

GOALS & POLICIES

Regional Roles and Obligations

GOAL Land Use Policies are consistent with state, regional and county requirements, and are updated to integrate new information to enable informed decisions.

POLICIES

1. Monitor and maintain comprehensive plan goals and policies that are consistent with county-wide and regional planning policies ¹
2. Provide a consistent population projection throughout the plan, consistent with King County’s sub-county allocation of that forecast for housing needs and employment targets.²
3. Utilize a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:
 - a. To collect and analyze data on development activity, including land supply, zoning, development standards, land uses, critical areas, and capacity for residential, commercial, and industrial land uses in urban areas;
 - b. To determine whether jurisdictions are achieving urban densities and planned growth consistent with comprehensive plans, countywide planning policies, and multicounty planning policies; and
 - c. To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period.³
4. Regularly monitor the City’s land use plan, development regulations, and standards to guide progress toward the City meeting its identified growth targets.⁴
5. Maintain a comprehensive land use map that designates future land use and urban growth areas.⁵

Land Use Pattern

Growth

¹ Department of Commerce Policy LU-1 ((RCW 36.70A.210 WAC 365-196-305)

² Department of Commerce Policy LU-4 (RCW 36.70A.115, RCW 43.62.035 and WAC 365-196-405(f))

³ King County Policy DP-20

⁴ King County DP-21

⁵ Department of Commerce Policy LU-2

Comprehensive Plan

GOAL

Growth is actively guided and managed in a way that:

- Preserves and enhances the quality of life and the diverse residential neighborhoods of the community, and serves them with vibrant business districts, open space, recreational facilities, affordable housing, and other supportive land uses;
- Maximizes and leverages public infrastructure investments, including public transit facilities;
- Protects environmentally critical areas and shorelines; and
- Promotes economic development.

POLICIES

6. Promote a pattern of compact development within the City that includes housing in a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, educational uses and schools, and parks and open space.
7. The Tukwila Urban Growth Area promotes a mix of uses that are convenient to, and support, public transportation, in an effort to reduce reliance on single-occupancy vehicle travel for most daily activities.⁶
8. Develop and use residential, commercial, and manufacturing land efficiently within the City to create healthy, vibrant, and equitable urban communities that offer a full range of urban services. Promote the efficient use of land within Tukwila by:
 - a. Focusing housing and employment growth and infill development in areas such as the City's designated regional centers, transit station areas, and locally designated local centers consistent with the goals of the Vision 2050 (the Regional Growth Strategy);⁷
 - b. Optimizing the use of existing capacity for housing and employment;
 - c. Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and
 - d. Coordinating plans for land use, transportation, schools, capital facilities, and services.⁸

Comprehensive Plan Designations

GOAL

Comprehensive Plan Designations provide general direction for desired land uses present in the designation or anticipated in future development in the designation over the planning period. Zoning Districts should correspond with Comprehensive Plan Designations when areas are redesignated as a new Zoning District (see table 1).

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⁶ King County Policy DP-2 (partial)

⁷ King County Policy DP-3 and 4 (partial).

⁸ King County Policy DP-3 (partial)

Residential

9. Community Residential (CR) designated areas are characterized a variety of low and medium-density housing types including but not limited to single-family, duplexes, triplexes, fourplexes, townhomes, cottage housing, courtyard apartments, accessory housing units, and their accessory uses, along with educational, institutional, and recreational uses. These uses and densities are modified where covered by the Commercial Redevelopment and Urban Renewal Overlays.
10. High Density Residential (HDR) designated areas are characterized by larger and higher density multi-family buildings and their accessory uses, along with educational, institutional, and recreational uses. These uses and densities are modified where covered by the Commercial Redevelopment and Urban Renewal Overlays.

