

TUKWILA INTERNATIONAL BOULEVARD

CNU LEGACY PROJECT

17 APRIL 2017

Implementing the Vision





Using regional inspiration to get from here to tomorrow
Taking main street cues from Columbia City. *Image credit: Steve Mouzon.*

TUKWILA INTERNATIONAL BOULEVARD

CNU Legacy Project

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TIB RISING

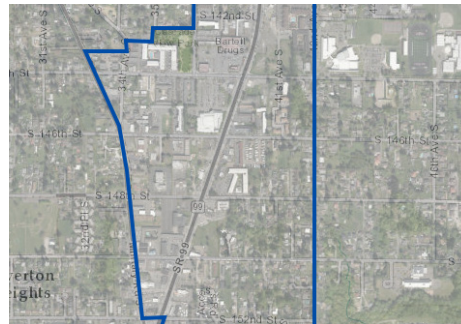
Building Places People Love

The community's vision for the Tukwila International Boulevard (TIB) is a complete neighborhood where thriving, multicultural residences and businesses make vibrant places where everyone can live, work, shop and play. The area is a safe and walkable destination with an authentic main street that is connected to other destinations.

The CNU Legacy Project seeks to help the City develop strategies to realize this vision. East-west connections across TIB, pedestrian crossings, and onstreet parking start to create a destination, not just a throughway. Code edits encourage buildings to support walkability and enhance overall neighborhood quality. A reduction in parking requirements minimizes the negative impact of large empty parking lots on neighborhood quality, along with wider sidewalks and smaller blocks. All this is proposed with care to preserve and enhance TIB's multicultural character, foster community engagement and investment, and support a sense of safety and livability.

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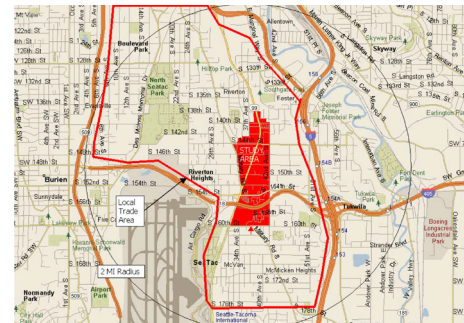
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INTRODUCTION

The City of Tukwila is exploring how to improve the experience of residents, businesses, and visitors in the Tukwila International Boulevard (TIB) neighborhood by revising development rules and focusing public and private investments. Vision, goals, and policies for the TIB planning area were adopted in the 2015 Comprehensive Plan.

The City of Tukwila as a whole has a Walkscore of 45 and Transit Score of 45. TIB scores 38, despite being a 3-minute train ride from the airport. The Housing + Transportation Index is 41%, indicating that households spend an unaffordable portion of their income on housing plus transportation costs. Tukwila has over 19,000 resident and over 42,000 people work in Tukwila primarily in aerospace, entertainment, and retail. On average, over 150,000 people a day live in, work in, or visit Tukwila. This is a daytime sort of place for now. Locals view TIB as the heart of the community but feel their heart is failing them by not providing the services, amenities, or character they envision.

To build upon and further kick-start placemaking and redevelopment efforts along the corridor, the City of Tukwila partnered with CNU on the “TIB Neighborhood Rising” Legacy Project on February 23-15, 2017. This report is a collaboration between the CNU Team and local property owners, residents, businesses, and others concerned about the character and future of the neighborhood, sharing ideas to create a vibrant and walkable neighborhood.



Tukwila International Boulevard

Study Area



ENGAGEMENT

An intensive 3-day workshop on February 23-25, 2017 made time for community design and focus groups to work together on tools to realize the local vision for Tukwila International Boulevard.



COMMUNITY WORKSHOP

Over the course of three days, hundreds of TIB neighborhood community members came to together at the Church by the Side of the Road to share ideas and give direction during the February 2017 workshop.

Community Design Workshop and Focus Topic Meetings Guide the Way

The CNU Legacy Project team of city planners, architects, engineers, and economists, along with City Planning staff, facilitated the community discussion and assimilated the local input into the urban design ideas and proposed zoning amendments shared in this report.

The project kicked off with a tour of the planning area, followed by some of the most beloved main streets in the region to study local characteristics of high-performing urbanism. At the opening night community design workshop the discussion focused on the opportunities and challenges of the corridor.

During the second day of the workshop, smaller topic meetings drilled down into the nuanced dynamics along the corridor, with the business community, neighborhood associations, and staff.

At the opening night community design workshop the discussion focused in on the opportunities and challenges of the corridor.. The final night wrapped up with a presentation and open house, reviewing the work and collecting final ideas to flow into this report of recommendations.



Existing Conditions & Aspirations

Tukwila International Boulevard, formerly Highway 99, has seen improvements, but still has many characteristics of a highway.

With a right-of-way width of approximately 100 feet, five travel lanes, and no on-street parking, the Boulevard still functions much as it did during its tenure as a state highway. The streetscape improvements from 2004, with wide sidewalks, street trees, and pedestrian-scaled lighting have begun to change the context of TIB. However, with up to 2,500 feet between crosswalks, TIB serves as a barrier between the eastern and western neighborhoods.

The vision of the community and the City articulated in the 2014 Comprehensive Plan shows a strong preference for walkability. The community recognizes the need to reconfigure the road to make it a walkable destination, and they also understand the adjacent uses and buildings play a significant role in establishing a “main street” character. The multicultural assets of the area can become a regional destination, if served by an appropriate environment.

The vision for the Tukwila International Boulevard District is an area that is a complete neighborhood with a thriving, multicultural residential and business community with vibrant places to live, work, shop, and play for everyone. The District is a safe and walkable destination with an authentic, main street character that is connected to other destinations. There is an emphasis on self-sustaining, living wage employment opportunities within the District.

– Tukwila Comprehensive Plan – October, 2014

The Seattle region has wonderful examples of corridors that are high-functioning main streets. Regional inspiration includes California Avenue in West Seattle and Rainier Avenue in Columbia City. The activities, uses, and lane widths of TIB can be adjusted to match these areas, but the right-of-way widths are more of a challenge. California Avenue is approximately 80 feet wide and Rainier is approximately 85 feet.

As seen in the images from these streets on the following pages, one important characteristic is short blocks with frequent crosswalks – very different than the character of the large TIB blocks experienced today. As the TIB street trees mature, they will assist with the sense of enclosure required by a successful main street, but the buildings will need to be taller and closer to the sidewalk as well to provide a similar experience.



Image Credit: Steve Mouzon



Image Credit: Andrew von Maur



Image Credit: Andrew von Maur



Image Credit: Joe Mabel



Image Credit: Andrew von Maur



Image Credit: Matt Grundy



Image Credit: Steve Mouzon



Image Credit: Steve Mouzon



Image Credit: Steve Mouzon



Image Credit: Steve Mouzon



Image Credit: Steve Mouzon



Image Credit: Steve Mouzon



Image Credit: Steve Mouzon



Image Credit: Steve Mouzon



Image Credit: Steve Mouzon



*TIB Station Transit
Oriented Development
with Transfer Plaza*

OPPORTUNITIES FOR CHANGE

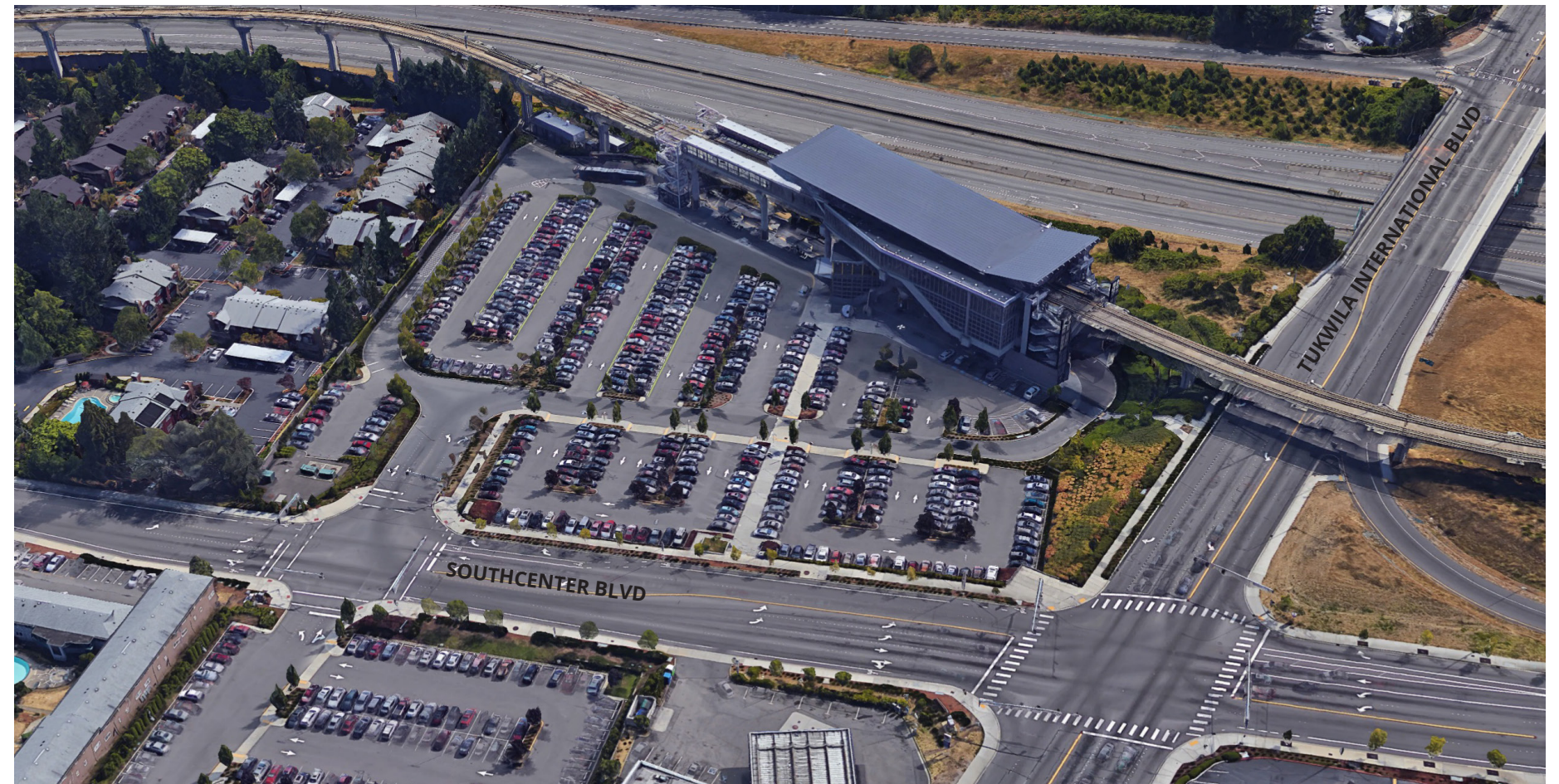
Two catalytic sites were explored during the February 2017 workshop.

