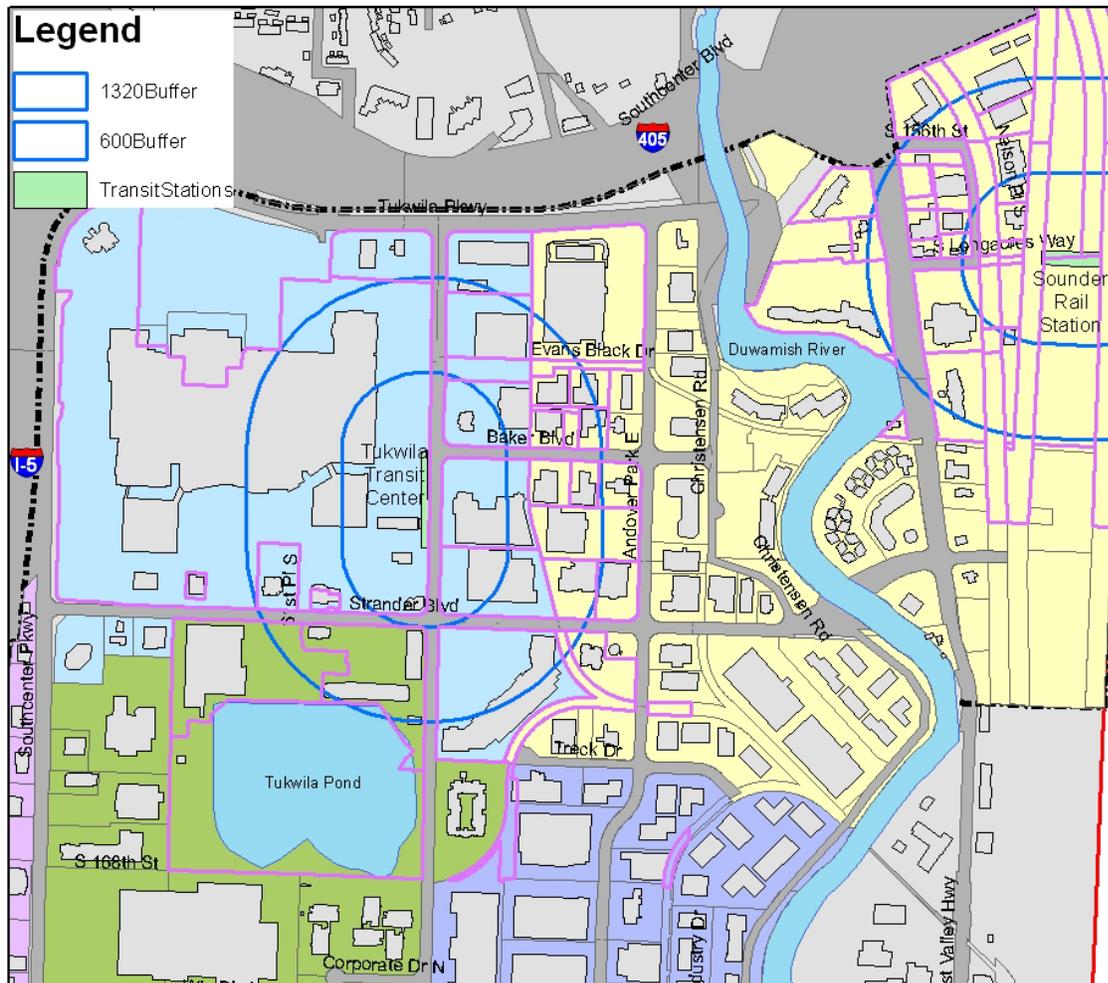


Comment Matrix Illustrations

A) Walking Radius for parking reduction eligibility



B) Information about the negative effects of tree topping

Department of Natural Resources information:

http://www.dnr.wa.gov/ResearchScience/Topics/UrbanForestry/Pages/rp_urban_dont_top_trees.aspx

