



# City of Tukwila

Jim Haggerton, Mayor

## Department of Community Development STAFF REPORT

Jack Pace, Director

### TO THE PLANNING COMMISSION

**HEARING DATE:** July 23, 2009

**NOTIFICATION:** Notice mailed to surrounding properties, 7/8/09  
Site posted, 7/8/09  
Notice published in the Seattle Times, 7/13/09

**FILE NUMBER:** L08-081 (Comprehensive Plan Amendment)  
L08-082 (Rezone)

**APPLICANT:** City of Tukwila/ Derek Speck

**REQUEST:** L08-081—Amend the Comprehensive Plan to add a new policy establishing an “Urban Renewal Overlay District” along Tukwila International Boulevard to encourage compact, pedestrian-friendly development

L08-082—Amend the Tukwila Municipal Code and Zoning Map to establish an “Urban Renewal Overlay District” with supplemental development regulations and criteria to encourage compact, pedestrian-friendly development

**LOCATION:** Approximately seven blocks in the Tukwila International Boulevard corridor, generally bounded by S. 140<sup>th</sup> St., 37<sup>th</sup> Avenue S., S. 146<sup>th</sup> St., and 42<sup>nd</sup> Avenue S.

**COMPREHENSIVE PLAN DESIGNATION:** Medium Density Residential (MDR), High Density Residential (HDR), Neighborhood Commercial Center (NCC), and Low Density Residential (LDR)

**ZONE DESIGNATION:** Medium Density Residential (MDR), High Density Residential (HDR), Neighborhood Commercial Center (NCC), and Low Density Residential (LDR)

**SEPA DETERMINATION:** Determination of Non-significance (DNS), 7/6/09

**STAFF:** Rebecca Fox

## **ATTACHMENTS:**

- A. Application --L08-81—Comprehensive Plan
- B. Application –L08-082—Zoning Map/Code Change)
- C. Minutes--Regular Meeting (5/18/09)
- D. Aerial Vicinity Map
- E. Zoning Map
- F. Urban Renewal Overlay—Setbacks and Height Graphic
- G. Tiered Development
- H. Comprehensive Plan Map/Zoning Map
- I. Figure 18-15

## **FINDINGS**

### **Introduction**

The City of Tukwila's Economic Development Coordinator Derek Speck proposes a new Comprehensive Plan policy, and changes to the Zoning Code and map to create and implement an Urban Renewal Overlay District for commercial, commercial redevelopment area and multi-family zoned properties within the Urban Renewal Area along Tukwila International Boulevard. (Attachments A & B)

The intent of the proposed Urban Renewal Overlay District is to encourage the redevelopment of distressed areas in the vicinity of Tukwila International Boulevard with a compact, transit-oriented development pattern including neighborhood services, and pedestrian-friendly improvements with high quality materials and design. Supplemental development regulations and criteria are intended to address deficiencies in existing zoning and provide desired amenities.

While market and site conditions will continue to be major factors in determining the pace and extent of redevelopment in the neighborhood, this proposal is intended to help the community achieve its vision for a mixed-use center and strengthened commercial district.

### **BACKGROUND**

#### **Project History**

The Tukwila community has put considerable effort into developing options for revitalizing the Pacific Highway corridor, now renamed as Tukwila International Boulevard. In the Tukwila International Boulevard Design Manual (January, 1999), and the "Tukwila International Boulevard Plan—Revitalization and Urban Renewal" (January, 2000), the City established specialized policy to guide the improvement of the corridor.

State law required the City to designate an Urban Renewal Area in order to purchase property and partner in private development, such as Tukwila Village. In 2000, Tukwila designated an Urban Renewal Area per Chapter 35.81, RCW.

The Urban Renewal Area's boundaries addressed the most serious challenges for redevelopment, including social impediments, and difficult property characteristics such as small, irregular parcel sizes and a high number of separate small ownerships. According to the "Tukwila International Boulevard Plan—Revitalization and Urban Renewal," the "urban renewal area is sized to show the intent of the City to narrowly focus its resources and yet large enough to potentially act as a catalyst for rehabilitation and redevelopment."

The boundaries of the proposed Urban Renewal Overlay District have been drawn to coincide generally with the boundaries of the Urban Renewal Area, established in 2000. The proposed overlay district is approximately 7 blocks in area, and lies in the Tukwila International Boulevard Urban Renewal Area between S. 140<sup>th</sup> Street, 37<sup>th</sup> Avenue South, S. 146<sup>th</sup> and 42<sup>nd</sup> Avenue S. The Low Density Residential (LDR) -zoned properties on the west side of 42<sup>nd</sup> Avenue South between S. 146<sup>th</sup> and S. 144<sup>th</sup> will be excluded from the overlay since recent redevelopment and the presence of wetlands make them unsuited for higher intensity development. The LDR-zoned property north of S 144<sup>th</sup> will be designated a Commercial Redevelopment Area and, if redeveloped as part of a project in the overlay district, would be permitted to apply the uses and standards of the adjacent commercial district (TMC 18.60.060).

Since the Urban Renewal Area was designated in 2000, there have been some changes and improvements in the general area, including the completion of infrastructure upgrades and urban roadway improvements from S. 154<sup>th</sup> to S. 139<sup>th</sup> and the City of Tukwila purchase of approximately six acres along Tukwila International Boulevard. The City is currently negotiating with a developer for the creation of a mixed-use neighborhood center called Tukwila Village at the intersection of S. 144<sup>th</sup> and Tukwila International Boulevard. Light rail opened in July, 2009, and Metro is proposing additional bus service to the station at S. 154<sup>th</sup>. There is increased interest nationally for employees and residents to work and live in pedestrian friendly, transit-oriented neighborhoods. Despite these changes, little significant private development has occurred.

The Urban Renewal Overlay District and supplemental development regulations and criteria are intended to address this issue. The proposed Urban Renewal Overlay District will help implement the priorities of the Tukwila International Boulevard Plan, and is consistent with the desired direction of redevelopment projects in the area. The developer of the Tukwila Village project proposed some changes to existing development regulations to address market feasibility, and these are reflected in the proposed amendment. The changes would apply to the entire Urban Renewal Overlay District.

The proposed Urban Renewal Overlay District would retain the existing zoning, and development standards for the affected area, including Medium Density Residential (MDR), High Density Residential (HDR), and Neighborhood Commercial Center (NCC). However, the Urban Renewal Overlay District would have supplemental development standards that could be applied to projects within the Overlay District upon the request of a property owner, and if the proposed development met certain qualifying criteria.

standards that could be applied to projects within the Overlay District upon the request of a property owner, and if the proposed development met certain qualifying criteria.

The alternative development standards such as reduced parking requirement, higher height limit, and change to a building envelope rather than numeric density standard make the economics of compact, mixed-use development, such as the Tukwila Village project, more feasible. Specific qualification criteria are intended to ensure that the public's interest is served and high quality development and amenities are provided when the supplemental development standards are used.

The Community Affairs and Parks Committee was briefed on April 27, 2009, and the issue was forwarded to the City Council. After taking comments at a public meeting on May 18, 2009, the City Council deliberated on May 25, 2009 and forwarded the issue to the Planning Commission for review. (Attachment C).

Vicinity/Site Information:

Site:

The proposed overlay district is approximately 7 blocks in area, and lies in the Tukwila International Boulevard Urban Renewal Area between S. 140<sup>th</sup> Street, 37<sup>th</sup> Avenue South, S. 146<sup>th</sup> and 42<sup>nd</sup> Avenue S. It includes the Tukwila Village property.

The LDR-zoned properties on the west side of 42<sup>nd</sup> Avenue South between S. 146<sup>th</sup> and S. 144<sup>th</sup> are excluded from the overlay since recent redevelopment and the presence of wetlands make them unsuited for higher intensity development. The LDR-zoned property north of S 144<sup>th</sup> shall be designated a Commercial Redevelopment Area and if redeveloped as part of a project in the overlay district. (ATTACHMENT D)

The area is generally flat, but contains several areas with steep slopes generally adjacent to Tukwila International Boulevard. As discussed above, a Type 3 wetland with 50' buffers is located adjacent to the proposed Urban Renewal Overlay District, and part of the buffer lies in the Overlay District. Hydrology from the proposed Overlay District supports the wetland.

Vicinity:

The seven-block Urban Renewal Overlay District contains a mixture of uses including drug and convenience stores, fast food and other restaurants, car rental, parking, motels, pawn shop, vacant property and multi-family housing. Several City-owned parcels are currently vacant. The City of Tukwila has installed urban roadway improvements, including curb, gutter, sidewalk, streetlights, and drainage from S. 152<sup>nd</sup> to S. 130<sup>th</sup>.

Public facilities are located along S. 144<sup>th</sup> near the proposed Urban Renewal Overlay District, including Cascade View Community Park, Foster Library, Foster High School, Tukwila Pool, Fire Station #54 and Showalter Middle School. The Police Department's Neighborhood Service Center is located at 14661 Tukwila International Boulevard.

**PROPOSED COMPREHENSIVE PLAN POLICY:**

**Policy 8.2.22** Establish an overlay district in the designated urban renewal area, generally between S. 140<sup>th</sup>, 42<sup>nd</sup> Avenue South, S. 146<sup>th</sup> Street and 37<sup>th</sup> Avenue South, that may allow increased building heights, reduced residential parking requirements, and other alternative development standards, subject to specific criteria, in order to encourage well-designed, compact, transit-oriented and pedestrian-friendly redevelopment to activate the community along Tukwila International Boulevard.”

**COMPREHENSIVE PLAN REVIEW CRITERIA**

Planning Commission review is required for Comprehensive Plan and Zoning Code amendments. The Planning Commission may recommend approval, approval with conditions or denial of the amendment. The Planning Commission’s recommendation will be forwarded to the City Council, which will make the final decision. (TMC 18.80)

- 1) Describe how the issue is addressed in the Comprehensive Plan. If the issue is not adequately addressed, is there a need for it?**

Four broad-reaching objectives are the basis for the elements, goals and policies of Tukwila’s Comprehensive Plan. The Plan’s second priority objective recognizes the importance of the Tukwila International Boulevard to the community as follows:

Objective 2. “To redevelop and reinvigorate the Pacific Highway Corridor”

Pacific Highway Corridor Goal 8.2 provides a further sense of the significance of Tukwila International Boulevard redevelopment as follows:

“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.”

Pacific Highway Corridor Policies 8.2.1 through 8.2.21 provide additional detail on the desire for improvements, including transit facilities, pedestrian safety and amenities, diverse uses, flexible pedestrian-oriented design standards, and the development of a strategic and financial plan to facilitate private and public investment.

A policy that establishes an Urban Renewal Area overlay is needed to strengthen and supplement Comprehensive Plan Policies 8.2.1 through 8.2.21 relating to Tukwila International Boulevard, as well as the adopted Tukwila International Boulevard Design Manual (January, 1999) and “Tukwila International Boulevard Plan—Revitalization, Urban Renewal (January, 2000) that guide the improvement of the corridor.

The Urban Renewal Overlay District with development standards and criteria is a logical extension of designating the Urban Renewal Area in 2000, and of implementing redevelopment plans for the area. It will provide the maximum opportunity for private

enterprise that is consistent with the City of Tukwila's stated goals and public priorities for Tukwila International Boulevard.

## **2) Impacts**

New development along Tukwila International Boulevard is likely to be the primary result of the proposed change. There has been little new private development in this district for several decades. The alternate development standards proposed for the Urban Renewal Overlay District, including building heights up to 65' and reduced parking requirements, will make more compact, urban-style density residential and commercial development more economically feasible.

Vacant lots and underutilized parcels such as auto sales lots would be likely to redevelop to mixed-use buildings with residential units above ground-floor commercial. Some older apartments may be replaced with new mixed use structures that include residential units above commercial uses. City-owned property would redevelop to mixed use. Once built, new housing and commercial opportunities will draw new residents and shoppers to the area.

New development would include taller buildings in the proposed Urban Renewal Overlay District (the current maximum height of 45 feet would increase to 65 feet.) with NCC setback standards applied to other development. This would be mitigated with the required stepping back of buildings adjacent to residential zoning. In order to bring activity and interest toward the street, new development along Tukwila International Boulevard can be sited adjacent to the sidewalk, per the existing Tukwila International Boulevard Design Manual. Criteria will also include mechanisms to limit the impacts of reduced residential parking requirements on the new residents and the neighborhood, such as requiring enclosed parking structures for 75% of residential parking spaces, and making a parking space available for use by a shared vehicle service.

The area included in the Urban Renewal Overlay District is served by transit, and has shopping and services within walking distance. These attributes support the proposed reduced parking requirements. With less residential parking provided and the opportunity for shared vehicle use for residents (i.e. ZipCar), there could be fewer automobiles and a greater focus on transit use. Requirements for pedestrian-friendly features should result in better building design, increased pedestrian activity and ultimately a more vibrant and lively community.

### **3. Is the proposed change the best means for meeting the identified public need? What other options are there for meeting the identified public need?**

The Comprehensive Plan and Tukwila International Boulevard Revitalization and Urban Renewal Plan (2000) identify a public need for an "attractive, safe and profitable place to live, do business, shop and work" along Tukwila International Boulevard. The Urban Renewal Area between South 140<sup>th</sup> Street and South 146<sup>th</sup> has been a special focus.

Designating the Urban Renewal Overlay District and preparing supplemental development standards furthers the community's ongoing efforts to encourage redevelopment along the Tukwila International Boulevard corridor. It is intended to address specific perceived deficiencies, such as building height and parking requirements, in existing development codes, and spur redevelopment that meets the identified public need for improved housing and commercial opportunities with additional pedestrian amenities and structured parking.

