



City of Tukwila

Jim Haggerton, Mayor

Department of Community Development Jack Pace, Director

April 4, 2013

Dear Interested Parties,

The City of Tukwila has completed preparation of the Final Supplemental Environmental Impact Statement (SEIS) on the non-project proposal by the City of Tukwila to adopt the *Southcenter Subarea Plan, revised Tukwila Municipal Code (TMC) Chapter 18.28 Tukwila Urban Center (TUC)*, and the *Southcenter Design Manual*. The Final SEIS supplements the following document: *Tukwila Comprehensive Plan Final Environmental Impact Statement*, prepared in October 1995. As part of the SEIS, Tukwila prepared the SEIS documents pursuant to the provisions of RCW 43.21C.420.

The Final SEIS was prepared to inform the public, agencies and decision makers about the environmental consequences associated with future development and redevelopment in the Southcenter area, the area currently zoned "TUC". Alternatives considered include the Proposed Action, a High Intensity Alternative, and the No Action Alternative. Future development may include redevelopment of aging structures or infill on underutilized parcels that could occur over approximately the next 20 years, as well as potential increases in employment and population that are being planned for in this area.

To help achieve the City's economic development objectives, a goal of the SEIS was to eliminate the need for additional environmental analysis in conjunction with development and redevelopment that occurs on individual sites within the Southcenter area. Future project-specific development proposals that are consistent with the subarea plan, development regulations and SEIS do not require individual SEPA review and cannot be challenged administratively or judicially pursuant to SEPA. Projects that do not meet these criteria, including conditional and unclassified uses, will still be required to undergo SEPA review. As such, this SEIS provides certainty and predictability for urban development proposals by streamlining the environmental review process within the subarea and encouraging the goals of SEPA and the State's Growth Management Act (Chapter 36.70A RCW). Consequently, this SEIS is intended to serve as a catalyst for redevelopment and as an incentive for property owners and developers to favorably consider Tukwila's Urban Center when locating a business or investing in the community.

The City Council will be initiating their review of the draft *Southcenter Subarea Plan, revised Tukwila Municipal Code (TMC) Chapter 18.28 Tukwila Urban Center (TUC)*, and the *Southcenter Design Manual* in April 2014. If you would like to be added to our list of interested parties and receive email updates on the adoption process, please send an email to Lynn.Miranda@tukwilawa.gov.

Sincerely,

Jack Pace
SEPA Responsible Official
Director, Department of Community Development

FACT SHEET

PROJECT TITLE

Draft Southcenter Subarea Plan and Implementing Regulations

DESCRIPTION OF PROPOSAL AND ALTERNATIVES

- Proposed Action: Adoption by the City Council of a Subarea Plan for the Southcenter area, revised development regulations in TMC Chapter 18.28 Tukwila Urban Center (TUC), and the Southcenter Design Manual. This Action would maintain Southcenter's current share of the regional retail market and enhance the area's long-term competitive edge within the region by promoting the development of a more vibrant, high intensity mixed-use center including housing and pedestrian-oriented areas in proximity to rail and transit, enhancing the visual character of the built environment, prominently featuring natural amenities, and encouraging redevelopment of underutilized properties. Change would be driven by market forces, catalyst public projects, and the guidance of new development regulations and design guidelines. The Proposed Action would meet the objectives of the Subarea Plan and would accommodate projected 20-year demand for housing and jobs.
- Alternative 1: High Intensity Urban Center
Same as the Proposed Action, except this Alternative would allow higher maximum building heights potentially resulting in an incrementally more compact land use pattern in the Transit Oriented Development (TOD) District. This alternative would meet the objectives of the Subarea Plan and would accommodate projected 20-year demand for housing and jobs.
- Alternative 2: No Action
No subarea plan, new development regulations or design guidelines would be adopted. The City would continue to apply the regulations of the existing TMC Chapter 18.28 for the Tukwila Urban Center. The area would continue to develop as a suburban retail and warehouse/distribution center, with change driven by market forces, but the City's current share of the regional retail market would likely decline. This alternative would not meet the objectives of the Subarea Plan and would not accommodate projected 20-year demand for housing; it would accommodate the projected demand for jobs.

PROJECT LOCATION

The Tukwila Urban Center/Southcenter Subarea is bounded by I-5/Southcenter Parkway (and the toe of the west valley wall) on the west, I-405 on the north, the City limits and the Green River on the east, and S. 180th Street and the Green River on the south.

