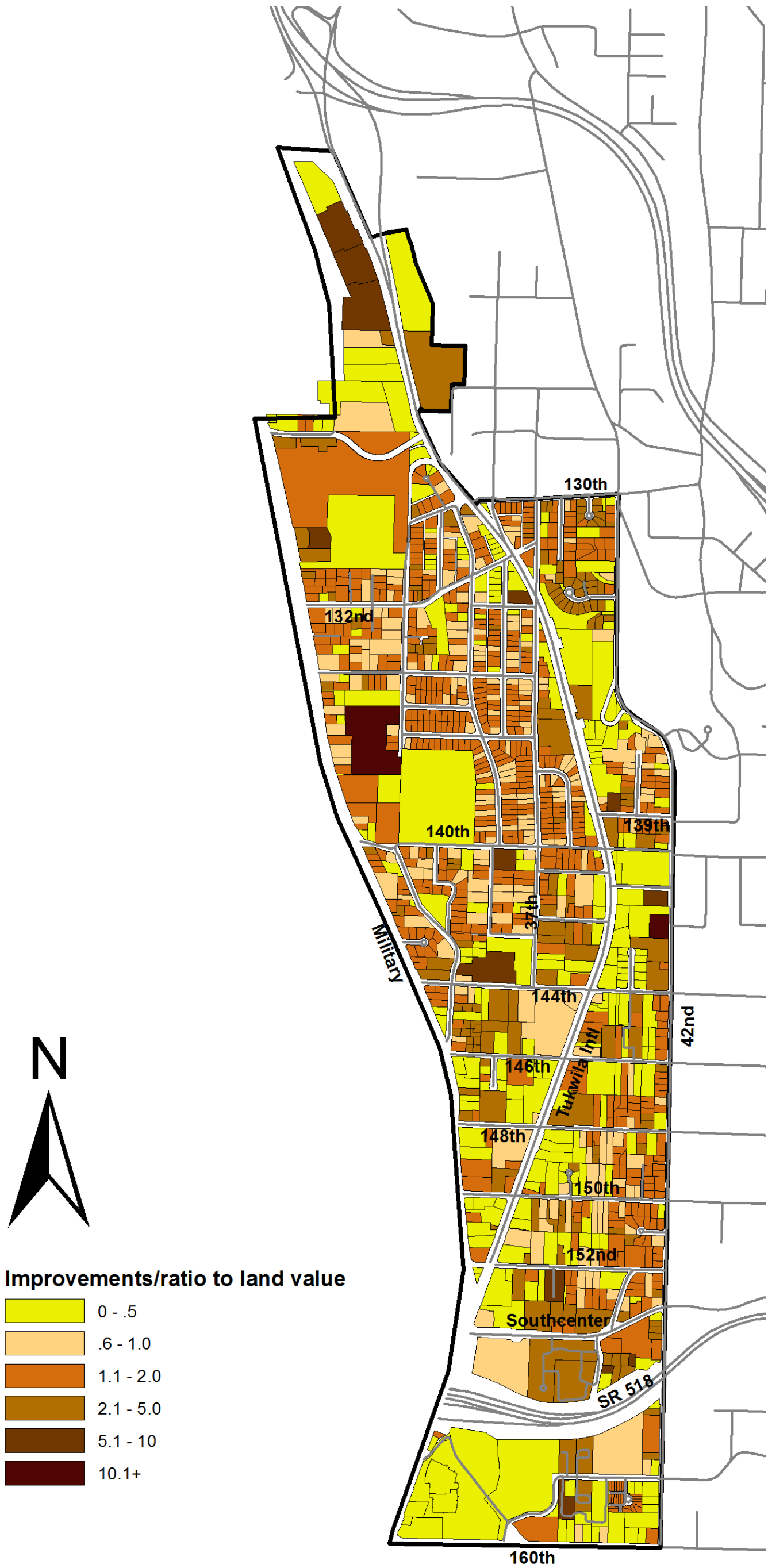


Figure 6 Ratio of Improvements to Land Value - 2014



Current Zoning

Current zoning districts in the study area include three zones devoted primarily to housing: Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR); three mixed commercial and residential use zones: Neighborhood Commercial Center (NCC), Mixed Use Office (MUO), and Regional Commercial (RC); and a zone for commercial, office and light industrial uses: Commercial/Light Industrial (C/LI), Manufacturing Industrial Center/Light (MIC/L) and Manufacturing Industrial Center/Heavy (MIC/H).

The most prevalent zoning district in the TIB planning area is LDR which comprises almost 50 percent of the total land area. When combining LDR with MDR and HDR, all residential land comprises 70% of the total area. These zones are generally east and west of TIB with a buffer of commercially zoned parcels fronting TIB. The two most prominent zones fronting TIB are Neighborhood Commercial Center (NCC) and Regional Center (RC).The locations of all the zoning districts within the study area are depicted in Figure 7, and the percent of the total study area by zoning designation is shown in Figure 8.

The following summarizes the development regulations for each zoning district in the TIB study area:[11]

Low Density Residential (LDR) – This zone allows for single family development with one home per lot at a maximum density of 6.7 dwelling units per acre. The zone is characterized primarily by single family households intermingled with legacy small scale commercial and community buildings with several two unit and four unit multi-family developments. Only one single family home may be built on a lot and the minimum permitted lot size is 6,500 square feet; however, there are existing nonconforming homes on lots small than this. There are LDR zoned parcels located in the Urban Renewal Overlay (URO) that may be developed to a greater density under certain conditions. For land not in the URO, future development in the LDR district will most likely be one single family home per parcel.

Medium Density Residential (MDR) - This zone provides for the development of multi-family and group residential uses with open spaces at a maximum of 14.5 dwelling units per acre. Single Family developments are permitted within the zone and multifamily is permitted, but in duplex, triplex, fourplex units, or townhouses up to four attached units. The zone is otherwise similar to the LDR zone in terms of allowed uses with retail, commercial and industrial uses generally not permitted.

Developments in this zone are subject to a maximum height of 30 feet as well as a maximum total footprint of 50% of the lot (75% for townhomes). The minimum permitted lot size is 8,000 square feet for single family lots and parent parcels for townhouse projects. For multifamily duplex/triplex/fourplex units and townhome projects there is a density limit of one unit per 3,000 square feet. The parking requirement for townhome projects is 1 parking stall per unit and for multifamily it is 2 parking stalls per unit for units that have no more than 3 bedrooms. There is also a recreation space requirement of 400 square feet per unit that needs to be set aside on the property. For land not in the URO, future development in the MDR district will most likely be predominantly townhomes as the code is currently constructed. There are MDR zoned parcels located in the Urban Renewal Overlay (URO) that may be developed to a greater density under certain conditions.

High Density Residential (HDR) - This zone provides for the development of multi-family and group residential uses at a maximum of 22 dwelling units per acre, or 60 units per acre for senior citizen housing developments,. This zone is otherwise similar to the MDR zone in terms of allowed uses with retail, commercial and industrial uses generally not permitted. There is also a recreation space requirement of

[11] Taken from Draft Memo from Heartland LLC to Lynn Miranda, *City of Tukwila LCLIP Analysis – Task 2 Memorandum*, dated October 1, 2014.

Figure 7 Comprehensive Plan and Zoning Designations

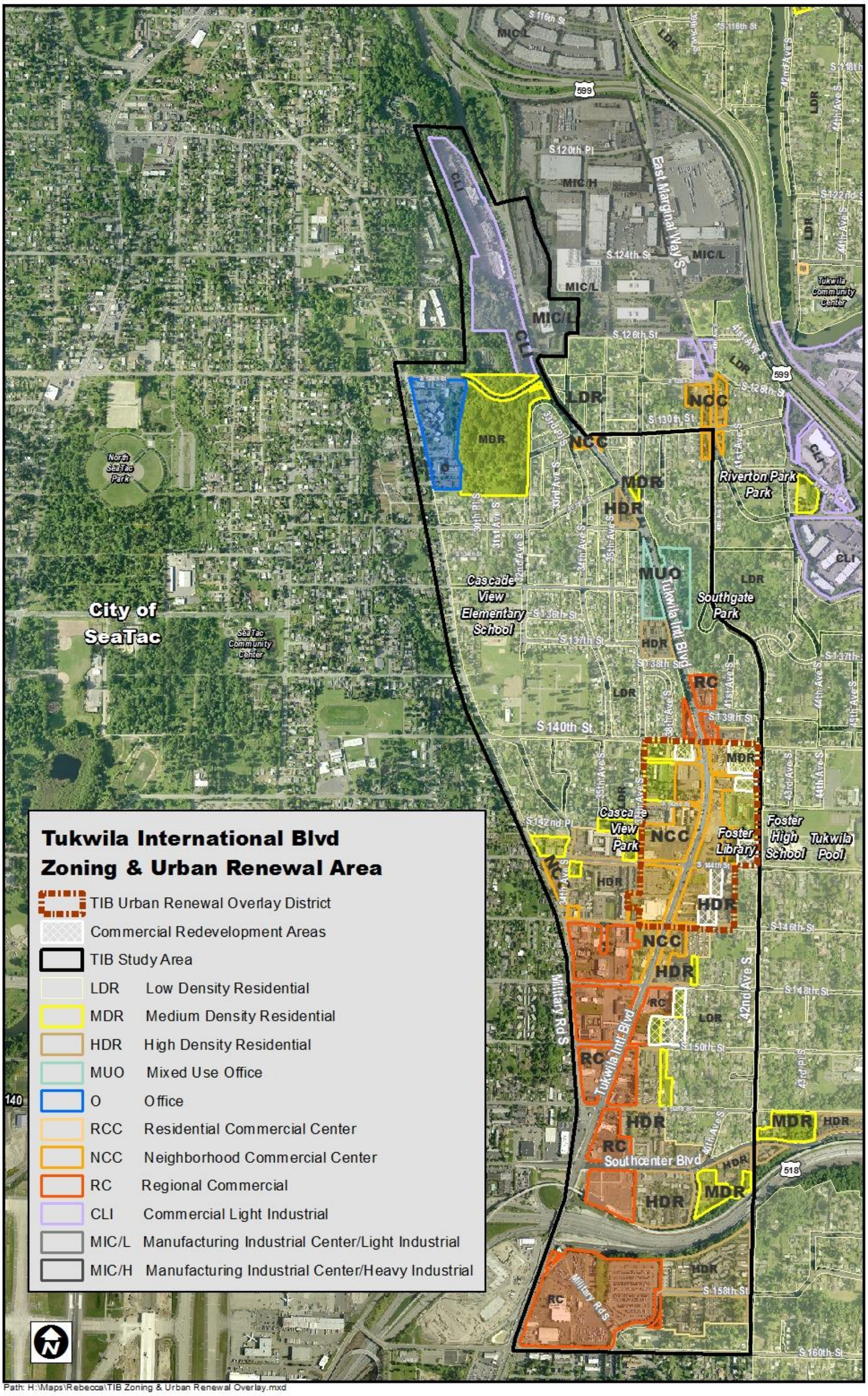
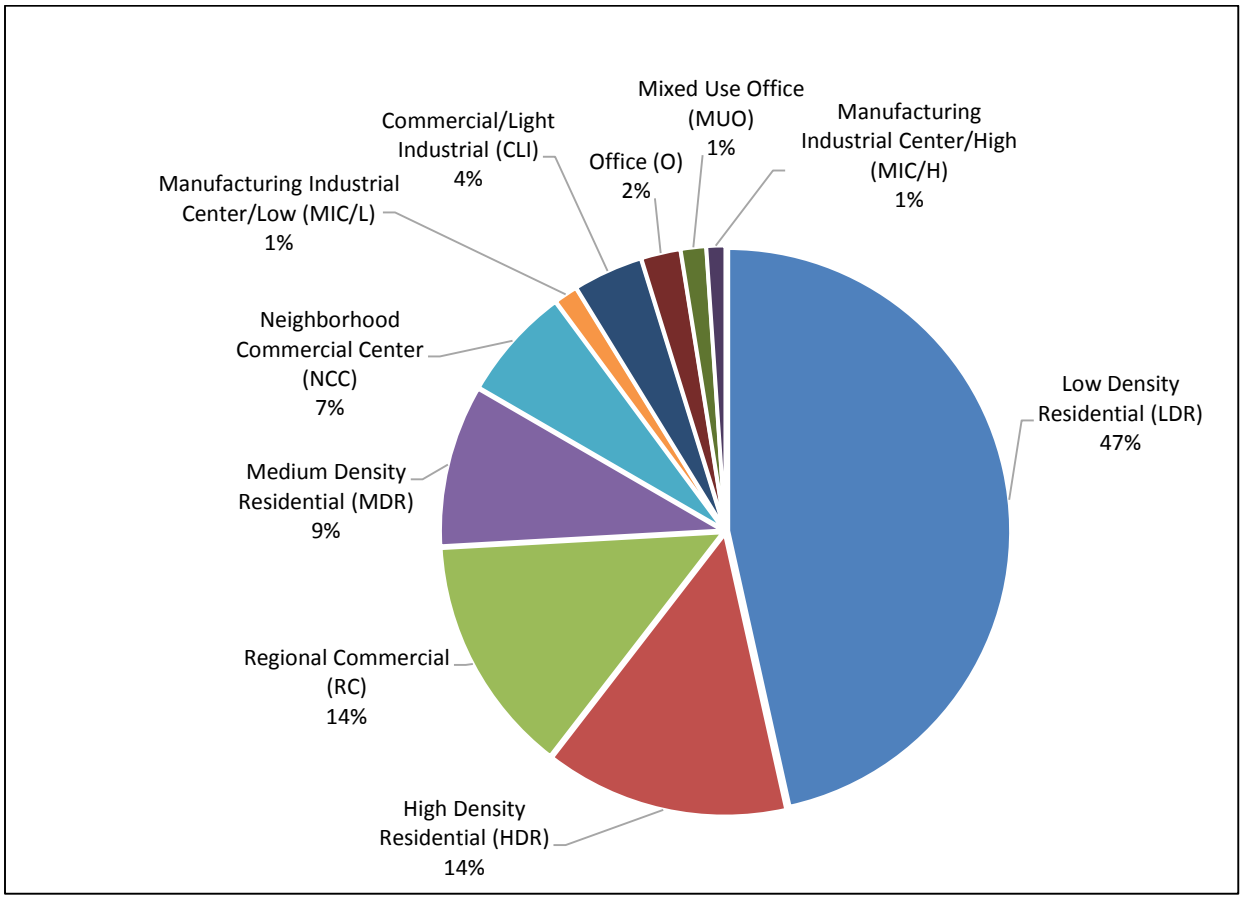


Figure 8 Percent of Total Study Area by Zoning Designation



400 square feet per unit that needs to be set aside on the property for multifamily projects and 100 square feet per unit for senior housing projects.

Developments in this zone are subject to a maximum height of 45 feet as well as a maximum total footprint of 50% of the lot, although this total changes to 75% for townhomes and is not applicable for senior housing developments. The minimum permitted lot size is 9,600 square feet for townhome projects. The lot area per unit allowed for multifamily and townhome projects is 2,000 square feet per dwelling unit. The parking requirement for townhome and multifamily projects are same as noted above in the MDR section. For senior housing projects with 15 units or less the ratio is one space per unit; for projects with 16 or more senior units, the minimum is 15 stalls plus 0.5 stalls per unit thereafter.

There are HDR zoned parcels located in the Urban Renewal Overlay (URO) that may be developed to a greater density under certain conditions. For land not in the URO, the future use of parcels in the HDR district will most likely be predominantly townhomes or mulit-plexes as the code is currently constructed.

Neighborhood Commercial Center (NCC) - Parcels in the NCC zone are generally concentrated around South 144th Street and Tukwila International Boulevard. Additionally, there are small pockets of NCC zoned land scattered in the northern portion of the TIB. This zone is intended to provide for pedestrian friendly areas characterized and scaled to serve multiple residential areas, with a diverse mix of uses. Uses include residential uses at the second story or above when mixed with commercial uses. NCC zoned parcels can

be developed to heights of 35 feet or 45 feet if residential is provided. Allowed multifamily densities are not noted in the code and it is assumed to be dictated by the floor plate of the ground level use. Senior housing density may be up to 60 dwelling units per acre. Residential parking ratios are the same as those in the residential zones noted above and commercial ratios are 2.5 stalls per 1,000 usable feet of retail, 3.3 per 1,000 for food markets, and 3.0 stalls per 1,000 usable feet of office. Based on the current zoning the future use of parcels in the NCC district will most likely be commercial (retail or office). Given the parking requirements, required recreation space, and required ground level commercial, mixed use projects are physically not-feasible.

Residential Commercial (RC) - Parcels in the RCC zone are generally concentrated in the southern end of the TIB up to South 146th Street. There is a small concentration of seven parcels around South 140th Street and Tukwila International Boulevard that are also zoned RC. This zone is characterized by commercial services, offices, lodging, entertainment and retail activities with associated warehousing and accessory light industrial uses. The zone allows for residential uses at the densities as those zoned in the HDR district, but only on parcels that do not front Tukwila International Boulevard. New developments can be built to heights of up to 35 feet. Residential and commercial parking ratios are the same as those noted above. Based on the current zoning future use of parcels in the RC district will most likely be commercial (retail or office). Given the parking requirements, required recreation space, and required ground level commercial, mixed use projects are physically not-feasible.

Mixed-Use Office (MUO) - This zone is bifurcated by Tukwila International Boulevard and is relatively small compared to the other zones in the TIB. The MUO zone has only 13 parcels totaling just over seven acres. It is intended to support professional and commercial office structures, mixed with complementary retail and residential uses. The zone provides for the development of multi-family with open spaces at a maximum of 14.5 dwelling units per acre, or 60 units per acre for senior citizen housing developments. While development in the MUO zone may reach 45 feet, single purpose office development may only be built up to two stories. Multifamily may not be developed by itself and must be incorporated into a project that is at least one level of office or retail. Development standards do not provide a maximum lot coverage percentage. Residential and commercial parking ratios are the same as those noted above. Future use of parcels in the MUO district will most likely be commercial (retail or office) or senior housing as the code is currently constructed. Given the parking requirements, required recreation space, and required ground level commercial mixed use projects are physically not-feasible.

Commercial Light Industrial (CLI) - Parcels in the CLI zone are located at the northern most end of the TIB. Of the three parcels that are zoned CLI, one parcel is nearly 12 acres and is improved with the International Gateway West office development. The remaining two parcels contain older structures being used for auto related business and a multi-family project, which totals nearly 7.9 acres. This zone is intended to provide for areas characterized by a mix of commercial, office, or light industrial uses. Permitted uses include adult entertainment, with certain restrictions, automotive services, hotels and lodging, structured commercial parking, storage, banking, data centers, and low impact industrial and manufacturing facilities. Developments can be built to heights of up to 45 feet. Residential and commercial parking ratios are the same as those noted above. Parking requirements are the same as those noted in the NCC zone while warehousing uses require 0.5 stalls per 1,000 square feet of usable area and manufacturing requires 1.0 stall per 1,000 square feet of usable area. Future use of parcels in the CLI district will most likely be office, similar to the International Gateway West.

Office (O) - There are only four parcels in the TIB that are zoned O, totaling 2.6 acres. All of these appear to be unlikely to redevelop given the level of improvements and the medical office use of these buildings relative to the adjacent Highline Medical Center. Because of the improbability of development and the condition of these properties, this zoning district is not assessed.

Urban Renewal Overlay (URO) District - The Urban Renewal Overlay District encompasses a portion of the TIB and establishes additional development regulations for the area bounded by South 140th Street to the north down to South 146th Street along with roughly one block to the east and west of the boulevard. The overlay was created to promote community redevelopment and revitalization by encouraging investment that supports well-designed, compact, transit-oriented and pedestrian-friendly residential and business

developments to activate the surrounding community. The zoning districts within this overlay are LDR, MDR, HDR and NCC. This overlay establishes standards for a cohesive subarea of residential developments with ground floor retail and neighborhood commercial uses. The overlay allows for larger multi-family developments than would be otherwise permitted as well as building heights of up to 65 ft. The overlay requires that 75% of parking be supplied in enclosed structures at a rate of one parking space per dwelling unit that contains up to one bedroom, plus 0.5 spaces for every bedroom in excess of one bedroom in a dwelling unit. Additionally the overlay allows for ground floor live-work units, and establishes a requirement that alternative ground floor uses be of a manner that will activate the space, such as: retail, restaurants, office, or other similar uses that encourage pedestrian activity. Ground floor uses must also provide amenities that add to or create a high-quality pedestrian environment such as benches, art, landscaping, lighting, and street furniture. Other than the stated provisions of this overlay, developments within each zone are subject to the individual zone regulations as stated in previous sections.

