

From: MJ Durkan [mailto:mj-durk@msn.com]
Sent: Wednesday, August 22, 2012 11:53 AM
To: Jack Pace
Subject: FW: Tuckwila Planning Commission SouthCenter urban plan

To: mj-durk@msn.com
Subject: Tuckwila Planning Commission South Center urban plan
Date: Wed, 22 Aug 2012 11:23:59 -0700

Lynn

Here are the main issues we are concerned about in the current draft of the South Center urban plan, as you can see by the Seattle Times article other cities are reducing parking requirements within a quarter mile of transit centers and upping the units threshold that will not require a detailed review.

In order to attract medium to small mixed use projects with residential units its important that Tukwila use this update opportunity to revise the current plan and remain competitive in attracting new projects.

The Desmone Family and I will be at the Planning commission meeting tomorrow night to continue to advocate for these types of changes as outlined by the attached issue paper.

Thank you for working with us on these important requested changes to the current draft, I think we are getting close to a great work product that we all can be proud of.

Martin "Jamie" Durkan

M J Durkan Inc
Office 425 432 3961
MP 206 972 9149

--Forwarded Message Attachment--

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Comments (74)

Seattle council touts job creation in easing some development rules

Legislation approved by the Seattle City Council on Monday eases parking requirements for new development, raises the threshold for environmental review and eliminates the requirement for ground floor retail space outside of busy shopping districts. City leaders said the changes will create jobs and increase flexibility for developers.

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By Lynn Thompson, Seattle Times staff reporter

The Seattle City Council Monday unanimously approved a package of land-use changes that city leaders say will create jobs and encourage flexibility and creativity in new development.

The legislation eases parking requirements for new development, raises the threshold for environmental review to 200 residential units from 30, and eliminates a requirement for ground-floor retail space outside of busy shopping districts.

Councilmember Richard Conlin, who shepherded the complex legislation through five months of hearings, praised the changes.

"As we move Seattle in the direction of becoming more welcoming to denser development around transit facilities, we should promote good development, rather than trying to stop development because some of it is problematic," Conlin said before the vote.

Mayor Mike McGinn, who recommended the changes as a way to streamline city land-use regulations and jump-start construction, said in a statement that the "council vote supports jobs, urban vitality and environmental sustainability by removing outdated and unneeded regulations."

Neighborhood activists criticized the bill as favoring developers over residents, particularly the higher standards for environmental review, saying it eliminated an important avenue for communities to weigh in on new buildings.

"It takes a tool away from neighborhoods willing to sit down with developers and talk about their projects," said David Miller, president of the Maple Leaf Community Council.

The council rejected, on a 4-4 vote, an amendment by Councilmember Jean Godden that would have raised the threshold for environmental review from 30 residential units only to 60, rather than 200, in new buildings.

Godden said the higher thresholds would weaken the public-input process on neighborhood issues ranging from construction noise and air quality to land use and traffic impacts.

Conlin argued that existing city code requires small and medium-size development to address most of those issues. And he noted that the council added language to require review of transportation impacts and historic preservation.

The council also amended or eliminated some of the most controversial of the mayor's proposals. It rejected the plan to allow commercial development in low-rise residential neighborhoods, including large areas of Capitol Hill. It retained parking minimums for hospitals but exempted colleges.

The council reduced by 50 percent the parking minimums in new development within a quarter-mile of frequent transit, rather than eliminating the parking requirement altogether.

Before 2007, the city generally required that new developments outside of downtown provide parking for people who live or shop there. Over the past few years, the city has eliminated parking requirements in urban centers, around light-rail stations and in multifamily zones with access to frequent transit. Conlin said about 5,670 acres of the city currently have no minimum parking requirement for residential development. He said the new legislation adds about 540 acres. The required minimum would be reduced by 50 percent for an additional 2,590 acres with frequent transit service. Conlin argued that the legislation in no way prohibits developers from building parking spaces in new buildings, but rather leaves the number up to market demand rather than "an arbitrary city minimum."

Lynn Thompson: 206-464-8305 or lthompson@seattletimes.com. On Twitter [@lthompsontimes](https://twitter.com/lthompsontimes).

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South Center Sub area Plan

Tukwila Urban Center

TMC 18.28

Aug 23, 2012

Requested changes needed to promote mixed use development with residential dwelling growth.

1. Increase the stated walking distance from transit center in transit zone only from 600 to 1320 feet as currently allowed. This will allow for reduced parking requirements for residential development and encourage new housing to locate in close proximity to transit center.
2. Increase the design review threshold on residential units from 20 to 50 units to encourage the development of small cluster of residential units near transit center.

Continue the most of the current permitted uses in the TUC to give flexibility and not create new nonconforming uses.

3. Add back permitted uses such as Bars, lounges, night clubs, Billiard Halls, Brew pubs, Restaurants with drive thru, internet data centers, bulk retail.

Increase allowable building height limit in the TOD zone to 70 feet within the 100 foot distance of the high water mark on properties adjacent to the river in the TOD zone that do not flood and have no need for dykes.

4. By allowing smaller parcels along the river within the TOD zone to develop mixed use residential up to 70 feet within 100 feet of the high water mark will encourage residential development. These areas are not prone to flooding and pose not public risk environmental impacts.