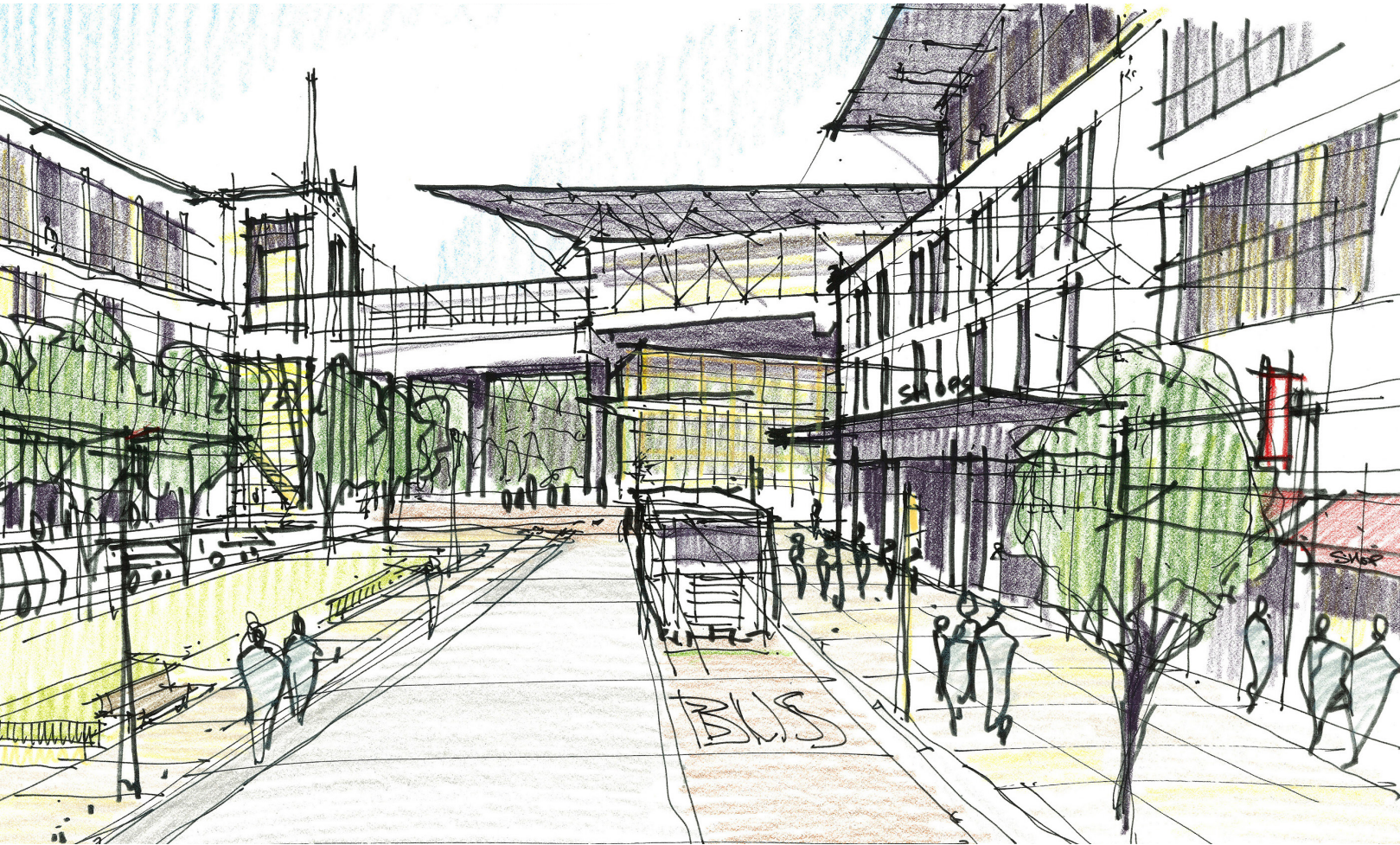
TIB Station Development

The first is the TIB Station at Southcenter Boulevard. Working with Sound Transit to discuss potential, the team explored the transition of the park and ride lots into transit oriented development. The introduction of a new parking deck replaces the lost parking and provides capacity for the new development.

The illustration above shows the TOD looking south toward the new transfer plaza and the station in the background. The plan is designed to capture views of the Cascade Mountain Range and Mt. Rainier to the east. This illustration shows infill on the north of Southcenter Boulevard, and begins to address the issue of safety in the station lots by providing a 24-hour presence with apartments, offices, and commercial uses. This plan could also accommodate an airport hotel with access to the station.

The existing conditions to the right show the expansive parking fields and the lack of a destination associated with the station today. Rather than being just a park and ride, this site has the opportunity of actually becoming a destination as well as a gateway to the Tukwila International Boulevard neighborhood.





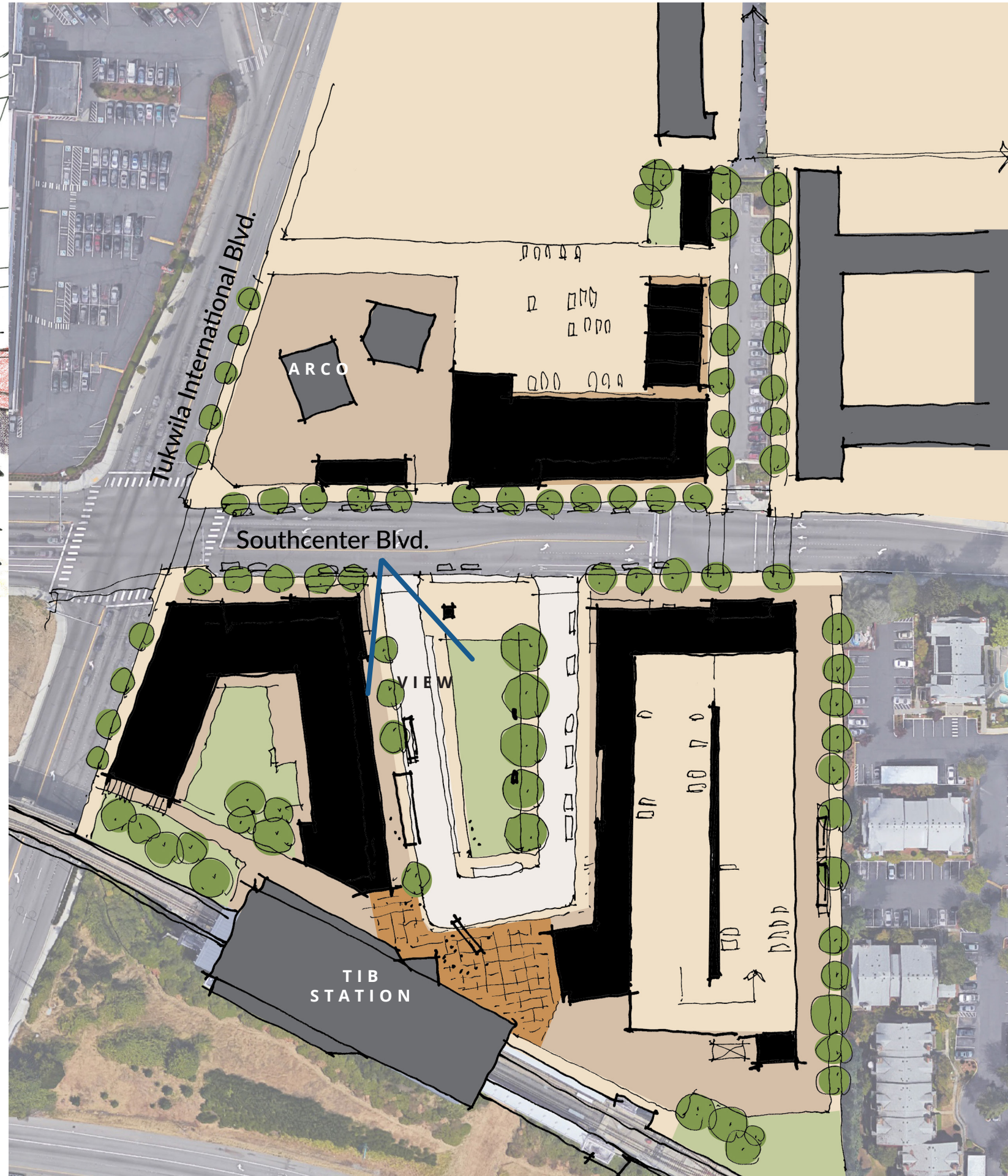
The illustration above shows the detail of the transfer plaza with shopfronts at street level and office, residential or lodging uses above. The building on the east side of the plaza wraps the parking structure, and the view of the dramatic station is framed by the plaza. The existing condition is shown in the photo below.

CONCEPT PLAN

The station plan on the right indicates a new street to the north of Southcenter Boulevard along current property lines. This connection should extend to 152nd Street and would provide better pedestrian and bicycle access to the station. Infill on the north side of Southcenter Boulevard would complete the TOD development with residual surface parking behind the building.



© Google 2017





*Tukwila International
Market Builds On Existing
Cultural Assets*

Image Credit: Calvin Hodgson

Tukwila International Market

The community directed the CNU team to preserve and leverage local multicultural assets. The diversity of Tukwila is exceptional including many small ethnic businesses along Tukwila International Boulevard, but a number of them are hidden in large buildings. These businesses already function well in a market environment, but the team saw an opportunity to build on that retail format while giving the products greater visibility.

This design utilizes the East African Bazaar currently located in the basement of Bollywood Video along with the Swap Meet. The change in topography of these two parcels provides an opportunity to create an outdoor market between the two existing buildings. The existing view from S. 148th Street is shown on the right, with the activated market condition illustrated above.