Mixed Use Nodes

The TIB corridor (from S 160th Street to S. 116th Street) is over three miles in length, which is about a one hour brisk walk one way. The 1995 regulations were intended to create distinctive nodes of development along the corridor in order to provide variety and to recognize the different character along the length of the TIB - different parts should have different emphasis. Intensive uses and activities were to be concentrated into small, walkable areas served by public transit. Along this corridor, nodes of development with a different mix of uses, heights, or character from the rest of the corridor should occur, like “a string of beads”. Current City policies use three different zoning districts, Neighborhood Commercial Center (NCC), Regional Center (RC), and Mixed Use Office (MUO), as a basis for differentiating character, use, and height along the corridor. A comparison of permitted, conditional, and accessory uses in each of these zoning districts is included in Appendix A to help identify the differences between them. There are currently no incentives in place in the TIB District that allow for additional density, except for those parcels located in the Urban Renewal Overlay.

A question to consider is how effective are these zoning regulations in helping the City achieve the community vision? TIBAC feels the NCC and RC zones along TIB are too limiting for these areas, and that they should have their own zone. They also recommend that a new set of design guidelines be developed for NCC zones.

The following factors will affect the development of nodes along the corridor:

Station Area Planning. Regional and local growth management goals and policies call for developing transit-supportive uses and densities within walking distance of high capacity transit. Consequently, the City should develop a station area plan and regulations that allow transit oriented development (TOD) for the area surrounding the LINK light rail station. This TOD area could become one of the "beads" on the TIB corridor. The City of SeaTac is also preparing a station area plan for the northwest corner of the S. 154th St and TIB intersection, diagonally across the street from the station. Both cities should coordinate their planning efforts to maximize TOD opportunities. Also, the Unclassified Use Permit for the Station, issued by Tukwila, requires Sound Transit to provide a minimum number of parking stalls for LINK patrons. If the required parking were provided in a structure rather than surface parking, it would improve the ability to develop TOD at the station location because more of the lot would be available for redevelopment and parking for a more intensive use could be better accommodated in a parking structure.

The City also needs to consider what types of uses (e.g., affordable housing, office) should be located in the station TOD. Will the City allow dense housing, office and/or commercial uses to develop next to the station in lieu of free parking? The parking in Tukwila is serving the parking needs of retail/commercial uses in other cities along the Link's route.

Parcel size. Currently, the commercial zoning along TIB in some locations goes only 1 or 2 parcels deep, and many of these parcels are shallow in depth and small, less than 7,500 square feet. Parcel aggregation and rezoning will be necessary to redevelop these locations with the types of uses or nodes of development envisioned on TIB. Should these commercially zoned areas be expanded?

Parking. Current code provides for a height and increased housing unit density incentive if 75% of residential parking is provided in a screened structure in the Urban Renewal District along with a Transportation Management Plan (TMP) and a requirement for a car sharing program. Should these incentives be expanded to all future mixed use nodes along the corridor?

Ground-level Uses in Mixed Use Buildings. The existing zoning code allows residential on upper floors in mixed use developments in Neighborhood Commercial Centers (NCC), and stand-alone multifamily projects in Regional Commercial (RC) districts, if not located on TIB. Active retail and commercial uses on the ground floor are needed to make walking more attractive. However, locally and around the region, it is sometimes difficult to lease required ground floor retail spaces in mixed use developments, and instead, these visible spaces sit vacant. How does this fit with the concept of "nodes" along TIB? In the active, pedestrian-oriented "nodes", should residential uses on the ground floor be optional, so that a project can more easily respond to the market?

Building Form. Current building height maximums adjacent to TIB vary depending on zoning district, ranging from 35 feet to 65 feet (see Figure 12), and some community members would like to see even taller buildings. By allowing taller buildings to accommodate higher, transit-supportive densities, the City

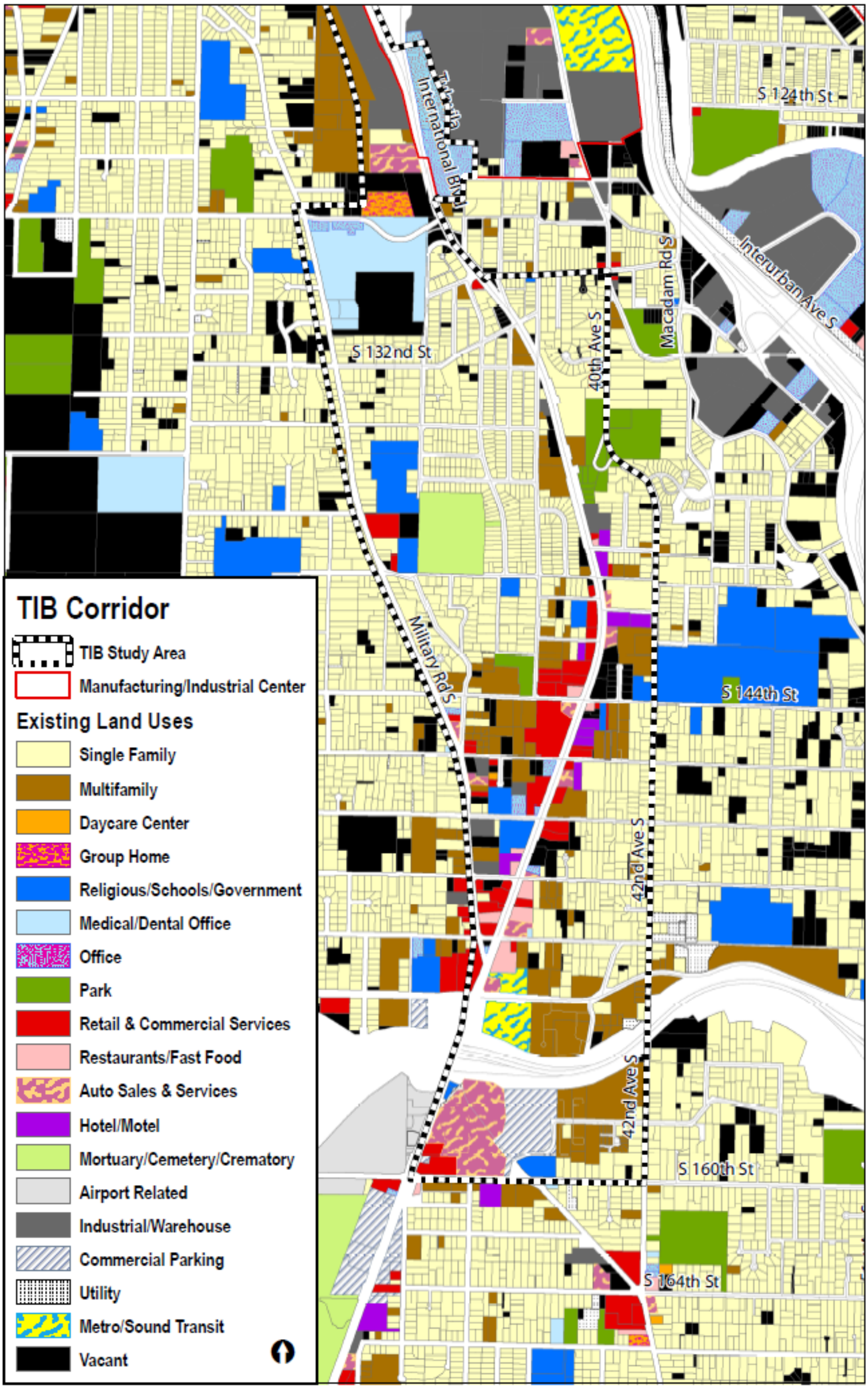
can maximize the usefulness of the corridor for transit travel. However, these districts back up to established single family neighborhoods, where current heights are predominantly one or two stories. How can abrupt transitions in height between uses along TIB and the adjacent single residential neighborhoods be mitigated?

Nonconforming motel structures. Motels along the corridor have been the site for illegal activity. The condition and management of three of the motels resulted in a crime network that was recently broken up by local and federal law enforcement, and resulted in their closure and public seizure. Because the motels are nonconforming, their status for legal operations under the Zoning Code will lapse. The City needs to consider the types of uses that could replace the motels, and how they might contribute to the "node concept". As for the remaining hotels and motels, TIBAC says that hotels, as opposed to motels, should be allowed in all commercial areas of the neighborhood, which would require revising the existing regulations.

Existing Land Use

Figure 9 is a land use map of the TIB district. There is a wide array and mix of uses. Building types and sizes vary from small single family homes, to multiple story motels, to light industrial boxes, to several places of religious worship. The new multi-story office buildings in the north part of the district orient to the valley and are the most intense development within the study area. On the plateau, motels and apartments are the most intense use of land as they are typically two stories, whereas the other predominant use – commercial services/retail, is one story. Tukwila Village, a mixed use residential development that is being constructed in phases, will start being occupied in 2016 - the four main structures are between 70 and 65 feet in height. Most of the recent projects constructed on TIB are one story, auto-oriented uses, as seen in Table 3 - Significant Building Permit History. While there are a number of parcels containing buildings with a mix of uses, in most cases they are a horizontal mix (side-by-side, one story) rather than a vertical mix (separated by floors in a multi-storied structure).

Figure 9 Existing Land Uses



Commercial Uses

Figures 10 and 11 show the percentage of total businesses addressed *on TIB* by broad business type categories in 1995 and 2013, respectively, based on business license data. Comparing the two charts, the most significant change in use across the district was a decrease in automotive related uses and an increase in services and specialty groceries and shops from 1995-2013. Over this period, many of the businesses, particularly auto repair shops, restaurants, and offices, appear to have only changed names rather than use, most likely when they changed ownership.

Currently, the retail, restaurants, offices, and services comprise the largest number of businesses along TIB. There are also more home-based business licenses located in apartments in 2013. The Lewis & Clark Theater is now an Avis Car Rental, and the site of the 21 Club, a casino in 1995, is now the location of a mosque in 2013. A number of businesses, including a restaurant and a car wash, were demolished to make way for the Tukwila Village project. At the north end of TIB are two newer developments - the Gateway West and East office development was constructed in 1999, and the U.S. Department of Homeland Security was built in 2004.

Vacant Land Use

There is a limited amount of vacant land bordering TIB. A significant portion of existing vacant land will be redeveloped as part of Tukwila Village. The three motels seized by the Federal Government are planned to be demolished in 2015, two of which are adjacent to each other and could be redeveloped with a community health facility. A vacant 35,000 square foot parcel on TIB between S. 150th and S. 148th Streets is also owned by the City, with no plans for its redevelopment at this time.

Motel seized in 2013

Figure 10. TIB Businesses by Category – 1995

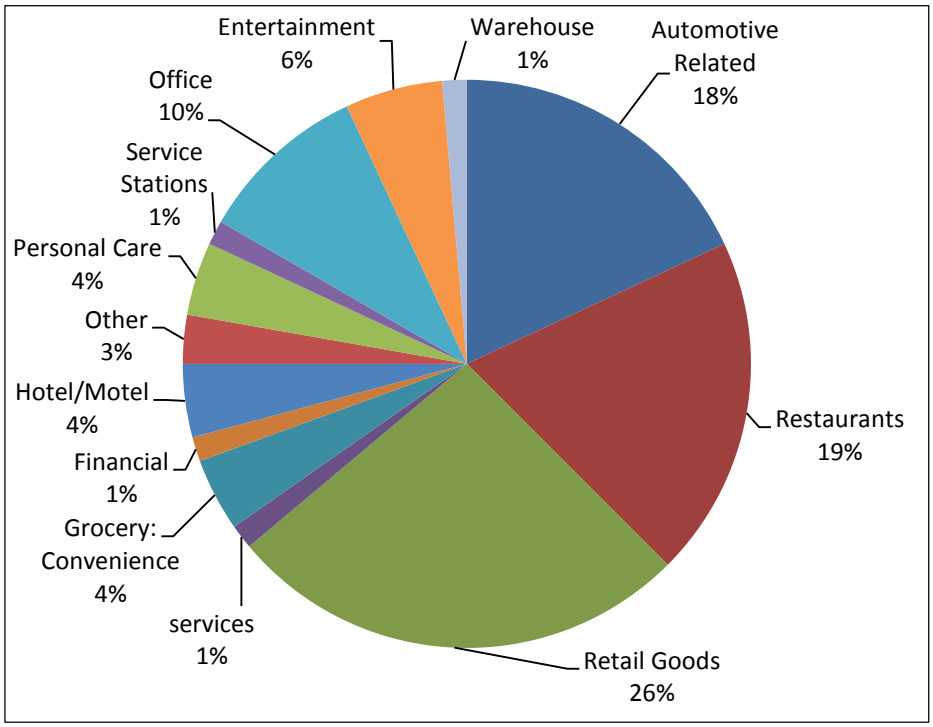


Figure 11. TIB Businesses by Category – 2013

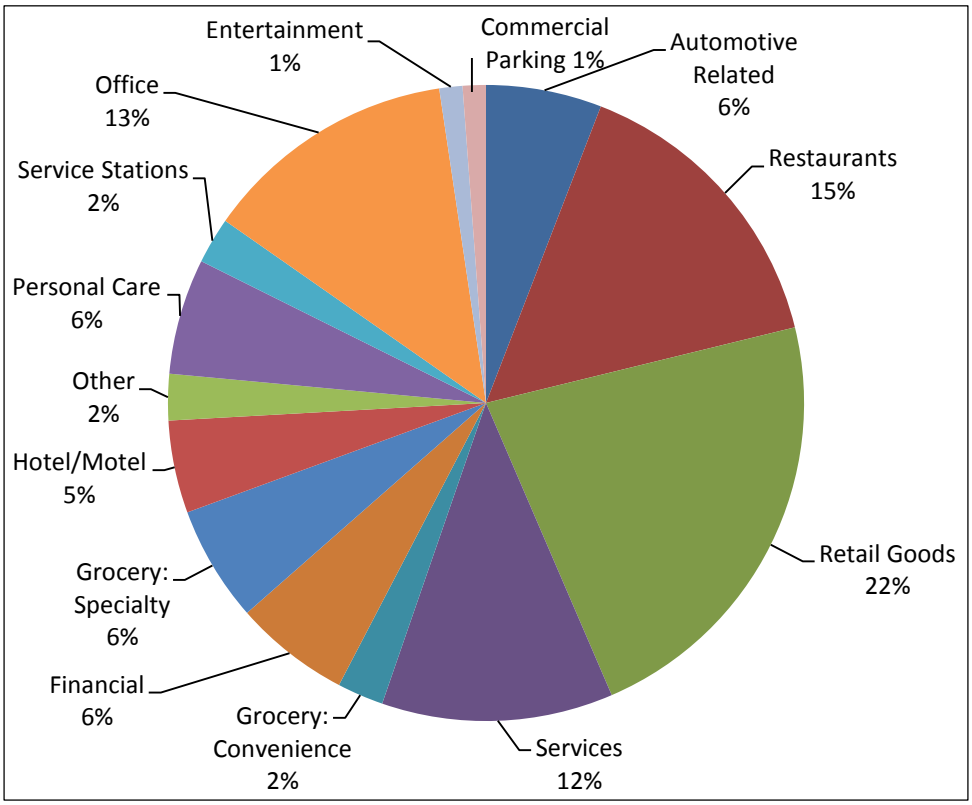


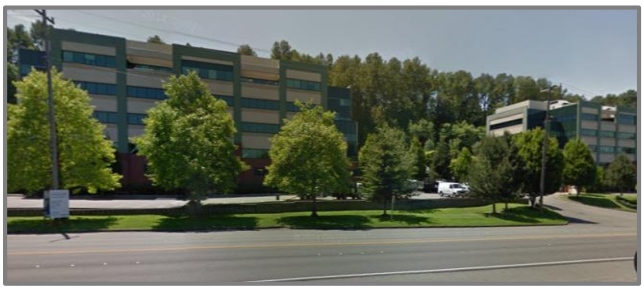
Table 3. shows the square footage of all commercial uses in the TIB District.

Table 3. Building Square Footage by Use (commercial & multifamily zoned) for TIB Study Area

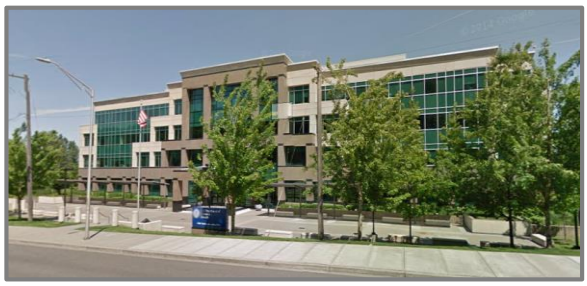
Use	Net Square Footage
2+ unit residences	1,285,955
Office	327,692
Industrial engineering building	181,315
Retail & Commercial Services	146,477
Motel & Hotel	141,820
Hospital & medical offices	132,286
Religious Institutions	132,166
Supermarket	57,084
Elementary school	56,593
Auto service & repair	71,716
Storage warehouse	25,158
Restaurant, table service	18,014
Fast food restaurant	17,175
Government building	16,536
Gas & Mini-mart convenience store	8,480
Day care center	7,232
Single unit residences	7,164
Veterinary Hospital	4,934

Built Environment/Urban Form/Design

A review of the last 19 years of permitting data shows that the highest value projects that have been built in the corridor are the Intergate West complex, the federal Department of Homeland Security building, and the regionally funded light rail facility. Several new structures were constructed before the 1995 Comprehensive Plan and Zoning Code were implemented, including the grocery store on S. 144th St and TIB, and two new motels, one each on TIB and S. 146th St.



Intergate West



US Dept. of Homeland Security

Table 4 shows the investments in land improvements from 1996 to the present. The north part of the study area has had significant investment in office structures. This northern area also contains an older apartment complex as well as auto oriented uses and vacant land. The land in the neighborhood and regional commercial centers, located in the southern part of the study area, is dominated by auto oriented uses. Although the investments in this southern section has produced upgraded sites with new signs, landscaping and buildings, the orientation of the buildings and site improvements continues to cater to

Many of the classic 1950s freestanding neon signs have been removed, even though current policies called for their preservation. During the development of the new sign code, Council opted not to adopt landmark sign regulations when proposed by staff in fulfillment of the policies. The new sign code has been implemented, which has reduced the number of billboards along TIB and reduced overall sign dominance.