The Urban Renewal Overlay District is a specific mechanism to promote desired mixed-use, transit-oriented development in the targeted area whose boundaries largely coincided with the previously designated Urban Renewal Area. The seven-block Urban Renewal Overlay District would be superimposed over the existing zoning map. The underlying zoning would be retained, but supplemental development standards and criteria would also apply, if desired and if specific conditions were met.

The Urban Renewal Overlay District would provide the community and potential developers with a means to make higher quality, compact growth more feasible within the defined seven-block Urban Renewal Area through added housing density, reduced residential parking requirements, taller structures, additional pedestrian and transit amenities, and structured parking.

Alternate methods to achieve the identified public need for compact, transit- and pedestrian-friendly mixed use development would be to:

- change the development standards for the underlying MDR, HDR and NCC zones;
- prepare individual development agreements for individual new development projects along Tukwila International Boulevard;
- designate a Transit Oriented Development overlay along the length of Tukwila Boulevard to the Sound Transit Station at S. 154th.;
- leave the Comprehensive Plan unchanged and wait for the existing policies and plans to prompt the desired redevelopment.

**4) Will the proposed change result in a net benefit to the community? If not, what result can be expected and why?**

We expect that the Urban Renewal Overlay District and alternate development standards will benefit the community by making desired new, high-quality mixed use residential and commercial development such as Tukwila Village more likely to happen by making them more financially feasible. Alternate development standards and criteria to allow taller structures and reduced parking requirements will make both urban density and amenities more likely. The requirements for active uses, structured parking, pedestrian features and amenities will result in development that contributes to a more attractive, and interesting community. New commercial and dwelling units will improve the existing community and draw people into the neighborhood to walk, shop, eat, and play.

The potential negative impacts that could occur when new higher buildings are developed adjacent to existing residential uses are lessened by the requirement to develop along Tukwila International Boulevard, and by requiring maximum setbacks from property lines, and/or tiering of new structures. The possible negative impacts of reduced parking requirements are addressed by requiring significant structured parking, as well as pedestrian amenities.

## CONCLUSIONS

In reviewing Comprehensive Plan criteria, staff concludes that:

1) Is the issue addressed in the Comprehensive Plan? Is it needed?

- “To develop and reinvigorate the Pacific Highway Corridor” is the Comprehensive Plan’s #2 overall objective.
- Over the years, considerable planning and capital improvement efforts have been focused on improving the Tukwila International Boulevard neighborhood.
- A new policy establishing an Urban Renewal Overlay District is needed in order to further efforts to enhance the Tukwila International Boulevard corridor, and to set alternate development standards and criteria to encourage high-quality new construction.

2) Impacts?

- New, taller and denser development is likely to be the primary impact of the proposed change.
- Existing vacant lots and underutilized parcels would be likely to redevelop to mixed-use buildings with residential units above ground-floor commercial.
- With less residential parking provided, there would probably be fewer automobiles and a greater focus on transit use and walking.

3) Meeting identified public need? Other options?

- The Urban Renewal Overlay District is an effective means to target the area with supplemental development regulations and criteria intended to meet the public’s need for new, desired mixed use commercial and residential projects.
- Other options to meet the public’s need include: a) changing the area’s underlying zoning requirements; b) preparing a separate development agreement for each new project; c) extending proposed boundaries to include the Link Light Rail station on S. 154<sup>th</sup>; d) no action.

4) Benefit to the community?

- The Urban Renewal Overlay District, development standards and criteria will benefit the community by making desired mixed use residential and commercial development such as Tukwila Village, and other redevelopment more likely to happen in the targeted area by increasing its financial feasibility.
- New high-quality, compact and transit-oriented development will enhance the neighborhood’s overall livability.

**COMPREHENSIVE PLAN—RECOMMENDATION:**

Staff recommends approving the following amendment as proposed:

**Policy 8.2.22** Establish an overlay district in the designated urban renewal area, generally between S. 140<sup>th</sup>, 42<sup>nd</sup> Avenue South, S. 146<sup>th</sup> Street and 37<sup>th</sup> Avenue South, that may allow increased building heights, reduced residential parking requirements, and other alternative development standards, subject to specific criteria, in order to encourage well-designed, compact, transit-oriented and pedestrian-friendly redevelopment to activate the community along Tukwila International Boulevard.”

**FILE #L07-096 -- ZONING MAP AMENDMENT/REZONE**

**Development Standards**

The applicant has proposed the following supplemental development standards for the Urban Renewal Overlay District:

- (1) Allow building heights up to 65 feet in the Urban Renewal Overlay District. The existing Neighborhood Commercial Center (NCC) setback standards shall be followed per TMC 18.22.080
- (2) Allow multi-family parking standards to be one parking space per each dwelling unit that contains up to one bedroom plus 0.5 spaces for every bedroom in excess of one bedroom in a dwelling unit.
- (3) Allow the maximum number of dwelling units to be determined by the building envelope as in the NCC zone, rather than a numeric density. Allow the developer to determine the unit mix with the limitation that units contain at least 500 square feet of interior floor space and allow no more than 50% of the dwelling units to be studios.
- (4) Allow live/work space on the ground floor to meet the NCC requirement for ground floor retail or office space if the live/work space is built to commercial building code standards with a typical retail store front appearance.
- (5) Allow ground floor residential uses in the NCC zone in buildings or portions of buildings that do not front on an arterial.

**Qualification Criteria**

The Urban Renewal Overlay District’s proposed development standards would apply if the owner/developer requests, and if all the following criteria are met:

- (1) At least 100 feet of the development parcel's perimeter fronts on Tukwila International Boulevard
- (2) At least 75% of required parking is provided in an enclosed structure (garage or podium). The structure must be screened from view from public rights of way.
- (3) The ground floor along Tukwila International Boulevard must contain active uses except for the width of the garage access.
- (4) Residential and commercial tenant leases must prohibit parking on neighborhood streets.
- (5) Residential development must encourage tenants to use a car sharing program and make one space available at no charge to a car sharing program (if available) for every 50 spaces on site.
- (6) Development must provide amenities to enable a high quality pedestrian experience (retail windows, pedestrian scale design along sidewalks, wide sidewalks, pedestrian access through site, benches, art, landscaping and lighting, quality of materials, etc.)

#### DISCUSSION:

The supplemental development regulations and criteria that accompany the Urban Renewal Overlay District are intended to encourage a lively, compact, pedestrian-friendly core, and ensure that the impacts of the desired development do not negatively impact the neighborhood. The important aspects of the existing Neighborhood Commercial Center zoning such as setbacks were retained, while additional criteria designed to both limit negative impacts to the neighborhood and enhance positive elements were added. Specific comments on the proposed supplemental development standards and criteria follow:

- 1) *"Allow building heights up to 65 feet in the Urban Renewal Overlay District. The existing Neighborhood Commercial Center (NCC) setback standards shall be followed per TMC 18.22.080."*

Current NCC and HDR zoning permit a maximum height of 45'. Each developer who competed for the Tukwila Village project expressed the importance of having the ability to build to a maximum of 65'. This would allow construction up to four or five stories of residential over one story of commercial use. Allowing additional building height subject to specific criteria will help defray the costs of the desired structured parking and make the new development workable financially.

As with the current standards outlined in the TMC Chapter 18 and detailed in the "Tukwila International Boulevard Design Manual," buildings could be built up to the edge of the property on Tukwila International Boulevard provided at least 12' sidewalk

and appropriate landscaping and amenities were provided. Depending on the width and position of the right of way, the sidewalk might be wider than 12'.

Rear and side setbacks would be to the existing NCC standards. In the case of the rear setback, a 20' maximum setback adjacent to adjacent residential zones could be added to the existing requirement for a 30' setback on the neighboring residential property for a maximum 50' separation between buildings. The existing NCC, MDR and HDR standards buffer residential uses through setbacks and/or requirements for tiered buildings.

The applicant has provided additional information summarizing Tukwila's existing height and setback standards as pertains to the NCC, LDR, MDR and HDR zones located in or adjacent to the proposed Urban Renewal Overlay District, as well as examples illustrating setbacks under the "most intensive" development scenarios. (Attachment F). Examples of "tiered" development is provided in the Tukwila International Boulevard Design Manual, and Tukwila International Boulevard Plan. (Attachment G)

Protecting single family residential areas from the impacts of new, taller buildings is also addressed. In addition to the separation provided by the required NCC setbacks, single family residential is located either across a street from the Urban Renewal Overlay District (i.e. 37<sup>th</sup> Avenue S., or S. 140<sup>th</sup>), or adjacent to a wetland or buffer in an area that is very unlikely to redevelop (i.e. between S. 144<sup>th</sup> and S. 146<sup>th</sup> just east of 42<sup>nd</sup> Avenue S.) Per Qualification Criterion #2 below, at least 100' of the development's perimeter must front on Tukwila International Boulevard. This ensures that development will be oriented toward TIB, and away from existing residential uses.

- 2) *"Allow multi-family parking standards to be one parking space per each dwelling unit that contains up to one bedroom plus 0.5 spaces for every bedroom in excess of one bedroom in a dwelling unit."*

Current parking standards require two off-street parking spaces for each single and multi-family dwelling unit which contains up to three bedrooms, and one additional off-street parking space for every two bedrooms in excess of three bedrooms in a dwelling unit. (TMC 18.56.065 A). Each developer who expressed interest in the Tukwila Village project indicated the importance reducing parking requirements. Tukwila's current multi-family parking standards are problematic for some multi-family residential development because the costs of providing the number of required parking spaces per unit makes the economics of redevelopment and new development very difficult.

The characteristics of the proposed Urban Renewal Overlay District, including transit service and the availability of shopping and services within walking distance, enable a reduced dependence on automobiles. Reduced parking requirements are consistent with more compact, transit-oriented development pattern that is desired for the area. Reduced parking requirements are consistent with a transition to greater urban density as mixed use development suggests.

Allowing the building envelope to set the maximum number of units may result in a different mix of unit types, including additional smaller units, such as studios. Many people who live in studios that are in pedestrian and transit friendly neighborhoods only have one car. The current multi-family and mixed-use development regulations that set maximum building height and minimum parking requirements assume significant reliance on automobiles. These development standards are less applicable for neighborhoods, such as the proposed Urban Renewal Overlay District, with transit availability, shopping opportunities for daily needs and a park, library, schools, restaurants and other amenities within walking distance. As the neighborhood continues to improve in its appearance and amenities, it will become more desirable for compact development and transit oriented living.

Although Tukwila applies the same parking standards to both single-family and multi-family development, it is not uncommon for jurisdictions to set multi-family parking requirements below the typical single family standard of 2+ parking spaces per unit. A number of communities use a sliding scale standard for multi-family with a lesser requirement for studio and one bedroom apartments and increasing for additional numbers of bedrooms. A newer trend is to allow reduced parking standards depending on alternative transportation choices available in the area. As a result, there is no one "perfect" standard for multi-family, and adjustments for different situations are appropriate.

Tukwila's Current residential parking standards require one bicycle parking space per 10 parking stalls with a minimum of 2 spaces. All other non-residential uses require 1 space per 50 stalls with a minimum of 2 spaces. Given the Urban Renewal Overlay District's proximity to services, light rail, transit and trails, as well as the request for reduced automobile parking spaces, it is anticipated that bicycle ridership will increase, both for residents and shoppers.

To accommodate additional bicycles, staff recommends adding the following criterion:

*"One secure, covered, ground-level bicycle parking space shall be provided for every three residential units in a mixed-use or multi-family development. For commercial development, one bicycle parking space shall be provided for every 25 auto parking stalls, with a minimum of two spaces.."*

3) *"Allow the maximum number of dwelling units to be determined by the building envelope as in the NCC zone, rather than a numeric density. Allow the developer to determine the unit mix with the limitation that units contain at least 500 square feet of interior floor space and allow no more than 50% of the dwelling units to be studios."*

NCC specifies senior housing at 60 units/acre, but otherwise does not set a specific limit on the number of residential dwelling units. MDR has a maximum density of 14.5 units/acre, and HDR's limit is 22 units/acre. Under the proposal, density would increase depending on the building size, site configuration and setback. Setting a 500' minimum square footage per unit and limiting the percentage of studios allowed

is appropriate to the Tukwila community that desires additional density, but is still suburban in nature.

- 4) *"Allow live/work space on the ground floor to meet the NCC requirement for ground floor retail or office space if the live/work space is built to commercial building code standards with a typical retail store front appearance."*

NCC does not currently allow ground floor residential, and requires that all residential be above commercial. Allowing ground floor live/work space expands the options available for housing, especially as an interim use, but also keeps the flexibility to return to commercial use when the market dictates.

- 5) *"Allow ground floor residential uses in the NCC zone in buildings or portions of buildings that do not front on an arterial."*

NCC does not currently allow ground floor residential, and requires that all residential be above commercial. Allowing ground floor residential further expands the options available for housing on the smaller streets where commercial spaces may not be viable, but maintains the liveliness of mixed use on the arterials including TIB, South 144<sup>th</sup> and 42<sup>nd</sup> Avenue S.

### **Qualification Criteria**

The qualification criteria are intended to ensure that development design and function addresses community interests. The Urban Renewal Overlay District's proposed development standards would apply if the owner/developer requests, and if all the following criteria are met:

- (1) *"At least 100 feet of the development's perimeter fronts on Tukwila International Boulevard."*

This is intended to focus development on Tukwila International Boulevard where it is most appropriate, and away from the smaller streets.