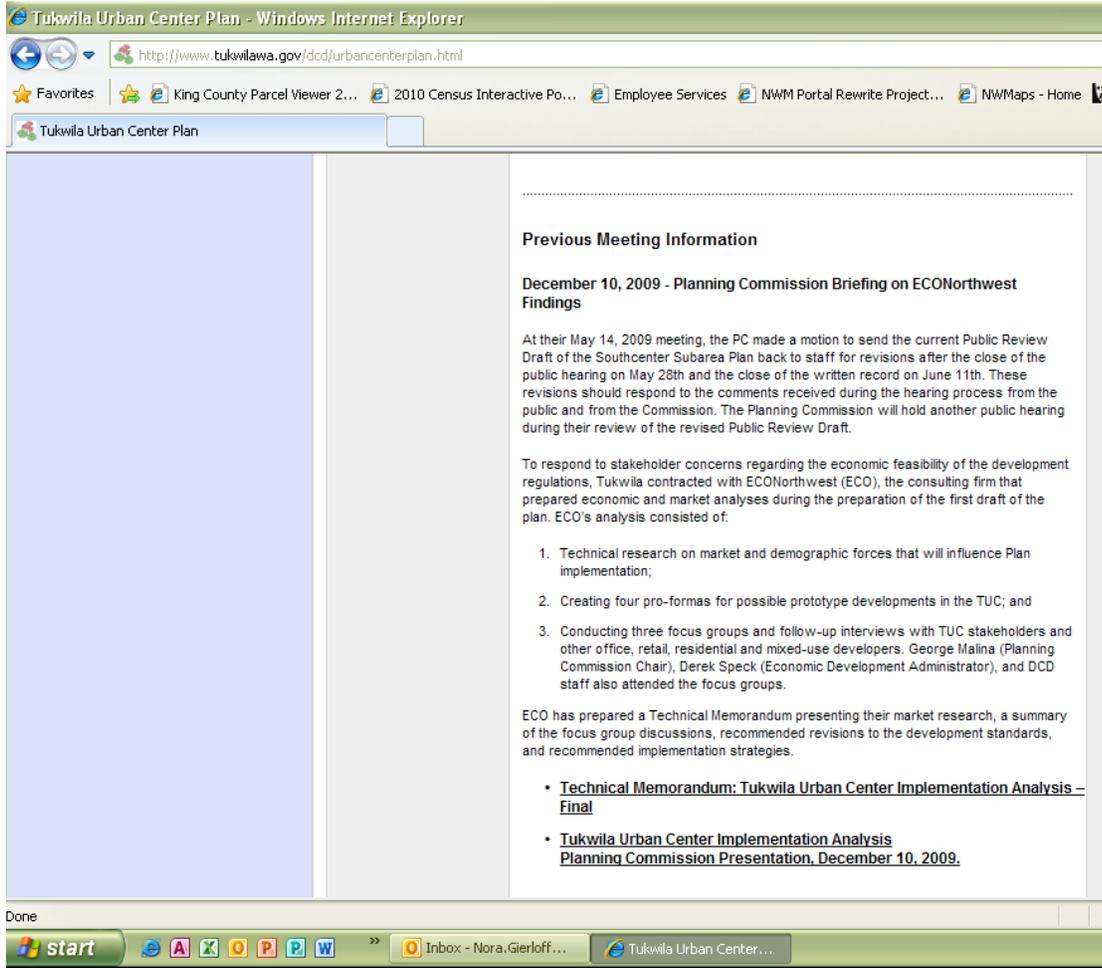


The 'broom look' of this willow was caused by severely topping the tree-wrecking its future growth.

Tree limbed up to preserve views.

Photo: Linden Mead/DNR

C) Screen shot of City of Tukwila web site showing where to download the EconW Technical Memorandum.



D) Additional Uses in the TOD District

Land Uses Allowed by District	Regional Center	TOD	Pond District	Commercial Corr.	Workplace
P = Permitted A = Accessory C = Conditional UUP = Unclassified Use Permit					
Retail¹					
Bars, Cocktail Lounges, Nightclubs & Pool Halls	P	<u>P</u>	P	P	
Brew Pubs, on-site brewing	P	<u>P</u>	P	P	

E) Regional Center Description Revisions – Subarea Plan

The Regional Center

The Regional Center portion of this Plan is the primary shopping and entertainment destination for South King County, and the centerpiece of the Southcenter area. It occupies the highly visible and accessible northwestern quadrant of Southcenter, which is nestled snugly up against the intersection of Interstate 405 and Interstate 5. The Regional Center owes its success to and is anchored by the recently expanded and refurbished Westfield Southcenter Mall. The drawing power of this retail powerhouse will continue to bring investment in retail and services oriented to an expanding regional trade. Just to the east, Acme Bowl, LA Fitness and I-Fly will serve as complements to the Mall and strong attractors for new entertainment venues in the area. The new Transit Center with service to the Sounder commuter rail and LINK light rail stations, local and regional bus routes, and bus rapid transit (BRT) is prominently located between the Mall and existing entertainment venues.

As new investment continues to flow into the Plan Area, the community envisions the emergence of an increasingly urban district that uses its progressively more valuable land with greater efficiency, which can be comfortably explored not only by automobile but also on foot or bicycle. The ~~area surrounding the Mall~~District may will likely begin changing from the exclusively parking-lot-surrounded, auto-dominated development to an increasingly walkable and amenity driven pattern reflecting contemporary consumer and investor preferences. However, ensuring excellent access for all modes of transportation into the Regional Center will be key to its continued success.

Over time, public investments, when combined with market-driven infill, are intended to~~may~~ instigate new development increasingly characterized by a pattern of walkable-scaled city blocks with key street frontages lined with visible storefronts and active sidewalks (Photos 1, 2). Buildings may be oriented to public spaces and sidewalk areas with higher levels of amenity (Photo 3). Abundant and convenient parking will be provided, but will no longer dominate the view from the road or the sidewalk.

As the Regional Center continues to grow in response to the growth of the region, the market, public investment, and escalating property values, the D~~e~~district may continue to intensify with upper stories containing offices (Photo 4), homes (Photos 5) or hotel rooms. Over the long term, infill development on the high-value property of the Mall ~~may will likely~~ continue the transition from surface parking to structured parking, and may be increasingly characterized by mid-rise or high-rise building components built over the retail base. This process of increasing land use efficiency, development intensity, synergy and mix, will be combined with public and private investments increasing walkability and accessibility befitting a true regional center. The

increased intensity and vitality can continue the process of broadening the Mall's draw, expanding its "captive audience," adding customers, residents, employees and safety to the dynamic center of the region.

| In the long term, the Mall, the entertainment area, and the Southcenter Transit Center will continue to be the armature for the ongoing escalation of value, activity and investment. The access points and internal streets of the regional shopping mall will likely be extended, developing into bustling, high amenity spines that connect shopping anchors and shopfronts southward to the north shore of Tukwila Pond (ultimately an "amenity anchor", Photo 6) and eastward toward additional shops in the direction of Southcenter Transit Center (Photo 7).