Existing conditions at 148th Street and Tukwila International Boulevard. Image Credit: Andrew von Maur

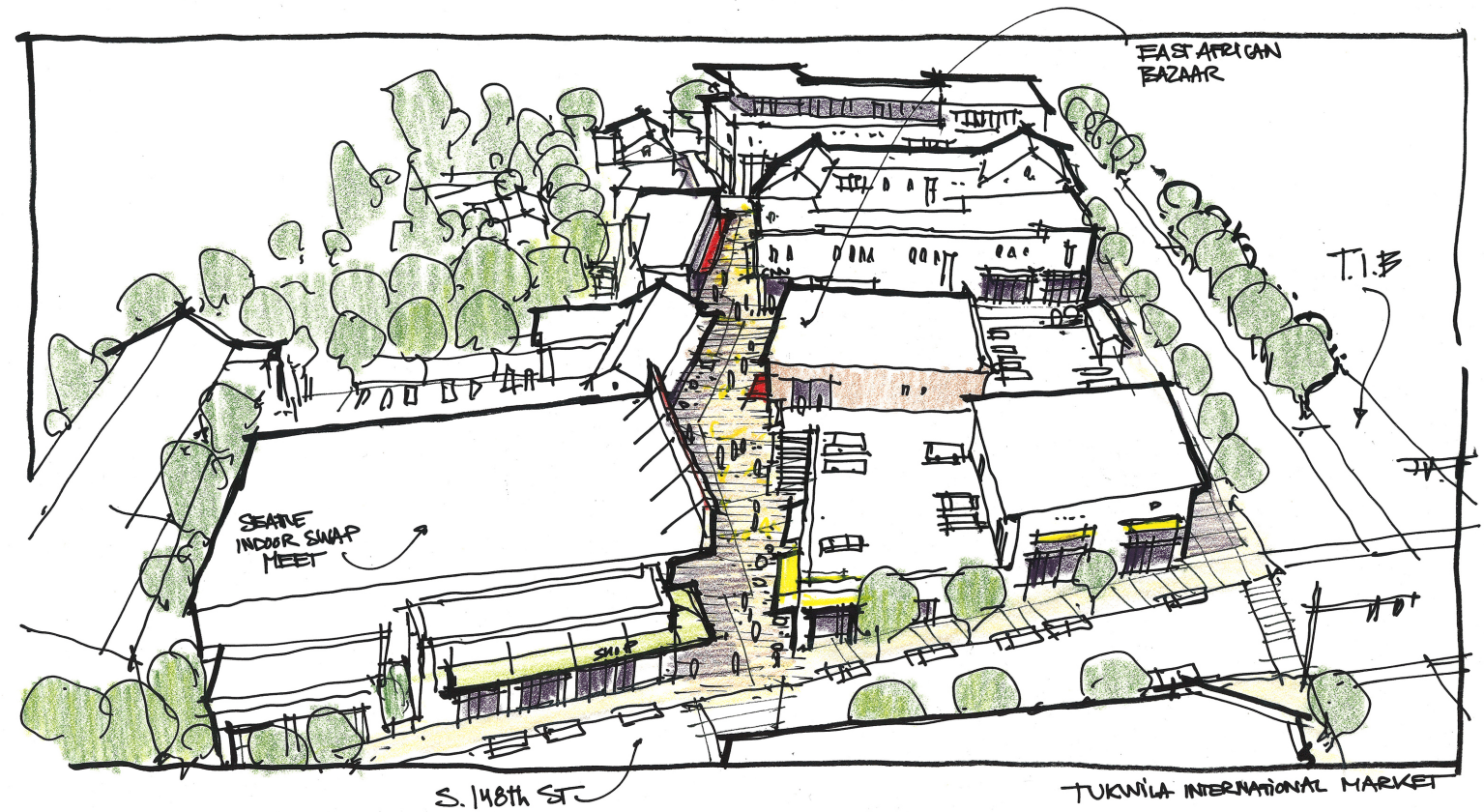


Image Credit: findwell Seattle

The Tukwila International Market design is inspired by Post Alley in Seattle's Pike Place Market. Post Alley facades are the service side of existing structures, but external uses, creative lighting, and signage deliver an active space. If buildings faced the existing Bazaar, below, with a sense of enclosure, a very similar environment could be created.



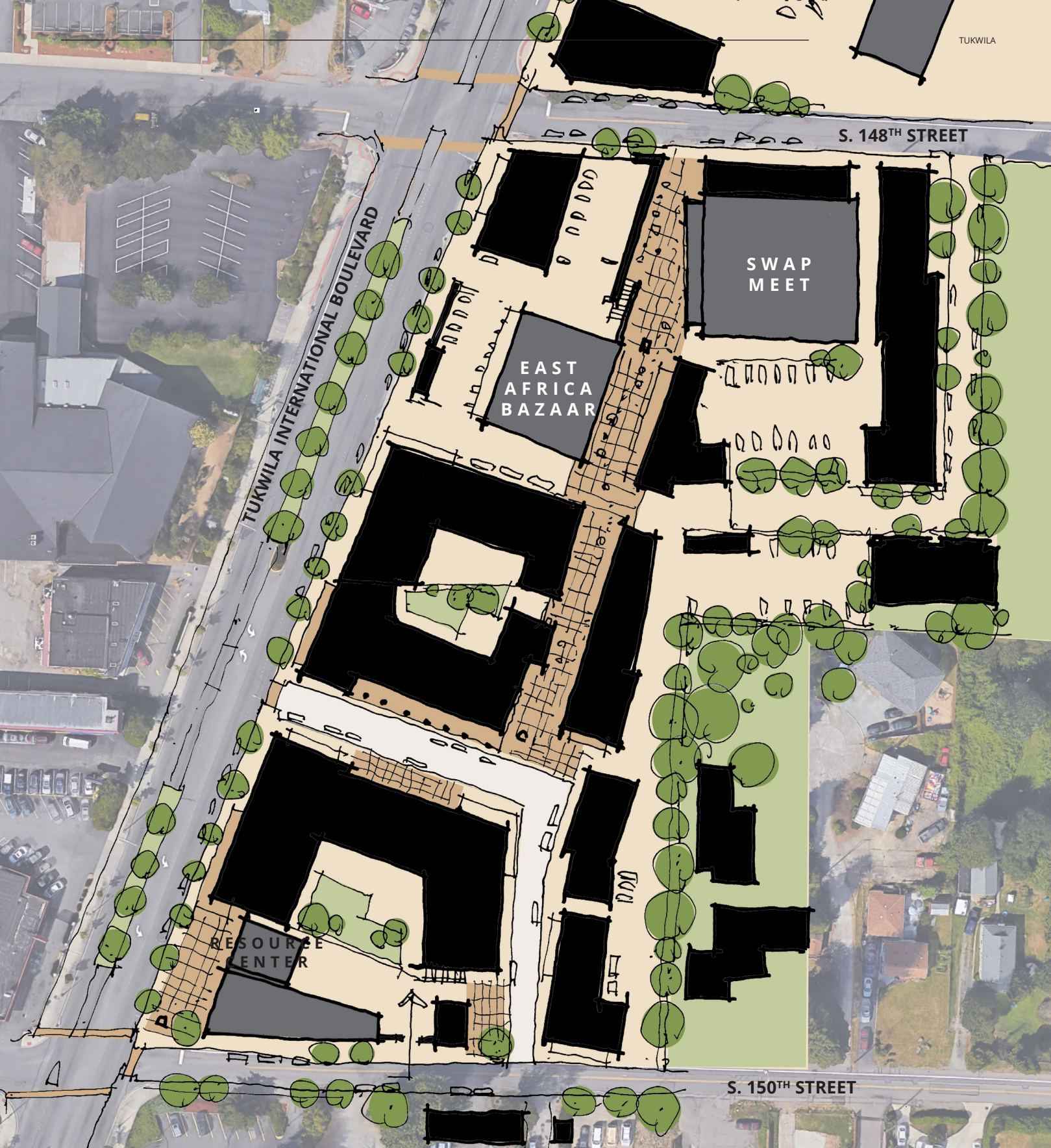
Image Credit: Andrew von Maur



© Google 2017

The bird's eye view above illustrates how small buildings could be added to both properties in a way that creates a vibrant, pedestrian market in the spaces between the buildings. With the addition of on street parking, as well as the existing parking to the south of the Swap Meet, the corner of TIB and S. 148th Street could become a cultural destination in the Seattle region.

The existing corner aerial is shown at left, and these two buildings form the basis for the new market.



The concept plan above illustrates a pedestrian market street connecting the East African Bazaar and the Swap Meet with new buildings facing TIB between the Neighborhood Resource Center and Bollywood Video. A new shared space street creates a small block at the corner of S. 150th, and both S. 150th and S. 148th are shown with gutters, sidewalks and onstreet parking.

The aerial below shows the relationship of the East Africa Bazaar in the lower level of the Bollywood Video building with the Swap Meet. The undeveloped parcels to the south provide opportunity for infill over time.

© Google 2017





*TIB Evolution into Diverse,
Walkable, Authentic, Main
Street*

Boulevard Improvements

The evolution of TIB into a walkable main street may begin with two immediate changes.

The first is restriping the Boulevard from a five lane road into a three lane street. This includes the addition of new crosswalks and a protected bike lane (See page 32 for details). The second step is a change to the zoning ordinance to assure development will implement the vision. This change includes permitting greater diversity and capacity of uses while allowing incremental development in the short term (See page 42 for details).



Image Credit: Andrew von Maur

IMPLEMENTATION

Short term steps for implementation include re-stripping the Boulevard and amending the zoning.



RESTRIPING PLAN

The initial step in the TIB evolution is a restriping plan for the Boulevard. Traffic studies must be done in advance of the work, but a schematic plan was developed during the workshop, shown on the next pages.

Some parts of TIB have distances as great as 2,500' without a crosswalk. This distance provides a dangerous environment where residents cross midblock with no protection. To build a robust main street environment, pedestrians must be able to easily cross the street to access shops on the other side. In addition to crosswalks, new RRFBs are recommended.

pedestrian before using a crosswalk. The purpose of an RRFB is to increase vehicle yielding at crosswalks. RRFBs are attached to pedestrian crossing warning signs, and are also accompanied by piano key crosswalks and advance yield markings. The beacons are usually solar powered, and flash using an irregular pattern that is similar to emergency vehicle flashers on police vehicles.