PROPONENT

City of Tukwila Department of Community Development
6300 Southcenter Boulevard, Suite 100
Tukwila, WA 98188-2544

LEAD AGENCY

City of Tukwila Department of Community Development

RESPONSIBLE OFFICIAL

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LICENSES, PERMITS AND APPROVALS POTENTIALLY REQUIRED

The Tukwila City Council will adopt the Southcenter Subarea Plan as an optional element of Tukwila's Comprehensive Plan and will adopt the revised TMC Chapter 18.28 TUC and the Southcenter Design Manual as development regulations to implement the Subarea Plan. Future developments consistent with the SEIS will be reviewed as provided by the Tukwila Municipal Code and will not require additional SEPA review, as permitted by RCW 43.21C.420.

EXISTING ENVIRONMENTAL DOCUMENTS BEING SUPPLEMENTED AND/OR ADOPTED

- This document supplements the Environmental Impact Statement (EIS) for the Tukwila Comprehensive Plan, October 1995. The 1995 EIS is being adopted for purposes of SEPA compliance, consistent with WAC 197-11-630, as well as other relevant environmental documents. Notices of Adoption are contained in Appendix B of the Final SEIS.
- Copies of the EIS are available for review at:
City of Tukwila Department of Community Development
6300 Southcenter Boulevard, Suite 100
Tukwila, WA 98188-2544

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901 5th Ave, Suite 2820
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DATE OF ISSUE OF DRAFT SUPPLEMENTAL EIS

October 21, 2013

DATE OF ISSUE OF FINAL SEIS

April 4, 2014

EXPECTED DATE OF IMPLEMENTATION

June 2014

SEIS AVAILABILITY, COST AND BACKGROUND MATERIAL

The Draft and Final SEISs may be reviewed online at <http://www.tukwilawa.gov/dcd/urbancenterplan.html>. Review copies of the Final SEIS and background materials are available at the City of Tukwila Department of Community Development, Suite 100, 6300 Southcenter Boulevard, Tukwila, WA 98188-2544. Documents may be reviewed between the hours of 8:30 AM and 5:00 PM. CD copies of the Final SEIS are available for purchase at the above address at a cost of \$10.00.

City of Tukwila
Final SEIS for Southcenter Subarea Plan and Implementing
Regulations

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Chapter 1

Summary of the Proposed Action

This chapter provides a brief summary of information contained in the Southcenter Plan Supplemental Environmental Impact Statement (SEIS). It provides an overview of the alternatives, the analysis of significant impacts and mitigation measures, and significant unavoidable impacts. This summary is intended to be brief and selective; the reader should consult individual sections of the Draft SEIS for detailed information concerning environmental impacts and mitigation measures. A matrix in this chapter contains a comparative overview of the impacts identified for the Proposed Action and alternatives.

Section 1.1 Summary of the Proposed Action and Alternatives

1.1.1 Location of Proposal

Tukwila's Urban Center, Southcenter, is an approximate 1,000-acre area that is generally bounded by I-5/Southcenter Parkway (and the toe of the west valley wall) on the west, I-405 on the north, the City limits and the Green River on the east, and S. 180th Street and the Green River on the south (See Figure 1.1). The area is intensively developed with a range of retail, commercial, warehousing, distribution and light industrial uses. Current land uses and site design may be characterized as suburban and auto-oriented in nature, with many low scale, single-use buildings located behind extensive surface parking lots. Large-scale retail and industrial buildings are also present in some portions of the area. The existing street system is built around mega-blocks, which makes walking challenging. There is little vacant land remaining that is not environmentally constrained or preserved for open space. Major open space, recreational areas, and natural features of the urban center include the Green River and Interurban Trails, Bicentennial Park, Tukwila Pond Park, and Minkler Pond.

1.1.2 Proposed Action

The Proposed Action consists of two major elements:

- Adoption by the City Council of a subarea plan for the Southcenter area, Tukwila's designated Urban Center – which will become an optional element of the City's Comprehensive Plan; and
- Adoption of revised development regulations for the Tukwila Urban Center (TMC Chapter 18.28), and the Southcenter Design Manual.