Table 4. Significant Building Permit History 1996-2013

Year of permit issuance	Place	Type of investment	Type of development	Approximate value of building investment
1996	Highline Medical Center	Renovation	Interior improvements of north wing	$630,000
1996	Ridge Springs	Renovation/repair	Fire damage to apartment units	$630,000
1997	Ramada Limited	new	two story 38 unit hotel	$1.7 million
1998	Intergate West	new	three buildings, three and four story office over parking with a data center	$75.5 million
2003	Department of Homeland Security	new	four story office	$42.7 million
2003	KFC/Taco Bell	new	One story fast food	$734,868
2005	Tukwila International Boulevard Station	new	light rail stop with bus transfer and parking	$31.3 million
2005	Rental Car Service Facility	change of use	auto service facility	$3.2 million
2006	Joint Public Utility District offices	new	Office and contractor shop	$754,036
2007	Riverton Terrace	renovation	three story 30 unit senior/handicap housing	$1.3 million
2007	Walgreens	new	one story drug store	$1.7 million
2008	McDonalds	Renovation/new	One story fast food	$800,000
2011	Taco Time	new	One story fast food	$414,469

Examples of new single story, auto-oriented development along TIB, and their relationship to back of sidewalk

Parking – relationship to urban form

A significant policy (Comprehensive Plan Policy, 1995) and design guideline (Tukwila International Boulevard Design Manual, 1999) is to locate off-street parking to the side or rear of a building in order to create a pedestrian rather than an auto oriented streetscape. Table 5 identifies the new commercial structures that have been built, and indicates the extent of conformance with this concept:

Table 5. Back of Sidewalk Development and Pedestrian Amenity in New Construction

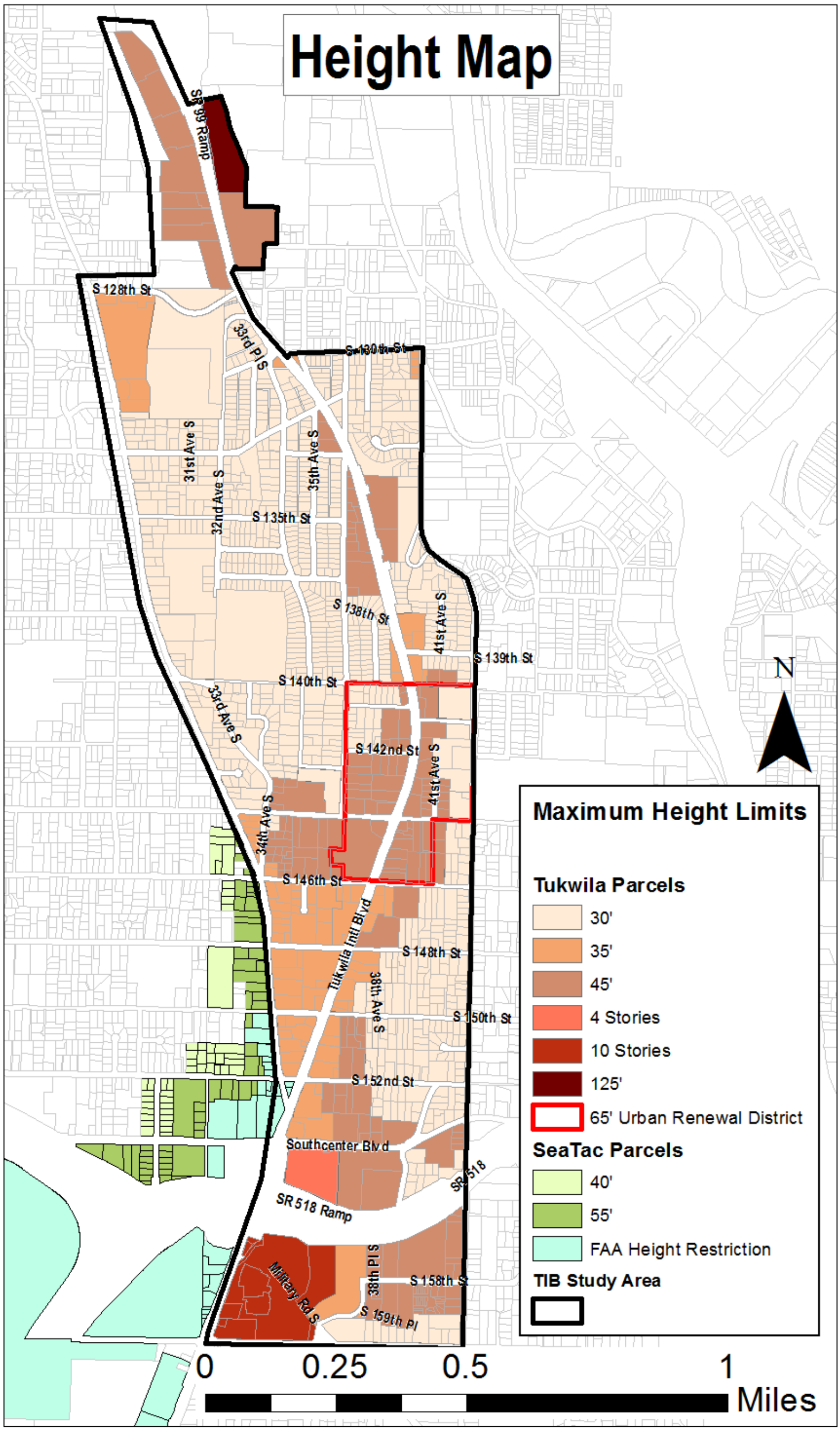
New Building (month/year)		Built to Street	Includes pedestrian amenity or entrance to sidewalk	Built to Corner
1.	Link light rail Station	yes	yes	no
2.	McDonalds (4/08)	no	yes	no
3.	Taco Time (6/11)	no		n/a
4.	KFC/Taco Bell (7/03)	no	yes	n/a
5.	Jack in the Box (1/04)	no	yes	no
6.	Walgreens (3/07)	yes	yes	yes
7.	Ramada Limited (2/97)	yes	yes	n/a
8.	Intergate West (6/98)	no	no	n/a
9.	Dept. of Homeland Security Building (4/03)	no	yes	n/a

Building Height

Allowable building heights within the study area range from 30 feet to 65 feet (see Figure 12 Maximum Building Heights Permitted by Zoning District). As discussed earlier in this report under building form, an issue that is tied into building height is the need to mitigate abrupt transitions between the taller, sometimes more massive commercial/multifamily uses along TIB and the 1-2 story adjacent single family residential neighborhoods.

The underlying standard for the Low Density Residential (LDR), Neighborhood Commercial Center (NCC), and Regional Commercial (RC) zones is 3 stories; 4 stories in the NCC if the project includes a

Figure 12 Building Height Maximum Standard



residential/commercial mix. No new buildings over one story have been built since the Code's adoption except for the Link Station and the Intergate West and East office projects. Ten years later, an Urban Renewal Overlay zone was created to jump start redevelopment in the area. Heights of six stories are now allowed in the overlay district and permits for five new buildings up to six stories (6/1 construction) will soon be constructed as part of the Tukwila Village development.

The Tukwila Zoning Code allows additional structure heights for an area one block immediately north and one block south of the SR 518 and International Boulevard intersection - four stories north of and ten stories south.

The Tukwila International Boulevard Action Committee, (TIBAC,) a community group, advocates for unlimited building heights on commercially designated parcels within the district, with the caveat that there be building height reductions or step downs when needed in order to match abutting lower residentially zoned parcels. TIBAC believes that unlimited heights would encourage redevelopment and doubts that it would lead to extremely tall buildings in the future. An issue with this concept is that for many blocks of the commercial district, lot depths can range as shallow as 75 feet. The building sizes would therefore potentially vary considerably throughout the district.

Current policy stipulates height limits that would conflict with TIBAC recommendations (see Section 4. Vision).

Street grid and block size – relationship to urban form

TIBAC envisions TIB transitioning from a transportation corridor moving traffic through the area into a "main street" style road serving as the central spine of a neighborhood. However, TIB is designed with 5 lanes of traffic with little on-street parking, and consequently automobile through traffic will continue to be the dominant mode of transportation in the corridor. This raises the question, is there another solution by which a walkable, mixed use neighborhood could be fostered in the district?

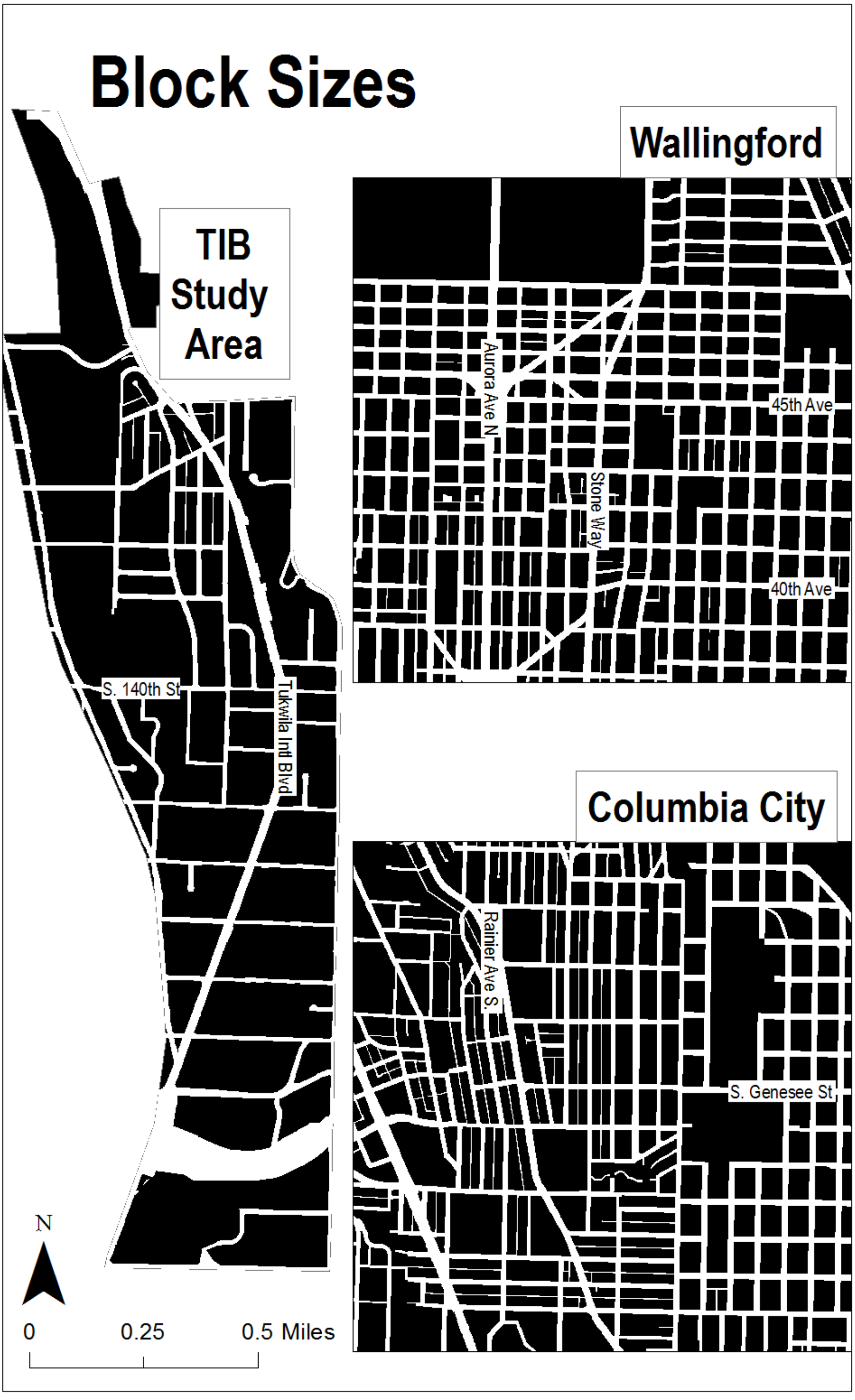
Street grid and block size play an important role in determining the character and walkability of an area. For example, large blocks with no sidewalks make it more unattractive to walk, particularly along highly trafficked and higher speed streets. More "traditional" neighborhoods have a well-connected street network, small block sizes, and continuous sidewalks. Figure 13 illustrates these factors of street grid and block size for the TIB study area and compares them to the highly walkable neighborhoods of Wallingford and Columbia City.

As seen in Figure 13, compared to these other neighborhoods, there is a limited network of streets in the study area, particularly those oriented north/south. Between S. 144th and S. 152nd Streets, block faces along TIB measure 640 feet by 640 feet (average); in some cases blocks measure over 1,000 feet on a side, and many of the existing east/west side streets do not have sidewalks. More "traditional", walkable neighborhoods have smaller blocks measuring 200 to 400 feet in length, which correlates to more walking because there are more direct routes for pedestrians . In Wallingford, block faces along N. 45th Street measure 230 feet by 320 feet. In Columbia City, block faces along Rainer Ave. S measure 110 feet by 115 feet.

Options for establishing a more walkable street network include constructing new, narrower, north/south and east/west streets between Military and TIB, coupled with on-street parking and wide sidewalks with pedestrian amenities. Smaller blocks would allow the interior of the block to be more accessible, so that the more intensively zoned land can be used more efficiently. Along the east side of the corridor where multi-family and commercial and multi-family is adjacent to single family, a consistent eastern zoning edge could be designated that would then become a street with multi-family frontage.

A finer street grid would open up more public frontage for new development, resulting in small scale, independent retail and housing lining the new streets. Street width is also an important determinant of retail success. In neighborhood locations, wide streets form a great barrier to success since they make it difficult to establish either an intimate

Figure 13 Block Size Comparison



neighborhood feel or a community connection.[12] These types of street improvements could instigate the redevelopment of the type of walkable, mixed use neighborhood envisioned by the community. However, instead of being oriented to TIB and Military, the neighborhood would turn inward, oriented towards the finer street network and smaller blocks.

Real Estate Market

Market Conditions

It is difficult to create a sub-profile for the study area because it contains portions of five different census tracts. However, the demographic profile in the study area can generally be described as work force families and new immigrants. Approximately 66 percent of the households make less than King County's median income of $61,000.[13] The 2010 census shows that King County's per capita income is $39,313 whereas Tukwila's per capita income is $21,096, the lowest of all the surrounding cities. The majority of households are headed by 35 to 54 year olds.

In 2007, a market analysis was prepared for the TIB Corridor Area.[14] The following findings are taken from this study:

Housing

- The TIB area has a general lack of quality amenities, services, and housing options. The actual rate of household growth for this area will depend on the rate of current migration patterns of immigrants to the area and the impact of the Sound Transit Light Rail station and surrounding development.

- The TIB area is generally perceived as a higher crime area relative to the rest of King County. This perception is a stigma on the community and is noted by developers and brokers familiar with the South King County market as a hurdle for development. However, the City and its Police Department have made concerted efforts to address this issue (see Police Services, below). These efforts must be continued for new development interests to be peaked.

- Retail and commercial service locational decisions typically look at the disposable income and price of housing within the immediate area. The supply of apartments in or near the TIB Corridor was found to demand a lower market value than those projects surveyed beyond the TIB area. However, this may this change with Tukwila Village.

- Creating a safer and more attractive environment along the Corridor, with improved commercial amenities and visual enhancements, would create more of a demand and higher prices for housing in the area.

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[12] *Ten Principles for Rebuilding Neighborhood Retail*, prepared by Urban Land Institute (2003)

[13] "Taken from *Market Analysis for Tukwila International Boulevard Corridor,*" prepared by Gardner Johnson for the City of Tukwila, February 5, 2007

[14] "Market Analysis for Tukwila International Boulevard Corridor", prepared by Gardner Johnson, February 5, 2007. The Study Area for the Market Analysis spans a wider area than the TIB District boundaries, with I-5 as its eastern boundary.

Retail

- For any new retail to be successful, safety issues and walkability within the community should be addressed. With the new sidewalks and burial of overhead wires, the TIB Corridor is slowly becoming a friendlier pedestrian area. However, improvements need to be made with crosswalks to smooth pedestrian movement across TIB.

- Market driven retail development in the TIB Corridor will likely occur at a slower pace due to the low income, higher crime rate area, which poses greater risks to developers. Intense competition for retailers in the south end from places such as Southcenter, the Landing in Renton, Burien Town Square, and Kent Station also serve to limit the number of potential commercial tenants in the TIB Corridor area.

Office

- Relative to the over 10 million net rentable square foot office market in the Southend, the entire City of Tukwila market comprises less than 2.5 million net rentable square feet. The City of Tukwila market has historically underperformed the collective Southend market, with an approximate 2.7 percent higher vacancy rate since the first quarter 2001. Gross lease rates in Tukwila have also been less than the Southend market overall. The majority of vacant office space (2007) in the Tukwila office market is Class B (85%), while the Class A (11%) and Class C (4%) product comprise a lesser percentage of total space.[15]

- Because of considerable office inventory available in the Eastside and Downtown markets, new development in the Southend will not likely occur for some time. However, as rents in the region rise, lower cost alternatives and decreased vacancies may drive some tenants to secondary spaces with excellent accessibility and proximity to amenities, such as restaurants, parks, and shopping. With the southern portion of the TIB Corridor enjoying excellent highway and light rail access, this area of the TIB corridor may have future potential for Class B office development.

- There are a number of factors currently limiting office development in the TIB Corridor area – very high vacancy rates in the Southend and Tukwila markets, and the negative image of the Corridor (lower income residents and higher crime) held by the real estate brokerage community. Office users need quality amenities, such as restaurants, parks, and shopping in close proximity for lunch and errands.

As the City moves forward with preparing redevelopment policies for the TIB District, the following questions should be considered:

- How to attract the right developers and businesses to the TIB area, and who are the “right” ones?

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[15] While a definitive formula for each class of office space does not exist, the general characteristics are as follows: **Class A office space** – These buildings represent the newest and highest quality buildings in their market. They are generally the best looking buildings with the best construction, and possess high-quality building infrastructure. Class A buildings also are well located, have good access, and are professionally managed. As a result of this, they attract the highest quality tenants and also command the highest rents. **Class B office space** – Class B buildings are generally a little older, but still have good quality management and tenants. Oftentimes, value-added investors target these buildings as investments since well-located Class B buildings can be returned to their Class A glory through renovations such as facade and common area improvements. Class B buildings should generally not be functionally obsolete and should be well maintained. **Class C office space** – The lowest classification of office building and space is Class C. These are older buildings and are located in less desirable areas and are often in need of extensive renovation. Architecturally, these buildings are the least desirable, and building infrastructure and technology is outdated. As a result, Class C buildings have the lowest rental rates, take the longest time to lease, and are often targeted as re-development opportunities.

- Is there more current market or more specific information on economic development forces in the District – what are the projects/improvements that would catalyze redevelopment?
- Should the City continue to assemble land and partner with developers if not, what is a likely time frame for development change?
- Are the development regulations that apply to the TIB study area optimized to assist with/facilitate redevelopment?
- Should the urban renewal district be expanded?
- What amenities/public infrastructure investments are needed to support the vision and attract development?

High Cost of Redevelopment

The type of public infrastructure needed to serve the area and support the desired type of development is available in the TIB District. A question that a business or developer will ask is whether the cost of infrastructure improvements is more or less than in comparable competing areas. There are multiple different utility districts providing infrastructure and services to this area; however, it does not appear that there are any significant capacity issues that would act as a deterrent to the current vision for the area.

Water

Water supply, as well as water pressure in the area, is adequate for drinking and fighting fires. The area is primarily served by Water District 125, but also Water District 20 and Highline Water. The availability of sufficient amounts of water and at sufficient pressure for fire-fighting is available in all water districts to meet the projected growth in residential and employment population. Adequate pressure to serve buildings as high as six stories is incorporated into the functional plans of all three districts.

Sanitary Sewer

Sewage is collected by the local districts and transferred to King County's Renton Sewage Treatment Plant. Valley View Sewer District provides adequate infrastructure to serve the TIB District.

Surface Water

The length of the study area is contained in four different drainage basins – all draining to the Green/Duwamish River. The majority of the study area is within three basins that all have stream corridors that are significantly impacted by the high volume of run-off from the impervious surfaces. Unlike the rest of the City, any development or redevelopment must detain its surface water run-off to "forested conditions," unlike the Southcenter area, which may use its existing impervious cover as a detention standard if and when any site redevelops. Experience has shown that infiltration is surprisingly not possible in much of the study area because of the type of soils and a high water table. Therefore, the use of large constructed detention systems will be required of most new development. To help facilitate development, should the City consider policies to create a regional stormwater detention facility?

Undergrounding utilities

Phase one of the TIB improvements undergrounded overhead utility lines. The later phases did not. Current policy says to underground existing and future overhead distribution lines "in accordance with rates and tariffs applicable to the serving utility." It appears from the lack of undergrounding in recent street capital projects that it is too expensive, too difficult to coordinate, and therefore no longer a feasible option. Thus, the City should consider modifying the policy regarding the undergrounding of overhead utilities.

Public Resources

Subsidized Housing

The area to the east and west of TIB are primarily established single family residential areas. When topography drops or is elevated above the Boulevard, single family is developed adjacent to the right of way. There is a thin strip of multifamily residences and several mobile home parks that generally separates

single family residences from the commercial corridor. The majority of multifamily in the area is over 40 years in age and lacking amenities such as recreation facilities, trash enclosures, and landscaping.

Housing conditions and supply within the corridor have not changed substantially in the years since the City conducted a planning analysis of the area. There are currently three properties within the study area that are owned by public or non-profits, for a total of 173 units out of the 2,076 multi-family units that are within the area.

There has been comment that there are a significant number of housing units within Tukwila used by refugees that are subsidized by the International Rescue Committee (IRC.) The IRC has a list of 30 properties in South King County for their clients and 15 of them are within the study area. On an annual basis, the IRC assists up to approximately 200 refugee households. They subsidize up to one month's rent in these properties and then assist their clients in finding further State and Federal assistance that typically lasts up to 8 months. However, the IRC is not currently placing families in Tukwila because there are no vacant affordable units.

Existing City policy in the Pacific Highway Revitalization Plan (August 1998) is to encourage non-profit acquisition of multi-family housing thereby preserving as well as improving maintenance and management of some of the area's affordable housing. In the 15 years since the Plan was adopted, one property was purchased by the King County Housing Authority.

The City also heard that new housing units would raise the overall rents in the area and could potentially encourage area property owners to improve their existing properties in order to compete with the new rents possible in the neighborhood. Tukwila Village will have 82 new market rate apartments that could potentially create this effect. Conversely, redevelopment could have the negative impact of displacing existing low-income housing. A conversation will need to take place to discuss how much affordable housing the City wants, particularly in the transit-rich areas, and how affordability should be maintained as redevelopment occurs within the TIBD.

Residential Rental Licensing & Inspections Program - The mandatory licensing program started in 2011 and all of the rental units within the study area have been inspected for habitability. The study area is included in 2 of the 4 zones of the City. Each year, one zone is subject to inspections and every year each rental site must obtain a license. There is a six page inspection checklist and unit owners are given two opportunities to pass the inspection. If the unit fails two inspections within 30 days, or fails to be inspected at all, the City could declare a unit unfit for occupancy. If compliant with basic occupancy conditions, every rental unit receives a Certificate of Compliance, which is good for four years. In all cases, the units found to be unfit for occupancy have subsequently been repaired and returned to habitability. The inspection checklist creates a minimum quality standard for rental housing in the City. The program provides information to owners on basic health and safety standards that rental units must meet. The larger the complex the more routine the process seems to be for the owner. The owners of single family rental properties are the most reluctant and difficult properties in the program to inspect.

According to the Program manager, the old single pane windows are a consistent problem because of the condensation and resulting mold. The only publically funded (subsidized) repair program available to the rental owners is a grant program to provide access improvements to units.