- (2) *"At least 75% of required parking is provided in an enclosed structure (garage or podium). The structure must be screened from view from public rights of way."*

The requirement for enclosed parking encourages a pedestrian friendly environment. Increased density should not result in large amounts of surface parking but it is also important to be responsive to the significant costs of providing structured parking. Cooperative parking may be considered if appropriate (TMC 18.56.070).

- (3) *"The ground floor along Tukwila International Boulevard must be active uses except for the width of the garage access."*

A range of active uses is highly desired add liveliness to the neighborhood, and encourage pedestrian activity. This requirement will encourage creative site design, but may present challenges for on small or irregularly-shaped parcels. Staff

recommends the following revision to provide some flexibility as needed to accommodate specific sites:

*"The ground floor along Tukwila International Boulevard must contain active uses except for the width of the garage access when site conditions allow."*

- (4) *"Residential and commercial tenant leases must prohibit parking on neighborhood streets."*

A check with the Municipal Research and Services Center indicated that this provision is not practical, and is probably not legal. In the future, establishing a Restricted Parking Zone (RPZ) may be another means to limit on-street parking, with financial support from the building owner, and implemented by the Tukwila Police.

At present, staff recommends deleting the criterion as proposed above, and substituting a requirement for the owner/manager to prepare a Transportation Management Plan to encourage alternative to automobile use, including such items as information about transit and bicycle options, schedules, and/or providing bus tickets and/or bus passes. The Transportation Management Plan is can be utilized as a means to limit the impacts of parking.

Staff recommends adding the following criterion:

*The building owner/manager shall prepare a Transportation Management Plan to encourage alternatives to automobile use, and provides each residential and commercial tenant with materials that may range from offering information about transit and bicycle options to providing bus tickets and passes.*

- (5) *"Residential development must encourage tenants to use a car sharing program and make one space available at no charge to a car sharing program (if available) for every 50 spaces on site."*

Car sharing allows tenants to utilize automobiles without requiring individual car ownership or dedicated parking. In exchange for the reduced costs of providing fewer spaces, developers can encourage the use of shared transportation by providing a limited number of dedicated spaces.

- (6) *"Development must provide amenities such as the following to enable a high quality pedestrian experience: retail windows; pedestrian scale design along sidewalks; wide sidewalks; pedestrian access through site; benches; art; landscaping and lighting, etc."*

These are examples of amenities that shall be provided to make the mixed use and commercial environment both functional and attractive. These amenities are discussed more fully in the "Tukwila International Boulevard Design Manual."

## **REZONE CRITERIA:**

### **1. The proposed amendment to the zoning map is consistent with the goals, objectives and policies of the Comprehensive Plan**

The proposed zoning code and map amendment is consistent with the Comprehensive Plan. As discussed more fully in L08-081—Comprehensive Plan Amendment above, Tukwila's Comprehensive Plan considers "To redevelop and reinvigorate the Pacific Highway Corridor" the #2 priority of the four major objectives for the city. A zoning amendment that establishes an Urban Renewal Overlay District and supplemental development regulations and criteria is a needed redevelopment tool to implement this primary objective and accompanying policies.

### **2. The proposed amendment to the Zoning Map is consistent with the scope and purpose of this title and the description and purpose of the zone classification applied for.**

The proposed Urban Renewal Overlay District would retain and be consistent with the existing Medium Density Residential (MDR) High Density Residential (HDR), and Neighborhood Commercial Center (NCC) zoning of the seven-block area. The proposed amendment would create an Urban Renewal Overlay District that would supplement the current underlying zoning through new development standards that would apply only if specific conditions and criteria were met. Important supplemental standards include 65' maximum building height with existing NCC setbacks, reduced parking requirements, and maximum residential density determined by building envelope for MDR and HDR.

### **3. There are changed conditions since the previous zoning became effective to warrant the proposed amendment to the Zoning Map**

Changed conditions in the vicinity of the proposed Urban Renewal Overlay District support future redevelopment and warrant the proposed amendment to the Zoning Map and development standards. These include:

- (a) An Urban Renewal Area was established in 2000 per RCW 31.81;
- (b) Cascade View Community Park was developed;
- (c) Infrastructure upgrades and urban roadway improvements have been completed from S. 154<sup>th</sup> to S. 139<sup>th</sup>;
- (d) City of Tukwila purchased approximately six acres along Tukwila International Boulevard and is negotiating with a developer for the creation of a mixed use town center called Tukwila Village at the intersection of S. 144<sup>th</sup> and Tukwila International Boulevard. All of the developers who competed for this project stressed the importance of being able to build to 65' and meet lower parking requirements in order to ensure the economic viability for the project;
- (e) Light rail station opened at S. 154<sup>th</sup> with service to downtown Seattle, SeaTac Airport (July, 2009). Additional bus service is proposed to the light rail station;

- (f) There is increased interest nationally for employees and residents to work and live in pedestrian friendly, transit-oriented neighborhoods.
- 4. The proposed amendment to the Zoning Map will be in the interest of furtherance of the public health, safety, comfort, convenience and general welfare, and will not adversely affect the surrounding neighborhoods, nor be injurious to other properties in the vicinity in which the subject property is located**

The proposed Urban Renewal Overlay District and development standards will encourage new development and revitalization of underutilized properties to improve the appearance, safety, and desirability of the neighborhood along Tukwila International Boulevard as discussed in the Tukwila International Boulevard Plan—Revitalization and Urban Renewal. This redevelopment will benefit all properties in the vicinity. The Urban Renewal District proposed development standards would apply if the developer requests and if additional development criteria are met. The development criteria provide protection for the neighborhoods, and ensure high quality development.

The neighboring uses, including those in residential zones, would be protected from the impacts of new taller development through the existing Neighborhood Commercial Center setback standards. Impacts to surrounding neighborhoods further limited since new development is oriented primarily toward Tukwila International Boulevard through 1) requiring that at least 100' of the development parcel's perimeter front on Tukwila International Boulevard (TIB), and 2) have active uses on the ground floor along TIB. Single-family zones further protected since they are separated from new development either by a street, or by location adjacent to a wetland.

Live/work space would be permitted on the ground floor, but only if it were built to commercial standards. This would ensure the desired appearance of commercial in the NCC zone, and would permit the conversion to exclusive commercial use as needed. In addition, ground floor residential would be permitted in the NCC zone within the Urban Renewal Overlay District, but only on buildings or portions of buildings that did not front on an arterial such as TIB, S. 144<sup>th</sup> or 42<sup>nd</sup> Avenue South.

The additional criteria encourage a good pedestrian environment by requiring high-quality pedestrian design features in elements such as wide sidewalks, pedestrian access through the site, benches, art, landscaping and lighting.

As a means to limit the impacts to the neighborhood of possible on-street parking, the original application required that "Residential and commercial tenant leases must prohibit parking on neighborhood streets." Subsequent research determined that this was most likely not legal, so staff is recommending that building owners/managers be required to prepare Transportation Demand Management plans that offer items such as information about transit, bus tickets, transit passes, etc. Establishing a Restricted Parking Zone with specific parking requirements may be another strategy to consider. The budgetary

impacts of enforcement could be limited by requiring the building owners to pay for parking enforcement.

Site development applications for SEPA and Design Review would address specific impacts such as traffic, parking, impacts on abutting property and other issues. Environmental review, design review with a Board of Architectural Review hearing and public involvement would provide Tukwila a clear mechanism to evaluate any future proposed development, and to mitigate potential negative impacts to the adjacent properties and the community.

### **ZONING MAP AMENDMENT CONCLUSIONS**

1) Consistency with Comprehensive Plan:

- Establishing an Urban Renewal Overlay District, and a zoning map change accompanied by supplemental development standards and criteria is consistent with the Comprehensive Plan policies that support redevelopment along the Tukwila International Boulevard.
- “To develop and reinvigorate the Pacific Highway Corridor” is the Comprehensive Plan’s #2 overall objective.

2) Consistency with Zone:

- The proposed Urban Renewal Overlay District and supplemental development regulations are consistent with the underlying zoning and the precedent set by the Commercial Redevelopment Area designation.

3) Changed conditions:

- Changed conditions such as the establishment of an Urban Renewal Area in 2000, infrastructure upgrades, urban roadway improvements, the City of Tukwila’s purchase of six acres of property, and the opening of a light rail station justify the request for establishing an Urban Renewal Overlay District, supplemental development standards and criteria.
- There is increased interest nationally for employees and residents to work and live in pedestrian friendly, transit-oriented neighborhoods.

4) Community interest:

- Supplemental development standards benefit the community by encouraging new development, while protecting adjacent properties, and existing residential uses.

## **ZONING—RECOMMENDATION:**

Staff recommends the following action in support of the request:

- 1) Amend the official Comprehensive Plan map and Zoning map to add the “Urban Renewal Overlay District” (Attachment H)
- 2) Amend the Zoning Code to add Figure 18-15 “Urban Renewal Overlay District” (Attachment I)
- 3) Amend the Zoning Code Chapter 18.50—Supplemental Standards to add TMC 18.50.170 establishing the Urban Renewal Overlay District with supplemental development regulations and criteria as follows:

### **Urban Renewal Overlay District Chapter 18.50.170**

#### **18.50. 170. Urban Renewal Overlay District**

**A. Purpose.** The Urban Renewal Overlay District is established to implement the adopted Tukwila International Boulevard Revitalization and Urban Renewal Plan. The intent is to promote community redevelopment, and revitalization and to encourage investment that supports well-designed, compact, transit-oriented and pedestrian-friendly residential and business activity to activate the community along Tukwila International Boulevard.

**B. Application of Regulations.** Property located within the Urban Renewal Overlay District is identified on the official land use maps, including the Comprehensive Plan Map and the Zoning Map, as well as in TMC 18, Figure 18.15, and is subject both to its zone classification regulations and to additional requirements imposed for the overlay district. In any case where the provisions of the overlay district conflict with the provisions of the underlying zone, the overlay district provisions shall apply.

#### **C. Standards and Criteria**

1) The Urban Renewal Overlay District’s proposed supplemental development standards are as follows:

a) Allow building heights up to 65 feet in the Urban Renewal Overlay District. The existing Neighborhood Commercial Center (NCC) setback standards shall be followed per TMC 18.22.080;

b) Allow multi-family parking standards to be one parking space per each dwelling unit that contains up to one bedroom plus 0.5 spaces for every bedroom in excess of one bedroom in a dwelling unit.

c) Allow the maximum number of dwelling units to be determined by the building envelope as in the NCC zone, rather than a numeric density.. Allow the developer to determine the unit mix with the limitation that the units contain at least 500

square feet of interior floor space and allow no more than 50% of the dwelling units to be studios.

d) Allow live/work space on the ground floor to meet the NCC requirement for ground floor retail or office space if the live/work space is built to commercial building code standards with a typical retail store front appearance.

e) Allow ground floor residential uses in the NCC zone in buildings or portions of buildings that do not front on an arterial.

2) The Urban Renewal Overlay District's proposed development standards would apply if the owner/developer requests, and if all the following criteria are met:

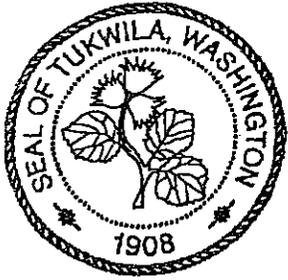
- a) At least 100 feet of the development parcel's perimeter fronts on Tukwila International Boulevard
- b) At least 75% of required parking is provided in an enclosed structure (garage or podium). The structure must be screened from view from public rights of way.
- c) The ground floor along Tukwila International Boulevard must contain active uses except for the width of the garage access when site conditions allow.
- d) The property owner/manager shall prepare a Transportation Management Plan to encourage alternatives to automobile use, and that provides each residential and commercial tenant with materials that may range from offering information about transit and bicycle options to providing bus tickets and passes.
- e) Residential development must encourage tenants to use a car sharing program and make one space available at no charge to a car sharing program (if available) for every 50 spaces on site.
- f) Development must provide amenities such as some of the following to enable a high quality pedestrian experience, including retail windows, pedestrian scale design along sidewalks, wide sidewalks, pedestrian access through site, benches, art, landscaping and lighting, quality of materials, etc.
- g) One secure, covered, ground-level bicycle parking space shall be provided for every three residential units in a mixed-use or multi-family development. For commercial development, one bicycle parking space shall be provided for every 25 automobile parking stalls.





# COMPREHENSIVE PLAN AMENDMENTS

**CITY OF TUKWILA**  
Department of Community Development  
6300 Southcenter Boulevard, Tukwila, WA 98188  
Telephone: (206) 431-3670 FAX (206) 431-3665  
E-mail: tukplan@ci.tukwila.wa.us



## APPLICATION

FOR STAFF USE ONLY Permits Plus Type: P-CPA

Planner: <u>Rebecca Fox</u>	File Number: <u>LO8-081</u>
Application Complete (Date: <u>3/25/09</u> )	Project File Number:
Application Incomplete (Date: )	Other File Numbers: <u>LO8-082 Zoning</u>

NAME OF PROJECT/DEVELOPMENT: Tukwila International Boulevard Transit  
Oriented Development Overlay Zone

LOCATION OF PROJECT/DEVELOPMENT: Give street address or, if vacant, indicate lot(s), block and subdivision, access street, and nearest intersection.

All properties within 500 feet of Tukwila International Boulevard between  
South 140th Street and South 160th Street

LIST ALL TAX LOT NUMBERS (this information may be found on your tax statement).

List to be provided at later time due to extent of area under consideration.

### DEVELOPMENT COORDINATOR:

The individual who:

- has decision making authority on behalf of the owner/applicant in meetings with City staff,
- has full responsibility for identifying and satisfying all relevant and sometimes overlapping development standards, and
- is the primary contact with the City, to whom all notices and reports will be sent.