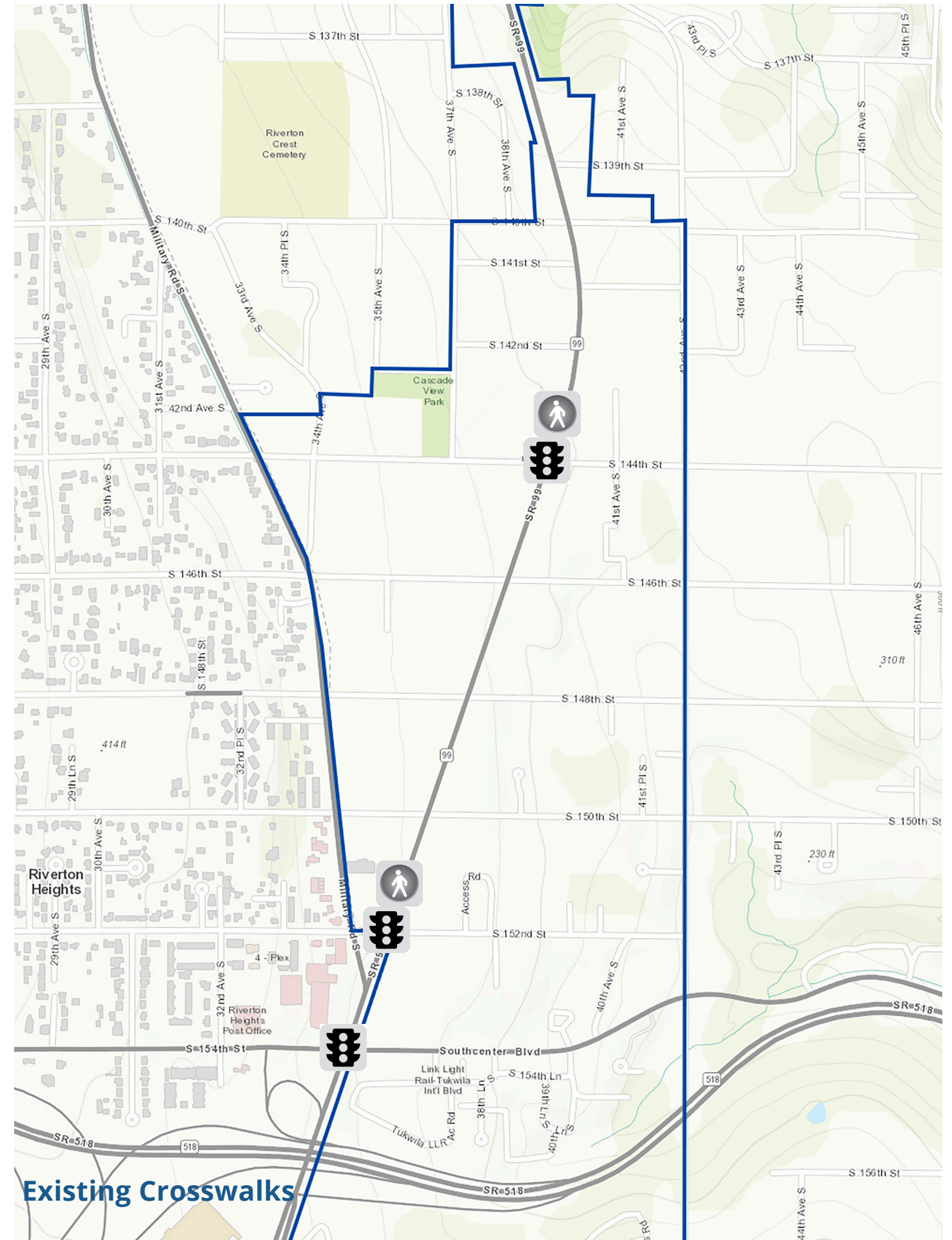
KEY

-  Existing signal + crosswalk
-  Existing RRFB

A RRFB is an amber-colored flashing light (LED) that is activated by a



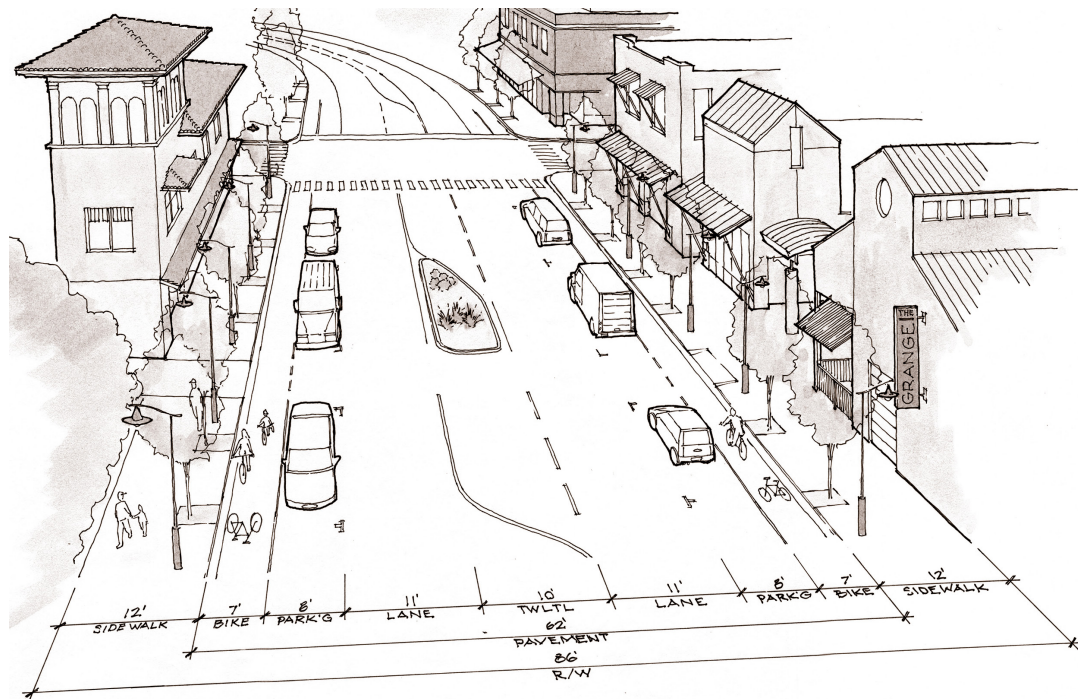
Image Credit: City of Bloomington, Indiana



(City of SeaTac, King County, BLM, ESRI, Garmin, USGS, EPA, USDA)



(© Microsoft, 2017)







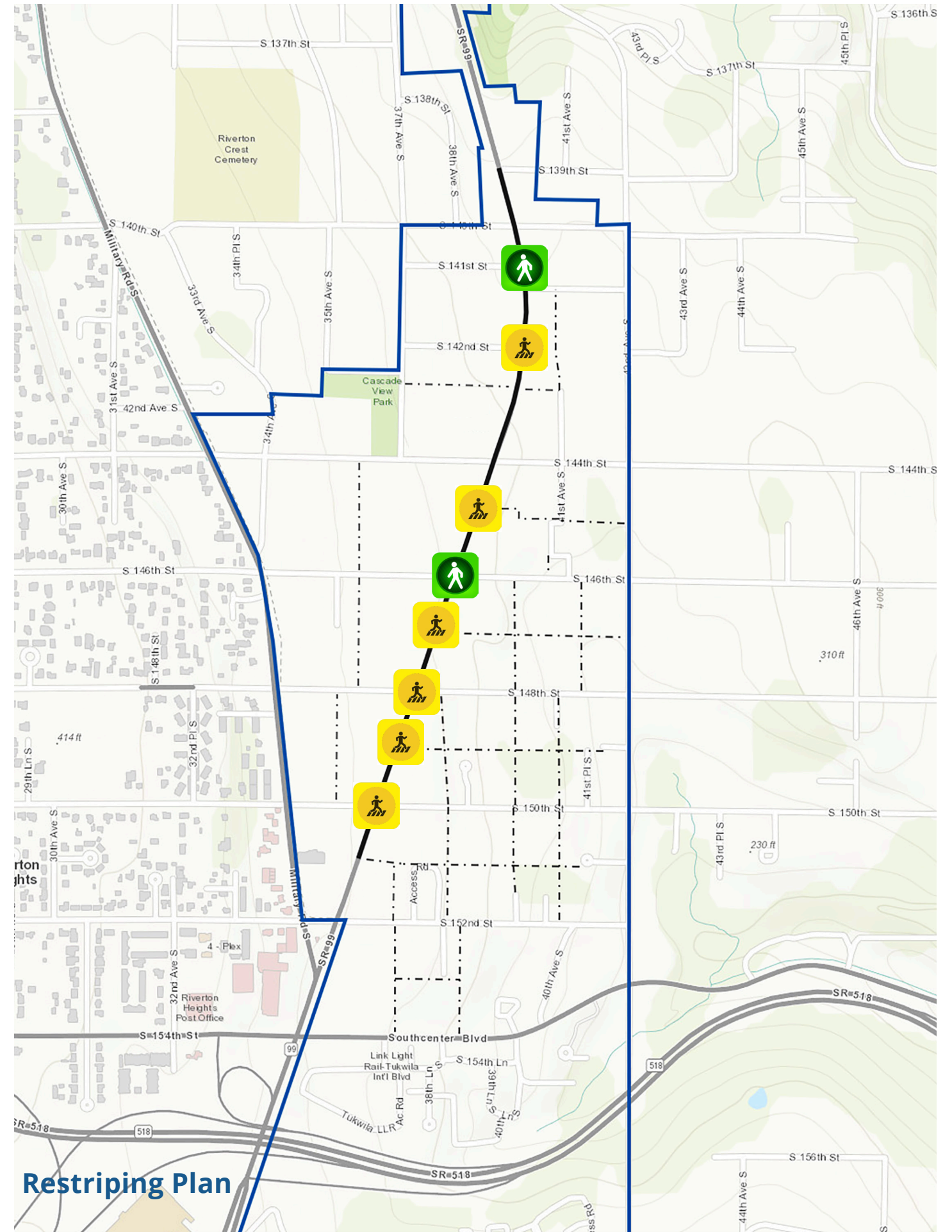
The plan to the right shows a change from 5 lanes to 3 lanes beginning with S. 139th Street in the north to S. 152nd Street at the southern end. The new street section is illustrated above, as compared to the existing conditions in the upper right image.

In addition to the restriping, new pedestrian crosswalks and signals should be added. New RRFBs should be located at S. 141st Street and S. 146th Street. New crosswalks should be added at S. 142nd, S. 148th, S. 150th, and each new east | west street as they are developed over time as shown on the plan to the right.

To assure local traffic is managed well, provide additional development opportunities, and create a bicycle and pedestrian network, new streets should be added to provide multiple routes north/south and east/west.

KEY

-  New crosswalk
-  New RRFB
-  Restriping area
-  New streets



Restriping Plan

(City of SeaTac, King County, BLM, ESRI, Garmin, USGS, EPA, USDA)

ZONING UPDATES

TIB should consider a text amendment with rezoning.

The Urban Renewal Overlay District has made some limited improvements for portions of TIB, but a more comprehensive walkable urban code should be provided for the area. If re-development is to occur in harmony with the community vision, the rules must change to fit an urban context rather than a suburban context.

The CNU team recommends replacing the zoning within the TIB planning area as follows:

EXISTING	PROPOSED
RC	TIB-1
NCC	TIB-2
HDR	TIB-3

Areas zoned MDR and LDR would remain unchanged.

A preliminary draft of the proposed changes is provided here for public review. The City will edit the draft as necessary for community support prior to considering a rezoning.

While the new zoning categories proposed are all significantly more walkable and urban than the current suburban regulations governing the corridor, TIB-1 and TIB-2 are the most urban with 0 to 12-foot setbacks and 70% of lot width required to be built out. TIB-3 is a little less urban, with setbacks of 6 to 16 feet, and 60% of lot width required to be built out. In TIB-1, neither attached nor detached single-family residential is allowed, and multifamily housing is restricted to mixed-use buildings. TIB-2 and TIB-3 permit single-family attached dwellings, like row houses, provided the location is on a side street and not Tukwila International Boulevard.

A Primary Retail Corridor (PRC) designation is utilized to determine the highest level of main street urbanism. This is difficult to develop and maintain in a suburban environment, so must be implemented strategically. The average main street length is 1/4 mile in length, so to develop TIB in an effective manner, this area should be identified for the highest quality of urbanism and shopfronts.

TUKWILA INTERNATIONAL BOULEVARD ZONING DISTRICTS

I. SCOPE

District boundaries are assigned according to the adopted Tukwila International Boulevard District Boundary.

1. The Primary Retail Corridor is the segment from S. 148th Street to S. 152nd Street. See the map on pages 36-37.
2. All parcels zoned MDR and LDR will continue to be regulated by those zoning districts.
3. All other parcels within the Tukwila International Boulevard District (TIBD) will be rezoned as follows:
 - a. RC will become TIB-1
 - b. NCC will become TIB-2
 - c. HDR will become TIB-3

II. CONFLICTING ORDINANCES

Where there appears to be a conflict between the Tukwila International Boulevard District standards and any other sections of Title 18, Title 17, Title 11, or Title 9, or the Infrastructure Design and Construction Manual, the requirements specifically set forth in these districts prevail. This district does not prevail over life safety standards.