Motels & Hotels

Motels are distinguished from hotels primarily by the adjoining parking and direct independent access to each room rather than through a central lobby and internal corridors. In Tukwila, motels are treated similarly to hotels in the Zoning Code, in terms of where they may be built. Both are allowed within the Regional Commercial (RC) districts but not in the Neighborhood Commercial Center (NCC). The six motels within a three block area in the NCC district that were made legally non-conforming with adoption of the 1995 Zoning Code. There are two hotels in the RC district to the north, and one motel in the RC district to the south of the NCC district.

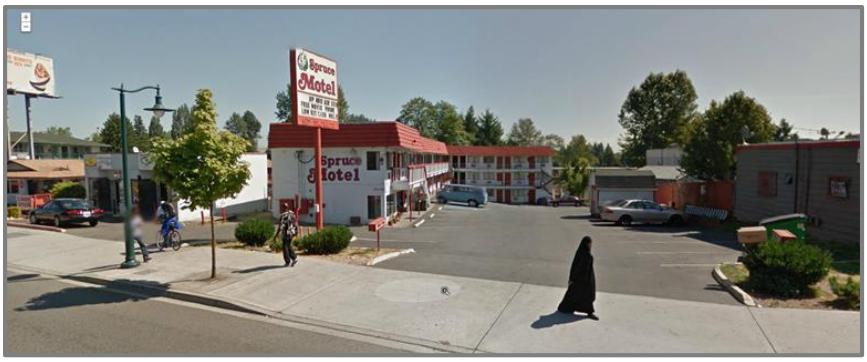
Several of the motels are on property and streets that are off the Boulevard and therefore difficult to market with poor visibility to the traveling public. They are not maintained with sufficient attention to detail such as high quality landscaping, to attract the typical traveling customer through word of mouth or good reviews.

The condition and management of three of the motels (Great Bear Motor Inn, Boulevard Motel, and Traveler's Choice Motel – see Figure 14) resulted in a crime network that was recently broken up by local and federal law enforcement. This has resulted in the closure and public seizure of three of the six motels in the NCC district. Since then, all three motels, plus a fourth motel and four adjacent properties, were purchased by the City for a total of $6.1 million. Because the motels are nonconforming, their status for legal operations under the Zoning Code will lapse and some alternate use of the properties will be required. The nonconforming motel lots will be difficult to develop for other uses because they are narrow fronting TIB (between 90-100 feet wide) and deep.

Three motels remain in the NCC district as legal non-conforming uses. One in the 14400 block of the Boulevard will continue to provide low cost accommodations because of the quality of the improvements. A second motel located on S. 140th street will also likely struggle because of its location.

Figure 14 Recently Purchased Properties by City

= City Purchased 3 Motels



Each motel site has its unique set of issues regarding success either in continued operations or redevelopment.

Community Advocates

Tukwila International Boulevard Action Committee (TIBAC) is the successor to the Pacific Highway Action Committee. The group has been active on issues related to the community along and adjacent to the Boulevard practically since the area annexed to the City. The event that galvanized the residents and business owners who formed the group in 1995 was the murder of a coffee-stand owner at the corner of South 144th Street and what was then known as Highway 99. Since collaborating with Tukwila Police, the group has gone on to oppose the proposal to locate light rail in the corridor due to concern about potential negative circulation and aesthetic impacts, and to represent business concerns about the impacts to access and parking associated with the sidewalk improvement project. Since organizing, the group has worked at being effective spokespersons and for the area and its problems and needs. They meet once a month to discuss issues and then once a month on Saturday to pick up trash along the corridor.

Public Safety and Crime

Adult entertainment

One adult entertainment use operates on the Boulevard. Current policy and regulation directs the City to amortize nonconforming adult entertainment uses (Policy 8.1.7 and Nonconforming Adult Entertainment Establishments, Tukwila Municipal Code 18.70.110) The Police Department reports that this type of business does not result in a lot of police service calls; however, the effect on the community isn't benign because it does result in crimes like prostitution, human trafficking & drug dealing there. The City Attorney responds that enforcing this City regulation would require a large amount of financial resources and City focus. The City has therefore chosen to not purse displacing this business from the area.

Crime Free Multi-housing Program

The primary impetus for this voluntary program was reducing/eliminating crime in and around the apartments and motels. The tools that underpin this program, which started in the 1990s, are:

- "no-trespassing" agreements,
- general Community Oriented Policing review and improvements to site and units,
- training and networking of complex managers.

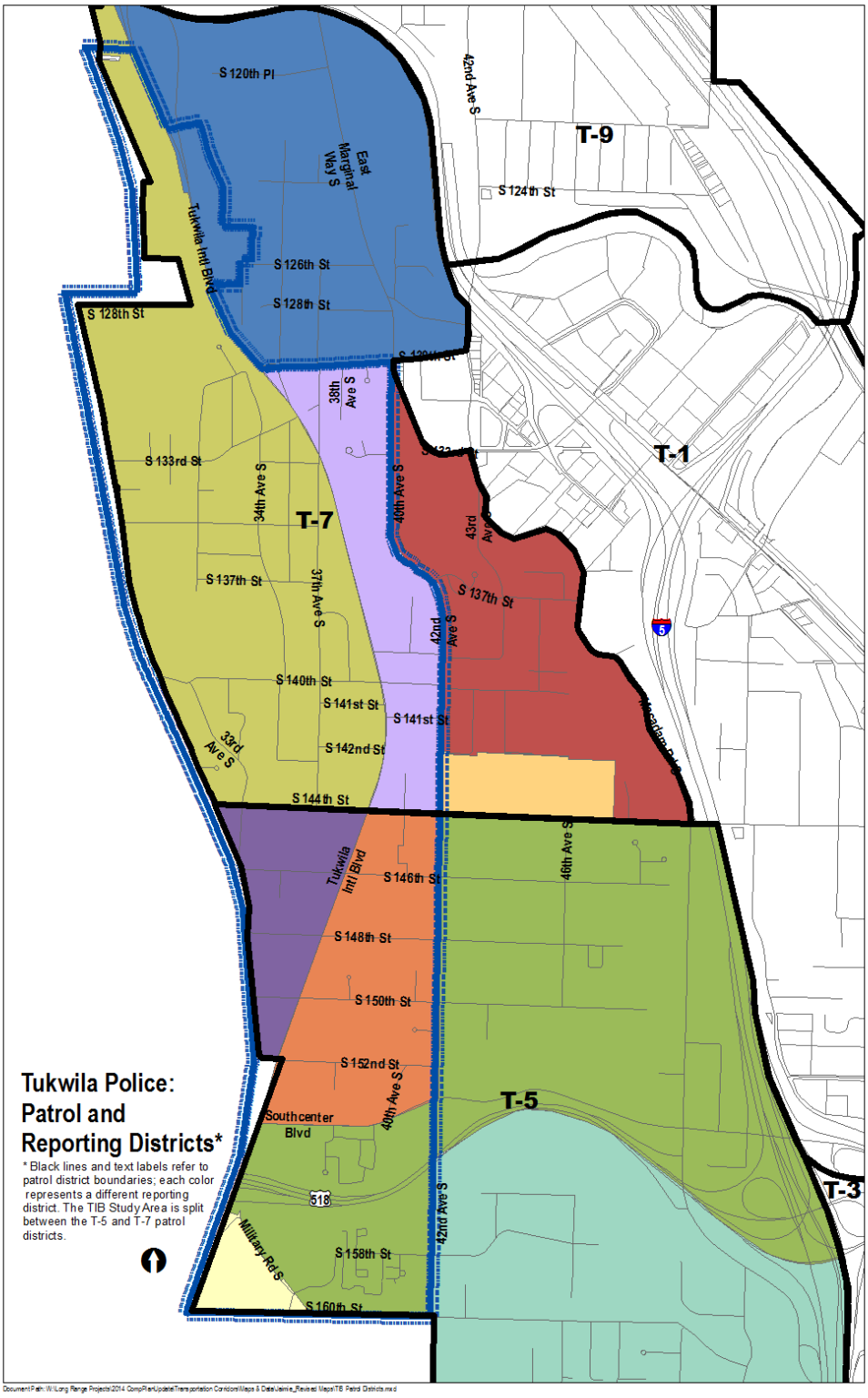
In 1997, there were 12 complexes of the 80 multi-family properties in the study area that were participating in the program. Of the current seven participants, two are within the study area:

- Mountain View Apartments
- Butterfield 4-Plex

TIB District Crime

Figure 15 shows the TIB study area (outlined in blue) relative to the Police patrol districts. Two districts, T-7 and T-5 partially encompass the study area. The colored reporting districts more closely coincide with the study area boundaries; however, we are unable to report on crime in the area.

Figure 15 Tukwila Police Patrol and Reporting Districts



The Tukwila Chief of Police provides the following anecdotal information based upon an interview (2014) regarding the TIB area:

- The TIB area and the Westfield Mall are the two hot spots for crime within the City. The TIB area has the highest crime rate in the city, and one half of all felony assaults occur on TIB.
- With the seizure of the Great Bear Motor Inn, the Traveler's Choice Motel, and the Boulevard Motel, violent crime has decreased 50% along TIB and there has been a 28% decrease in calls for service. The remaining hotels are trying to manage their operations better to reduce crime.
- After the closure of the Neighborhood Resource Center on TIB, there was a spike in robberies and aggravated assaults City-wide.
- One of the challenges facing the corridor is the growing diversity as immigrant and refugee populations increase. Language and cultural differences makes communication between the residents and the police difficult. Some of the immigrant populations are also more vulnerable to being preyed upon than others, making them more of a target for crime. In some ethnic groups, elders try to address criminal activity, resulting in under reporting of crime.
- Significant criminal activity occurs at the LINK light rail station. For example, in the past year, there were 381 calls to the Tukwila Police and 1 to 2 robberies per month at the light rail station. Sound Transit has posted a security guard at the station, but the guard cannot make arrests and consequently is not much of a deterrent to crime.
- The increasing demographics of poverty in this corridor impacts the perception of vulnerability and safety.

Table 6 demonstrates the diversity of the City of Tukwila relative to the County as a whole.

Our diverse communities bring rich experiences of resilience and persistence to succeed. The Tukwila Strategic Plan emphasizes greater connection with all of our community and to that end, the City expects to continue implementing strategies for inclusion and diverse community engagement. The City has taken steps towards initiating conversations with diverse groups through the Community Connector program. What are the best methods for expanding our understanding of, communicating with, and support of the ethnic communities in the area?[16]

[16] Assault is defined as an unlawful attack caused by one person upon another, and is considered a felony if the attacker uses a weapon in the process. It is not necessary that an attacker injure another person for a court to consider the attempt a felony. Because using a gun, knife, or other weapon could probably result in serious injury if the crime were successfully completed, law enforcement personnel treat this offense very seriously.
Battery, in contrast, involves physically harming another person. Together, assault and battery occur at the felony level when a person willfully or with intent to cause serious bodily harm, injury, or damage, hits, strikes, beats, or otherwise injures someone else. Unlike simple assault and battery, felony assault and battery causes significant injury or damage to the victim or is committed against an elderly person or a child. In addition, one of the most significant assault and battery felonies is that of a sexual nature, which forces the criminal to register as a sex offender after completing his or her prison sentence.

Table 6. Comparison of City and County Ethnicity

Ethnicity	% Non-Hispanic White	% African American	% Asian/ Pacific Islander American	% Native American	% Latino American	% Two or more selected	Total
Tukwila (city-wide)	37.5%	17.5%	21.6%	1.0%	17.5%	6.0%	19,107
King County	64.8%	6.0%	15.2%	0.9%	8.9%	4.1%	1,931,249

Community Vision and Facility Design Disconnect

Unlike the public infrastructure discussed above, transportation infrastructure is visible. Customers, businesses and development behavior are generally not influenced by what a buried water pipe looks like as long as it functions and serves the adopted land use and future capacity of the area. The design of streets and the number of vehicles that use the street, as well as 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.

Background: History of TIB design

Tukwila's jurisdiction for the street extends from S. 152 St on the south to East Marginal Way on the north. The street has gone through three phases of improvements, with the cost of public investment shown below in Table 7.

Table 7. Summary of Public Investment in TIB

Tukwila International Blvd	Local funds	Grant funds	Total
Phase I (S 152nd St to S 138th St)	$3,134,000	$ 7,941,000	$11,075,000
Phase II (S 132nd St to S 116th Way)	$735,361	$ 8,484,158	$ 9,219,519
Phase III (S 138th St to S 132nd St)	$1,192,319	$ 6,176,288	$ 7,368,606
TOTAL	$5,061,680	$22,601,446	$27,663,126

In 1994 before TIB was rebuilt, an alternatives analysis was undertaken for the Boulevard improvements. The scope of the analysis extended from S. 152th to S. 116th Streets. Two alternatives were considered: one option was the one that was chosen and constructed. The second option, which was considered but not built, included all of the same elements and on-street parking between the outside travel lane and the sidewalk from S. 138th Street and south.

The analysis also identified failing levels of service at the intersections of S. 140th Street, S. 146 Street and S. 150th Street. The analysis forecast that S. 148 Street would be also be failing by 2020 during the PM peak period. The study authors recommended two new traffic signals at S. 148 and S. 140 Street intersections with interconnects to improve traffic progression. In a subsequent study (Mirai, 2005,) none of the unsignalized intersections along TIB functioned at an LOS of E, which is the adopted "not to exceed" standard. The 2020 modeling forecasts showed LOS F for two intersections along Military Road and two along 42 Avenue S. The most recent traffic modeling forecasts for 2030 (Fehr & Peers, 2012) again

showed no failing intersections in the Study area although LOS does decline at some of the existing traffic signals. Any new traffic signals in the study area would need to satisfy one or more of the nine traffic signal warrants as defined in the Manual on Uniform Traffic Control Devices (MUTCD) (

For the bicyclist, in lieu of bike lanes in the northbound and southbound lanes, a wide (14 foot) "outside" lane was created. The rationale for this decision was that cyclists should be discouraged from using the street because of the high volume of vehicles, the type (trucks and buses) of vehicles, and high vehicular speeds (at the time it was 45 m.p.h.) The wide outside lane however, allows experienced cyclists who are comfortable in traffic to continue to use the route.

The street improvements that were installed were a significant change for existing businesses because the existing condition was unlimited access to their properties and parking within and along the right of way. There was a strong desire to minimize impacts to business operations and property owners as part of the design process. The option not chosen, the on-street parking alternative, had many advantages such as helping to reduce speeds and encouraging a pedestrian oriented environment with back of sidewalk building development and entry. The problem with implementing the on-street parking option was that the narrow lots and the need for driveways for most properties minimized the ability to create useable on-street parking in the short term. There were 17 businesses whose access and parking would be most impacted by any change; therefore the least impactful option was chosen. 16 years later, only five of those 17 are still in business on the Boulevard and it is unknown how much of a factor the street design played in the changes.

Below are some of the primary concepts that are part of the street design issue.

Speed - Community members lobby the City to reduce the speed limit on TIB. Although not a specific policy of the existing Comprehensive Plan, community members have requested a lower speed limit for TIB because existing speeds seemed unsafe and made crossing the street difficult. Comprehensive Plan Policy 8.2.5 says to include on-street parking stalls in order to enhance redevelopment options and Policy 8.2.2 says to give priority to pedestrian safety. There is consensus that vehicle speeds and on-street parking are closely linked and that the number one technique for ensuring pedestrian safety are slower vehicles.

Many factors affect the actual vehicle speeds along a street. Two speed elements that the City controls are the "design speed" used in the design process, which determines width of lanes, curb radii, etc. and a set of laws and regulations, including a posted speed limit. A design speed of 40 miles per hour was used for the Phase 1 improvements between S. 152th and S.138th Streets. Therefore, improvements are designed to allow and enable speeds that are at least 40 m.p.h.

The community's desire for slower speeds is understandable for a variety of reasons. A large pedestrian population travels along and across the street, including children. Slower vehicle speeds makes it easier

to cross the street in between the signalized crossings. Signalized crossings are at S. 154, S. 152, S. 144 and S. 130 Streets. The distances between those crossings are 693 feet, 293 feet, 2,479 feet and 4,371 feet respectively. (The width of part of Seattle's downtown, from the pig at Pike Place Market to the Convention Center on Pike Street is 2,266 feet or 7 blocks.) Slower vehicle speeds makes it more likely that a pedestrian would survive a collision with a vehicle. The community has also wanted to support the street's businesses. Slower speeds make it more likely that a motorist will notice a business and stop. In 1999, after TIB Phase 1 improvements were finished and while the street was still owned and controlled by the WA State Department of Transportation, the City, in a continued effort to improve safety, requested and gained approval to reduce the speed limit from 45 to 40 mph between S 139 and S 152 Streets.

In 2012, after completion of both Phases 1 and 2, the Tukwila Public Works Department commissioned a speed study. In the commercial heart of the district between S 150 and S 148 streets, the 85 percentile speeds were between 38 and 40 mph northbound and 38 mph southbound. Between S 146 and S 144 Streets, the speeds were between 37 and 40 mph northbound and 34 and 36 mph southbound.

Along the valley wall north of S. 139 street the speeds were 46 – 49 mph northbound and 48 – 46 mph southbound; for the area north of S 130 street 48 – 51 mph northbound and 51 – 53 mph southbound. The final location was just after the northbound traffic exited to SR 599 and southbound traffic entered from SR 99. The speeds at this final location are 51 – 53 mph northbound and 50 to 49 mph southbound. As a result of the study, the City Public Works Department was able to recommend a further reduction in posted speed limits from 40 mph to 35 mph between S 152 and S 139 streets.

Collision information, roadway characteristics and traffic volumes are reported in the speed study. Slower vehicle speeds creates a trade-off for the local community.[17] The cost of a slower speed is that travel time will obviously be increased. The benefit of slower speeds is that the severity of collisions is reduced, braking time is reduced thereby allowing more immediate decisions about stopping or turning into businesses. Walkability and cycling is improved because of reduced noise and perceived and actual safety.

If lower speed limits are desired, then engineering and other measures, such as education and enforcement, would need to be implemented. The 85th percentile speed is typically used as a starting point for setting a rational limit but it may be set as low as the average speed based on other factors (Donnell et. al. 2009.) The City engineering staff believes that the current posted speed limits are appropriately set and that actual speeds may continue to become slower as development occurs and traffic and traffic turning movements increase.

Local versus regional traffic on TIB *or Destination versus Through Traffic*. Early in the Tukwila design process for the street improvements, a study of the amount of through versus destination traffic was done. This factor was important in negotiating with the State because the street was part of the State highway system. The 1995 license plate survey showed that during the late afternoon, 10 percent of northbound travel was through and 18 percent of southbound travel was through. In 2005, the City's Transportation

[17] The speed at which drivers operate their vehicles directly affects two performance measures of the highway system—mobility and safety. Higher speeds provide for lower travel times, a measure of good mobility. However, the relationship of speed to safety is not as clear cut. It is difficult to separate speed from other characteristics including the type of highway facility. Still, it is generally agreed that the risk of injuries and fatalities increases with speed. Designers of highways use a designated design speed to establish design features; operators set speed limits deemed safe for the particular type of road; but drivers select their speed based on their individual perception of safety. Quite frequently, these speed measures are not compatible and their values relative to each other can vary. (Publication No. FHWA-SA-10-001, September 2009)

System Plan speed study determined that the traffic count on TIB was approximately 18,500 per day, and approximately 70 percent of the traffic was due to local trips.

On-street Parking

There are no definitive answers about the merits and drawbacks of on-street parking. The range of issues however are summarized here and are primarily based upon a 2008 study (Marshall, et.al 2008) which included a literature review and a study of Connecticut streets. The study evaluated the connection between speed and severity of crashes in a parking versus no parking conditions and discusses the outcomes of its inclusion.

In an on-street parking situation, the relationship between vehicle speeds and safety shows parking and un-parking maneuvers frequently reduce the capacity of the adjacent lanes. In addition, a low speed environment (less than 35 mph) is critical in ensuring safe on-street parking use. These low speed conditions help improve safety and in particular when combined with on-street parking, results in a significantly reduced crash rate for the most severe types of crashes. Streets can be actively designed to limit speed and in fact on-street parking is one factor that has been shown to reduce speeds in the cases studied, but on-street parking by itself is not enough.

On-street parking can be a tool to help create that right environment. And could be used in situation where the street is part of the destination and the intent is to cause drivers to slow down and recognize that they have reached a place. Study result show that places with on-street parking tend to be safer and more walkable, require less parking and have more vitality. On-street parking is cost–efficient way for a property owner to provide parking as surface lots require driveways, access lanes, landscaping, and walkways – 173 square feet versus 513 square feet.