Name: Derek Speck

Address: 6200 Southcenter Blvd, Tukwila, WA 98188

Phone: 206-433-1832 FAX: 206-433-7191

E-mail: dspeck@ci.tukwila.wa.us

Signature: [Signature] Date: 12/24/08

**A. COMPREHENSIVE PLAN DESIGNATION:**

Existing: HDR, NCC, RC

Proposed: Same designations except with addition of an overlay zone.

**B. ZONING DESIGNATION:**

Existing: HDR, NCC, RC

Proposed: Same designations except with addition of an overlay zone.

**C. LAND USE(S):**

Existing: Hotels/motels, retail, apartments, auto sales, religious

Proposed: Same uses except encourages mixed-use with residential over commercial.

(for proposed changes in land use designations or rezones)

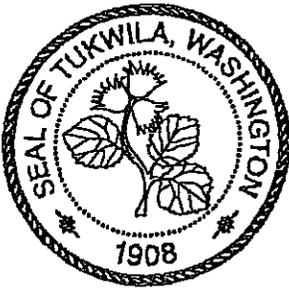
**D. GENERAL DESCRIPTION OF SURROUNDING LAND USES:**

Describe the existing uses located within 1,000 feet in all directions from the property or area for which a change is proposed.

In addition to land uses described above, surrounding land uses

include office, light industrial, warehouse, auto repair, multi-

family residential and single family residential.



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**AFFIDAVIT OF OWNERSHIP AND HOLD HARMLESS  
 PERMISSION TO ENTER PROPERTY**

STATE OF WASHINGTON

ss

COUNTY OF KING

The undersigned being duly sworn and upon oath states as follows:

1. I am the <sup>(1)</sup>current owner of the property which is the subject of this application.
2. All statements contained in the applications have been prepared by me or my agents and are true and correct to the best of my knowledge.
3. The application is being submitted with my knowledge and consent.
4. Owner grants the City, its employees, agents, engineers, contractors or other representatives the right to enter upon Owner's real property, located at Northeast and southeast corners of TIB & 144th for the purpose of application review, for the limited time necessary to complete that purpose.
5. Owner agrees to hold the City harmless for any loss or damage to persons or property occurring on the private property during the City's entry upon the property, unless the loss or damage is the result of the sole negligence of the City.
6. Non-responsiveness to a City information request for ninety (90) or more days, shall be cause to cancel the application(s) without refund of fees.

EXECUTED at Tukwila (city), WA (state), on December 26, 2008

Print Name Derek Speck

(1) Owner Representative

Address 6200 Southcenter Blvd, Tukwila, WA

Phone Number 206-433-1832

Signature *Derek Speck*

On this day personally appeared before me Derek Speck to me known to be the individual who executed the foregoing instrument and acknowledged that he signed the same as his voluntary act and deed for the uses and purposes mentioned therein.

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 26<sup>th</sup> DAY OF December, 2008



*Barbara J. Saxton*  
 NOTARY PUBLIC in and for the State of Washington  
Barbara J. Saxton  
Renton, WA residing at

My Commission expires on 3-29-10

**Tukwila International Boulevard  
Urban Renewal Area/Transit Oriented Development Overlay District  
Comprehensive Plan Amendment**

**Summary**

This application proposes an amendment to the Comprehensive Plan and Zoning Code to create an overlay district for commercial, commercial redevelopment area and multi-family zoned properties within the Urban Renewal Area along Tukwila International Boulevard. The Urban Renewal Area was designated in the January, 2000 "Tukwila International Boulevard Plan—Revitalization and Urban Renewal" as part of the redevelopment planning process. Chapter 35.81 RCW required the designation of an Urban Renewal Area and plan for City partnership in private development.

The proposed overlay district generally lies between S. 140<sup>th</sup> Street, 37<sup>th</sup> Avenue South, S. 146<sup>th</sup> and 42<sup>nd</sup> Avenue S. The LDR-zoned properties on the west side of 42<sup>nd</sup> Avenue South between S. 146<sup>th</sup> and S. 144<sup>th</sup> will be excluded from the overlay since recent redevelopment and the presence of wetlands make them unsuited for higher intensity development. The LDR-zoned property north of S 144<sup>th</sup> will be designated a Commercial Redevelopment Area and, if redeveloped as part of a project in the overlay district, would be permitted to apply the uses and standards of the adjacent commercial district (TMC 18.60.060).

The intent of the overlay district is to encourage the redevelopment of distressed areas (i.e. the Urban Renewal area on Tukwila International Boulevard) with a compact, transit oriented development pattern including neighborhood serving services and retail, more pedestrian friendly site design, high quality materials and attractive projects.

The proposed overlay district would leave the existing zoning in place and would not change development standards for the underlying zones including Medium Density Residential (MDR), High Density Residential (HDR), and Neighborhood Commercial Center (NCC). However, the overlay would provide some additional alternative development standards that could be applied to developments within the overlay district upon request of the property owner and if the developments meet certain qualifying criteria.

The proposed overlay district's basic alternative development standards include: 1) allowing building heights of up to 65 feet; 2) reducing the required parking spaces for multi-family development; 3) determining the maximum number of dwelling units by the building envelope; and 4) allowing live/work space on the ground floor of the Neighborhood Commercial Center zone. The applicant would request to use the alternative development standards and the project would be required to meet specific criteria, such as providing structured parking, requiring leases that prohibit on-street parking, and others. Specific development standards are proposed in the accompanying rezone application (File #L08-082).

A. Comprehensive Plan Amendment Criteria (TMC 18.80.050)

Demonstrate how each of the following circumstances justifies a re-designation of your property or a change in existing Plan policies

- (1) Describe how the issue is addressed in the Comprehensive Plan. If the issue is not adequately addressed, is there a need for the proposed change?

Per Tukwila's Comprehensive Plan, "To redevelop and reinvigorate the Pacific Highway Corridor" is the #2 priority of the four major objectives. An additional goal and policies to redevelop Tukwila International Boulevard are spelled out in the "Transportation Corridors" element, including Goal 8.2 and Policies 8.2.1 through 8.2.21.

Goal 8.2 Pacific Highway Corridor Goal provides a sense of the importance of Tukwila International Boulevard redevelopment as follows:

"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."

Policy 8.2.1. Mitigate transportation impacts associated with regional travel by the use of extensive amenities, transit service, and appropriate siting and design of new uses, including the highway itself.

The Urban Renewal Area overlay is needed to supplement and strengthen the Comprehensive Plan policies relating to Tukwila International Boulevard, as well as the adopted "Tukwila International Boulevard Plan" (January, 2000) and the Tukwila International Boulevard Design Manual (January, 1999) by providing guidance to spur redevelopment and to take full advantage of bus routes along Tukwila International Boulevard, and Sound Transit light rail located at S. 154<sup>th</sup>.

The proposed overlay district will encourage redevelopment of underutilized properties that are included in the designated Urban Renewal Area, and would provide the maximum opportunity for private enterprise that is consistent with City of Tukwila goals and public needs. This will enhance the general desirability of the area with high-quality, compact and transit-oriented development.

- (2) Why is the proposed change the best means for meeting the identified public need? What other options are there for meeting the identified public need?

The Comprehensive Plan and Tukwila International Boulevard Revitalization and Urban Renewal Plan (2000) identify a public need for an "attractive, safe and profitable place to live, do business, shop and work" along Tukwila International Boulevard. The Urban Renewal Area between South 140<sup>th</sup> Street and South 146<sup>th</sup> has

been a special focus. The City has taken many steps to foster a vibrant neighborhood, including installing new streets, curbs, wide sidewalks and gutters, undergrounding utilities, creating a new park, cleaning up trash, instituting design guidelines, working with community groups, and strongly emphasizing policing measures to improve safety.

The Comprehensive Plan encourages excellent design with pedestrian and other amenities but the height and parking requirements make those projects economically infeasible. An overlay district provides a targeted means to address this identified need and to spur redevelopment in a specific location. The overlay zone makes compact development more feasible with additional pedestrian amenities, structured parking, reduced residential parking requirements and taller structures. This type of development would create opportunities for additional commercial and residential opportunities to address the identified public need for community revitalization.

Alternate methods could be to: 1) change the requirements of the underlying MDR, HDR and NCC zones; 2) prepare individual development agreements for new development along Tukwila International Boulevard; or 3) designate a Transit Oriented Development overlay along the length of Tukwila Boulevard to the Sound Transit Station at S. 154th.

(3) Why will the proposed change result in a net benefit to the community? If not, what type of benefit can be expected and why?

The proposed changes will foster a more vibrant and cohesive community by making compact design more economically feasible; allowing more dwelling units which bring more people into the neighborhood to walk, shop, eat, and play; and by requiring development amenities that make a more attractive, interesting neighborhood.

**B. Comprehensive Plan Amendment Criteria (TMC 18.80.010)**

(1) A detailed statement of what is proposed and why

The applicant proposes to amend the Comprehensive Plan to add the following policy:

Policy 8.2.22 Establish an overlay district in the designated urban renewal area, generally between S. 140<sup>th</sup>, 42<sup>nd</sup> Avenue South, S. 146<sup>th</sup> Street and 37<sup>th</sup> Avenue South, that may allow increased building heights, reduced residential parking requirements, and other alternative development standards, subject to specific criteria, in order to encourage well-designed, compact, transit-oriented and pedestrian-friendly redevelopment to activate the community along Tukwila International Boulevard.”

The intent of the proposed Urban Renewal Overlay District is to create a more vibrant neighborhood with neighborhood-oriented services and retail, redevelopment of distressed properties, more pedestrian friendly site design with high quality materials and attractive design. The overlay district is intended to be a specific tool to help implement the priorities of the Tukwila International Boulevard Plan, and is consistent with the desired direction of redevelopment projects in the area. The specific development standards such as reduced parking requirement, higher height limit, greater number of dwelling units make the economics of compact, mixed-use development, such as the Tukwila Village project, more feasible. Specific qualification criteria ensure that public interests are served and high quality amenities are provided. The Urban Renewal Overlay District's specific proposed development standards are described in the accompanying Zoning Code amendment (File #L08-082).

(2) A statement of the anticipated impacts of the change, including the geographic area affected and the issues presented by the proposed change

The proposed overlay district generally lies in the Tukwila International Boulevard Urban Renewal Area between S. 140<sup>th</sup> Street, 37<sup>th</sup> Avenue South, S. 146<sup>th</sup> and 42<sup>nd</sup> Avenue S. The LDR-zoned properties on the west side of 42<sup>nd</sup> Avenue South between S. 146<sup>th</sup> and S. 144<sup>th</sup> shall be excluded from the overlay since recent redevelopment and the presence of wetlands make them unsuited for higher intensity development. The LDR-zoned property north of S 144<sup>th</sup> shall be designated a Commercial Redevelopment Area and if redeveloped as part of a project in the overlay district, would be permitted to apply the uses and standards of the adjacent commercial district (18.60.060).

New development is likely to be the primary impact of the proposed change. There has been little new development in this district for several decades. Vacant lots and underutilized parcels such as auto sales lots would be likely to redevelop to mixed-use buildings with residential units above ground-floor commercial. Some older apartments may be replaced with new mixed use structures that include residential units above commercial uses.

The most visible impact would be taller buildings in the NCC zone (the current maximum height of 45 feet would increase to 65 feet.) This would be mitigated with the required stepping back of buildings adjacent to residential units. Because the eligibility criteria include mechanisms to prohibit tenant parking in the neighborhoods, the reduced parking requirement will not have a visible impact in the neighborhood, although it makes the project economics more viable. Enclosed structures would be required for 75% of residential parking.

With less parking provided and a requirement for shared car parking (ZipCar), there could be fewer automobiles, and a greater focus on transit use. Requirements for pedestrian-friendly features should result in better design and added pedestrian activity.

(3) An explanation of why the current comprehensive plan or development regulations are deficient or should not continue in effect

The current Comprehensive Plan and Tukwila International Boulevard Redevelopment Plan make redevelopment along Tukwila International Boulevard a priority. The proposed overlay district implements alternative development regulations for the Urban Renewal Area, which has been a long-time focal point for redevelopment and includes the Tukwila Village project. The Urban Renewal Overlay District's development standards are intended to address deficiencies in current development standards in order to spur redevelopment in a compact, transit-friendly pattern that will encourage pedestrian activity and enliven the street area.

The current multi-family and mixed-use development regulations that set maximum building height and minimum parking requirements assume significant reliance on automobiles. These development standards are less applicable for neighborhoods, such as the area along Tukwila International Boulevard, with good transit availability, services and amenities within walking distance, and pedestrian activity.

In this neighborhood people can walk to a grocery store and drug store for daily necessities, and can also access a park, library, schools, and restaurants without requiring a car. Residents can walk to a bus line that provides service to downtown Seattle, Tukwila's transit station in the urban center, and other destinations. In 2009, Sound Transit's light rail station will open at S. 154<sup>th</sup> Street, providing additional service to downtown Seattle, the SeaTac Airport, and other destinations. As the neighborhood continues to improve in its appearance and amenities, it will become more desirable for compact development and transit oriented living.

Tukwila's current multi-family parking standards are deficient and problematic for some multi-family residential development because the costs of providing the number of required parking spaces per unit makes the economics of redevelopment and new development very difficult. Current city-wide development standards stipulate two parking spaces per dwelling unit up to three bedrooms. A studio or one-bedroom unit requires two parking spaces as well, although most people who live in studios that are in pedestrian and transit friendly neighborhoods only have one car. Providing one parking space in structured parking can range from \$20,000 to \$30,000 per space, and add 10% to 20% to the total cost of multi-family residential development. An overlay district that allows additional dwelling units and building heights subject to specific criteria is needed to help defray the costs of the desired structured parking and make the new development workable financially.