Commercial

11. Office (O) designated areas are characterized by professional and commercial office structures mixed with retail.

Mixed Use

12. Mixed Use Office (MUO) designated areas are characterized by professional and commercial office structures, mixed with retail and residential uses. These uses and densities are modified where covered by the Tukwila South Overlay.
13. Neighborhood Commercial Center (NCC) designated areas are areas characterized and scaled to serve multiple residential areas with a diverse mix of uses. Uses include commercial; residential, including senior citizen housing; retail; service; office; and recreational and community facilities, generally along a transportation corridor. These uses are modified where covered by the Urban Renewal Overlay.
14. Residential Commercial Center (RCC) designated areas are pedestrian-friendly areas characterized and scaled to serve a local neighborhood, with a diverse mix of uses. Uses include certain commercial; residential; retail; service; office; and recreational and community facilities.
15. Regional Commercial (RC) designated areas are characterized by residential, mixed use, commercial services, offices, lodging, entertainment, and retail activities.
16. Regional Commercial Mixed-Use (RCM) designated areas are areas characterized by commercial services, offices, lodging, entertainment, retail activities and associated warehousing, and certain accessory light industrial uses. Residential uses mixed with certain commercial uses are also allowed.
17. The Tukwila Urban Center (TUC) designated Southcenter Urban Center subarea is intended to develop as a high-density, regionally-oriented, mixed-use center. Residential development is encouraged in proximity to water amenities, or within

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walking distance of the Sounder commuter rail/Amtrak station or the bus transit center. It contains five sub-districts differentiated through uses and development standards: Regional Center (RC), Transit-Oriented Development (TOD), Pond (P), Commercial Corridor (CC), and Workplace (WP).

18. The Tukwila Valley South (TVS) designated areas are characterized by high-intensity regional uses that include commercial services, offices, light industry, warehousing and retail, with heavy industrial subject to a Conditional Use Permit. Mixed-use residential is conditionally permitted within 500 feet of the Green River. These uses and densities are modified where covered by the Tukwila South Overlay.

Industrial

19. Commercial/Light Industrial (C/LI) designated areas are characterized by a mix of commercial, office or light industrial uses.
20. Light Industrial (LI) designated areas are characterized by distributive and light manufacturing uses, with supportive commercial and office uses.
21. Heavy Industrial (HI) designated areas characterized by heavy or bulk manufacturing uses and distributive and light manufacturing uses, with supportive commercial and office uses. These uses are modified where covered by the Tukwila South Overlay.
22. Manufacturing Industrial Center/-Light (MIC/L) designated areas are a major regional employment area containing distributive, light manufacturing and limited office uses, with supportive commercial and office uses.
23. Manufacturing Industrial Center/-Heavy (MIC/H) designated areas are a major regional employment area containing distributive, light manufacturing and heavy manufacturing uses, with supportive commercial and office uses.

Table 1

Comprehensive Plan Designation	Corresponding Zoning Classifications
Residential	
Community Residential (CR)	Community Residential (CR), Low Density Residential (LDR), Medium Density Residential (MDR)
High Density Residential (HDR)	High Density Residential (HDR)
Commercial	
Office (O)	Office (O)
Mixed Use	
Mixed Use Office (MUO)	Mixed Use Office (MUO)

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Neighborhood Commercial Center (NCC)	Neighborhood Commercial Center (NCC)
Regional Commercial (RC)	Regional Commercial (RC)
Residential Commercial Center (RCC)	Residential Commercial Center (RCC)
Regional Commercial Mixed Use (RCM)	Regional Commercial Mixed Use (RCM)
Tukwila Urban Center (Regional Growth Center)	TUC-CC, TUC-P, TUC-RC, TUC-TOD, TUC-WP
Tukwila Valley South (TVS)	Tukwila Valley South (TVS)
Industrial	
Commercial/Light Industrial (C/LI)	C/LI
Light Industrial (LI)	LI
Heavy Industrial (HI)	HI
Manufacturing Industrial Center/-Light (MIC/L) (Regional Employment Center)	MIC/L
Manufacturing Industrial Center/-Heavy (MIC/H) (Regional Employment Center)	MIC/H

Special Overlays

GOAL **Special Overlays are designated where appropriate to reflect unique public ownership, programs, agreements, or area specific intentions for development, amending or superseding the development standards of the underlying zoning district.**

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24. Areas under the Public Recreation Overlay are owned or controlled by a public or quasi-public agency, which are dedicated for either passive or active public recreation use, or public education uses.
25. Areas under the Tukwila South Overlay includes lands designated TVS, HI, LDR and MUO, and supersedes the provisions of the underlying zoning districts. It is intended to create a multi-use employment center containing high technology, office, commercial, retail and residential uses at the south end of the City.
26. Areas under the Urban Renewal Overlay apply the Tukwila International Boulevard Revitalization and Urban Renewal Plans. 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 developments, to activate the community along Tukwila International Boulevard.

Annexation

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GOAL The annexation process will follow County guidance in a predictable, prescribed manner.