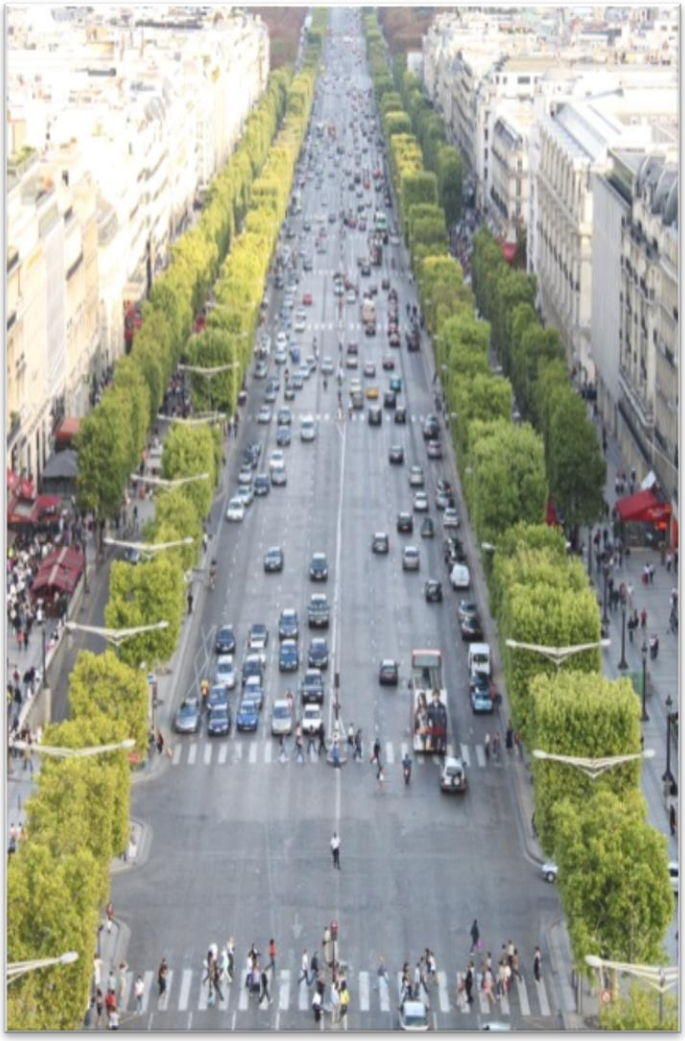
On-street parking is also just one of many mechanisms that help create a specific atmosphere in an activity center. Other mechanisms include overall street design, pedestrian connections, dense/compact development, the land use mix, building street orientation and setback.

The ability to easily cross TIB is important and installation of improvements that make it easier to cross is a frequent request. The traffic volume on Tukwila International Boulevard varies from between north and south. In 2010, the 24 hour average south of S. 146th Street was 19,096 vehicles. In 2013, the 24 hour average north of S. 139th Street was 13,693 vehicles. High truck volumes occur along TIB and along S. 144 Street and are similar to the volumes in the Southcenter area. From Southcenter Boulevard to Southgate Park, TIB has three signalized intersections, and two protected mid-block crossings, whereas, 42 Avenue S. will have three signalized intersections when the signal is installed at the 42 Ave. S and S. 144 Street intersection. In terms of scale, the distance along TIB from Southcenter Boulevard to Southgate Park is almost 2 miles or about 40 minutes walking.

Current Comprehensive Plan policy - additional east west connections in City

Existing Comprehensive Policy states that an east/west transportation corridor north of 144th Street (such as S. 130th Street) should be improved. (Policy 8.2.8) TIBAC says the City doesn't need a new corridor; instead they think the City should focus on curbs, gutter, and sidewalks from residential neighborhoods to TIB.

An efficient east west circulation system for the area north of Southcenter Boulevard has not been identified as a transportation need in either of the last two Transportation System Plan updates. S. 130th Street, the most improved east west connector that can be used to travel between Renton, Tukwila and Burien is somewhat circuitous. It has been improved with signals at S. 130th and 132nd Streets on TIB, which assists with that cross valley connection. The community continues to advocate for additional sidewalk improvements on east west connections to the Boulevard. Within the study area, S. 150th and S. 144th Streets between TIB and 42 Avenue S. are scheduled for improvements in 2014-2015. Other streets within the study area that have been prioritized for sidewalk improvements are in order as follows: S. 152nd Street between TIB and 42 Avenue S.; S. 140th Street between TIB and 46th Avenue S; S. 141st Street between



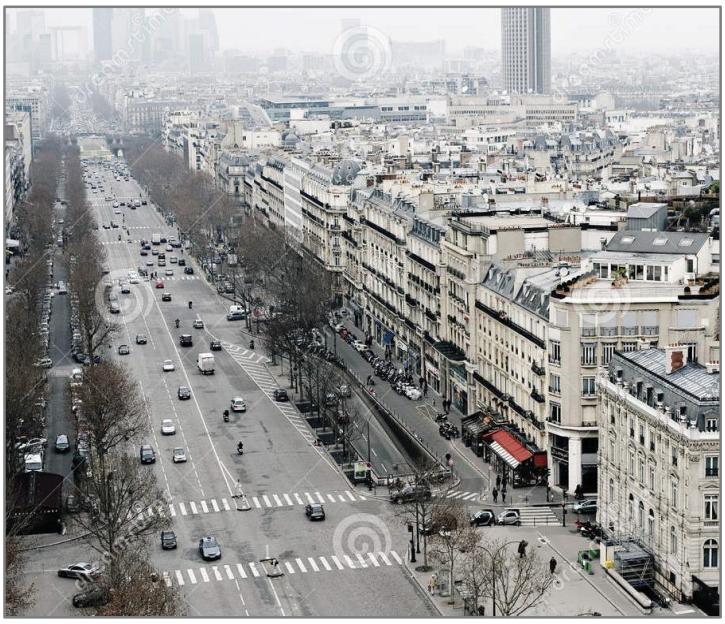
TIB and 42 Avenue S.; S. 146th Street between TIB and 47 Avenue S.; S. 130th Street between TIB and Macadam Road S.

Current Comprehensive Plan Policy – make S. 144th Street a significant pedestrian corridor

The policy recognized the importance of the blocks between Military Road S. and 42nd Avenue S. The City has been successful in funding improvements and has completed the western segment between TIB and Military with pedestrian illumination, street trees and grates, wider sidewalks and bike lanes. The eastern segment is under design and will be constructed with similar improvements, and on-street parking, in the next year.

Current Comprehensive Plan Policy – include on-street parking stalls as a design option.

The City Public Works Department wants to communicate the need to maintain capacity for through traffic and to provide on-street parking on "frontage streets," similar to the condition in front of Appliance Distributors. It is not clear how this option will work when small narrow lots are redeveloped or if this will be an optional condition that is used at the developer's discretion in which case the corridor will be have varied building and sidewalk edges. They also believe that speeds will become slower as the area redevelops and that when traffic conditions warrant additional signals will be installed.



Allan Jacobs, an urban designer renowned for his publications and research on urban design, describes a great street as a street that is "markedly superior in character or quality" and that is visited frequently by people. It:

- *contributes to community*
- is *comfortable and safe*
- *encourages participation*
- is *remembered*
- is *representative of a community*

A Great Street is memorable as a *symbolic or ceremonial* place in the city and a venue for events, parades, fairs and other civic events. *Great Streets: Community Functions* as Great Street has *social spaces;* they provide plazas, parks, trees, benches

and public art, where people can gather, watch other people, or meet friends.

These two pictures of the wide Champs Elysees show its evolution with a frontage road (1930s-1990s) that was used by cars as primarily a parking frontage. The street is 219 feet wide with 82 feet in the middle is devoted to vehicles (TIB is 100 feet.) By the 1970s, politicians noticed that the character of the Champs-Élysées was changing. The grand hotels, luxury boutiques and elegant restaurants began to leave, being replaced by chain stores and fast-food restaurants. From 1991 to 1994 a sweeping rearrangement of the Champs-Élysées was carried out. Much of the construction work was restoring the character of a promenade, which had become an immense open-air parking lot. To do this, the side (frontage) roads were converted, a second row of trees was planted and the entire surface of the pedestrian area was re-paved in granite.

References

Speed Concepts: Informational Guide, Federal Highway Administration, Us Department of Transportation 2009

Marshall W., Garrick N., Hansen G.; Reassessing On-Street Parking, Transportation Research Board: Journal of the Transportation Research Board No. 2046

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APPENDIX A
ZONING CODE COMPARISON – RC, NCC, AND MUO DISTRICTS

	RC	NCC	MUO
Uses			
Commercial Services & Sales			
Adult day care accessory	Yes	no	yes
Amusement parks	Conditional	No	no
Animal shelters	Conditional	No	no
New and used Motorized vehicle sales	Yes	No	no
Gas stations and indoor automotive services	Yes	Yes	no
Bus stations	No	Yes	yes
Theaters	Yes	Yes	no
Cemeteries /crematories	Condition	No	conditional
Funeral homes/mortician services	Yes	No	no
Commercial laundries	Yes	No	no
Commercial parking	Yes	No	yes
Indoor commercial recreation	Yes	Conditional	no
Machine rentals (not involving a driver's license)	Yes	No	no
Pawnbroker	conditional	No	No
Restaurants; including liquor service	Yes	Yes	yes
Restaurants with drive through windows	Yes	No	no
Taverns/nightclubs	Yes	No	no
Retail sales of large items	Yes	No	no
Retail sales of small items	Yes	Yes	yes
Drive in theaters	Conditional	No	no
Repair shop small appliance	Yes	Yes	No

Residential	RC	NCC	MUO
Single family	No	Yes	Yes
B& B	No	No	conditional
Accessory dwelling	No	Yes	Yes
Multi-family (21.8 units per acre)	Yes[18]	No	No
Multi-family above commercial ground floor	No	Yes (no unit limit)	Yes (14.5 units/acre)
Multi-family for seniors (60 units acre	Yes	Yes	Yes
Home occupation	No	Accessory	accessory
Extended stay hotels and motels	Yes	No	No
Motels	Yes	No	No
Hotels	Yes	No	No
Greenhouses <1,000 sq. ft.	No	No	accessory
Manufacturing			
Internet data centers	Conditional	No	no
Manufacturing involving previously formed metals	Conditional	No	no
Manufacturing pharmaceuticals and related products; furniture, fur, clothing, paint, paper plastics, rubber, tile, wood, electrical and digital equipment	Yes	Yes but[19]	no
Manufacturing food related products	Yes but	Yes but	no
Plumbing shops	Yes	Yes	no
Wood working shops < 5 people	Yes	Yes	no
Outdoor storage	Yes	No	no
Warehousing/distribution	Yes	No	no
Frozen food locker for family use	Yes	Yes	No
Commercial nurseries or greenhouses	Yes	Yes	no
Printing, processing, publishing	Yes	No	no

[18] With additional restrictions

[19] With additional restrictions

	RC	NCC	MUO	Urban renewal overlay
Form				
Dwelling unit density	21.78 units/acre - 2,000 sq.ft. 70 units/ acre - 622 sq. ft. (in 6 story height area) 85 units/acre - 512 sq. ft. (in 10 story area) No limit (seniors)	No prescribed density 60 units/acre -726 sq. ft. (seniors)	14.52 units/acre - 3,000 sq.ft.	No maximum
Setbacks (front /side /rear)	20/10/10	6 (12 on TIB /10/10	25/10/10	6-12/0/0 (subject to criteria and review and approval)
Setbacks adjacent to Residential	20/10-30/10-30	6-12/10-20/10-20	20/10-30/10-30	6-12/10-30/10-30

APPENDIX B

SURVEY RESULTS – COMMUNITY CONNECTORS AND OPEN HOUSES

(Open Houses on March 6 & 8, 2014; Community Connector Surveys from January 10-February 21, 2014)

Tukwila Comprehensive Plan Survey
March 6th and March 8th, 2014
Report Completed by Max Baker

REPORT SUMMARY

On March 6th and March 8th, 2014, the city of Tukwila held Community Conversation open houses to gather community feedback regarding housing, business, food access and service needs along the Tukwila International Blvd Corridor. This report outlines the results of the surveys as well as results from surveys collected online.

DATA RESULTS

TOTAL NUMBER OF SURVEYS COMPLETED: 3/6: 16
3/8: 31

Note: Not all participants responded 100% to every question. Some participants responded to multiple choices. Percentages may vary depending on the nature of the question. Please refer to attached Excel spreadsheet for additional information regarding individual population totals.

HOUSING	% Total: March 6th	March 8th
1. Do you live in a		
a. House	88%	74%
b. Apartment	6%	16%
c. Mobile Home	0%	6%
d. Other: Condo	6%	3%
2. Are you happy with your house/apartment?		
a. Yes	94%	87%
b. No	6%	13%
c. Don't know/Did not respond	0%	0%
3. What do you like about it?		
a. Number of bedrooms	56%	35%
b. Cost	63%	45%
c. Outdoor space/yard	81%	61%
d. Easy to park my car	69%	48%
e. Building is well taken care of/in good shape	44%	35%
f. Other		
• Quiet neighbors	6%	3%
• Pool and tennis courts	6%	0%
• Close to transit	6%	0%
• Close to trails	0%	3%
• Not a lot of traffic	0%	3%
• Central location	0%	3%
•		

4. What would you like to change?

a. More bedrooms	13%	6%
b. Larger living spaces	25%	10%
c. Lower cost	19%	19%
d. Better maintenance of building	25%	23%
e. More parking	6%	13%
f. More/better outdoor space	31%	29%
g. Other		
• Smaller homes	13%	0%
• More living spaces	6%	0%
• Better insulation/sound proofing	6%	0%
• Better neighbors	6%	0%
• Road buffers	0%	6%
• Lot size	0%	3%
• More bathrooms	0%	3%
• Sidewalks	0%	3%
• Sidewalks on 164th	0%	3%

5. If you live in or were to move into an apartment, which three spaces would you use most?

	% of Total Residents Surveyed	
a. Common/Party Room	31%	32%
b. Vegetable/Gardening Space	63%	58%
c. Exercise Room/Equipment	25%	52%
d. TV/Game Room	19%	13%
e. Playground	19%	16%
f. Barbeque/Picnic Area	69%	23%
g. Indoor Sport Court	0%	29%
h. Outdoor Paved Area	13%	10%
i. Grass Yard	19%	29%
j. Indoor Play Area	0%	13%
k. Other		
• Pool	6%	0%
• Parking area	0%	3%
• Library	6%	0%
• Croquet	6%	0%
• Tennis court	6%	0%

NEIGHBORHOOD

1. Why do you live in your neighborhood in Tukwila?	**% of Total Residents Surveyed**	
a. I like my house/apartment	88%	48%
b. Cost	44%	42%
c. Close to mosque/church	19%	16%
d. Close to family	19%	35%
e. Close to bus/light rail	50%	35%
f. Close to school	13%	26%
g. Close to stores and restaurants	50%	16%
h. Close to work	25%	26%
i. Close to people from my country	6%	13%
j. Other		
• I like Tukwila	0%	6%
• Close to freeway	0%	3%
• People from other countries	6%	0%
• Close to trails	6%	3%
• Outside of Seattle w/ similar benefits	6%	0%
• Property ownership	0%	6%
• Near Renton	0%	3%
• Neighborhood w/ sidewalks	0%	3%
• Forests and river	0%	3%
• Like my neighbors	0%	3%
• Size of property	0%	3%

2. Are you planning to move out of Tukwila in the next few years?	**% of Total Residents Surveyed**	
a. Yes	19%	13%
b. No	81%	71%
c. Don't know/Did not respond	0%	16%
d. If yes, why?		
• Too expensive	6%	0%
• To find better apartment	0%	3%
• I want a house	6%	0%
• Too far from work	0%	3%
• Too far from family	0%	6%
• House value down, can't move	0	3
• Mismanaged school district	0	6
• Would like to see city improvement of residential areas	0	3
• Speeding on our street	0	3
• Neighbors with pitbulls	0	3
• Larger property	0	3
• Limited economic opportunities	0	3
• Less community engagement	0	3
• Feel less welcome as a white resident	0	3
• Retired	6%	0%

3. What 1 - 2 new businesses do you need in your neighborhood?	% of Total Residents Surveyed
a. Grocery stores: Winco/Safeway	22%
b. Bulk stores: Walmart/Sams/Costco	21%
c. Ethnic specific restaurants	12%
d. Dollar store on 99	5%
e. Gym (or lower cost at TCC)	4%
f. Family Resource Center	4%
g. More houses	4%
h. Urgent care/ health clinic	3%
i. Car wash	2%
j. Health food or Natural Food store	2%
k. Bigger library	2%
l. US bank	2%
m. Auto parts	1%
n. Dental office	1%
o. Ice skating rink	1%
p. Laundry	1%
q. Cheaper commercial space (to own business)	1%

4. What 1 - 2 businesses are problems in your neighborhood?	% of Total Residents Surveyed
a. Motels	13%
b. Déjà vu/Showgirls	13%
c. Casino	5%
d. Somali businesses	5%
e. Mini marts/convenience stores	4%
f. Too many mobile homes	2%
g. Pavilion	2%
h. Liquor store/smoke shops	2%
i. Too much fast food	1%

5. Are the services you need (childcare, healthcare, citizenship classes, Government agencies) available in your area?	% of Total Residents Surveyed
a. Yes	61%
b. No	28%
c. Don't know/Did not respond	11%
d. What services are missing?	
• DSHS	15%
• Health Clinic	11%
• Citizenship classes	7%
• Child care	5%
• Department of Licensing	4%
• Low Income Housing	3%
• ESL Classes	2%

ACCESS TO FOOD

1. Can you buy the kinds of food you want near your home?	% of Total Residents Surveyed
a. Yes	71%
b. No	21%
c. Don't know/Did not respond	8%
d. If no, what kind of food is hard to get?	
• Ethnic specific food	8%
• Costco	6%
• Food too expensive (need to travel out of area)	4%
• Farmer's Market	4%
• Lack of Grocery Stores – McCadam Rd	3%
• Food Bank is too far	1%

2. Where do you and your family get most of your food?	% of Total Residents Surveyed
a. Large grocery store	87%
• Saars	40%
• WINCO	8%
• Safeway	7%
• Seafood City	3%
• SAMS	3%
• Thriftway	1%
b. Big Box Department Store	55%
• Costco	28%
• Wal-Mart	17%
• Target	3%
• Fred Meyer	1%
c. Dollar store	17%
d. Small store/butcher/produce stand	7%
e. Food bank*	16%
f. Ethnic grocery store (Halal, Latino, other)	52%
g. Restaurants/Prepared food (Subway, fast food, pizza)	16%
h. Convenience store (7-11, Mini Mart, gas station)	13%
i. Other	
• Hardware	1%
• Grocery Outlet	1%
• Cambodian Store in White Center	1%

COMMON THEMES & VARIANCES ACROSS COMMUNITIES

After reviewing the data collected, several common themes surfaced regarding usage of current services and the need for new ones.

HOUSING

The majority of residents interviewed lived within a house, with the next largest group living in apartments. Few residents lived in mobile homes or condos.

When asked which things they would change if given the opportunity, the top two responses among both groups was more/better outdoor space and better maintenance of their building.

Three spaces that residents surveyed on 3/6 would use the most if available either in their apartment complex or home were Barbeque/Picnic Area, Vegetable Gardening Space and Exercise Room/Equipment. For the 3/8 group, they were Common/Party Room, Vegetable Gardening Space, and Exercise Room/Equipment.

NEIGHBORHOOD

The main reason cited by both groups for living in their neighborhood in Tukwila was that they liked their house/apartment. This response was 88% for those on 3/6, which was higher than the 48% cited on 3/8. Cost, proximity to transportation and work were of similar importance for both groups.

The 3/8 group cited being close to family and people from their own country more often, showing a higher priority for social needs.

NEW BUSINESSES

Hands down, the largest requests came from a desire for a better large grocery store in the neighborhood. Access to quality and specialty groceries was also a recurring them, with many residents expressing a desire for more organic and local produce. Very few of the responses requested a large box store, like a Costco or a Wal-Mart. Another popular choice was for more cafes and bakeries, especially along TIB.

PROBLEM BUSINESSES

While many residents indicated appreciation for the recent closure of some of the motels on TIB, their top choice as problem businesses were the motels, followed by Déjà vu/Showgirls and casinos.

Other complaints regarding local businesses referred to the parking lots surrounding some of the Somali businesses on TIB. Complaints were also recorded regarding smoke shops/liquor stores and tenants running illegal business practices, such as car rental agencies also selling vehicles.

SERVICES

56 % of participants surveyed on 3/6 indicated satisfaction with access to services in the area, while only 42% did on 3/8. The top choice for new service in both groups was for a quality health clinic.

FOOD ACCESS

Both groups surveyed were similarly split on whether or not they could find the kinds of food desired near their homes. Many indicated that they had to travel to neighboring cities to find the type or quality of groceries desired. Those surveyed also often desired the creation of a Farmers Market and access to fresh food.

CURRENT SHOPPING LOCATIONS

Most residents purchased their food from a big box department store, with Costco and Fred Meyer being the most popular. 50% of the 3/6 group and 65% of the 3/8 group also shop at a large grocery store. A quarter of the 3/6 group cited a small store/butcher/produce stand as a resource vs. 10% of the 3/8 group, while the 23 % of the3/8 group purchased prepared food from restaurants in comparison to only 6% of the 3/6 group. This indicates that the shopping styles were slightly different between the two groups when occurring outside of a grocery store.