(4) A statement of how the proposed amendment complies with and promotes the goals and specific requirements of the Growth Management Act

Among its objectives, the Growth Management Act attempts to encourage growth and development in urban areas in order to preserve farm, rural and resource lands within

close proximity to these urban lands. By encouraging compact urban areas, public facility costs are more efficiently supported by higher densities and tax dollars. Specific goals are as follows:

RCW 36.70A.020 Planning Goals--

(1) *Urban Growth*. Encourage growth in urban areas where adequate public facilities and services exist or can be provided in an efficient manner...

(4) *Housing*. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock..

(5) *Economic Development*. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities...

(10) *Environment*. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

(5) A statement of how the proposed amendment complies with applicable Countywide planning policies

According to applicable Countywide Planning Policy, infill development should be in keeping with existing development patterns. Compact development is encouraged.

LU-69 All jurisdictions shall develop neighborhood planning and design processes to encourage infill development and enhance the existing community character and mix of uses

(6) A statement of what changes, if any, would be required in functional plans (i.e. the City's water, sewer, storm water, or shoreline plans) if the proposed amendment is adopted

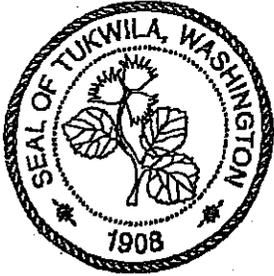
The proposed overlay district would not require the City to change any functional plans at this time. As development occurs, the City would make the same sorts of improvements to transportation, water, sewer, and storm water infrastructure that it would make for any development.

- (7) A statement of what capital improvements, if any, would be needed to support the proposed change, and how the proposed change would affect the capital facilities plans of the city

The proposed overlay district would not require the City to make capital improvements at this time. As development occurs the City would make the same sorts of improvements to capital facilities that it would make for any development.

- (8) A statement of what other changes, if any, are required in other City codes, plans or regulations to implement the change.

Implementing the proposed overlay district would not require changes in other City codes, plans or regulations.



CITY OF TUKWILA

Department of Community Development
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E-mail: tukplan@ci.tukwila.wa.us

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CITY OF TUKWILA

DEC 29 2008

ZONING CODE
AMENDMENTS

APPLICATION

Table with 2 columns: Planner (Rebecca Fox), File Number (608-082), Application Complete (Date: 3/25/09), Project File Number, Application Incomplete (Date: ), Other File Numbers (608-081 - Comp Plan)

NAME OF PROJECT/DEVELOPMENT: Tukwila International Boulevard Transit
Oriented Development Overlay Zone

LOCATION OF PROJECT/DEVELOPMENT: Give street address or, if vacant, indicate lot(s), block and subdivision, access street, and nearest intersection.

All properties within 500 feet of Tukwila International Boulevard between South 140th Street and South 160th Street.

LIST ALL TAX LOT NUMBERS (this information may be found on your tax statement).

List to be provided at later time due to extent of area under consideration.

DEVELOPMENT COORDINATOR:

The individual who:

- has decision making authority on behalf of the applicant in meetings with City staff,
has full responsibility for identifying and satisfying all relevant and sometimes overlapping development standards, and
is the primary contact with the City, to whom all notices and reports will be sent.

Name: Derek Speck

Address: 6200 Southcenter Blvd, Tukwila, WA 98188

Phone: 206-433-1832 FAX: 206-433-7191

E-mail: dspeck@ci.tukwila.wa.us

Signature: [Signature] Date: 12/26/08

A. COMPREHENSIVE PLAN DESIGNATION:

Existing: HDR, NCC, RC

Proposed: Same designations except with addition of an overlay zone.

B. ZONING DESIGNATION:

Existing: HDR, NCC, RC

Proposed: Same designations except with addition of an overlay zone.

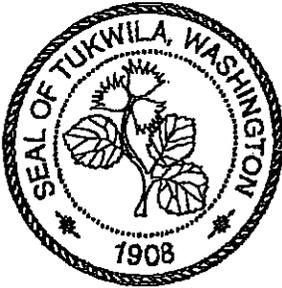
C. LAND USE(S):

Existing: Hotels/motels, retail, apartments, auto sales, religious

Proposed: Same uses except encourages mixed-use with residential over commercial.

(for proposed changes in land use designations or rezones)

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DEC 29 2008

AFFIDAVIT OF OWNERSHIP AND HOLD HARMLESS
PERMISSION TO ENTER PROPERTY

STATE OF WASHINGTON

ss

COUNTY OF KING

The undersigned being duly sworn and upon oath states as follows:

- 1. I am the (1) owner of the property which is the subject of this application.
2. All statements contained in the applications have been prepared by me or my agents and are true and correct to the best of my knowledge.
3. The application is being submitted with my knowledge and consent.
4. Owner grants the City, its employees, agents, engineers, contractors or other representatives the right to enter upon Owner's real property, located at Northeast and southeast corners of TIB & 144th for the purpose of application review, for the limited time necessary to complete that purpose.
5. Owner agrees to hold the City harmless for any loss or damage to persons or property occurring on the private property during the City's entry upon the property, unless the loss or damage is the result of the sole negligence of the City.
6. Non-responsiveness to a City information request for ninety (90) or more days, shall be cause to cancel the application(s) without refund of fees.

EXECUTED at Tukwila (city), WA (state), on December 26, 2008

(1) Owner Representative
Print Name Derek Speck
Address 6200 Southcenter Blvd, Tukwila, WA
Phone Number 206-433-1832
Signature [Handwritten Signature]

On this day personally appeared before me Derek Speck to me known to be the individual who executed the foregoing instrument and acknowledged that he/she signed the same as his/her voluntary act and deed for the uses and purposes mentioned therein.

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 26th DAY OF December, 2008



[Handwritten Signature]
NOTARY PUBLIC in and for the State of Washington
Barbara J. Saxton
residing at
Renton, WA
My Commission expires
on 3-29-10

Tukwila International Boulevard  
Urban Renewal Area/Transit-Oriented Development  
Overlay District  
Rezone

Summary

This application proposes an amendment to the Comprehensive Plan and Zoning Code to create an overlay district for commercial, commercial redevelopment area and multi-family zoned properties within the Urban Renewal Area along Tukwila International Boulevard. The Urban Renewal Area was designated in the January, 2000 "Tukwila International Boulevard Plan—Revitalization and Urban Renewal" as part of the redevelopment planning process. Chapter 35.81 RCW required the designation of an Urban Renewal Area and plan for City partnership in private development.

The proposed overlay district generally lies between S. 140<sup>th</sup> Street, 37<sup>th</sup> Avenue South, S. 146<sup>th</sup> and 42<sup>nd</sup> Avenue S. The LDR-zoned properties on the west side of 42<sup>nd</sup> Avenue South between S. 146<sup>th</sup> and S. 144<sup>th</sup> will be excluded from the overlay since recent redevelopment and the presence of wetlands make them unsuited for higher intensity development. The LDR-zoned property north of S 144<sup>th</sup> will be designated a Commercial Redevelopment Area and, if redeveloped as part of a project in the overlay district, would be permitted to apply the uses and standards of the adjacent commercial district (TMC 18.60.060).

The intent of the overlay district is to encourage the redevelopment of distressed areas (i.e. the Urban Renewal area on Tukwila International Boulevard) with a compact, transit oriented development pattern including neighborhood serving services and retail, more pedestrian friendly site design, high quality materials and attractive projects.

The proposed overlay district would leave the existing zoning in place and would not change development standards for the underlying zones including Medium Density Residential (MDR), High Density Residential (HDR), and Neighborhood Commercial Center (NCC). However, the overlay would provide some additional alternative development standards that could be applied to developments within the overlay district upon request of the property owner and if the developments meet certain qualifying criteria.

The basic alternative development standards include: 1) allowing building heights of up to 65 feet; 2) reducing the required parking spaces for multi-family development; 3) determining the maximum number of dwelling units by the building envelope; and 4) allowing live/work space on the ground floor of the Neighborhood Commercial Center zone.

### Proposed Development Standards

- (1) Allow building heights up to 65 feet in the Urban Renewal Area. The existing Neighborhood Commercial Center (NCC) setback standards shall be followed per TMC 18.22.080.
- (2) Allow multi-family parking standards to be one parking space per each dwelling unit that contains up to one bedroom plus 0.5 spaces for every bedroom in excess of one bedroom in a dwelling unit.
- (3) Allow the maximum number of dwelling units to be determined by the building envelope thus eliminating a specific limit on the number of residential dwelling units. Additionally, require units to contain at least 500 square feet of interior floor space and allow no more than 50% of the dwelling units to be studios.
- (4) Allow live/work space on the ground floor to meet the NCC requirement for ground floor retail or office space if the live/work space is built to commercial building code standards with a typical retail store front appearance.
- (5) Allow ground floor residential uses in the NCC zone in buildings or portions of buildings that do not front on an arterial.

### Qualification Criteria

The Urban Renewal Overlay District's proposed development standards would apply if the owner/developer requests, and if all the following criteria are met:

- (1) At least 100 feet of the development's perimeter fronts on Tukwila International Boulevard
- (2) At least 75% of required residential parking is provided in an enclosed structure (garage or podium). The structure must be screened from view from public rights of way.
- (3) The ground floor along Tukwila International Boulevard must be active uses except for the width of the garage access.
- (4) Residential and commercial tenant leases must prohibit parking on neighborhood streets.
- (5) Residential development must encourage tenants to use a car sharing program and make one space available at no charge to a car sharing program (if available) for every 50 spaces on site.
- (6) Development must provide amenities to enable a high quality pedestrian experience (retail windows, pedestrian scale design along sidewalks, wide

sidewalks, pedestrian access through site, benches, art, landscaping and lighting, quality of materials, etc.)

Zoning Amendment Criteria (TMC 18.84.030)

Demonstrate how each of the following circumstances justifies a rezone of your property or a change in the existing zoning code.

Each determination granting a rezone shall be supported by written findings and conclusions showing specifically wherein all of the following conditions exist:

- (1) That the proposed amendment to the zoning map is consistent with the goals, objectives, and policies of the comprehensive plan

Of four objectives, the Comprehensive Plan's #2 priority objective is the following:  
To redevelop and reinvigorate the Pacific Highway corridor.

Goal 8.2 Pacific Highway Corridor Goal is the following:

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.

Pacific Highway Corridor policies 8.2.1 through 8.2.21 describe the means to achieve the Pacific Highway Corridor goal (above) and to support positive redevelopment for the Tukwila International Boulevard corridor (renamed from Pacific Highway in 1999) and surrounding area.

As indicated above, the second highest priority for the City of Tukwila is the redevelopment of the Pacific Highway Corridor. The goal for Tukwila International Boulevard is 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."

Tukwila International Boulevard with attractive design, transit, activities, and amenities, would encourage people to walk and interact, improve safety with more "eyes on the street", and become a vibrant neighborhood. The proposed overlay district will encourage redevelopment of underutilized properties that are included in the designated Urban Renewal Area, and would provide the maximum opportunity for private enterprise that is consistent with City of Tukwila goals and public needs. This will enhance the general desirability of the area with high-quality, compact and transit-oriented development.

- (2) That the proposed amendment to the zoning map is consistent with the scope and purpose of this title and the description and purpose of the zone classification applied for

The proposed Urban Renewal Overlay would retain and be consistent with the existing High Density Residential (HDR), Neighborhood Commercial Center (NCC)

and Regional Commercial (RC). The proposed amendment would create an overlay district that would supplement the current underlying zoning through new development standards that would be applicable only if specific criteria, such as providing covered parking and high quality pedestrian amenities, were met.

(3) There are changed conditions since the previous zoning became effective to warrant the proposed amendment to the zoning map

Changed conditions warrant the proposed amendment to the zoning map. These include:

- (a) A new light rail station will open in 2009 providing service to downtown Seattle, the SeaTac Airport, and other locations.
- (b) Bus rapid transit (BRT) will start in 2010 between Federal Way and the light rail station
- (c) Metro is proposing additional bus service to the light rail station, including more service along Tukwila International Boulevard between South 144<sup>th</sup> and the light rail station.
- (d) There is a nationwide increase in demand by employees and residents to be able to live and work in pedestrian friendly, transit oriented neighborhoods.
- (e) The City is negotiating with a developer for creation of Tukwila Village at the intersection of South 144<sup>th</sup> and Tukwila International Boulevard. All of the developers who competed for this project expressed the importance of having the ability to build to 65 feet and meet lower parking standards in order to ensure economic viability for the project.

(4) The proposed amendment to the zoning map will be in the interest and furtherance of the public health, safety, comfort, convenience, and general welfare, and will not be injurious to other properties in the vicinity in which the subject property is located.

The proposed overlay district will encourage new development and revitalization of underutilized properties to improve the appearance, safety, and desirability of the neighborhood along Tukwila International Boulevard. This redevelopment will benefit all properties in the vicinity. The overlay leaves in place many of the existing development standards that protect neighboring properties, such as the proportional setbacks. Alternative development regulations in the proposed overlay district would lessen potential negative impacts on neighboring properties by requiring that residential and commercial tenant leases prohibit parking in the neighborhoods, and by providing structured parking for new development. Pedestrian amenities would be required, and would benefit the neighborhood by encouraging walking and a more positive neighborhood experience.



## Attachment C

Tukwila City Council Regular Meeting Minutes  
May 18, 2009

Page 5 of 9

amounts to an arterial, as this is a street that leads up to residential neighborhoods. He expressed hope the two cities can continue to work together to mitigate these concerns. In particular, he recommends that Section 4.10 of the development agreement regarding S. 178th Street be left out at this time.