POLICIES

27. Coordinate with King County on Potential Annexation Areas and work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.⁹
28. Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:
 - a. Conformance with Countywide Planning Policies including the Urban Growth Area boundary;
 - b. The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers;
 - c. The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development;
 - d. The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and
 - e. Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area.¹⁰

Essential Public Facilities

GOAL Essential public facilities are sited in coordination with King County, the State, and/or other cities and tribes, with consideration being provided for environmental justice principles that address development of healthy communities for all.

POLICIES

29. Ensure that any discussion of siting or expanding essential public facilities or facilities of regional importance use a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that impacts and benefits are equitably dispersed.¹¹
30. Ensure that regional discussions of essential public facilities siting address climate change, equity, economic, and health impacts to communities¹²

A Healthy and Equitable Community

⁹ King County Policy DP-27

¹⁰ King County Policy DP-30

¹¹ PF-24 (partial), with Policies 15.2.1 and 15.2.2 (partial)

¹² PF-25 and Policy 15.2.3 (partial)

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GOAL Tukwila offers a land use pattern, scale, and density that supports walking, biking, and transit, providing access to goods, services, education, employment, recreation, and access to culturally appropriate and nutritious food.

POLICIES

31. Increase access to healthy and culturally relevant food in communities throughout the City by incentivizing the location of healthy food purveyors, such as grocery stores, farmers markets, urban agriculture programs, and community food gardens in proximity to residential uses and transit facilities, particularly in those areas with limited access to healthy food.¹³
32. Encourage locally-based food production, distribution, and choice through urban agriculture, community gardens, farmers markets and food access initiatives.¹⁴
33. Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.¹⁵
34. Evaluate the potential physical, economic, and cultural displacement of residents and businesses near high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.¹⁶
35. Mitigate potential displacement from City Actions through communication and collaboration with existing tenants, business and property owners, and seek to replace lost commercial and residential spaces within redevelopment.¹⁷
36. Emphasize preserving and replacing affordable housing in redevelopment.¹⁸
37. Mitigate new dense residential development from major sources of environmental pollutants to the extent possible.
38. Link commercial areas located within approximately one-quarter-mile of residential areas with high-quality pedestrian and bicycle access facilities.¹⁹

¹³ King County Policy DP-8 (see also food policies in Community Character Element)

¹⁴ 2015, Policy 1.10.2

¹⁵ King County Policy DP-6

¹⁶ King County Policy DP-34

¹⁷ PC vote tied 3:3 on whether to strike the policy (1-25-24)

¹⁸ PC vote tied 3:3 on whether to strike the policy (1-25-24)

¹⁹ 2015, Policy 7.6.1

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39. Encourage facilities and improvements that support transit use in new development, redevelopment, and street projects.²⁰
40. Encourage development in a manner that supports physical activity of community members.²¹
41. Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.²²

Land Use Compatibility and Nuisances

GOAL Land uses within and adjacent to the city are located and managed in a way that mitigate nuisances and health impacts to residents, workers, and businesses within the City of Tukwila.

POLICIES

42. Coordinate with neighboring cities, tribal governments, the Port of Seattle, King County, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.²³
43. Consider regulations, infrastructure investments, or other measures as appropriate to address major noise impacts to residents, workers, and businesses.²⁴
44. Encourage increased residential density in areas with limited nuisance impacts.
45. Avoid locating land uses and infrastructure that produce unhealthy noise, vibration, light, or odor levels in residential areas.^{25 26}
46. Work with the Port of Seattle, King County Airport, and the Federal Aviation Administration to decrease adverse effects of airport operations on Tukwila and its residents.²⁷
47. Ensure that zoning designations discourage the siting of incompatible uses adjacent to general aviation airports, and that proposed development adheres to Environmental Protection Agency and Federal Aviation Administration standards.²⁸

²⁰ 2015, Policy 1.6.4

²¹ Department of Commerce Policy LU-3 (RCW 36.70A.070(1) and WAC 365-196-405(2)(j))

²² King County Policy DP-5

²³ King County Policy DP-23

²⁴ 2015, Policy 7.8.1 (partial)

²⁵ 2015, Policy 7.8.4

²⁶ Planning Commission recommendation (1-25-24)

²⁷ 2015, Policy 7.8.6

²⁸ Department of Commerce Policy LU-9 and 2015 7.8.7 9 (partial). [RCW 36.70A.510, RCW 36.70.547 Note: The plan (and associated regulations) must be filed with the Aviation Division of WSDOT. WAC 365-196-455]

Subareas in Tukwila

Boeing Access Road Station Area

GOAL The Boeing Access Road Infill Station is supported by planning efforts and accompanying development regulations which encourage employment growth within and around the Manufacturing Industrial Center and foster supporting uses.