Global to Local / City of Tukwila – Community Connectors Pilot Program

Tukwila Comprehensive Plan Survey
Conducted January 10, 2014-February 21, 2014
Report Completed by Alma Villegas
Community Programs Manager – Global to Local

COMMUNITY CONNECTORS:

Monica Dávalos – *Latino*
Reina Blandon – *Latino*
Osman Egal – *Somali*
Hafso Abdulla - *Somali*
Helber Moo – *Burmese*
Yasin Abdella - *Eritrean*
Rabeya Suraka – *Amharic and Arabic-speaking*

COMMUNITY HEALTH PROMOTERS:

Samantha Kunze-Garcia - *Latino*
Aisha Dahir - *Somali*
Zeineb Mohammed - *Eritrean / Arabic-speaking*
Linda Mo – *Burmese*
Abdishakur Ahmed – *Somali*

REPORT SUMMARY

Between January 10, 2014 and February 21, 2014, Global to Local Community Health Promoters (CHPs) and Community Connectors representing the Latino, Somali, Eritrean, Burmese and Arabic-Speaking communities conducted a total of 194 surveys of residents from these populations to gather community feedback regarding housing, business, food access and service needs along the Tukwila International Blvd Corridor. This report outlines the results of the surveys as well as some additional comments generated during the one on one field outreach.

Global to Local's CHPs engaged in a limited capacity in actual survey collection, as their main role was to support the Community Connectors by answering questions that generated throughout the course of the information gathering, as well as provide mentorship support on outreach and city services, on an as needed basis. The majority of the surveys were conducted by community leaders initially identified by the CHPs through their past relationships established as part of the Global to Local Community Leadership Development Program.

All seven Community Connectors (also referred to as leaders) are current residents of Tukwila, with some of them residing in the city for over 10 years, and thus possessing first-hand information on where to best conduct outreach with members of their population and ensure a balanced representation of residents including youth, families, seniors as well as apartment residents and homeowners.

Community Connectors and Global to Local Community Health Promoters will be attending a community conversation on March 6, 2014 at Showalter Middle School in Tukwila to share information about their experience during the field work data collection process.

DATA RESULTS

TOTAL NUMBER OF SURVEYS COMPLETED: 194

COMMUNITIES SURVEYED: Latino, Somali, Burmese, Eritrean, Sudanese, Ethiopian, Nepali and other Arabic-speaking populations

Note: Not all participants responded 100% to every question. Some participants responded to multiple choices. Percentages may vary depending on the nature of the question. Please refer to attached Excel spreadsheet for additional information regarding individual population totals.

HOUSING	**% of Total Residents Surveyed**
6. Do you live in a	
a. House	25%
b. Apartment	71%
c. Mobile Home	3%
d. Other: Condo	1%
7. Are you happy with your house/apartment?	
a. Yes	48%
b. No	47%
c. Don't know/Did not respond	5%
8. What do you like about it?	
a. Number of bedrooms	41%
b. Cost	43%
c. Outdoor space/yard	20%
d. Easy to park my car	27%
e. Building is well taken care of/in good shape	25%
f. Other	
• Big space (i.e. living room, bedroom , kitchen, etc)	4%
• Closeness to services	1%
• Quiet neighbors	2%
• Close to work	1%
9. What would you like to change?	
a. More bedrooms	53%
b. Larger living spaces	36%
c. Lower cost	56%
d. Better maintenance of building	41%
e. More parking	28%
f. More/better outdoor space	21%
g. Other	
• Mold	1%
• Laundry inside unit	2%
• Better appliances	1%
• Improved heating	2%
• Playground	1%
• More affordable	1%
• Better security	2%
• Better management	1%
• Cockroaches	1%
• Bad carpeting	1%
• Bad smell in apartment	1%

10. If you live in or were to move into an apartment, which three spaces would you use most?	% of Total Residents Surveyed
a. Common/Party Room	26%
b. Vegetable/Gardening Space	32%
c. Exercise Room/Equipment	47%
d. TV/Game Room	18%
e. Playground	44%
f. Barbeque/Picnic Area	13%
g. Indoor Sport Court	37%
h. Outdoor Paved Area	8%
i. Grass Yard	29%
j. Indoor Play Area	15%
k. Other	
• Laundry Inside Unit	2%
• Pool	1%
• Storage	1%
• Deck	1%
• Bigger Bathroom	1%
• Parking Area	1%

NEIGHBORHOOD

2. Why do you live in your neighborhood in Tukwila?	% of Total Residents Surveyed
e. I like my house/apartment	24%
f. Cost	17%
g. Close to mosque/church	46%
h. Close to family	41%
i. Close to bus/light rail	34%
j. Close to school	53%
k. Close to stores and restaurants	35%
l. Close to work	15%
m. Close to people from my country	35%
n. Other	
• I like Tukwila	4%
• Placed here by resettlement agency	3%
• Close to freeway	2%
• Close to airport	2%
• Parks	1%
• Two Family Home	1%
• Close to nonprofits	1%
• Close to mall	1%
• Disabled child	1%

6. Are you planning to move out of Tukwila in the next few years?	% of Total Residents Surveyed
a. Yes	20%
b. No	67%
c. Don't know/Did not respond	13%
d. If yes, why?	
• Too expensive	8%
• Too find better apartment	4%
• Too many gangs	3%
• Too a better area	3%
• I want a house	3%
• Too far from work	1%
• Too far from family	1%
•	

7. What 1 - 2 new businesses do you need in your neighborhood?	% of Total Residents Surveyed
a. Grocery stores: Winco/Safeway	22%
b. Bulk stores: Walmart/Sams/Costco	21%
c. Ethnic specific restaurants	12%
d. Dollar store on 99	5%
e. Gym (or lower cost at TCC)	4%
f. Family Resource Center	4%
g. More houses	4%
h. Urgent care/ health clinic	3%
i. Car wash	2%
j. Health food or Natural Food store	2%
k. Bigger library	2%
l. US bank	2%
m. Auto parts	1%
n. Dental office	1%
o. Ice skating rink	1%
p. Laundry	1%
q. Cheaper commercial space (to own business)	1%

8. What 1 - 2 businesses are problems in your neighborhood?	% of Total Residents Surveyed
j. Motels	13%
k. Déjà vu/Showgirls	13%
l. Casino	5%
m. Somali businesses	5%
n. Mini marts/convenience stores	4%
o. Too many mobile homes	2%
p. Pavilion	2%
q. Liquor store/smoke shops	2%
r. Too much fast food	1%

9. Are the services you need (childcare, healthcare, citizenship classes, Government agencies) available in your area?	% of Total Residents Surveyed
a. Yes	61%
b. No	28%
c. Don't know/Did not respond	11%
d. What services are missing?	
• DSHS	15%
• Health Clinic	11%
• Citizenship classes	7%
• Child care	5%
• Department of Licensing	4%
• Low Income Housing	3%
• ESL Classes	2%

ACCESS TO FOOD

3. Can you buy the kinds of food you want near your home?	% of Total Residents Surveyed
a. Yes	71%
b. No	21%
c. Don't know/Did not respond	8%
d. If no, what kind of food is hard to get?	
• Ethnic specific food	8%
• Costco	6%
• Food too expensive (need to travel out of area)	4%
• Farmer's Market	4%
• Lack of Grocery Stores – McCadam Rd	3%
• Food Bank is too far	1%

4. Where do you and your family get most of your food?	% of Total Residents Surveyed
a. Large grocery store	87%
• Saars	40%
• WINCO	8%
• Safeway	7%
• Seafood City	3%
• SAMS	3%
• Thriftway	1%
b. Big Box Department Store	55%
• Costco	28%
• Wal-Mart	17%
• Target	3%
• Fred Meyer	1%
c. Dollar store	17%
d. Small store/butcher/produce stand	7%
e. Food bank*	16%
f. Ethnic grocery store (Halal, Latino, other)	52%
g. Restaurants/Prepared food (Subway, fast food, pizza)	16%
h. Convenience store (7-11, Mini Mart, gas station)	13%
i. Other	
• Hardware	1%
• Grocery Outlet	1%
• Cambodian Store in White Center	1%

COMMON THEMES & VARIANCES ACROSS COMMUNITIES

After reviewing the data collected, while there were some clear variances amongst different ethnic groups, for the most part several common themes surfaced regarding usage of current services and the need for new ones.

HOUSING

The majority of the immigrant/refugee population residing within the boundaries of the Tukwila city limits live in apartment buildings with 1/3 of the Latino and Somali communities either renting or owning a home. Most of the populations also indicated being unhappy with their living situation indicated by the responses of over 60% of Somali, Burmese and Eritreans. However, despite complaints regarding their living conditions, over 50% the Latino population indicated being pleased with their current apartment or home.

When asked which things they would change if given the opportunity, the top two responses among all populations was cost and number of bedrooms.

Three spaces that all residents surveyed would use the most if available either in their apartment complex or home were Playground, Exercise Room and Indoor Sport Court. However, over 78% of the Burmese population indicated a vegetable or garden space as their top choice.

NEIGHBORHOOD

Over 85% of both the Somali and Eritrean population indicated close access to their mosque or church as their top reason for living in Tukwila, with closeness to family and people from their country as their second reason. Several of those surveyed also indicated the desire for a traffic light between S 142nd & S 143rd so that families could have safe and secure access to the mosque from one side of International Blvd to the other.

The Latino and Burmese populations indicated closeness to school as their top reason, with both groups responding at a rate of over 65%.

Across all communities, over 60% of the responses indicated that they planned on staying in Tukwila, with the highest mobility predicted for the Eritrean and Arabic-speaking populations. Both of these communities indicated that while they would like to continue living in Tukwila, high cost of rent and living conditions motivate them to seek housing elsewhere. Several respondents indicated the desire for low income housing in Tukwila as well as access to affordable commercial space so that they may start their own businesses at a reduced rate.

NEW BUSINESSES

Hands down, the largest requests came from a desire for a better large grocery store in the neighborhood with WINCO and Safeway listed as their top two choices. Over 1/3 of the responses also requested a large box store, like a Costco or a Walmart be located on TIB. A third choice for residents was a family resource center and a gym with a couple of those surveyed recommending cheaper options for resident use at the Tukwila Community Center.

PROBLEM BUSINESSES

While many residents indicated appreciation for the recent closure of some of the motels on TIB, their top choice as problem businesses were the motels, followed by Déjà vu/Showgirls and casinos as a far a third.

Other complaints regarding local businesses referred to the parking lots surrounding some of the Somali businesses on TIB, where due to a lack of security and structure, residents experience unsafe driving and gang activity. Complaints about gang activity was also mentioned in regards to the parking lots surrounding the mini marts and convenience stores like 7-11.

SERVICES

Over 60% of those surveyed did indicate satisfaction with access to services in the area. However, their top choices for new services included a Department of Social and Health Services and Department of Licensing offices as well as a Health Clinic and Low Income Housing.

FOOD ACCESS

Across all populations, over 60% of respondents indicated satisfaction with food access. However, many of those surveyed asked for lower cost options, as well as a Farmers Market and more Ethnic-specific restaurants and markets.

CURRENT SHOPPING LOCATIONS

Over 80% of residents shop at the Saars on S 144th, mainly because it's the only choice available to them. However, many indicated needing to travel to Burien or Renton to do their grocery shopping. Residents living up on Macadam Rd indicated their dissatisfaction with the lack of grocery stores in that area. A small number of responses also said that they have stopped using the food bank because on several occasions they have experienced receiving expired food.

APPENDIX C
TIB BUSINESSES – SURVEY RESPONSES

Tukwila International Business Survey Summary

Conducted Friday, June 27th through Friday, July 17th, 2014

Purpose

With coordination and planning, Tukwila International Boulevard is envisioned as a major asset to help improve quality of life for the residents of Tukwila through access to goods and services, additional housing options, community services and economic opportunities. In partnership with the City of Tukwila, Futurewise, OneAmerica, and El Centro de la Raza (El Centro) surveyed local businesses to provide direction within the comprehensive plan for the city of Tukwila. Although there are several aspects of public participation and outreach, this specific survey focused on local businesses on or in close proximity to Tukwila International Boulevard (TIB). This area has seen much change over the past years and is expected to undergo further development in the upcoming years.

Methodology

We acquired a list of businesses along and adjacent to TIB from the City of Tukwila's business license database. Prior to conducting the surveys, we distributed informational flyers on June 27th, 2014 (see Attachment 1). The purpose of these flyers was to serve as a notice to the local businesses that the staff from our organizations would be conducting business surveys during the following weeks. On this day, we also acquired information including times of day when business owners might be most readily available, languages spoken by staff at the businesses, and hours of operation. From June 29 to July 18, we conducted the surveys (see Attachment 2). OneAmerica was primarily responsible for conducting surveys amongst the East African and Somali community of TIB. El Centro de la Raza, was responsible for reaching out to the Latino businesses. Futurewise surveyed the remaining businesses. Of the 160 total businesses listed, 55 businesses responded to the survey (a response rate of 34%).

To assure that every business owner or manager had the opportunity to be surveyed, staff approached local businesses several times. The number of visits varied depending on responsiveness of the owners or managers. After two to four times failing to conduct the business survey due to lack of availability or lack of interest by owners or managers, an additional flyer was left at the business that provided instructions on how to complete the survey online. While an online option was made available, no businesses filled it out. The online survey did make it easier for our partners, however, to input survey responses into a central location.

Results

See Attachment 3 for graphs depicting survey results. Highlights are summarized below.

Languages spoken

Tukwila is one of the most diverse zip codes in the United States and the survey results illustrate this. We found that the average business provides staff that speaks over 3 different languages. The franchised business such as Arco-AMPM and Bartell Drugs, in addition to Allied Law Firm, have staff that speak 7 languages. The languages spoken by all businesses surveyed included:

- English
- Somali
- Korean
- Chinese
- Vietnamese
- Spanish
- Punjabi
- Arabic
- Japanese
- Turkish
- Ethiopian

Ownership and Age of Business in Tukwila

Of the 55 businesses surveyed, 33 reported that the business is locally-owned, 12 are franchised, and 3 are corporate-owned. The average business has also been in establishment for over 16 years.

Reason for locating business on TIB

The reason for establishing their business within Tukwila is predominately related to their clientele, location, and affordability. 33% of respondents cited affordability and availability and 21% cited proximity to the airport and density of traffic.

Where customers live

Most customers for TIB businesses live in Tukwila and neighboring communities. Specifically 72% of respondents reported their customers live in Tukwila/SeaTac. Given the proximity to the airport, and a central location, businesses also serve customers throughout the broader region.

How customers get to TIB businesses

Respondents mentioned a variety of modes of travel for their primary customers (note: survey respondents could note more than one mode):

- Driving 55
- Walking 23
- Transit 21
- Biking 16
- Taxis 2

Businesses that expressed higher walking traffic also mentioned the apartment buildings close to their businesses. Many expressed a positive relationship between more housing and an increased customer base.

Plans and Attitudes about Future

Most businesses plan to continue operating in Tukwila in the upcoming years; 43 (81% of respondents) businesses plan to continue operating, 5 (10%) businesses have expressed the potential desire to relocate, and 4 (9%) are unsure.

Generally, most businesses are optimistic about the changes that have occurred in the community over the years, specifically with the shutdown of motels and plans to construct a mixed-use building and a library on the vacant lots of TIB. 32 (58%) businesses responded with optimism regarding

future planning of Tukwila, while 8 (15%) businesses responded that they were pessimistic, and 15 (27%) were unsure.

Interest in attending a meeting focused on business owners

Approximately half of the businesses surveyed expressed interest in participating in a business-focused meeting to discuss planning issues related to TIB or a promotional event celebrating TIB.

Concerns and Other Issues

Slow pace of development. The greatest concern, even for optimistic business respondents, is that development has been slow to happen along TIB. Many people commented about the city's plans to construct a mixed-use development on the corner of TIB and S. 144th St. Many imagine this as being a "fresh start" for their business and the area, but expressed frustration at the fact that the lot has been vacant for over five years. This mirrored the sentiments expressed by a few business owners that plans for development along TIB are promising, but are moving slower than they would like. Similarly, some mentioned that the motels shut down last year have not been torn down. This, they said, gives an unsettling look to the surrounding area that may deter customers coming from out of town or from the airport.

City regulations. Several businesses owners felt that the cities regulations were restrictive to the success of their business. While several owners and managers mentioned that the city had generally been cooperative and supportive during their time on TIB, others had concerns about signage policies and other regulations. Some business owners have felt that they face obstacles severe enough that they have stopped offering certain services or believe that the city does not want them there and thus they are planning to sell and move away. Small business owners and managers are also concerned with potentially rising rents as redevelopment happens, and the possibilities of more business relocations, vacant storefronts, or a less active commercial district.

Diversity. Many survey respondents mentioned the diversity in the area as an asset, with tight-knit communities along TIB providing loyal customer bases. Others, though, saw their primary business competition embodied by another cultural community, rather than by specific businesses. This perception could lead to a situation where, although the area is diverse, cultural communities tend to live separately and shop at different stores.

Safety. A strong majority of businesses surveyed mentioned that the neighborhood had become safer since the motels were closed down in 2013. This issue was mentioned frequently when discussing perceptions of the future of the neighborhood. Many owners felt optimistic, in this sense, but also expressed concerns about the continued loitering and petty crime outside of their businesses. Others said that while the police have cracked down on petty crime, they sometimes are slow in responding to larger issues that concern business owners, such as cars stolen off of lots and identity theft. Overall, the sentiment in the community is that while progress has certainly been made, there is more work to be done regarding safety.

The two most discussed issues by respondents revolved around public safety and affordable housing. Of the business respondents that mentioned police patrol, the majority of respondents stated that they would like to see more patrol in the community. A few respondents however mentioned that they appreciated that the police patrolled so often. Another facet of public safety that was mentioned was loitering and delinquents. One business owner responded, "I like Tukwila, but not the people." These business owners and managers were more likely to be pessimistic about the changes in Tukwila, and

while they often acknowledged that the landscape and streets are cleaner, but they felt the city had done little to address the issue of homelessness.

Many people commented that the reason for the loitering problem is that there are few parks or recreational facilities to occupy youth. The respondents are anticipating the development of the new library and mixed use senior citizen building, but several mentioned that it has been years since any development has occurred. Many people acknowledged the city's efforts that resulted in the closure of the motels, but believe that redevelopment must happen to beautify the area. The abandoned motels are viewed as an eyesore to the community. Interestingly, not everyone agreed with the shutdown of these motels. A few business owners said that they have seen a drop of clientele since the closing of motels and thus it had been bad for their businesses. Those who remain optimistic say that they look forward to the senior citizen center bringing new clients to the community.

Affordable housing. We found that there was a variety of views on affordable housing. Several business owners associated the development of affordable housing in Tukwila with the increased crime rates and number of loiterers around their businesses. One business owner expressed strong opposition to affordable housing, claiming that it creates bad change in the community, however he also noted that his clientele base has never been from Tukwila and that he still anticipates operating his business in Tukwila until he is forced to leave. Those businesses that were optimistic about the community seemed most likely to support an increase in affordable and senior housing, stating that it will bring more business and activity to their stores.

Many businesses reported a drop in business activity related to complaints from customers about rising rents. Some businesses commented about the opportunity for affordable housing, as well as commercial retail, to help stabilize the neighborhood, especially as it grows and changes.

Recommendations

TIB provides access to transportation, places to acquire goods and services, a variety of employers, and an increased capacity for redevelopment and intensification. Encouraging redevelopment of the area without displacement of residents and businesses requires a number of retention and recruitment strategies to both support the existing residents and businesses as well as attract new housing options and commercial opportunities. The following recommendations address some of the key concerns voiced in the survey responses:

- **Convene** a meeting in fall 2014 for business owners and managers along TIB to discuss and respond to relevant elements to Tukwila's Comprehensive Plan Update.
- **Coordinate** an event that celebrates all businesses along TIB in order to highlight common goals and priorities, as this seems to be an important step for the community.
- **Add** visual elements to the existing sign ordinance to better illustrate what is allowed under the revised code so that business owners will more likely improve their signs.
- **Provide** support for small businesses to add pedestrian-oriented signs to encourage walkability and legibility along the sidewalk.
- **Encourage** greater connectivity between neighborhoods and TIB by expanding streetscape improvements like better sidewalks, lighting, pedestrian signage and crossings.
- **Develop** strategies to preserve housing and commercial affordability to support existing residents and businesses while encouraging redevelopment, enhanced design, and other investments which may raise rents/prices in the area.

The following items are included as attachments:

1. Outreach Flyer
2. Business Survey
3. Business Survey Responses

Attachment 1. Outreach Flyer

We want to hear from you!

The City of Tukwila is currently updating its Comprehensive Plan, which sets the goals and policies which will guide the City for the next **20** years.

An important part of the plan is supporting a **vibrant business district** on Tukwila International Boulevard. We want to hear from you, business owners and managers, about **your vision for the area** to ensure that the City develops policies and programs which help you and your business.

Take our survey!