Vern Meryhew, 4431 S. 148th St., stated this is a great plan with a local developer who has a record of quality projects. The bike trail along the river and the hillside are great amenities. This project will provide a good stimulus for the economy with jobs and increased revenue, and he encourages the City to move forward.

Joanne McManus, 5610 S. 133rd St., encouraged the Council to move forward with the project. She noted the developer has ties with Tukwila, and feels the City would be amiss to not sign the agreement—not only for ourselves but for future generations.

Allan Ekberg, 4920 S. 161st St., recalled looking at the Comprehensive Plan in 1994 when the City started thinking about the south end of the City, and 15 years later Council has a chance to support and make the Tukwila South project a reality. He served as a member of the Planning Commission, which reviewed and made recommendations on the annexation area. He supports the removal of warehouse space from the plan, and likes the trail along the river.

**8:06 p.m. Mayor Haggerton closed the public hearing.**

Mayor Haggerton reminded the audience a public hearing will be held on additional items related to the Tukwila South project at the next meeting (on Tuesday, May 26, 2009, due to the Monday holiday), and Council will deliberate at that meeting also.

### UNFINISHED BUSINESS

a. Authorize the Mayor to sign an application for Community Development Block Grant funds for the 2010 Minor Home Repair Program to serve the cities of Tukwila, SeaTac, Des Moines, and Covington in the amount of \$91,000.00.

**MOVED BY GRIFFIN, SECONDED BY QUINN TO AUTHORIZE THE MAYOR TO SIGN AN APPLICATION FOR COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS FOR THE 2010 MINOR HOME REPAIR PROGRAM TO SERVE THE CITIES OF TUKWILA, SEATAC, DES MOINES, AND COVINGTON IN THE AMOUNT OF \$91,000.00. MOTION CARRIED 7-0.**

**8:07 p.m. Councilmember Duffie left the Council Chambers.**

b. 2009 Comprehensive Plan amendments *(to be discussed in public meeting format)*.

Rebecca Fox, Senior Planner, noted the City is beginning its annual review of proposed Comprehensive Plan amendments. Ms. Fox used a PowerPoint presentation to explain the process for amending the Comprehensive Plan. Tonight is the first step, during which Council will take comments from the public and applicants. Council will then make a threshold decision to either:

1. Forward the application to the Planning Commission (as is or modified) for further consideration.
2. Defer the application for a year.
3. Reject the application.

**8:10 p.m. Councilmember Duffie returned to the Council Chambers.**

In order to make a decision, Council will generally consider the following review criteria:

1. Is the issue already adequately addressed in the Comprehensive Plan?
2. Is the proposed change needed?
3. Is this the best means to meet public need?
4. Is there a net benefit to the community?

For any applications the Council does forward, there will be an environmental review, and the Planning Commission will review the application, hold a public hearing and make a recommendation. The recommendation will return to Council for a public hearing and final decision. Both of these amendments would potentially result in more intensive development of the type that was desired by the community and spelled out in the Tukwila International Boulevard Plan.

The first amendment is the Osterly Townhome project, a rezone request at 3421 S. 144th St. It is a quarter of an acre of vacant property and is part of Tukwila's first townhome project. The specific request is to change the zoning from Medium Density Residential to High Density Residential to allow additional units to be built.

Mike Overbeck, 4620 S. 148th St., is the applicant, and he requests the project be forwarded. He noted the project includes six tax parcels and stated he is available to answer any questions.

Pam Carter, 4115 S. 139th St., stated the amendment sounds reasonable to be moved forward, and it is exciting that Tukwila may be getting a townhouse development. She noted the area already has High Density Residential.

Sharon Mann, 4452 S. 160th St., feels a project of this type would complement the Tukwila Village development.

The second amendment is to establish an Urban Renewal Overlay District, approximately 7 blocks in area in the vicinity of Tukwila International Boulevard, including the Tukwila Village site. The potential Tukwila Village developer proposed concepts that require some changes to existing development regulations. Changes would apply to the entire overlay district (roughly between S. 140th, S. 146th, 37th Ave. S, and 42nd Ave. S.). The zoning would remain the same. The proposed changes would spur redevelopment through alternate development regulations intended to improve development and add vitality by focusing on compact development, pedestrian improvements and transit-oriented development. The primary changes are increased building height and reduced residential parking requirements. In exchange, applicants would need to meet specific criteria including significant structured residential parking and significant pedestrian amenities.

Michael J. West, Southtowne Auto Rebuild, 14864 Tukwila International Boulevard, encouraged Council to send the Urban Renewal Overlay district proposal to the Planning Commission for consideration. The changes will allow the Tukwila Village project to become financially feasible and one step closer to reality. He feels requiring the developer to hold to current height and parking regulations will kill the project.

Derek Speck, Economic Development Administrator and project manager for the application, explained a number of developers have pointed out the typical standard for "mixed-used residential over retail" is for 5 stories of residential over 1 story of retail, which requires the ability to build up to approximately 65 feet. Mr. Speck used a PowerPoint presentation to display photographs of existing 4- and 5-story developments. Parking is usually 1 parking space for a 1-bedroom unit, and a higher number for 2-bedroom units.

Sharon Mann, 4452 S. 160th St., feels the proposal meets the four criteria needed to be considered to be forwarded for consideration. She feels the proposed development will bring the community together and serves as a focal point on Tukwila International Boulevard.

Anna Bernhard, 14241 59th Ave. S., feels condominium complexes never have enough parking, so she would like to ensure enough parking is available.

Pam Carter, 4115 S. 139th St., feels the community trusts the Council will make the right decision and move this item on. She stated most of the items mentioned were included in both Tukwila Village development proposals previously presented, both of which were supported by the public.

**MOVED BY GRIFFIN, SECONDED BY LINDER TO FORWARD THE 2009 COMPREHENSIVE PLAN AMENDMENTS TO THE PLANNING COMMISSION.\***

Mr. Robertson spoke in favor of the motion, noting both issues are not adequately addressed in the Comprehensive Plan.

**\*MOTION CARRIED 7-0.**

**c. Authorize the Mayor to sign an amendment to Contract #06-059 with Commercial Development Solutions for project management services in the amount of \$48,000.00.**

**MOVED BY GRIFFIN, SECONDED BY LINDER TO AUTHORIZE THE MAYOR TO SIGN AN AMENDMENT TO CONTRACT #06-059 WITH COMMERCIAL DEVELOPMENT SOLUTIONS FOR PROJECT MANAGEMENT SERVICES IN THE AMOUNT OF \$48,000.00. MOTION CARRIED 7-0.**

**NEW BUSINESS**

**REPORTS**

**a. Mayor**

Mayor Haggerton distributed an agenda for the Budget Workshop scheduled for May 28, 2009. Up-to-date information will be provided at the meeting. On May 13, 2009, the Mayor attended Suburban Cities' Public Issues Committee meeting. On May 14, 2009, there was a WRIA 9 meeting, which included the North Winds Weir Duwamish Salmon Habitat Acquisition and Restoration project in Tukwila, which was moved forward in the amount of \$2 million. He noted Seattle has indicated a desire to opt out of their membership in WRIA9 (but would stay in WRIA8). On May 15, 2009, the Mayor addressed the Knights of Columbus state convention at the Doubletree. They had 300 members in attendance plus guests. He also attended the Tukwila Pantry fundraising lunch and dessert auction that same day. Earlier today he attended Cascade Water Alliance's 10th Anniversary meeting, which was held at the Museum of Flight. He reminded all in attendance of the celebration to be held at the Museum of Flight on Memorial Day.

**b. City Council**

Council President Hernandez attended the National Police Officers Memorial Day ceremony on May 15, 2009 and the Tukwila Pantry lunch. She reminded everyone to encourage groups to volunteer to lead the Pledge of Allegiance at Committee of the Whole meetings.

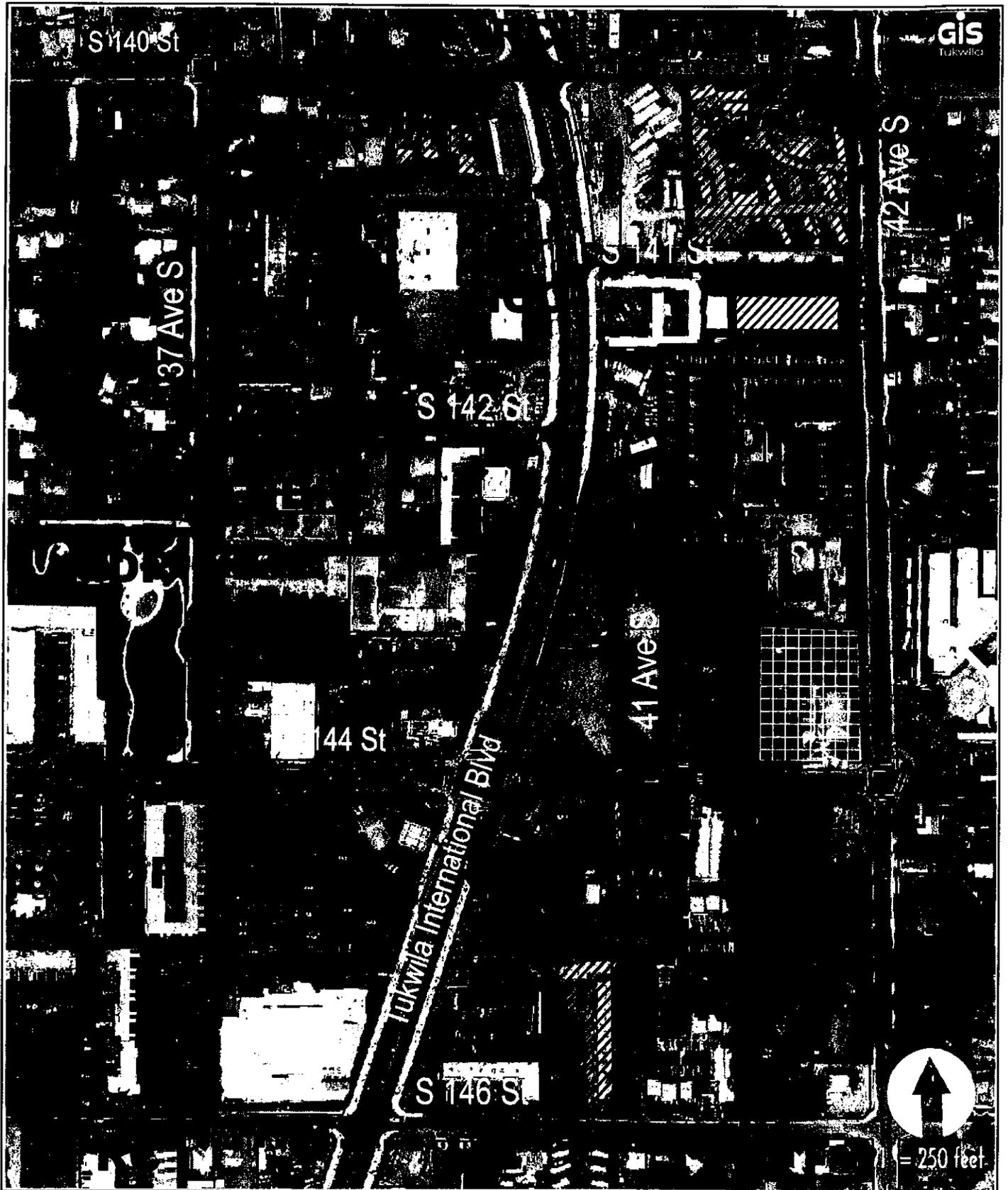
Councilmember Robertson and Councilmember Quinn attended a meeting of transportation leaders in the County on May 14, 2009, where King County Metro described their current budget problem. Mr. Robertson distributed information on Metro budget and system reduction issues and asked for direction from Council in preparation for his attendance at a South County Area Transportation Board (SCATBd) meeting tomorrow. Chart "A" shows the discrepancy between actual and expected sales tax revenue.

Chart "B" shows Metro expects a budget deficit of \$17 million in 2009, \$74 million in 2010, \$94 million in 2011, etc. Chart "C" describes attempts to optimize their operation but those efforts are not expected to make up the difference. Capital spending is committed to next year, but then drops off dramatically, meaning they will then have to cut service. Metro is asking for a policy level recommendation from the jurisdictions involved and SCATBd is one of the vehicles available to provide a recommendation. Chart D shows 3 graphs that represent the number of hours of bus usage in any given time of the day, including two peaks that reflect rush hours. The "Congestion Relief" graph emphasizes service during the rush hour portions and reduces service during the rest of the day. The "All Day Mobility" graph has smaller peaks during rush hour and higher service during "all day." The "High Demand Corridors" graph is a mix of the two, in which they would try to work the high demand corridors.

Chart E explains the above options in another format.