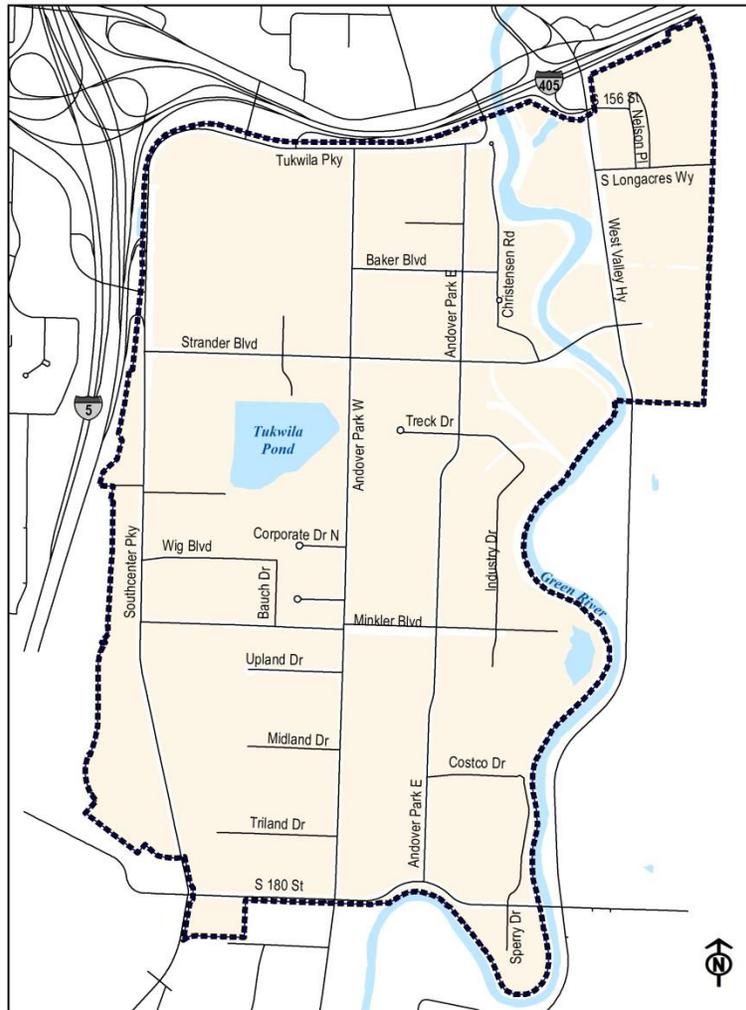


Figure 1.1 Tukwila Urban Center Boundary

The Southcenter Subarea Plan would amend and become part of the Tukwila Comprehensive Plan and would guide future growth and redevelopment of the subarea. The development regulations and design guidelines would amend the text of the City’s zoning code (Tukwila Municipal Code Chapter 18.28 Tukwila Urban Center District). The revised zoning code and new design guidelines would both implement the Subarea Plan and act as mitigation measures for future development; the regulations and design guidelines would not cause significant impacts on their own. The regulations and provisions of the entire Tukwila Municipal Code (TMC), such as those related to noise, building and fire life safety, and sensitive areas, would continue to apply to development within the Urban Center.

The Southcenter Plan is primarily a strategy and roadmap for restructuring, reorganizing and redeveloping the Urban Center over time. It builds on the policies contained in the City’s Comprehensive Plan. It would be implemented through a variety of public and private actions, with the guidance of new development regulations. The Southcenter Plan provides guidance for

restructuring and transforming the Urban Center from an area with a dispersed, unconnected, and auto-dominated land use pattern, with generally undistinguished design, hidden amenities and no real center, to a vibrant mixed-use center that is organized, connected, and pedestrian-oriented, and which is well-designed around its amenities. Change is expected to be evolutionary, driven by market forces, catalyst public projects, and the guidance of new development regulations and design guidelines.

A key element of the subarea plan is to generally organize the Southcenter area into a pattern of five “districts,” each with a distinct identity and mix of uses: Regional Center, Transit Oriented Development (TOD), Pond, Commercial Corridor and Workplace (See Figure 2.3 District Map). Each district is based on an existing development element (such as Westfield Mall), an amenity (e.g., Tukwila Pond), a public facility (the Sounder Commuter rail/Amtrak station), or the dominant land use (warehouse & industrial in the Workplace District). District size and layout are influenced by identified market opportunities, circulation connections, walking distance and nearby amenities.