III. INTENT

These districts regulations are designed for the following purposes:

1. To promote the health, safety, and welfare of the general populous.
2. To implement the Tukwila International Boulevard Revitalization and Urban Renewal Plan.
3. To promote infill redevelopment that results in a walkable vibrant and diverse transit-oriented, mixed-use corridor, allowing for shop-fronts, sidewalk cafes, and other commercial uses at the street level with offices and residences overlooking the Boulevard.
4. To provide for walkable streetscapes where active facades address sidewalks and parking and loading are located behind buildings.
5. To reduce block sizes to help disperse traffic and provide more pedestrian and bicycle connections
6. To promote small, incremental development, alongside larger developments.
7. Primary Retail Corridor designation is shown on pages 36-37.
8. These districts may utilize the Commercial Redevelopment Areas procedures as described in TMC Section 18.60.060.

IV. LAND USES ALLOWED

The following table applies to uses within the TIBD with the exception of MDR and LDR. Multiple uses within a single site or building are permitted outright.

P = permitted; A = accessory; R = permitted with restrictions; C = conditional; S = special permission; N = not permitted

TIB-1

RESIDENTIAL

Single-Family Detached	N	
Single-family Attached	N	
Multi-family	R	a. Permitted within mixed-use buildings with ground floor non-residential use along the Primary Retail Corridor.
Accessory Dwelling Units	P	

AUTO-ORIENTED COMMERCIAL

Gas Station	R	a. Gas stations are permitted if the pumps and parking are located behind the building and it meets the setback/build-to requirements.
Automobile sales & rentals	R	a. Showrooms without on-site vehicle storage are permitted. All other vehicle sales are not permitted.
Automobile Service	N	
Off-Street Parking facilities	R	a. Off-street parking facilities must have ground floor commercial uses along the Primary Retail Corridor.
Storage facilities	N	

COMMERCIAL

Adult Entertainment	N	
All other Commercial uses	P	

LODGING

Hotel	R	a. Hotel must provide food service, staffed reception, and have at least 50 rooms.
Motel	N	
Bed and Breakfast, Short Term Rentals	N	

OFFICE

	P	
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INDUSTRIAL

Heavy Industrial	N	
Light Industrial	C	a. Storage of non-retail materials and the making, assembling, remodelling, repairing, altering, finishing, or refinishing or its products or merchandise is permitted provided: <ol style="list-style-type: none"> i. These activities are completely enclosed within the premises occupied by the establishment. ii. These activities are clearly accessory to sales and display activities. iii. Levels of traffic, noise, smoke, vibrations, odor, fumes, and glare must not exceed those levels which are in keeping with the retail and residential uses within the district.

INSTITUTIONAL

	P	
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CIVIC OPEN SPACE

Plaza	P	
Square	P	

PRIMARY RETAIL CORRIDOR

Main street zoning requirements
from S 148th St. to S 152nd St.



P = permitted; A = accessory; R = permitted with restrictions; C = conditional; S = special permission; N = not permitted

TIB-2		
RESIDENTIAL		
Single-Family Detached	N	
Single-family Attached	R	a. Single-family attached are not permitted to face Tukwila International Boulevard.
Multi-family	R	a. Permitted within mixed-use buildings with ground floor nonresidential use along the Primary Retail Corridor.
Accessory Dwelling Units	P	
AUTO-ORIENTED COMMERCIAL		
Gas Station	R	a. Gas stations are permitted if the pumps and parking are located behind the building and it meets the setback/build-to requirements.
Automobile sales	R	a. Showrooms without on-site vehicle storage are permitted. All other vehicle sales are not permitted.
Automobile Service	N	
Off-Street Parking facilities	R	a. Off-street parking facilities must have ground floor commercial uses along the Primary Retail Corridor.
Storage facilities	N	
COMMERCIAL		
Adult Entertainment	N	
All other Commercial uses	P	
LODGING		
Hotel	R	a. Hotel must provide food service, staffed reception, and have at least 50 rooms.
Motel	N	
Bed and Breakfast, Short Term Rentals	R	a. The owner's primary residence must be on site. b. No more than 5 guest rooms are permitted. c. The maximum length of stay is 7 days.
OFFICE	P	
INDUSTRIAL		
Heavy Industrial	N	
Light Industrial	C	a. Storage of non-retail materials and the making, assembling, remodelling, repairing, altering, finishing, or refinishing or its products or merchandise is permitted provided: i. These activities are completely enclosed within the premises occupied by the establishment. ii. These activities are clearly accessory to sales and display activities. iii. Levels of traffic, noise, smoke, vibrations, odor, fumes, and glare must not exceed those levels which are in keeping with the retail and residential uses within the district.
INSTITUTIONAL	P	
CIVIC OPEN SPACE		
Plaza	P	
Square	P	
TIB-3		
RESIDENTIAL		
Single-Family Detached	N	
Single-family Attached	R	a. Single-family attached are not permitted to face Tukwila International Boulevard.
Multi-family	P	

P = permitted; A = accessory; R = permitted with restrictions; C = conditional; S = special permission; N = not permitted

Accessory Dwelling Units	P	
AUTO-ORIENTED COMMERCIAL		
Gas Station	N	
Automobile sales	N	
Automobile Service	N	
Off-Street Parking facilities	N	
Storage facilities	R	a. Interior storage facilities must have ground floor retail or service uses.
COMMERCIAL		
Adult Entertainment	N	
All other Commercial uses	P	
LODGING		
Hotel	R	a. Hotel must provide food service, staffed reception, and have at least 50 rooms.
Motel	N	
Bed and Breakfast, Short Term Rentals	R	a. The owner's primary residence must be on site. b. No more than 5 guest rooms are permitted. c. The maximum length of stay is 7 days.
OFFICE	P	
INDUSTRIAL		
Heavy Industrial	N	
Light Industrial	N	
INSTITUTIONAL	P	
CIVIC OPEN SPACE		
Plaza	P	
Square	P	

The following restrictions apply to all commercial and office uses:

1. Commercial tenant spaces must not exceed 30,000 sf per tenant.
2. Drive-thrus and access lanes are not permitted between buildings and sidewalks.
3. Storage of non-retail materials and the making, assembling, remodelling, repairing, altering, finishing, or re-finishing or its products or merchandise is permitted provided:
 - a. These activities are completely enclosed within the premises occupied by the establishment.
 - b. These activities are clearly accessory to sales and display activities.
 - c. The first 20 feet of ground floor building depth along the Primary Retail Corridor must be used for retail display, dining, offices, meeting rooms, or other public or semi-public gathering spaces.

V. DEVELOPMENT STANDARDS

CONTEXT	STANDARD
ALL TIB DISTRICTS	
LOT AREA	No minimum is required.
UNIT DENSITY	The maximum number of dwelling units are determined by the building envelope as regulated by this table.
UNIT SIZE	Studio units shall maintain an average size of at least 400 square feet of interior floor space with no units smaller than 350 square feet, and no more than 40% of the dwelling units in the development may be studios.
SETBACKS TO YARDS	

CONTEXT	STANDARD
HEIGHT	<p>4 stories above average sidewalk grade.</p> <p>Ground floor stories, from finished floor to finished floor, exceeding 20 feet are considered two stories.</p> <p>Mezzanines exceeding 30% of the ground floor area is considered a story.</p> <p>Stories above ground floor, from finished floor to finished floor, exceeding 16 feet are considered as two stories.</p> <p>Structure height is limited to the maximum permitted height of the adjacent district within 50 feet of the nearest lot.</p> <p>Building facades must be a minimum of 24 feet in height along the Primary Retail Corridor.</p>
OFF-STREET PARKING AND LOADING	
Residential	1 for each dwelling unit, 1 for every 2 dwelling units for senior housing.
Commercial	2 for each 1,000 square feet of usable floor area.
Lodging	1 for each room.
Restaurant, Tavern	1 for every 4 persons based on occupancy load.
PARKING LOCATION	<p>Off-street parking must be located to the rear of buildings.</p> <p>Parking and loading access must be from an alley where available.</p> <p>Parking and loading access may be from a side street.</p> <p>Parking access should be shared between adjacent lots.</p> <p>Where parking and loading access is permitted along the Primary Retail Corridor, it is limited to a maximum 24 feet in width per drive.</p>
LANDSCAPE REQUIREMENTS	
Front(s)	All building setback areas must be landscaped or developed with pedestrian improvements per the width of the setback.
Sides	The width of the required setback.
Rear	The width of the required setback.
PERFORMANCE STANDARDS	Use, activity and operations within a structure or a site shall comply with (1) standards adopted by the Puget Sound Air Pollution Control Agency for odor, dust, smoke and other airborne pollutants, (2) TMC Chapter 8.22 "Noise" and (3) adopted State and Federal standards for water quality and hazardous materials. In addition, all development subject to the requirements of the State Environmental Policy Act, RCW 43.21.C shall be evaluated to determine whether adverse environmental impacts have been adequately mitigated.
TIB-1, TIB-2	
FRONT , both principal and secondary front yards	<p>0 ft. min., 12 ft. max. for a minimum of 70% of the lot width.</p> <p>If sidewalks do not exist, or are less than 6 ft. in width, a front yard is required to provide the remaining minimum sidewalk width.</p> <p>Front yards must be paved along the Primary Retail Corridor and where they are required to meet the minimum sidewalk width.</p> <p>Fencing is not permitted in front yards along the Primary Retail Corridor.</p>
FRONT both principal and secondary front yards; if any portion of the yard is adjacent to, or across the street from, LDR zoning that is developed with a single-family dwelling	<p>1st floor - 10 ft. min., 15 ft. max.</p> <p>3rd floor and higher - 16 ft. stepback required.</p>
SIDE	0 ft. min. or 5 ft. if not attached to the adjacent building.
SIDE if any portion of the yard is adjacent to LDR zoning that is developed with a single-family dwelling	<p>1st floor - 10 ft. min.</p> <p>3rd floor and higher - 16 ft. stepback required.</p>

CONTEXT	STANDARD
REAR	Lots abutting adjacent districts must have a minimum 20 ft. rear yard.
TIB-3	
FRONT , both principal and secondary front yards	<p>6 ft. min., 16 ft. max. for a minimum of 60% of the lot width.</p> <p>If sidewalks do not exist, or are less than 6 ft. in width, a front yard is required to provide the remaining minimum sidewalk width.</p>
FRONT both principal and secondary front yards; if any portion of the yard is adjacent to, or across the street from, LDR zoning that is developed with a single-family dwelling	<p>1st floor - 12 ft. min., 20 ft. max.</p> <p>3rd floor and higher - 12 ft. stepback required.</p>
SIDE	6 ft. min.
SIDE if any portion of the yard is adjacent to LDR zoning that is developed with a single-family dwelling	<p>1st floor - 12 ft. min.</p> <p>3rd floor and higher - 12 ft. stepback required.</p>
REAR	Lots abutting adjacent districts must have a minimum 20 ft. rear yard.