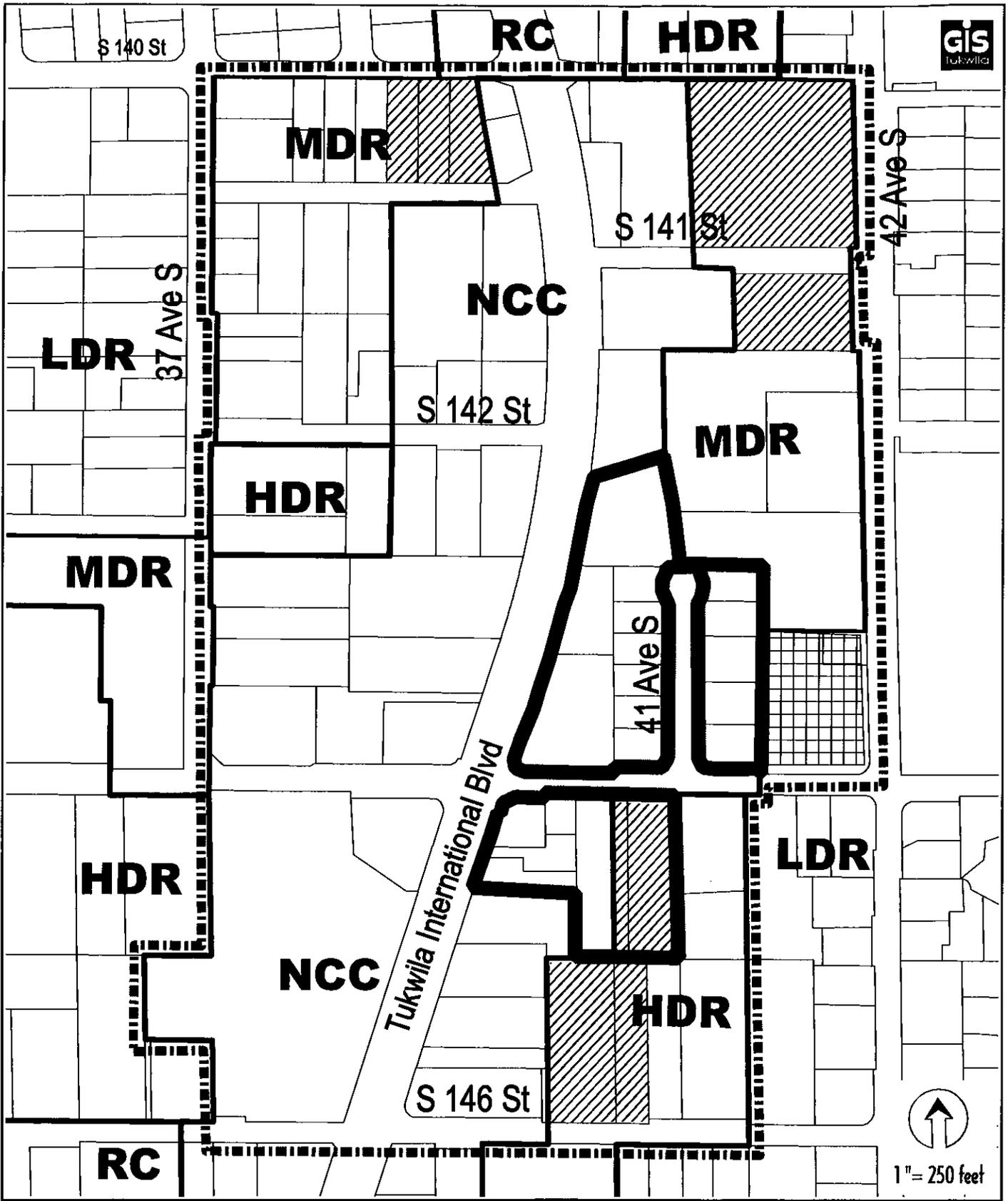
Councilmember Robertson expressed his feeling that the needs of most Tukwila citizens would be met by the All Day Mobility model, which would best serve those who are dependent on buses all day.

Councilmember Linder stated that in her experience on routes serving Tukwila, a lot of Tukwila citizens do take the bus to work.



-  Tukwila Village Project
-  Zoning Lines
-  Commercial Redevelopment Areas
-  Proposed Commercial Redevelopment Area
-  Proposed Urban Renewal Overlay District

L08-081 Comprehensive Plan Amendment- Urban Renewal Overlay District  
 L08-082 Rezone/Overlay District-Urban Renewal Overlay District



-  Tukwila Village Project
-  Zoning Lines
-  Commercial Redevelopment Areas
-  Proposed Commercial Redevelopment Area
-  Proposed Urban Renewal Overlay District

L08-081 Comprehensive Plan Amendment- Urban Renewal Overlay District  
 L08-082 Rezone/Overlay District-Urban Renewal Overlay District

**Current Setback Requirements  
Related to the Urban Renewal Area  
City of Tukwila Zoning Code**

Zone	Note	Maximum Allowed Building Height (Feet)	Current Required Setbacks in Feet (5)					
			Front	Second Front	Side	Alternative Side	Rear	Alternative Rear
NCC	(1)	45	6 - 12	5	10	10 - 20	10	10 - 20
HDR	(2)	45	15 - 45	7.5 - 22.5	10 - 30	10 - 30	10 - 30	10 - 30
MDR	(3)	30	15 - 30	7.5 - 15	10 - 20	10 - 30	10 - 20	10 - 30
LDR		30	20	10	5	N/A	10	N/A
RC	(4)	35	20	10	10	10 - 30	10	10 - 30

**(1) NCC Zone**

- (a) In NCC, maximum allowed height is 3 stories or 35 feet (4 stories or 45 feet in the NCC of the Tukwila International Boulevard Corridor, if a mixed-use with residential and commercial component). This chart assumes 45 feet.
- (b) In NCC, front setback is 6 feet (12 feet if located along Tukwila International Boulevard).
- (c) In NCC, "Alternative Side" applies if any portion of the yard is within 50 feet of LDR, MDR, or HDR. The required setback would be based on a ratio of 1.5:1 (for every 1.5 feet of building height, setback 1 foot from property line) with a minimum of 10 feet and a maximum of 20 feet.
- (d) In NCC, "Alternative Rear" applies using the same criteria and implementation as Alternative Side.

**(2) HDR Zone**

- (a) In HDR, the setbacks allow a tiered structure for front, second, front, side, and rear. For example, side or rear yard setbacks must be at least 10 feet for the 1st floor, 20 feet for the 2nd and 3rd floors, and 30 feet for the 4th floor.
- (b) In HDR, "Alternative Side and Rear" requires the 3rd floor to be at least 30 feet setback if adjacent to LDR.

**(3) MDR Zone**

- (a) In MDR, the setbacks allow a tiered structure for front, second, front, side, and rear. For example, side or rear yard setbacks must be at least 10 feet for the 1st floor, 20 feet for the 2nd and 3rd floors.
- (b) In MDR, "Alternative Side and Rear" requires the 3rd floor to be at least 30 feet setback if adjacent to LDR.

**(4) RC Zone**

- (a) In RC, "Alternative Side" applies if any portion of the yard is within 50 feet of LDR, MDR, or HDR. The required setback would be based on a ratio of 1.5:1 (for every 1.5 feet of building height, setback 1 foot from property line) with a minimum of 10 feet and a maximum of 30 feet.
- (b) In RC, "Alternative Rear" applies using the same criteria and implementation as Alternative Side.

**(5) General**

- (a) Townhouse developments may have different setback requirements (e.g. 10 feet).
- (b) In most cases setback is defined as the distance from the property line, not the sidewalk.

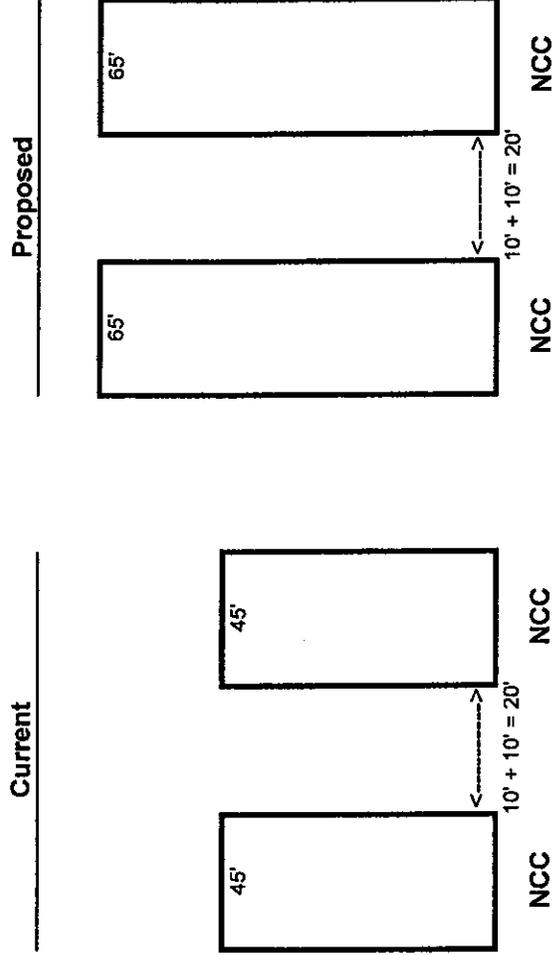
Version: 7/14/09

**Comparison of Height and Setbacks**  
**Proposed Urban Renewal Overlay Zone**  
**Most Intensive Scenarios**  
 Approximate Scale

Following are examples to show the approximate height and setbacks between buildings if constructed under the proposed Comprehensive Plan and Zoning Amendments in the Urban Renewal Overlay Zone.

These examples are intended to display the most intense development scenarios. Developers could choose to construct buildings with less height and greater setbacks.

These scenarios assume the parcels are adjacent to each other. In the case of most parcels, there would also be a city street separating the developments.

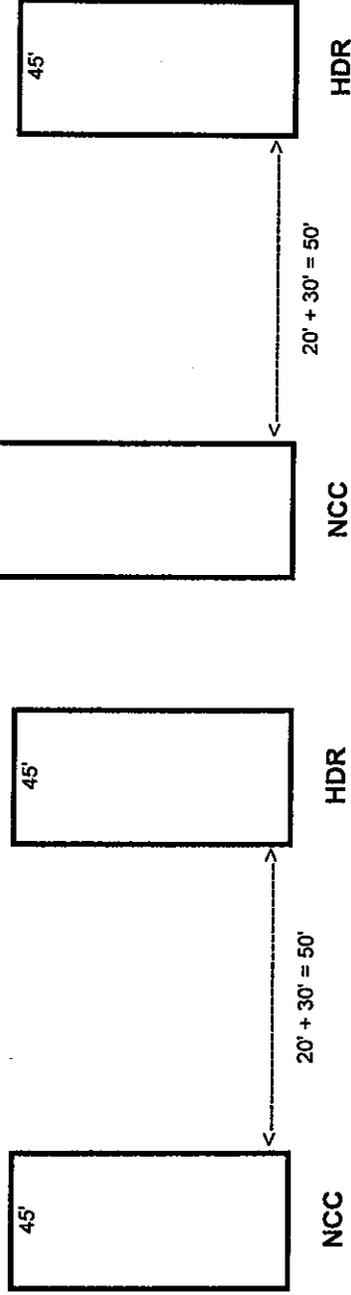


**Example 1: NCC Adjacent to NCC**  
 Side or rear yard to side or rear yard

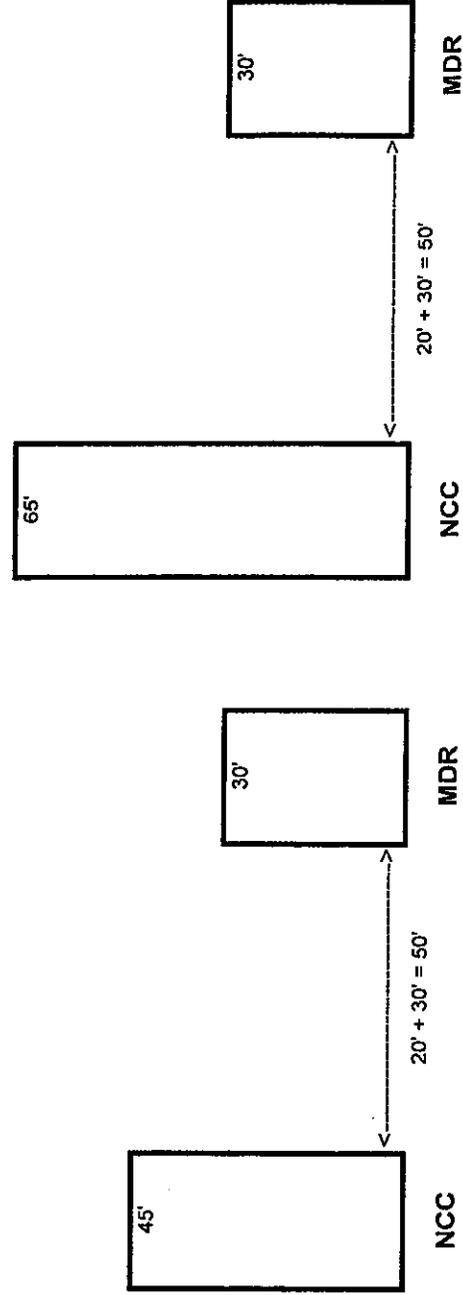
**Comparison of Height and Setbacks**  
**Proposed Urban Renewal Overlay Zone**  
**Most Intensive Scenarios**  
 Approximate Scale