We are visiting area businesses to ask you about how the City can support a great business district.

No time to chat? The survey is available online at https://www.surveymonkey.com/s/WQFDYZD

Get Involved!

There are lots of events coming up regarding Tukwila International Boulevard planning! Join us for a meeting with business owners, a "walkshop," public hearings, and more. Contact Hayley at hayley@futurewise.org or 206-343-0681 x 121 for more information.

Need more information?
You can learn more about the Comprehensive Plan here:
http://www.tukwilawa.gov/dcd/dcdcompplan.html

If you would like to leave a comment or question, you may contact Lynn Miranda (Lynn.Miranda@TukwilaWA.gov) of the Tukwila Department of Community Development by calling 206 431-3683.

EL CENTRO de la RAZA

ONE AMERICA With Justice for All

INTERIM CDA

futurewise Building communities Protecting the land

Attachment 2: Business Survey

Survey of the Tukwila International Boulevard District Businesses

Survey Purpose: The City of Tukwila is updating its goals and policies for the Tukwila International Boulevard area. We understand it is difficult to make time to come to a meeting, so we were hoping to spend 15 or 20 minutes with you today to learn what you think about the neighborhood and how the City can improve the business environment here.

Business Name: _____

Name and Contact Info: _____

Type of Business: _____

Locally owned, franchise, or agent? _____

Language(s) spoken: _____

How long have you been in business here? _____

1. Why did you decide to locate your business in this area?

- ☐ Close to customers
- ☐ Close to other businesses
- ☐ Close to my home
- ☐ Price
- ☐ Other: _____

2. What do you like <u>best</u> about having your business in this area?

_____

_____

3. What do you like <u>least</u> about having your business in this area?

_____

_____

4. What are your thoughts about the neighborhood's future and its impact on your business?

- ☐ I am optimistic
- ☐ I am pessimistic
- ☐ Not sure

Why? _____

_____

5. Do you plan to continue operating your business in this location?

- ☐ Yes
- ☐ No
- ☐ Not sure

If not, why? _____

_____

6. Are there other businesses or services in the area that are important to your success?

- ☐ Yes
- ☐ No
- ☐ Not sure

If yes, which ones?

_____

_____

7. Where do most of your customers live?

- ☐ Tukwila International Boulevard
- ☐ Tukwila
- ☐ Seatac
- ☐ Other:

_____

_____

8. How do your customers get to your business?

- ☐ Driving
- ☐ Public Transportation
- ☐ Walking or Biking
- ☐ Other:

_____

_____

9. What could the City do to improve this neighborhood and support its businesses?

_____

_____

_____

10. The City is organizing upcoming activities to hear from the business community and develop policies to improve this area. Would you be interested in attending any of the following:

An event in September to market or advertise TIB and your business to the community like the "Taste of Tukwila."

- ☐ Yes, I am interested.
- ☐ No, I am not interested.
- ☐ Not sure

A meeting with business owners to discuss the findings of this survey and possible improvements to the area?

- ☐ Yes, I am interested.
- ☐ No, I am not interested.
- ☐ Not sure

If yes, what day(s) of the week and time(s) of day would be best for you?

Day(s): _____

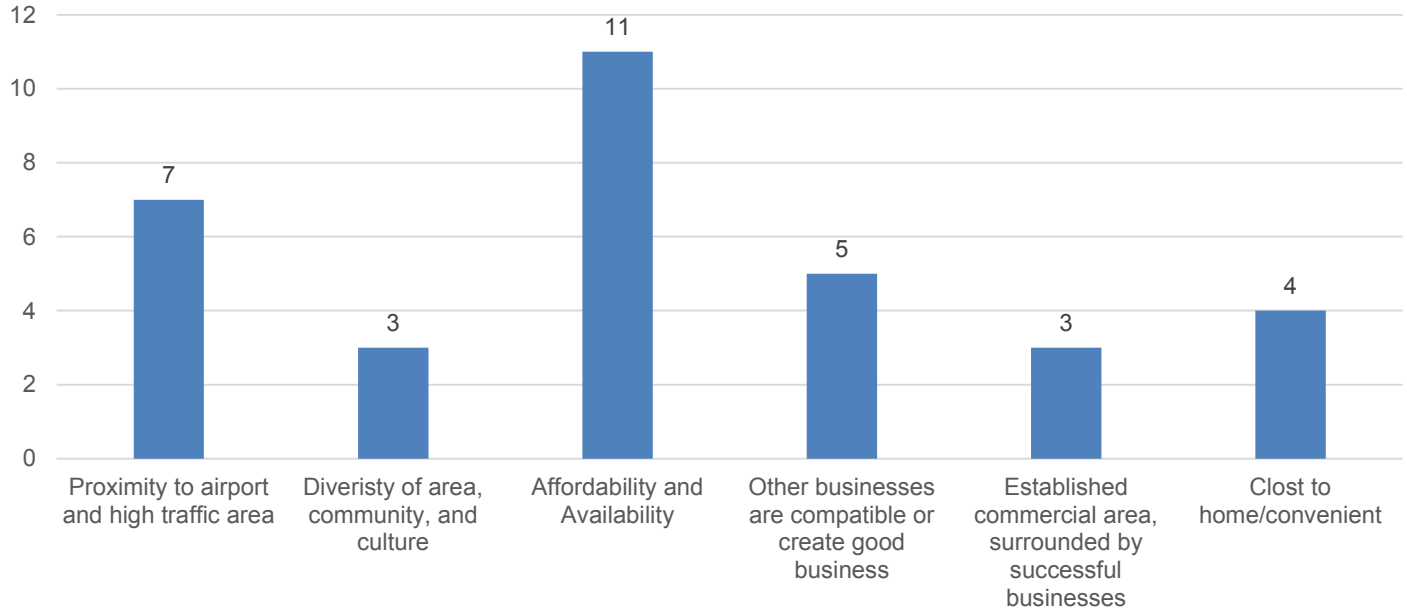
Time(s): _____

May we contact you again about these activities?

- ☐ Yes
- ☐ No

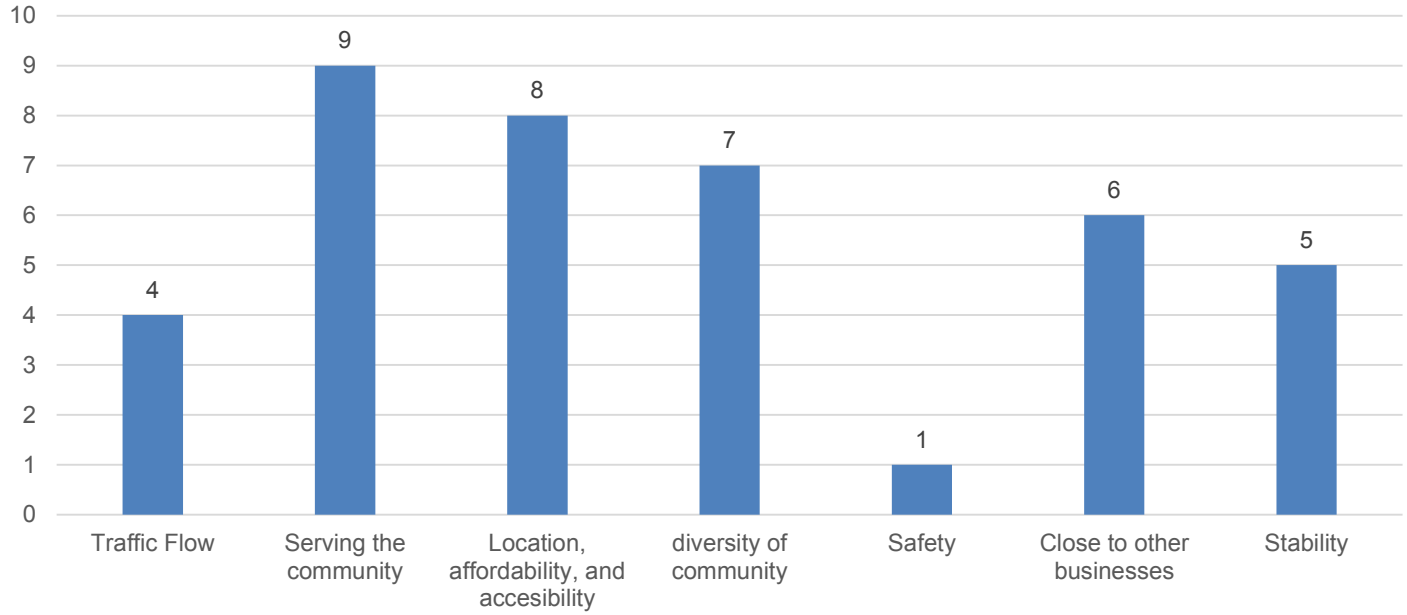
Attachment 3: Business Survey Responses

1. Why did you decide to locate your business in this area?



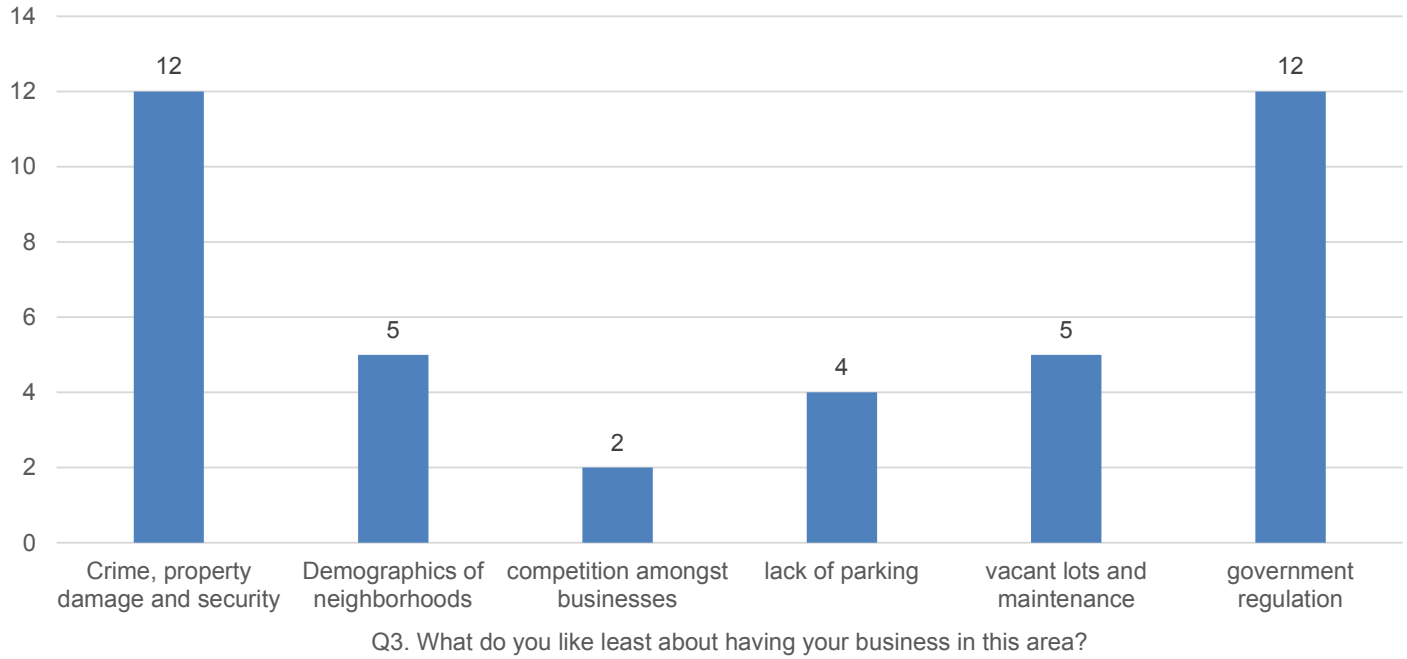
Q1. Why did you decide to locate your business in this area?

2. What do you like best about having your business in this area?

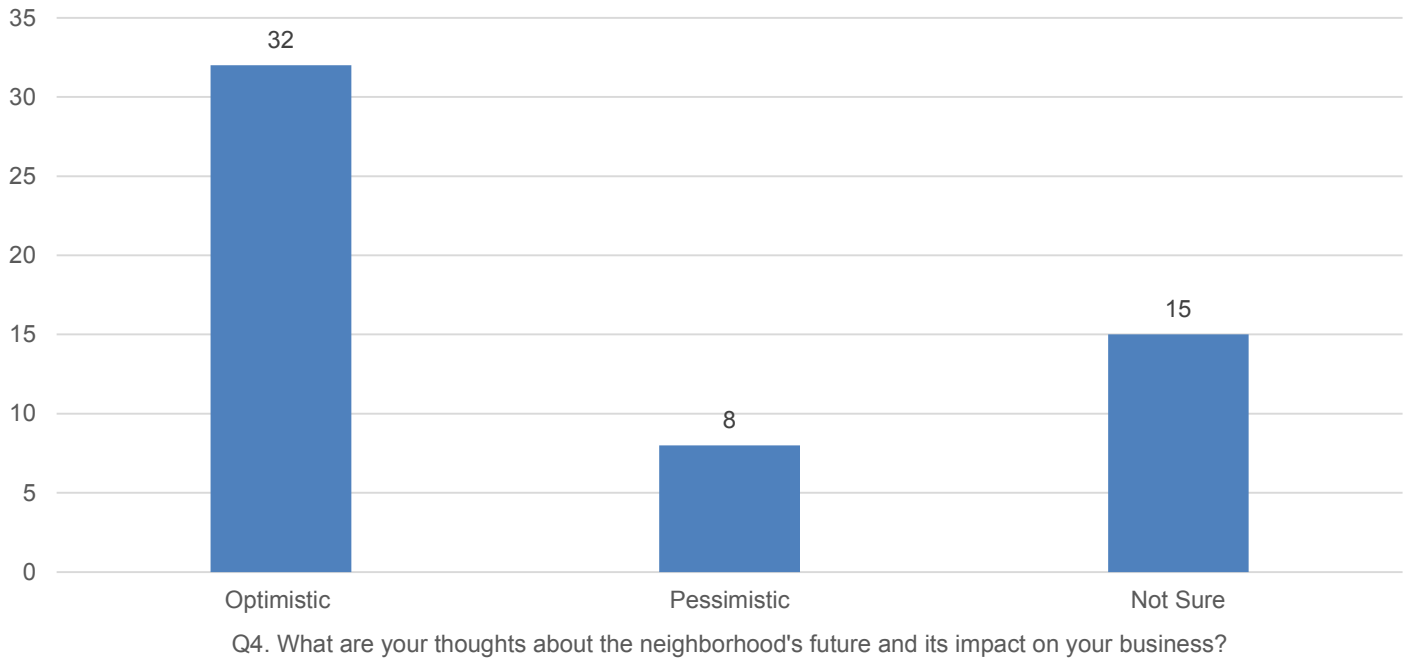


Q2. What do you like best about having your business in this area?

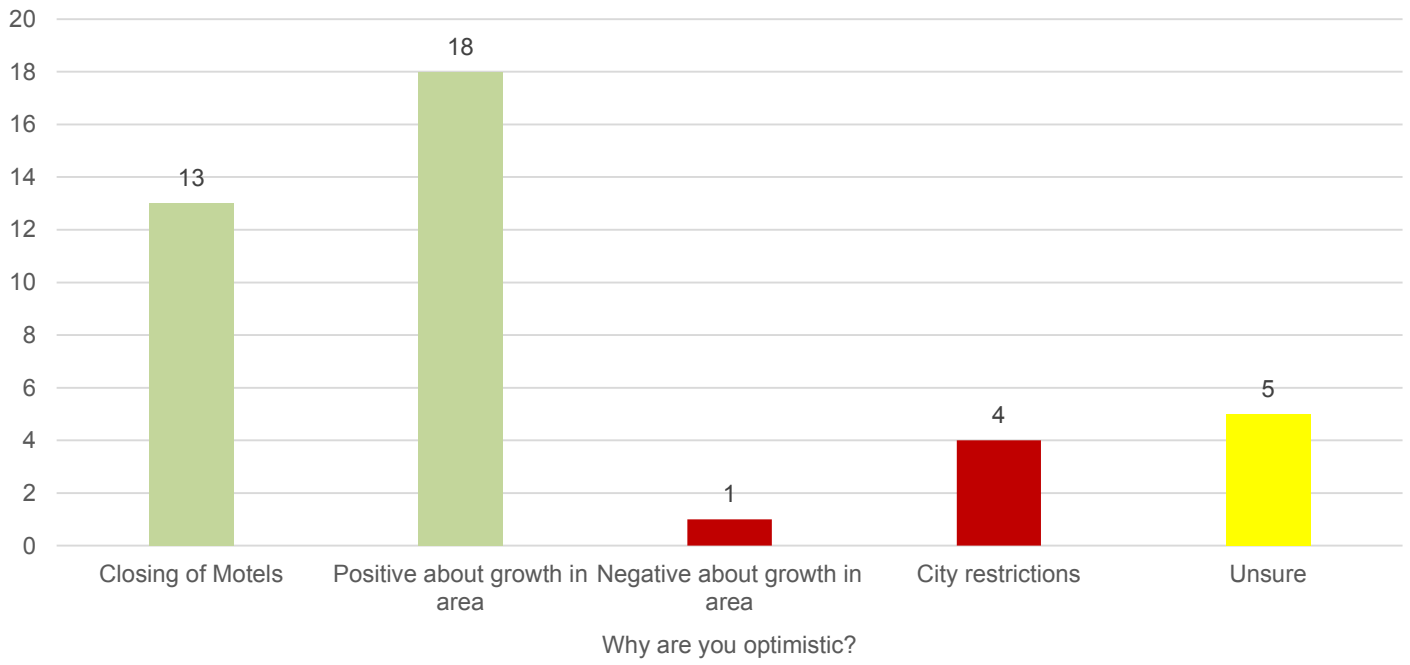
3. What do you like least about having your business in this area?



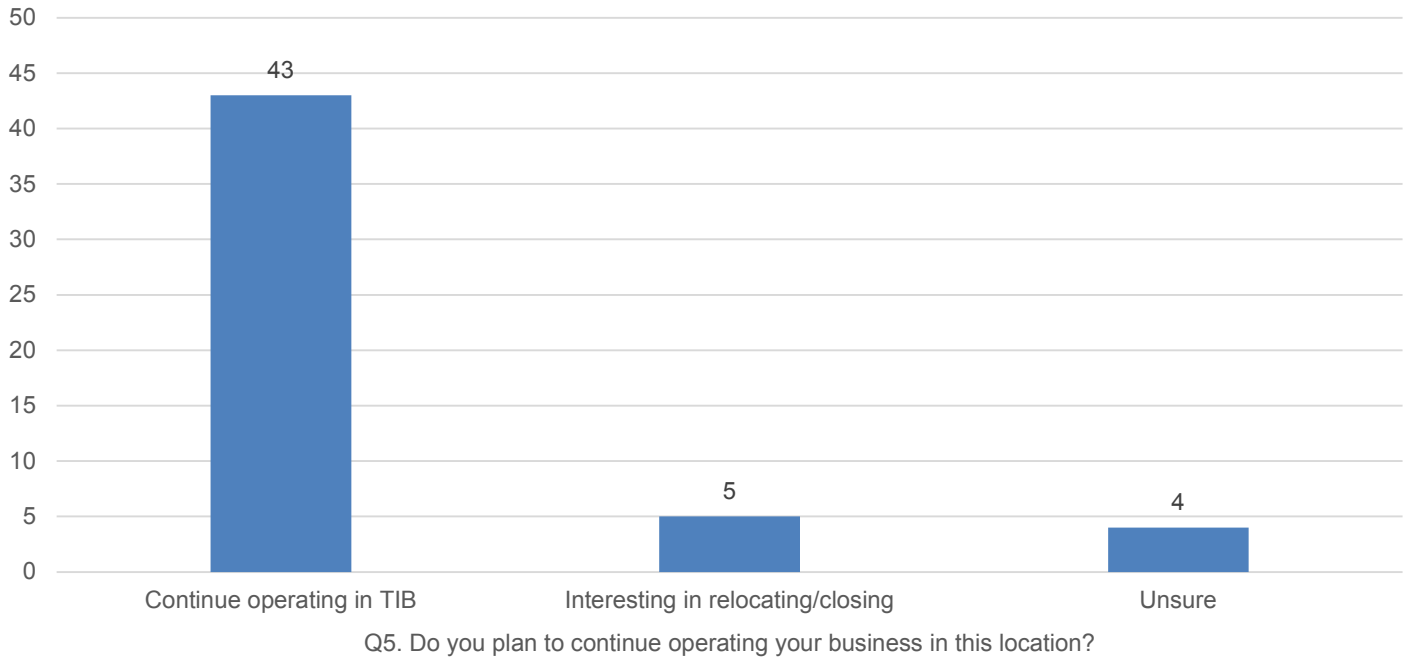
4. What are your thoughts about the neighborhood's future and its impact on your business?