VI. SITE DEVELOPMENT

- Existing streets and alleys may not be vacated unless being relocated as part of a development project.
- For development areas larger than 1 acre, ROW for alley or streets will be required if adjacent to property, as shown on page 33.
- Street trees must be planted along adjacent sidewalks within 4 feet of the curb at a maximum spacing of 40 ft. on center per the City's street tree standards.

VII. PERMITTED SIGNS

TMC Chapter 19 standards apply to these zoning districts. The following signs are prohibited:

- Off-premise business signs.
- Free standing signs.

VIII. BUILDING STANDARDS

- Buildings adjacent to a public sidewalk must have at least one functional entry along the sidewalk.
- Buildings adjacent to a public sidewalk along the Primary Retail Corridor must have one functional entry for every 60 feet of facade, or fraction thereof, along the sidewalk.
- Blank walls longer than 30 feet are prohibited along the Primary Retail Corridor sidewalk.
- Blank walls longer than 60 feet are prohibited along the all other sidewalks.
- Building facades facing streets must have a minimum of 15% glazing per floor.
- The ground floor building facade along the Primary Retail Corridor must be configured as follows:
 - 60% clear glass is required along the facade.
 - Building entries may be recessed from the facade up to 6 feet in depth.
 - Awnings and marquees may project into the right-of-way to within two feet of the curb.
 - Display windows may project into building setbacks.
 - Facade elements above the ground floor may project into yards.
 - Commercial activities, including food service and seating, may occupy yards.

IX. DEFINITIONS

Institutional: Uses including religious assembly, education, and government.

Plaza: A publicly accessible open space that is primarily paved and oriented toward group assembly and activities.

Square: A publicly accessible open space that is primarily landscaped and oriented toward passive recreation.

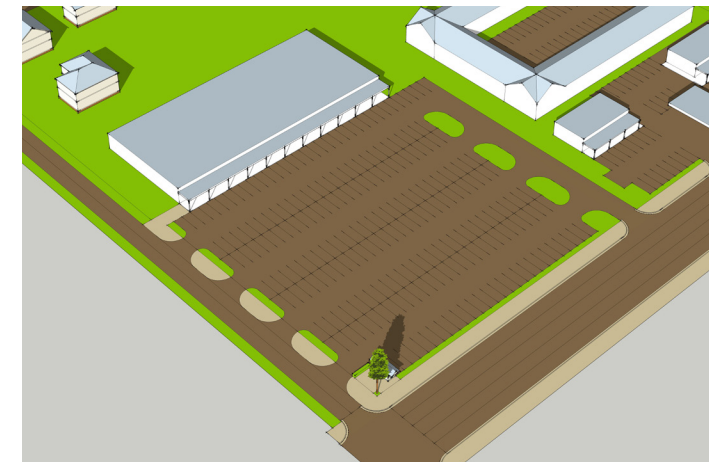
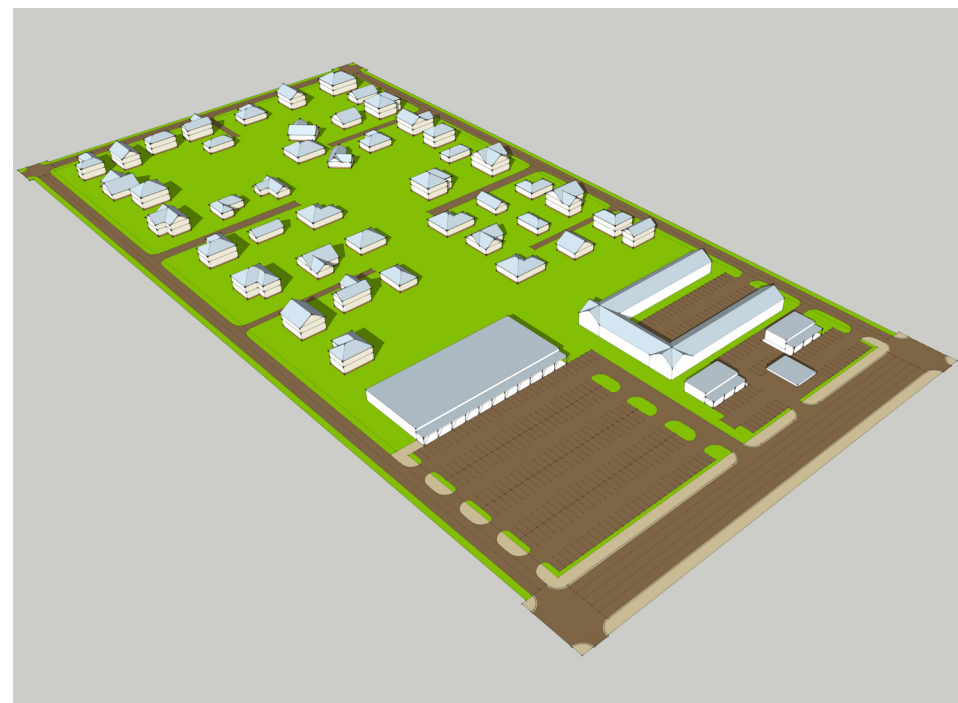
Forecourt: A portion of the front yard that is extended in depth up to 30 feet from the front lot line to provide for pedestrian access and use in commercial activities. Forecourts may not be used for parking.



INCREMENTAL DEVELOPMENT

Tukwila International Boulevard suffers from a common suburban condition – very large blocks. The Tukwila block is eight times as large as the Seattle block. In conjunction with this, much of the area along TIB is currently developed as parking lots, as illustrated below.

This can be discouraging in the short term since large blocks are detrimental to walkability. The team developed a series of incremental strategies for how development could occur in a way that can easily respond to changing markets with limited initial investment. The next series of illustrations begins with lining the parking lot with food trucks or pop-up retail. These uses support the community desire for ways to incubate very small businesses. As the business grows, it can physically evolve to fit the space.

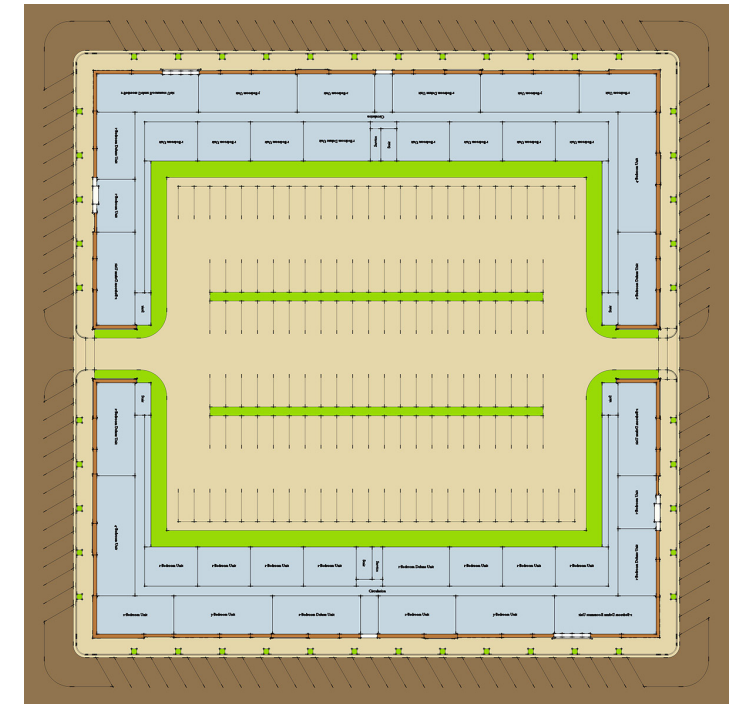


The first step is a single temporary structure and one tree that together begin to activate the location. The small business may be food service, or pop-up retail.



With time and community support, a pod develops to line the street. This only eliminates one row of parking from the lots along TIB that are normally under utilized. The images below illustrate permanent structures filling in along TIB, at which time the temporary structures move to the side street.

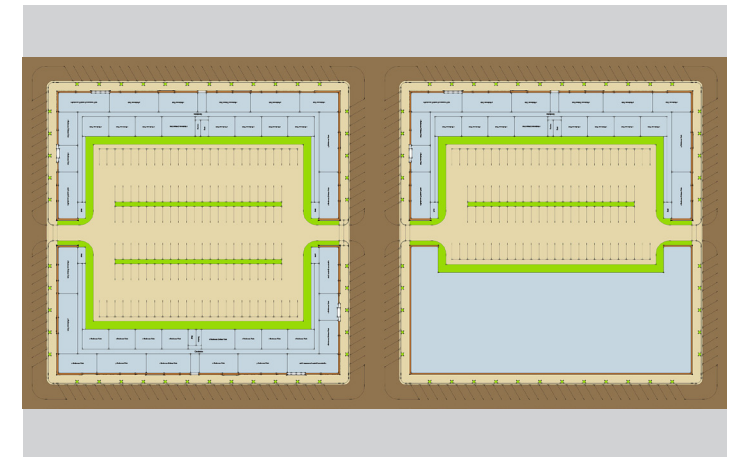




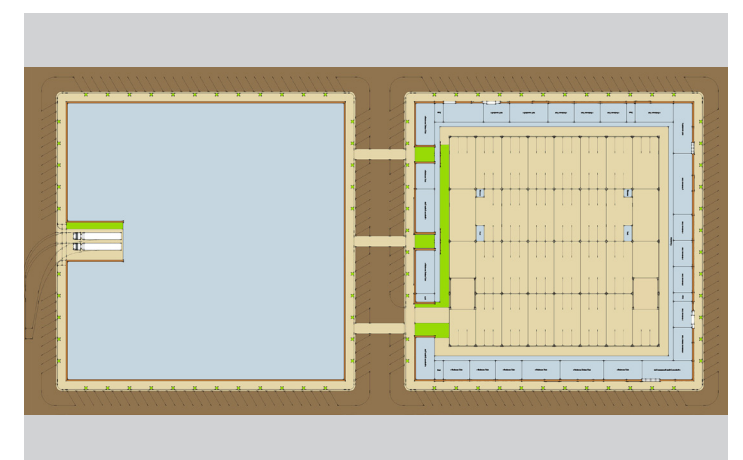
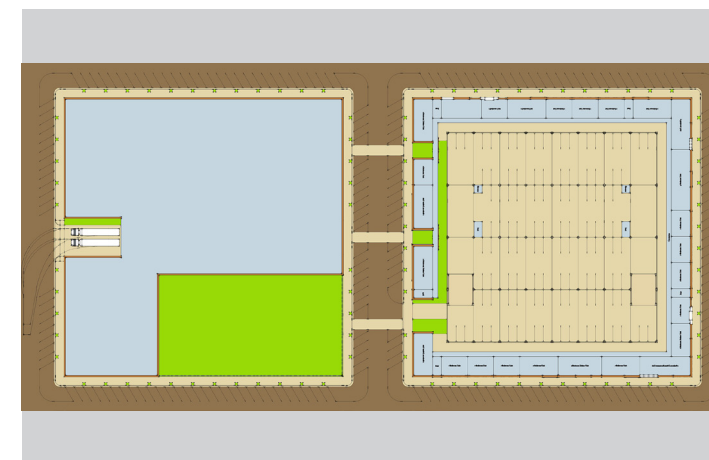
This plan for one urban block has small-scale commercial and residential units. The urban form of the development delivers a level of flexibility that encourages change in use over time. Below adds a retail mini anchor in the adjacent block which can share parking with the mixed use block.