POLICIES

- 48. Zoning and development regulations will be evaluated, and amended to anticipate and adapt to impacts on the area with consideration for long-term vision, compatibility, and equity.
- 49. Prioritize non-motorized connections from nearby job centers and residential uses to the station area.
- 50. Collaborate with King County Metro and Sound Transit to ensure areas that are currently underserved by transit benefit from the new station.
- 51. Engage with neighboring jurisdictions, and regional bodies, to ensure coordination regarding planned infrastructure improvements, including station supportive bike and transit infrastructure.
- 52. Consider changing infrastructure needs in capital improvement planning.

Tukwila South

GOAL Tukwila South becomes a regional destination, developed with high-quality mixed use, office, advanced manufacturing, high-tech, retail and residential uses, while protecting the environment and providing recreational opportunities.

POLICIES

- 53. Ensure the development of Tukwila South results in a cohesive development pattern of compatible uses and neighborhoods.
- 54. Design infrastructure to accommodate increased employment and residential density over time.²⁹
- 55. Encourage development in Tukwila South to have internally integrated districts and uses, in addition to external connections to neighboring and regional assets.³⁰

²⁹ 2015, Policy 9.1.2

³⁰ 2015, Policies 9.1.3 & 9.1.4

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56. Construct a comprehensive amenity system in Tukwila South that leverages the area's assets.³¹

Tukwila International Boulevard District

- GOAL** The Tukwila International Boulevard (TIB) District is a thriving, walkable, well-rounded neighborhood and a desirable place to live, work, shop, worship, or play.³²
- GOAL** At key locations on TIB, there are well-designed, pedestrian-oriented mixed-use centers or “nodes” with distinct character.³³
- GOAL** Tukwila International Boulevard transitions from an auto dependent former state route toward a pedestrian focused corridor through road diet, enhanced pedestrian, and other traffic calming measures.

POLICIES

57. Continue to focus redevelopment efforts on carefully chosen “nodes” of more intensive development along TIB to maximize the impact of the City's investments, create momentum, and foster faith in the vision for the TIB district.³⁴

Tukwila Village and Transit Oriented Development Nodes

58. Ensure that the master plans for the Tukwila Village and TOD nodes encourage and incentivize the redevelopment of large parcels, promote assembly of smaller parcels, and identify opportunities for shared parking, pedestrian linkages, and subregional infrastructure needs, such as surface water and recreation.³⁵
59. Focus master planning for the nodes on non-auto-oriented uses. Emphasize good pedestrian experiences and connections to nearby residential areas, businesses, and amenities.³⁶
60. Ensure that the Zoning Code and design guidelines support the types of development envisioned in the nodes.³⁷

Tukwila Village Node: South 144th and TIB

³¹ 2015, Policy 9.1.5

³² 2015, Policy 8.1

³³ 2015, Goal 8.2

³⁴ 2015, Policy 8.2.1

³⁵ 2015, Policy 8.2.7

³⁶ 2015, Policy 8.2.8

³⁷ 2015, Policy 8.2.9

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61. Designate this area for an attractive, walkable, locally-oriented mix of uses, including multifamily residential, neighborhood-serving retail and services, restaurants, civic and social gathering spaces, and other people-intensive and customer-oriented activities that build on the Tukwila Village project.
62. Generate high levels of foot traffic vital to the success of the node by attracting an “anchor” that draws customers and allows them to park once and walk to adjacent retail.³⁸

Tukwila Village Node: Transit-Oriented Development (TOD) Node at Tukwila International Boulevard Station

63. Prioritize this area for a more intensive, transit-oriented mix of mid- to high-rise office, multifamily residential and hospitality uses and services, with structured parking that builds on the momentum of the Tukwila International Boulevard Station’s proximity to SeaTac Airport and generates jobs for the community.³⁹
64. Identify and promote an “identity” for the area around the Tukwila International Boulevard Station that is distinct from other stations along the LINK light rail alignment.⁴⁰
65. Optimize opportunities for transit-supportive redevelopment in and around the station by partnering with the City of SeaTac and Sound Transit to shape TOD policies and practices in the master plan.⁴¹

