

**City of Tukwila, Washington**  
**Public Workshop #1**  
**On**  
**Transit-oriented Development (TOD) Plan**

**Summary of Public Comments**

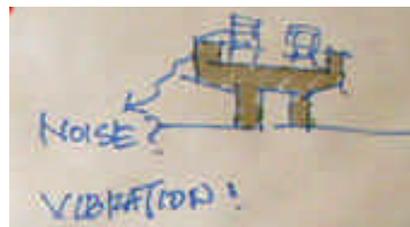
Embassy Suites Hotel  
July 1, 2003  
1 p.m. to 3:30 p.m.

The input received at the workshop – from both verbal and written comments – is summarized below. The comments have been organized into three sections: Land Use & Urban Design, Opportunities & Constraints, and Implementation.

**Workshop Comments:**

**Land Use & Urban Design**

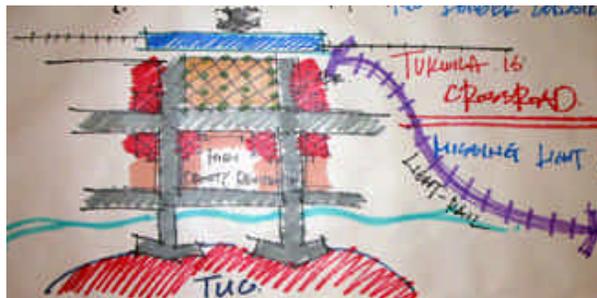
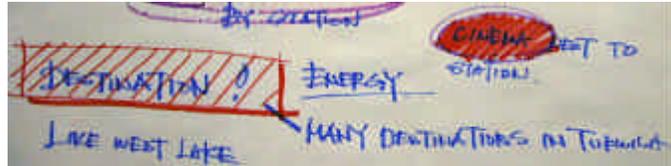
- If residential uses are proposed for the TOD, how do odors from the Renton Sewage Treatment facility affect housing? (*Odor control technology is being used to upgrade facility in the near future.*)
- The impact of noise and vibration are issues; while noise is easy to mitigate, vibration is not.
- There should be more pedestrian connections, more people movement space and fewer cars in the TOD.
- What are ideas about building density and height for the TOD?
- If there are tall buildings in the TOD what are the requirements for vertical clearance from the power lines?



- Similar to the TUC, the TOD needs a focus area.
- One vision for the TOD includes residential/office/ and retail/mixed-use. Retail would be neighborhood –serving retail; building heights would

range from 65-ft to 125-ft.

- Another vision for the TOD is high-density suburban, pointing to “place”, a well-designed neighborhood, good signage, a place, not reaching for the freeway, but being a place on its own.
- Residential-serving support retail like a grocery store is important. Location of retail near the station is a good idea.
- The TOD needs to be a destination, not just a pass-through. It should have small-scale retail, like a place to hang out.
- **The station needs to have a park (a greenish square), a place to linger, with cafes.** Parking should be discouraged for residential/office uses.
- What does the word: “Tukwila” mean? It is the Indian name for a tree type.
- Looking from the station platform, you could see the river, looking west you would see Longacres Park, looking east you would see the connection to the mall, and you would know where you are; there would be a sense of orientation.
- West Valley Highway is a separator, it is too wide and pedestrian unfriendly. Create connections, integrate access!
- Are residential uses a viable option for the TOD? Is the presence of the power line and the railroad tracks a deterrent for residential development? **Perhaps office uses are a better alternative?**
- **Residential development is a good idea for the TOD, it will bring residents to the valley floor.**
- Residential uses need support services, like an elementary school; if that is provided it would work.
- Tukwila has historically been a crossroad: it misses a light rail station, a modal transfer station, where all modes come together in one place. This may lead to considering two alternatives:



A. **Mixed-use/residential-oriented alternative**

B. Dense-activity oriented alternative

- Is residential a viable use for the TOD site? Site size?

## Opportunities & Constraints

- Can the two railroad easements be consolidated together with the Puget Energy high-voltage power line easement, all pushed to the eastern edge of the site?
- The number of trains using Sounder Station will be increased; Amtrak will have 26 trains per day stopping at Sounder Station. The station should be made more accessible. The idea is to bring people from SEATAC airport to the station to take the train to Portland or Vancouver, BC.
- There will also be an increase in freight trains.
- Regarding the issue of rail line consolidation into one shared easement, this alternative should no longer be pursued as an option due to the planned increase in train frequency on the tracks.
- Current landowners (6-8) may not want to participate in any changes; however the transit station is a fact. If in addition tracks would be moved, then there could perhaps be a vision for change.
- Can high-tension power lines be moved east? This requires further research.
- If all constraints remain, should the station just become a train stop with a parking lot? Or should it be a station with an in-town feel?
- **Consider expanding the TOD boundary to the west, to the edge of the Green River!**
- What is happening with the Boeing Longacres project, is it real, and how many people will be on the Boeing site?
- There are a number of regional components like the BRT and the 405 improvements. How do they interplay with the TOD?

## Implementation

- What is a realistic time factor regarding development of the TOD, and what is the length of time for transition? Is there a moratorium, and how will that affect plans? (the current development moratorium will end in August; it will most likely be extended for another 6 months, until plans for the TOD are completed.)
- How long will it take to implement the TOD – there is concern over the length of time required to implement the TOD.
- What happens in the transition phases when implementing this kind of a project? What happens to parking, now, in the interim and at final built-out?
- There are concerns about the costs involved to achieve the TOD.
- There is concern that this project needs to be expedited quickly; and if railroads don't commit within a reasonable timeframe to move ahead (1year), current development patterns should remain, to function as they are today.
- Will each alternative have its own market analysis so people could judge on the viability of each alternative? *(There will be a general market analysis about trends in the market. This will be followed by a financial analysis for the preferred alternative at a later point in the study.)*

- There is a need for project milestones and key decisions with a time line to track project progress.