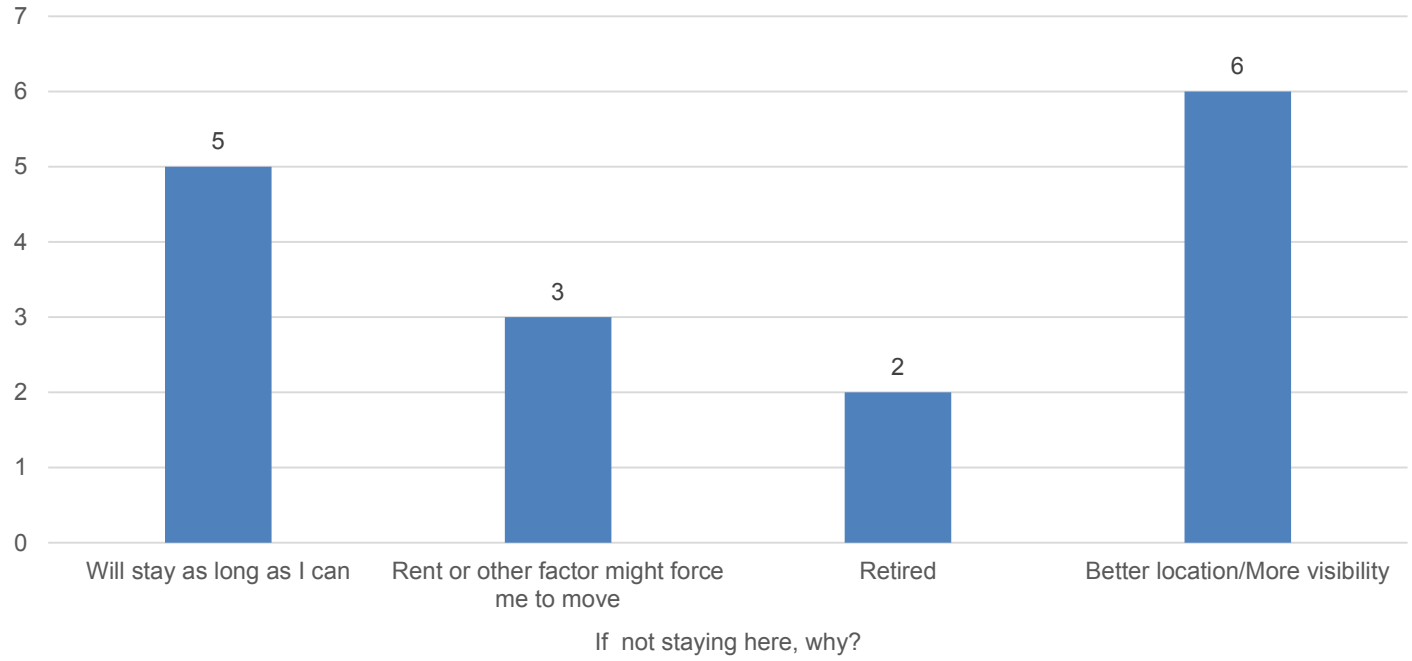
Why are you optimistic/pessimistic?



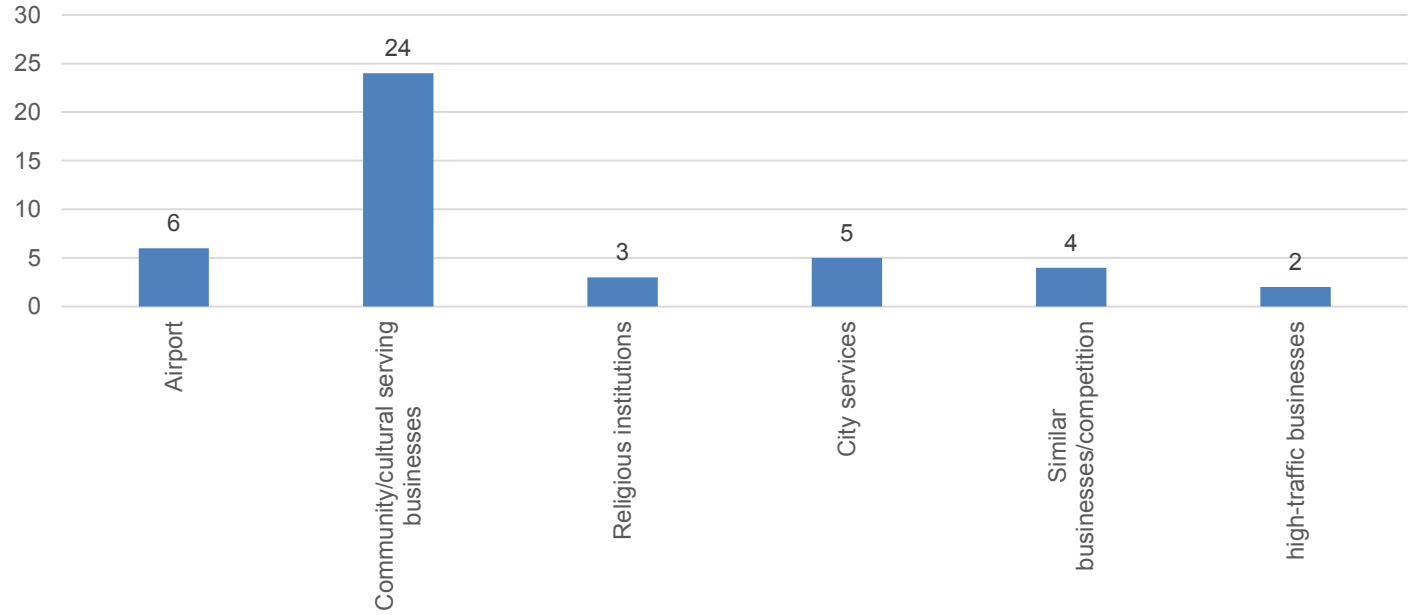
5. Do you plan to continue operating your business in this location?



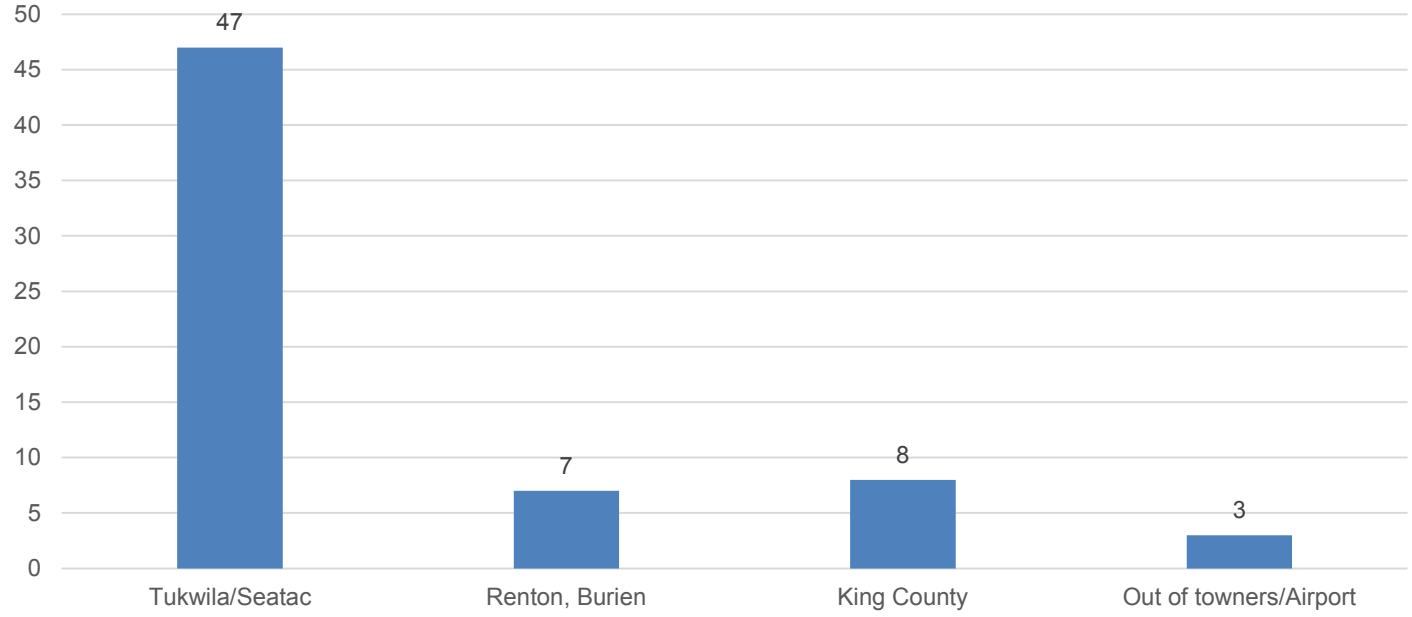
If not staying here, why?



6. Are there other businesses or services in the area that are important to your success?

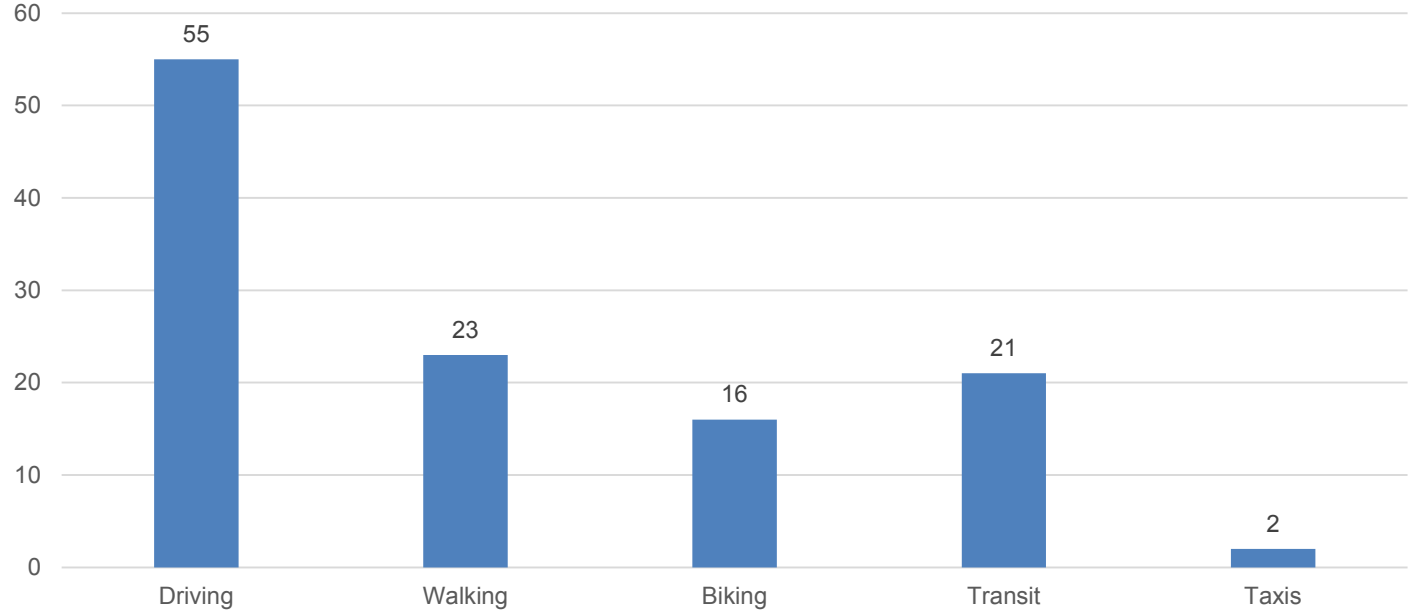


7. Where do most of your customers live?



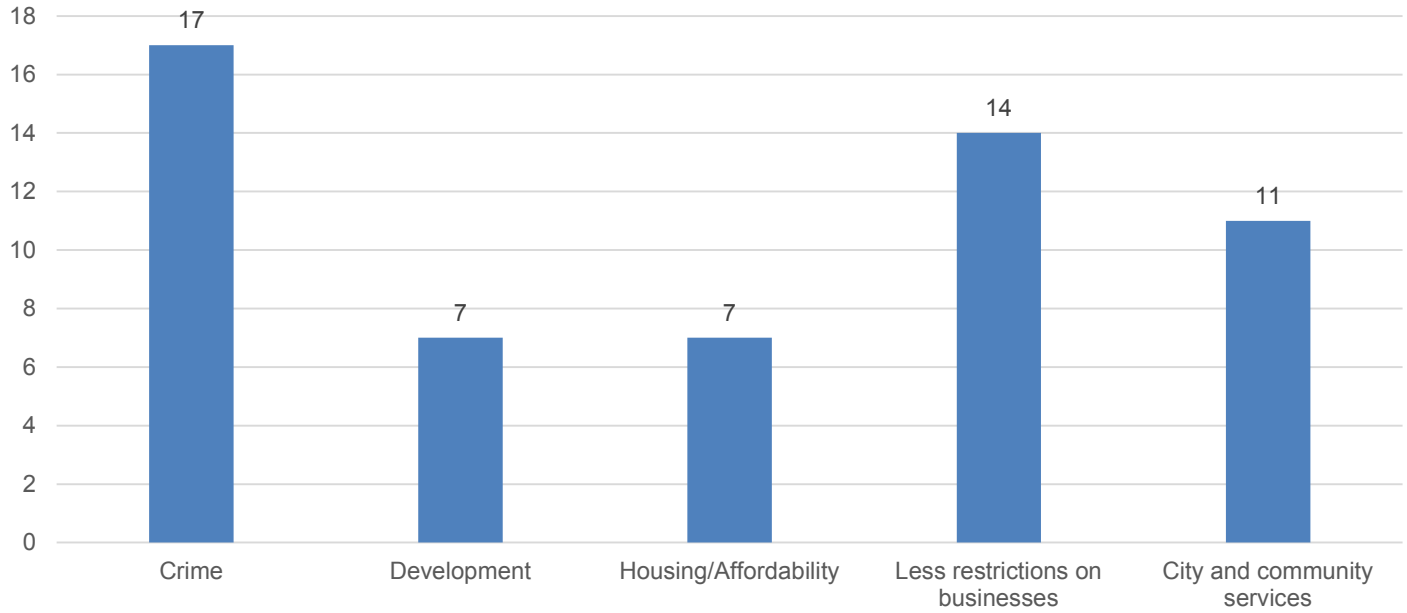
Q7. Where do most of your customers live?

8. How do your customers get to your business?

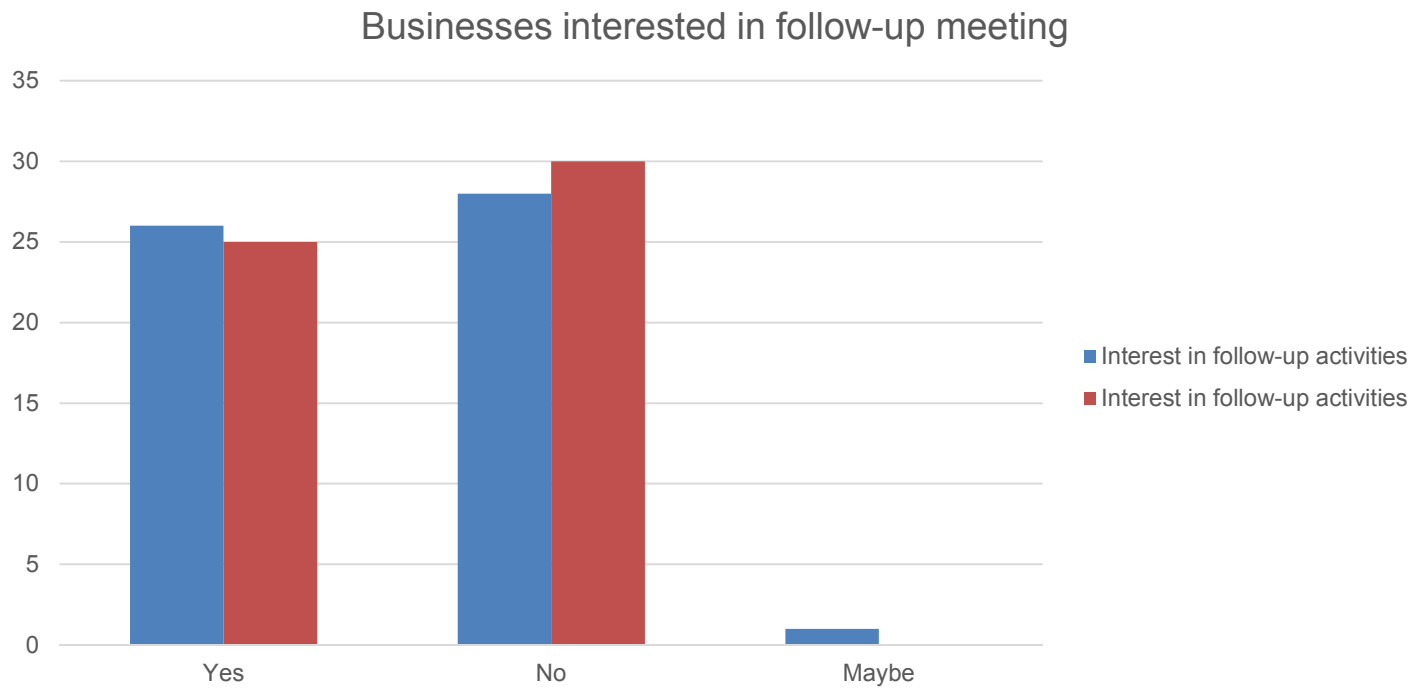
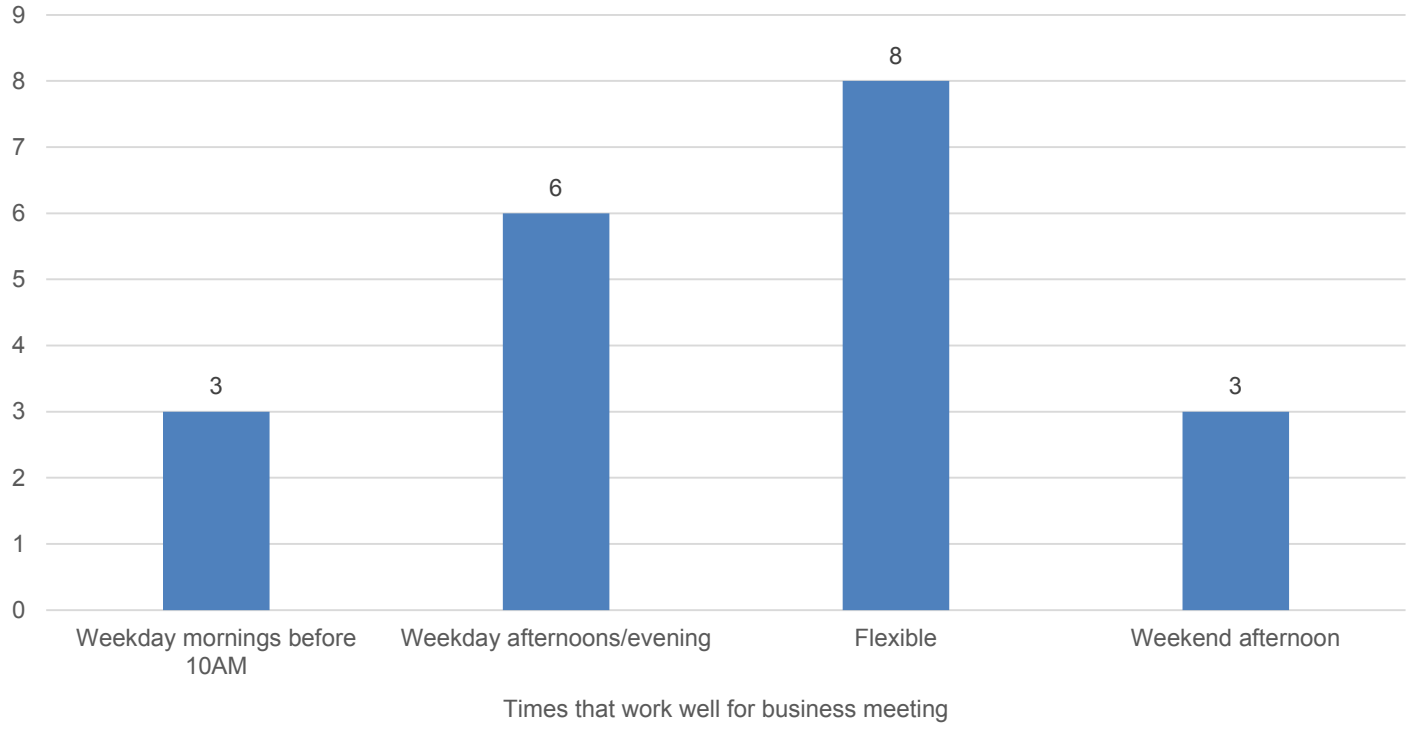


Q8. How do most of your customers get to your business?

9. What could the City do to improve this neighborhood and support its businesses?



Q9. What could the city do to improve this neighborhood and support its businesses?

10a. Businesses interested in business meeting

10b. Businesses interested in business event promoting TIB