Outside the Nodes: Land Use in Commercial and Multifamily Areas

- ~~66.~~ On commercial properties along or near TIB, allow:
 - ~~a.~~ 66. a diverse mix of uses, including residential, commercial services, retail, office, recreational and community facilities that are not in conflict with the TIB District vision of a walkable, pedestrian oriented neighborhood.
 - ~~b.~~ types of light industrial uses that require hands-on labor and operate in such a manner that minimal nuisances are created, and the scale of such activities does not conflict with the TIB-District vision of a walkable, pedestrian-oriented neighborhood.⁴²
67. Allow stand-alone multifamily residential buildings outside of the nodes.⁴³
68. Encourage the redevelopment of commercial properties fronting TIB by allowing the aggregation of residentially zoned parcels with commercially zoned parcels fronting TIB, where such action:

³⁸ 2015, Policy 8.2.3

³⁹ 2015 Policy 8.2.4

⁴⁰ 2015 Policy 8.2.5

⁴¹ 2015 Policy 8.2.6

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- a. expands small and/or irregularly shaped commercial districts that can't be redeveloped per the overall goals for the area,
 - b. encourages redevelopment of non-conforming use sites; and
 - c. fronts and orients any commercial uses toward TIB.
69. Encourage the aggregation of commercially-zoned properties fronting TIB with adjacent commercially-zoned properties to enhance the opportunities for redevelopment.⁴⁴

TIB as a Main Street: Street Design

GOAL The TIB District is a unique destination whose urban design and built form encourages people to prioritize pedestrian safety and comfort, explore the neighborhood, and enhance their quality of life.⁴⁵

POLICIES

70. Traffic calming improvements prioritize comfortable and safe pedestrian movement.⁴⁶
71. Combine standards for parking placement with building site layout to achieve the compactness of a consistent building wall and pedestrian orientation along streets within the TIB District, where appropriate.⁴⁷
72. Use incentives to encourage commercial businesses and residential buildings to create a continuous building wall along the street edge and locate a primary entrance from the front sidewalk, as well as from off-street parking areas, in the TIB District where buildings are not required to locate at the back of sidewalk. Where buildings are required to locate at the back of sidewalk, require a primary entrance on or adjacent to the front sidewalk.⁴⁸

GOAL TIB parking requirements are based on urban, rather than suburban, densities and needs and balance the need for parking with TIB urban design goals and policies that encourage transit use and walking.⁴⁹

POLICIES

73. ~~Recognize that parking needs will generally be less for uses in close proximity to transit and along neighborhood shopping streets because many shoppers will arrive on foot, by transit, or bicycle~~ Parking requirements encourage dense development

⁴⁵ 2015 Goal 8.4

⁴⁶ 2015 Policy 8.3.1-8.3.3 (summary)

⁴⁷ 2015 Policy 8.4.1

⁴⁸ 2015 Policy 8.4.2

⁴⁹ 2015 Goal 8.5 (modified)

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supported by major transit facilities, and reflect the availability of transit service while accommodating the needs of residents, workers and visitors frequenting the area.⁵⁰

74. Explore the potential for shared parking facilities for transit riders in developments within one-half mile walking distance of the Tukwila International Boulevard Station.⁵¹

Walkability and Connectivity

GOAL A larger network of streets, sidewalks, trails, and other public spaces throughout the TIB District supports community interaction; connects neighborhoods, commercial areas, civic areas, and destinations; and improves community health. The TIB District’s circulation network makes the neighborhood a great place to walk, provides mobility and safety for all users, encourages walking, bicycling, and use of public transit, and supports the envisioned land uses.⁵²

POLICIES

75. Establish a more walkable and connected street network throughout the TIB District by investing in public sidewalks and requiring private redevelopment projects to organize site plan elements to allow for through connections.⁵³
76. Consider supplemental and TIB District-specific micro-mobility transportation systems, such e-scooters and bike share.⁵⁴
77. Work with transit agencies to expand transit service throughout the TIB District.⁵⁵
78. Public transportation facilities in Tukwila are maintained to be safe, clean, and inviting.⁵⁶

Community Texture and Diversity

GOAL The TIB District takes pride in the ethnic and economic diversity of the community. TIB has an authentic main street character that promotes the District’s many positive attributes and draws local and regional visitors.⁵⁷

POLICIES

⁵⁰ 2015 Policy 8.5.1 (modified per PC recommendation)