Current Proposed

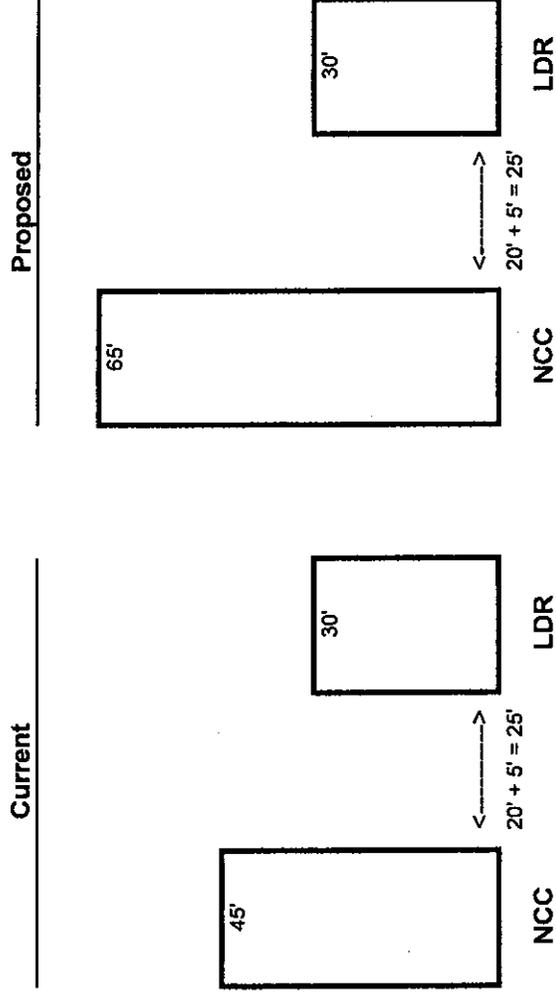
**Example 2: NCC Adjacent to HDR**  
 Alternative side yard to side or rear yard



**Example 3: NCC Adjacent to MDR**  
 Alternative side yard to side or rear yard



**Comparison of Height and Setbacks**  
**Proposed Urban Renewal Overlay Zone**  
**Most Intensive Scenarios**  
 Approximate Scale

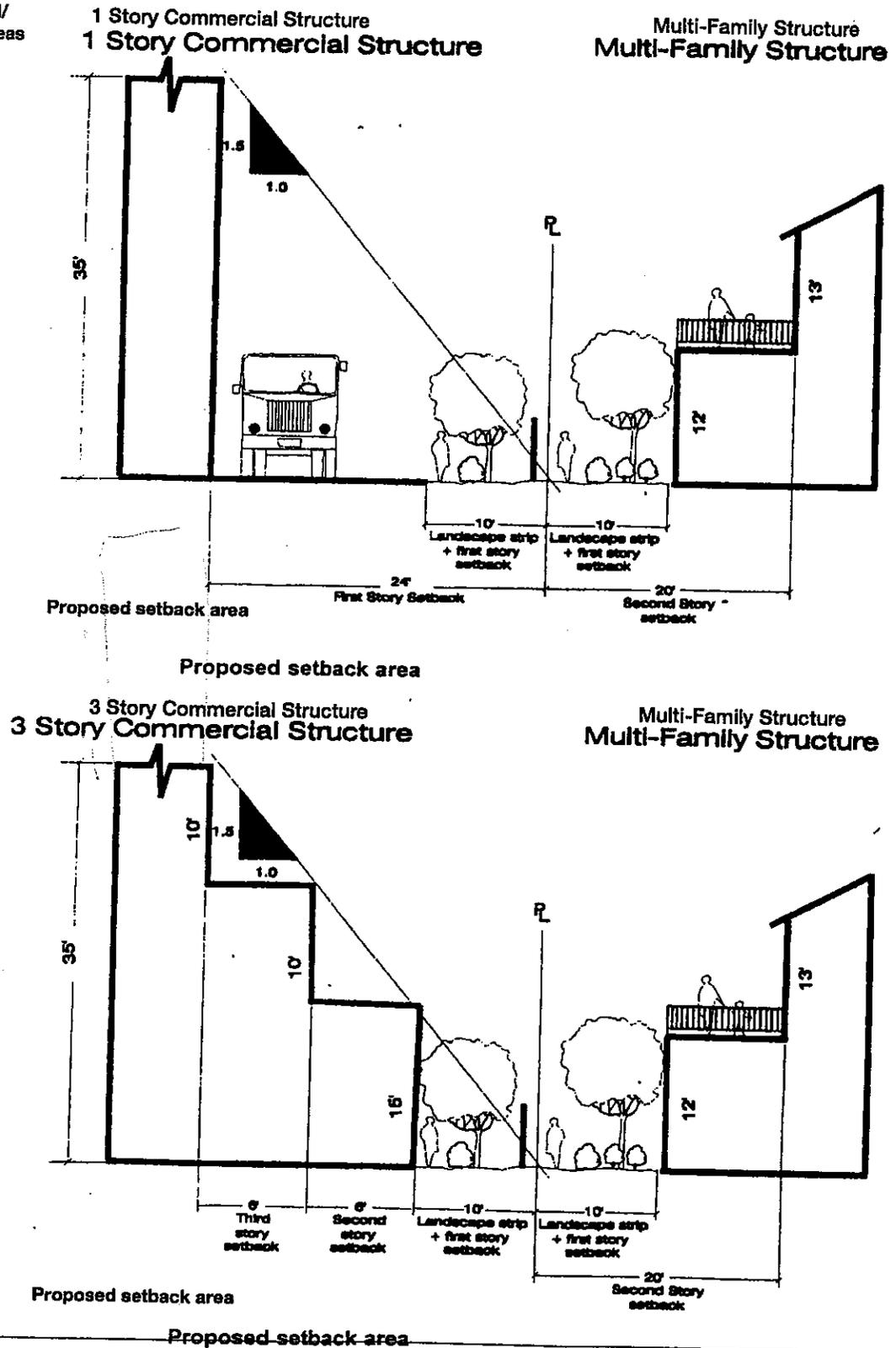


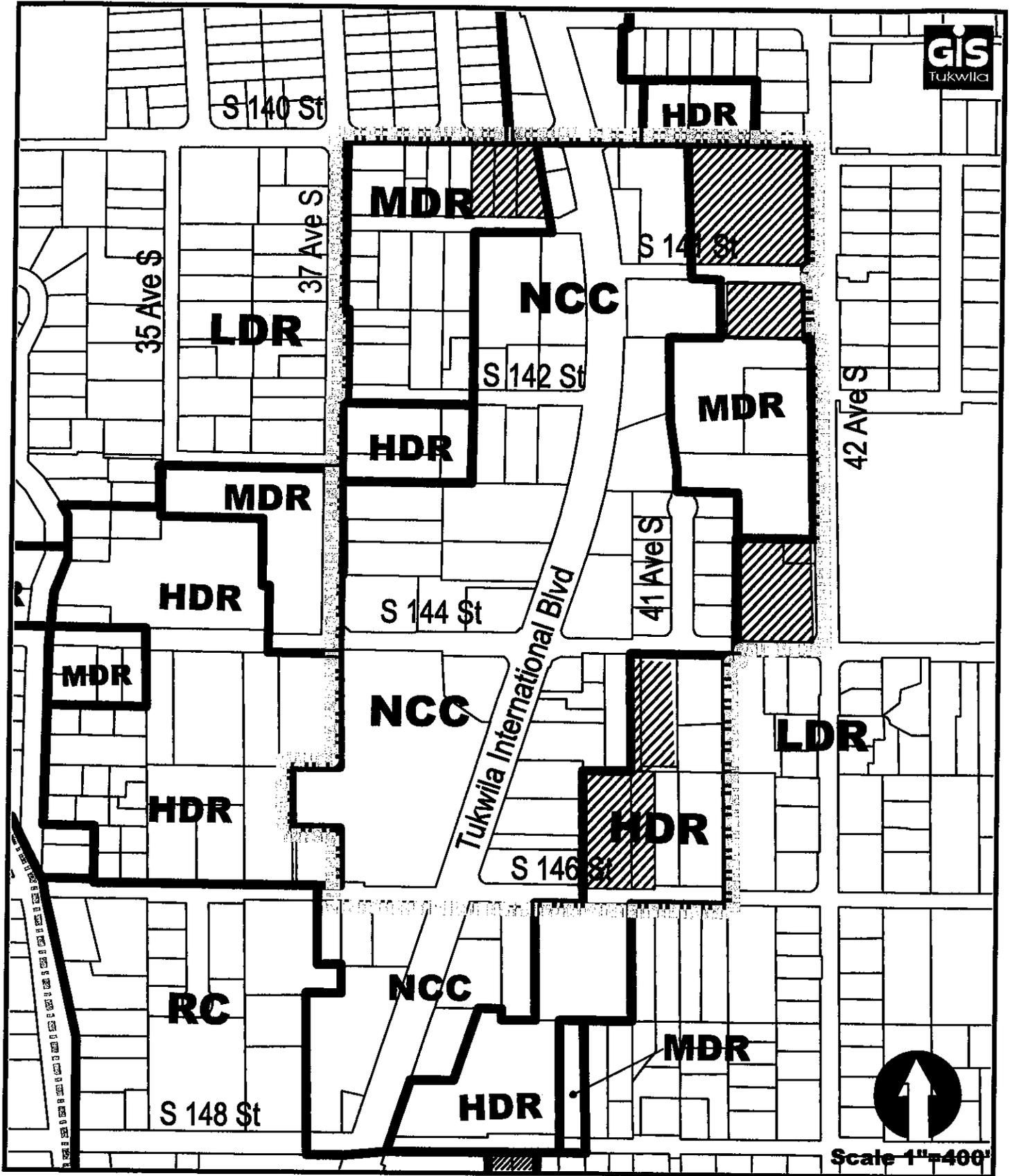
**Example 4: NCC Adjacent to LDR**  
 Alternative side yard to side or rear yard

**Notes**

- (1) These scenarios assume buildings are constructed to their maximum allowable heights.
- (2) These scenarios reflect the minimum required setbacks.
- (3) These scenarios do not show the additional separation that would be created by city streets and sidewalks.
- (4) The LDR scenario is very unlikely to occur due to the requirement for frontage along TIB.

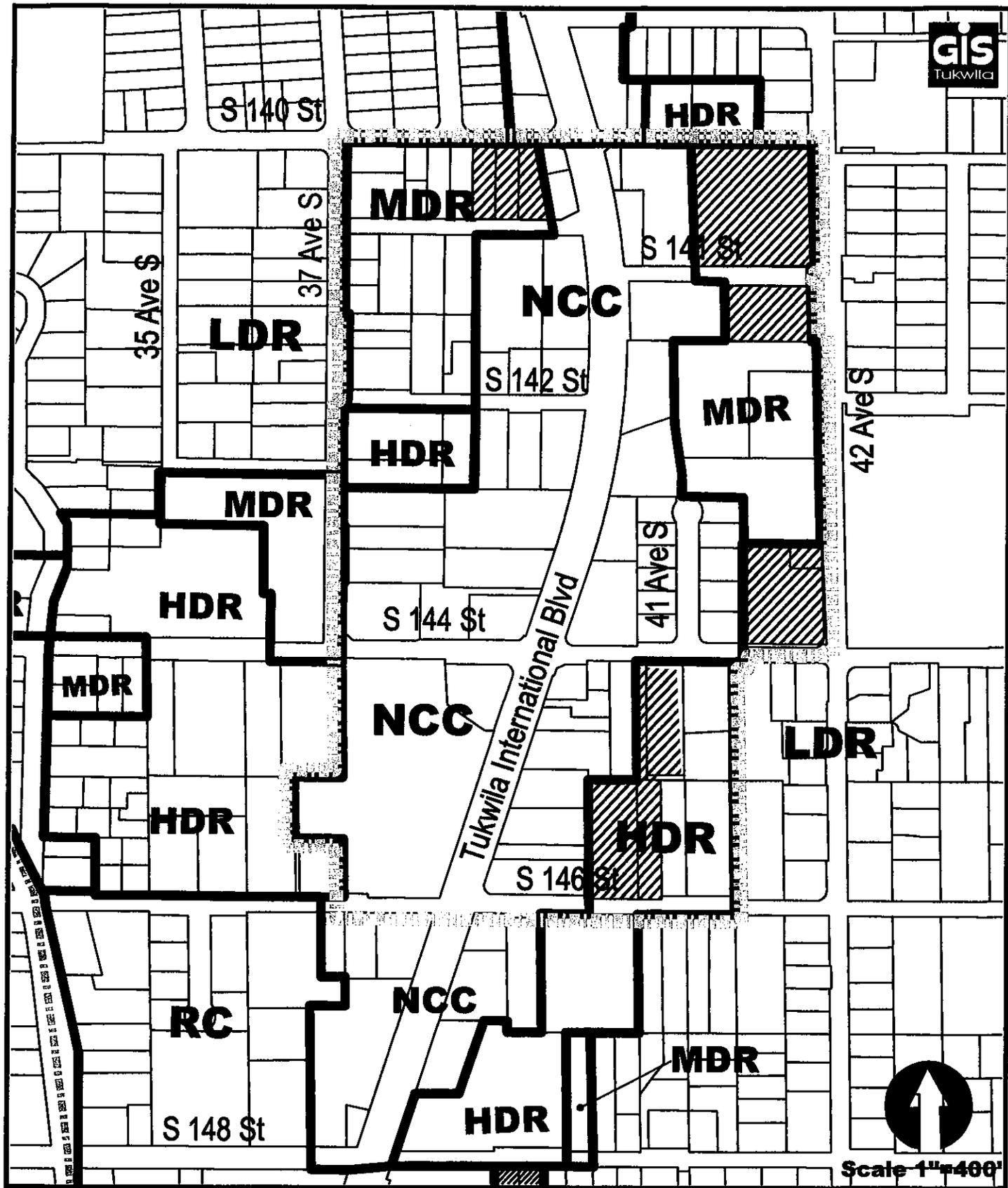
Figure 3: Commercial/  
Residential Buffer Areas





 Commercial Redevelopment Areas  
 Urban Renewal Overlay District

### Tukwila International Boulevard Urban Renewal Overlay District



 Commercial Redevelopment Areas  
 Urban Renewal Overlay District

### Tukwila International Boulevard Urban Renewal Overlay District

Figure 18-15