URBAN FORM AND THE NEW JUSTICE CENTER

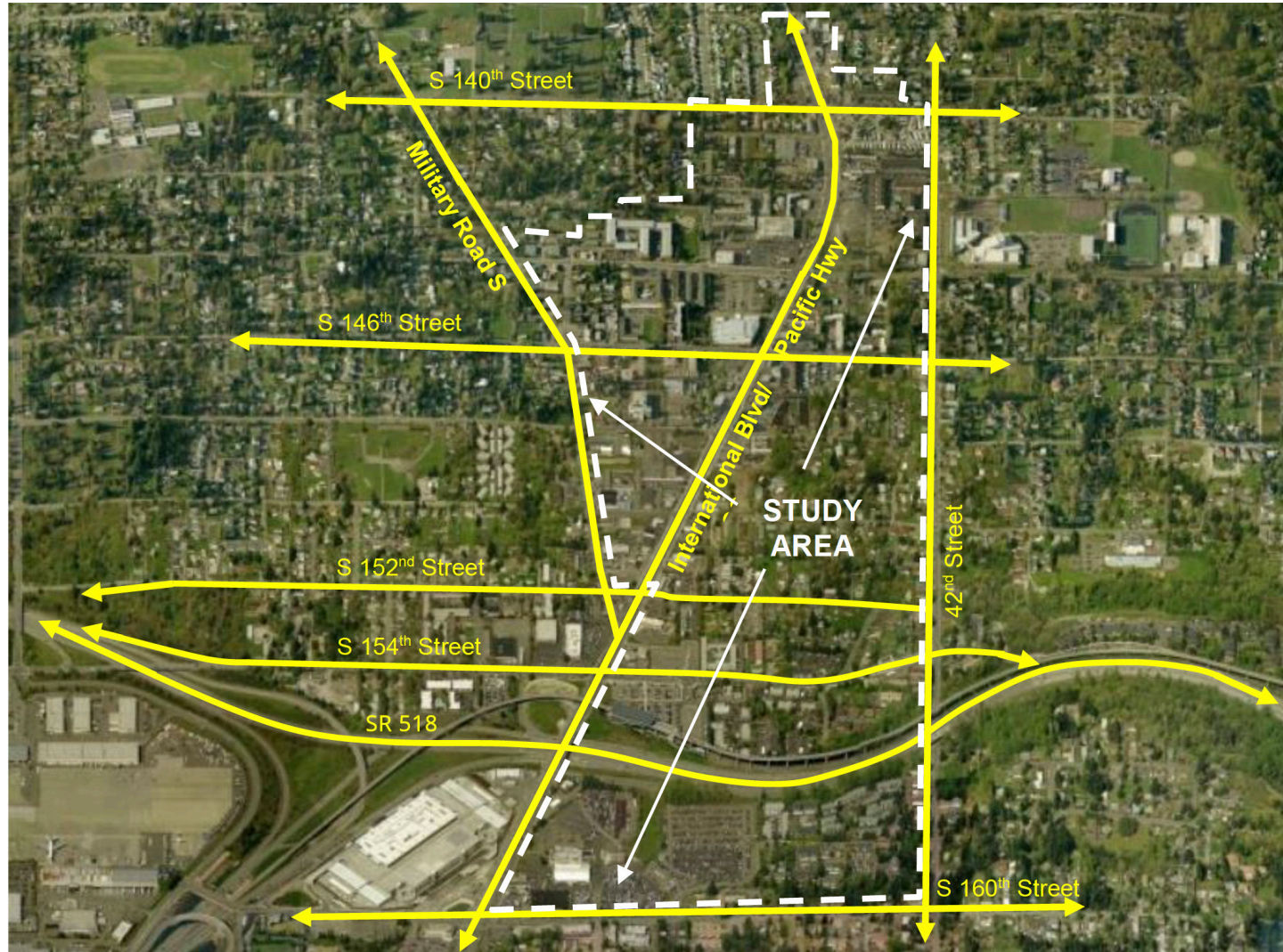
To achieve the feel and function of a main street, buildings must be pulled up to the edge of the sidewalk, blank walls must be avoided, and parking must be on-street or behind the buildings. As new development is added, these patterns and rhythms are essential to walkability. The City's new Justice Center siting is under consideration. Because the uses within the center are not as active as are required for a thriving main street, a side street is more appropriate in order to fulfil the local vision for TIB. The sorts of forms pictured above and below show how the Justice Center can contribute to the walkability of the neighborhood, particularly if service portions of the center, such as a coffee shop or café, are accessible from the sidewalk. This study models the area required by the new center, and adds a parking liner building to enclose the required surface parking.



Parking continues mid-block, connecting lot access between blocks. This permits efficient use of parking across multiple uses that have demands at different times of day. Plans below show how a big box (150,000 SF left; 200,000 SF right) can also work effectively within an urban format, although well outside current market demand.



RETAIL MARKET ANALYSIS



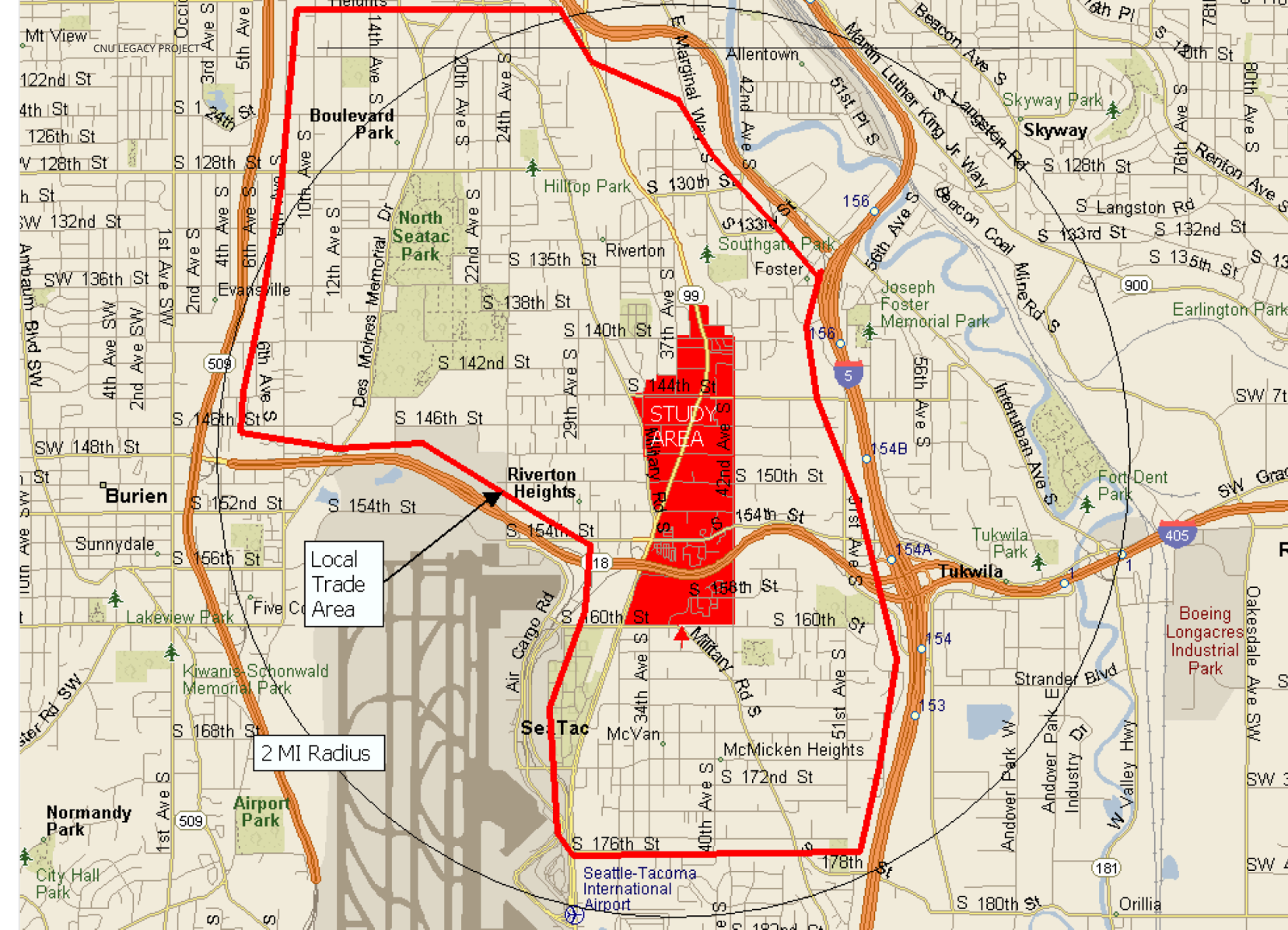
The TIB neighborhood study area, shown above, can presently support an additional 47,700 sf of retail and restaurant development.

The Gibbs Planning Group retail market analysis finds the TIB neighborhood has a market demand for up to 47,700 square feet (sf) of new retail development producing up to \$13 million in sales. By 2022, this demand will likely generate up to \$13.6 million in gross sales. This new retail demand could be absorbed by existing businesses and/or with the opening of 20 to 25 new stores and restaurants. If constructed as a new single-site center, the development would be classified as a neighborhood type shopping center by industry definitions and may include 5-6 stores selling general merchandise; 3-4 department stores; 2 apparel and shoe stores; 1-2 sporting goods and hobby shops; 1-2 hardware stores; 1 office supply and gift store; 1 florist; 1-2 limited-service eating places; 1 full-service restaurant; and an assortment of other retail. See Gibbs Planning Group's, *Tukwila International Boulevard Neighborhood Retail Market Analysis*, for full retail story.

2017 Total New Supportable Retail

16,100 sf	General Merchandise Stores
7,800 sf	Department Store Merchandise
3,600 sf	Miscellaneous Store Retailers
3,600 sf	Sporting Goods & Hobby Shops
2,900 sf	Hardware Stores
2,400 sf	Bars, Breweries & Pubs
2,400 sf	Limited-Service Eating Places
2,300 sf	Apparel Stores
1,600 sf	Office Supplies & Gift Stores
1,500 sf	Full-Service Restaurants
1,100 sf	Florists
900 sf	Jewelry Stores
800 sf	Shoe Stores
400 sf	Specialty Food Stores
300 sf	Lawn & Garden Supplies Stores
47,700 sf	Total New Supportable Retail

TUKWILA



Trade Area Boundaries

The Gibbs study estimates that the TIB study area has an approximately 6.7-square-mile local trade area, limited by SW 116th Street to the North; East Marginal Way and I-5 to the East; S 176th Street to the South; and Seattle-Tacoma International Airport/ SR-518/ SR 509 to the West.

Shopping Competition

Tukwila is the most diverse city in Washington State, and the commercial center of the region's immigrant community. Tukwila International Boulevard is a true reflection of its community, as it offers a wide array of ethnic product-oriented grocery stores (such as Asian, Eastern European, Middle Eastern and Hispanic foods.) Many of these are free-standing retailers and not a part of a neighborhood or community center.