⁵¹ 2015 Policy 8.5.2

⁵² 2015 Goals 8.6

⁵³ 2015 Policy 8.6.1

⁵⁴ 2015 Policy 8.6.2

⁵⁵ 2015 Policy 8.6.3

⁵⁶ Planning Commission Recommendation (1-25-24)

⁵⁷ 2015 Goal 8.7

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79. Strive to attract and retain locally owned and operated stores, especially specialty food stores, ethnic restaurants, service providers, and neighborhood-serving shops such as hardware stores.⁵⁸
80. Activate public and private community gathering spaces with temporary events including food, art, music, pop-ups, and activities that leverage nearby assets, such as schools and cultural facilities, and reflect the international, multicultural character of the TIB area.⁵⁹
81. Create a central space for permitted food trucks, pop-ups, and a farmer’s markets where residents and visitors will gather and sample the multicultural flavor of the TIB area.⁶⁰

GOAL The TIB District has stable neighborhoods, and residents and businesses that are actively engaged in improving the quality of life in the area.⁶¹

POLICIES

82. Encourage private landowners to maintain and upgrade their property to protect the neighborhood from adverse impacts of vacant and underutilized sites and blighted buildings and structures.⁶²
83. Identify and support “champions” or leaders in the business community who will carry the vision for the TIB area, and build community interest and commitment among diverse stakeholders.⁶³
84. Strengthen the City’s engagement with the area’s business community, and cultivate the success of the entrepreneurs and small businesses, including businesses owned by refugees, immigrants and non-fluent English speakers.⁶⁴

GOAL The TIB District is one of the safest places in South King County.⁶⁵

POLICIES

85. Continue working with Sound Transit to reduce crime at the Tukwila International Boulevard Station.⁶⁶
86. Work with community to identify and address safety concerns in TIB District.
87. Consider safety in design of streets, sidewalks and public infrastructure to enhance safety for pedestrians, cyclists and other active transportation users.

⁵⁸ 2015 Policy 8.7.1

⁵⁹ 2015 Policy 8.7.2

⁶⁰ 2015 Policy 8.7.3

⁶¹ 2015 Goal 8.8

⁶² 2015 Policy 8.8.1

⁶³ 2015 Policy 8.8.2

⁶⁴ 2015 Policy 8.8.3

⁶⁵ 2015 Goal 8.9

⁶⁶ 2015 Policy 8.9.1

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Public and Private Investment

GOAL Public and private investment has catalyzed greater private investment in the TIB District which has created/sparked additional project development and business success and increased the overall pace of redevelopment.⁶⁷

POLICIES

88. Invest public funds in the infrastructure and public amenities necessary to catalyze private investment, stimulate the location of businesses and housing, and create an attractive neighborhood.⁶⁸
89. Invest public funds strategically to acquire and assemble substandard parcels, to remove blighted uses, or make current land holdings more developable.⁶⁹
90. Continue to form public/private partnerships and leverage private investment through incentives, and limited large-scale development agreements where appropriate.⁷⁰
91. Consider using City funding and City-owned property to offset development costs of market rate housing in “pioneering” residential or mixed-use projects.⁷¹
92. Utilize developer incentives and funding strategies that would attract uses desired by the community, improve a project’s performance, and make redevelopment financially attractive to developers.⁷²
93. Identify barriers to development in TIB and use available tools, including MFTE, zoning reform, parking reform, etc., to eliminate barriers and encourage new development supporting community needs.
94. Encourage coordinated stormwater detention and treatment for several properties as opposed to multiple individual systems, when possible, to provide more effective stormwater management, greater environmental benefit, and cost efficiency.⁷³
95. Emphasize self-sustaining, living wage employment opportunities within the District.⁷⁴
96. Encourage broad-scale marketing of the TIB area, and Tukwila as a whole, in order to draw from a broader array of potential employers.⁷⁵

⁶⁷ 2015 Goal 8.10 (modified per PC recommendation)

⁶⁸ 2015 Policy 8.10.1

⁶⁹ 2015 Policy 8.10.2

⁷⁰ 2015 Policy 8.10.3

⁷¹ 2015 Policy 8.10.4

⁷² 2015 Policy 8.10.5

⁷³ 2015 Policy 8.10.6 (will reference in Utilities/Natural Environment elements, as appropriate)

⁷⁴ 2015 Policy 8.10.7 (will reference in Economic Development)

⁷⁵ Planning Commission Recommendation (1-25-24)