The largest destination inside the TIB study area is **The Bakaro Mall** (15245 International Blvd, SeaTac, WA 98188), which offers primarily Somali clothing, goods, and food. Its numerous small stalls are owned by refugees and immigrants who sell East African goods ranging from women's and men's clothing to perfume and cosmetics. An assortment of local serving businesses such as tax preparation, computer repair, tailoring, and Western Union complement the retail tenants. **India Plaza**, beside the Bakaro Mall, is an expansive Indian grocery store. The nearby **SeaTac Market** (15221 International Blvd.), another Somali-run business, offers art, housewares, furniture, fresh produce and a full Eastern African cuisine restaurant.

TIB's local trade area is about 6.7 square miles.



Map of the nearby Southcenter area retail competition.

Two retail centers are located approximately 2.5 miles west of the study site in the city of Burien, easily accessed from SR-518 and SR-509. **Burien Plaza** (104 SW 148th St, Burien, WA 98166) is grocery-anchored by Safeway, with Rite-Aid and Staples and 20 other retail, restaurant and service-oriented tenants. **Burien Town Plaza** (14901 4th Avenue SW, Burien, WA 98166) is a 139,300-sf community center anchored by Ace Hardware, Bartell Drugs, LA Fitness and PetSmart.

Most of the shopping competition to the study area is concentrated in the Southcenter area, pictured above, that is less than two miles southeast of the TIB neighborhood.

Westfield Southcenter (2800 Southcenter Mall, Tukwila, WA 98188) is a regional center with more than 200 stores & eateries, as well as an AMC multiplex with IMAX. Opened in 1968, its expansion in 2008 added 400,000 sf to its GLA, which now totals 1,700,000 sf. The indoor mall is anchored by JC Penney, Macy's, Nordstrom and Sears. Notable national tenants include Eddie Bauer, Coach, J. Crew, lululemon, LUSH Cosmetics, Michael Kors, Pandora, The Container Store and Swarovski. An impressive array of restaurants draw consumers to such popular venues as Bahama Breeze, BJ's Restaurant & Brewhouse, Duke's Chowder House, Grill City, Olive Garden, Seafood City Marketplace, The Cheesecake Factory and Villa Italian Kitchen.

Parkway Square Shopping Center (16876 Southcenter Parkway, Tukwila, WA 98188) is just south of Westfield. This 39,000-sf neighborhood center was built in 1980 and renovated in 1999. Tenants include Half Price Books, Jared Jewelers, Jimmy John's, and Value Village. With six current tenants, it has over 12,400 sf available.

Southcenter Square (17000-17250 Southcenter Parkway, Tukwila, Washington 98188) is a 225,00-sf community center continuing south on Southcenter Parkway from Parkway Square. Anchored by Kohl's, Nordstrom Rack, and Petco, other retailers include Carter's, Dressbarn, DSW, Lane Bryant, Payless ShoeSource, and See's Candies. Restaurants and eateries such as Black Bear Yogurt, Chipotle, IHOP, Jamba Juice, Panera, Panda Express, and The Old Spaghetti Factory provide a nice assortment of choices for the center's visitors.

Southcenter Plaza (301 Strander Blvd., Tukwila, WA 98188) is a 170,200-sf restaurant, office and retail neighborhood center. Tenants are Dollar Tree, Jersey Mike's, Jos. A Bank, K's Mongolian Grill, and an assortment of beauty and local service tenants. The Plaza is shadow-anchored by Target on its western perimeter.

Park Place Shopping Center (17555 Southcenter Pkwy., Tukwila, WA 98188) is a fully-leased community center. Its tenants include big-box retailers Babies R Us, Casual Male, Famous Footwear, Jo-Ann Fabrics, K&G Fashion Superstore, PetSmart, and Toys R Us.

Read the full report on particulars of retail that is further afield, but still competes with Tukwila International Boulevard, including Parkway Super Center, Segale Retail Center, Great Wall Shopping Mall, The Commons at Federal Way, The Landing, Westwood Village, and The Marketplace at Factoria.

2017 & 2022 SUPPORTABLE NEW

Trade Area Demographics

The study site's **local trade area** includes 33,900 people, which is expected to increase at an annual rate of 1.02 percent to **35,600 by 2022**. The current 2017 households number is 11,300, increasing to 11,800 by 2022 at an annual rate of 0.83 percent. The 2017 average household income is \$62,100 and is estimated to increase to **\$68,300** by 2022. Median household income in the local trade area is \$50,000 and estimated to increase to \$53,500 by 2022. Moreover, 29.1 percent of the households earn above \$75,000 per year. The average household size of 2.96 persons in 2017 is expected to grow to 2.99 in five years; the 2017 median age of 34.5 is youngest of the three comparison areas.

In comparison, the designated **total trade area** is firmly a step up from the local trade area numbers. It reports a current population of 153,300, which is expected to rise to **163,400 by 2022** at an annual rate



of 1.28 percent. Current households number 57,300 and are expected to increase to 60,600 by 2022, which is an annual increase of 1.13 percent. Incomes are higher than in the local trade area, as the 2017 average household income is \$74,000, while the median household income is \$54,600. By 2022 these numbers will increase to **\$81,100** in average household income and \$59,500 in median

household income. The percent of households with income higher than \$75,000 is 34.9 percent. The percent of the population with bachelor's degrees is 18.0, while the percent holding graduate or professional degrees is 8.8 percent. The median age of the local trade area is highest of the two demographic areas at 37.9. The average household size is 2.64.

RETAIL

Retail Category	Estimated Supportable SF	2017 Sales /SF	2017 Estimated Retail Sales	2022 Sales /SF	2022 Estimated Retail Sales	No. of Stores
Retailers						
Apparel Stores	2,310	\$290	\$669,900	\$305	\$704,550	1
Department Store Merchandise	7,790	\$320	\$2,492,800	\$335	\$2,609,650	3-4
Florists	1,140	\$225	\$256,500	\$235	\$267,900	1
General Merchandise Stores	16,140	\$245	\$3,954,300	\$255	\$4,115,700	5-6
Hardware & Garden Supply Stores	3,160	\$250	\$790,000	\$265	\$837,400	1
Jewelry Stores	860	\$345	\$296,700	\$360	\$309,600	1
Miscellaneous Store Retailers	3,630	\$265	\$961,950	\$280	\$1,016,400	1-2
Office Supplies & Gift Stores	1,590	\$270	\$429,300	\$285	\$453,150	1
Shoe Stores	830	\$285	\$236,550	\$300	\$249,000	1
Specialty Food Stores	350	\$295	\$103,250	\$310	\$108,500	1
Sporting Goods & Hobby Stores	3,600	\$270	\$972,000	\$285	\$1,026,000	1-2
Retailer Totals	41,400	\$275	\$11,163,250	\$292	\$11,697,850	17-21
Restaurants						
Bars, Breweries & Pubs	2,380	\$335	\$797,300	\$350	\$833,000	1
Full-Service Restaurants	1,520	\$270	\$410,400	\$285	\$433,200	1
Limited-Service Eating Places	2,360	\$250	\$590,000	\$265	\$625,400	1-2
Restaurant Totals	6,260	\$285	\$1,797,700	\$300	\$1,891,600	3-4
Retailer & Restaurant Totals	47,660	\$277	\$12,960,950	\$294	\$13,589,450	20-25

See Gibbs Planning Group's, *Tukwila International Boulevard Neighborhood Retail Market Analysis*, for assumptions.

RESIDENTIAL MARKET POTENTIAL



Image Credit: Steve Mouzon

The Zimmerman/Volk Associates residential market analysis finds that, from the market perspective, over a five-year time frame, between 405 and 502 rental and for-sale housing units can be supported within the Tukwila International Boulevard Study Area. There are 279 units approved or under construction. Based on market preferences, the housing mix would include 305 to 380 rental apartments, 15 to 20 condominiums, and 85 to 110 townhouses.

The 305 to 380 rental units include:

- Studios to three-bedroom apartments ranging in size between 450 and 1,500 square feet with proposed base rents ranging between \$750 and \$2,250 per month (\$1.50 to \$1.67 per square foot).
- Transit-oriented studios to two-bedroom apartments ranging in size between 400 and 1,350 square feet with proposed base rents ranging between \$850 and \$2,800 per month (\$2.07 to \$2.13 per square foot).

Absorption is forecast at 61 to 76 rental units per year.

The 15 to 20 condominium units include:

- One- and two-bedroom condominiums ranging in size between 500 and 1,350 square feet, with proposed base prices ranging between \$175,000 and \$425,000 (\$215 to \$350 per square foot).

Absorption is forecast at three to four condominiums per year.

The 85 to 110 townhouses include the following:

- Two- and three-bedroom townhouses ranging in size between 1,100 and 1,700 square feet, with proposed base prices ranging between \$335,000 and \$495,000 (\$291 to \$305 per square foot).

Absorption is forecast at three to four condominiums per year.

See ZimmermanVolk study, *An Analysis of Residential Market Potential*, for full story: 93-page *Summary of Findings* plus 86-page *Target Market Descriptions*.

OPTIMUM MARKET POSITION

TIB Study Area Residential Market Position

Rents and price points for new housing that could be developed within the TIB Study Area are derived from the financial capabilities and housing preferences of 407 target households with incomes at or above 80 percent of AMI:

HOUSING TYPE	HOUSEHOLDS	
	NUMBER	PERCENT
Multifamily For-Rent (Lofts/apartments, leaseholder)	303	74.5%
80% to 100% AMI	109	26.8%
> 100% AMI	194	47.7%
Multifamily For-Sale (Lofts/apartments, condo/co-op ownership)	17	4.2%
80% to 100% AMI	8	2.0%
> 100% AMI	9	2.2%
Single-Family Attached For-Sale (Townhouses, fee-simple ownership)	87	21.3%
80% to 100% AMI	29	7.1%
> 100% AMI	58	14.2%
Total	407	

BASE RENT, PRICE AND SIZE RANGES

HOUSING TYPE	RENT/PRICE RANGE	SIZE RANGE (SF)	RENT/PRICE (Per SF)
Multifamily For-Rent (Month)			
Corridor Apartments	\$750-\$2,250	450-1,500	\$1.50-\$1.67
TOD Apartment Buildings	\$850-\$2,800	400-1,350	\$2.07-\$2.13
Multifamily For-Sale			
Condominiums	\$175,000	500-1,350	\$315-\$350
(4-6 unit mansion buildings)	-\$425,000		
Single-Family Attached For-Sale			
Townhouses/Duplexes	\$335,000	1,100-1,700	\$291-\$305
	-\$495,000		

For fiscal year 2016, the Seattle-Bellevue Housing and Mortgage Finance Agency (HMFA) Median Family Income for a family of four is \$90,300. The proposed rents and prices are in year 2017 dollars and are exclusive of location or consumer added options or upgrades.





Taking Rainier Avenue in Columbia City as inspiration for Tukwila International Boulevard's future main street transformation. *Image credit: Steve Mouzon.*