Other major themes and elements of the subarea plan and the transformation that it envisions include:

- Creation of a street network – from superblocks to a fine-grained pattern of streets and blocks
- Transit integrated with urban center development
- Integration of the natural and recreational amenities with the emerging built environment
- Building, Site and Infrastructure Design – create a “great place”¹

In general, growth and development would occur in a more urban/intensive, pedestrian-oriented, walkable form, primarily in the northern portion of the Southcenter area between the Mall and the Sounder/Amtrak Station, and around Tukwila Pond. Table 1.1 presents a summary of growth (households and employment) associated with the Proposed Action.

Table 1.1 Future Land Use (Households & Employment) by Alternative

Land Use Scenario	Total Citywide		Total Southcenter Subarea	
	Households	Employment	Households	Employment
2013	7,435	47,540	4	19,725
2031 No Action	10,574	71,686	654	21,393
2031 Proposed Action/ High Intensity	12,285	75,205	2,714	25,084

¹ A great place is memorable and helps promote social interaction and sense of community, is visually interesting, reflects local culture or history, and has a unique or special character.

1.1.3 Land Use Alternatives

Two alternatives to the Proposed Action are addressed in the SEIS: the No Action Alternative and the High Intensity Alternative. Both alternatives address the same geographic area and use the same 2031 forecast year as the Proposed Action. Both are evaluated using the King County Countywide Planning Policy's updated household and employment forecasts for Tukwila. Table 1.1 also shows the future land use (household and employment) associated with the alternatives.

1.1.3.1 High Intensity Alternative

The High Intensity Alternative would be very similar to the Proposed Action in that it would implement the vision for the Southcenter area and accommodate the same forecasted housing and employment targets, but would allow the construction of taller buildings in the area designated for transit oriented development when multiple height incentives are employed. It is assumed that the Southcenter Subarea Plan and other aspects of the implementing regulations would remain the same as under the Proposed Action. The regulations and provisions of the entire Tukwila Municipal Code (TMC), such as those related to noise, building and fire, and sensitive areas, would also continue to apply to development within the Urban Center.

The most significant differences between the Proposed Action/High Intensity alternatives and No Action would be evident in growth and development occurring in a more urban/intensive, pedestrian-oriented, walkable form, primarily in the northern portion of the Southcenter area between the Mall and the Sounder/Amtrak Station, and around Tukwila Pond in the Proposed Action and High Intensity Alternative when compared to the No Action Alternative. The regulations and provisions of the entire Tukwila Municipal Code (TMC), such as those related to noise, building and fire life safety, and sensitive areas, would continue to apply to development within the Urban Center under both alternatives.

1.1.3.2 No Action Alternative

No Action provides a "baseline" for comparing the impacts of the proposal. Relative to the Urban Center, No Action assumes that the Southcenter Subarea Plan, revised development regulations and new design guidelines would not be adopted. The existing regulations, design guidelines and design review thresholds in TMC Chapter 18 would continue to apply to future development. The existing suburban development pattern would continue and the City would not achieve regional goals for an urban center or have sufficient development capacity to accommodate the household target allocated to the City.

SEPA review would occur on a project-by-project basis, without the benefit of a comprehensive and cumulative analysis of subarea impacts as a whole.

1.1.4 Prior Planning and Environmental Review

The City of Tukwila adopted a Comprehensive Plan in 1995 complying with the requirements of the Growth Management Act and in coordination with the overall planning framework of the King County Countywide Planning Policies. The goals, policies, and implementation strategies contained in the Plan were intended to be the basis for managing anticipated growth and

development in Tukwila over the following twenty years. The Comprehensive Plan Draft and Final EIS² identified and documented potential significant adverse environmental impacts and mitigation measures associated with Plan alternatives. An Addendum³ to the Tukwila Comprehensive Plan EIS evaluated the environmental impacts of the zoning code changes proposed to implement the Comprehensive Plan. In 2004 the City of Tukwila issued another Addendum to the Comprehensive Plan EIS addressing proposed revisions to the Comprehensive Plan and development regulations.

This Supplemental EIS (SEIS) focuses on potential impacts associated with increased intensity of development proposed for the Urban Center. It supplements the analysis of adverse impacts contained in the documents described above, along with other plans and EISs that contain environmental information relevant to the Urban Center that are being relied upon for purposes of SEPA compliance. Please refer to the Fact Sheet and Appendix A for a list and summary of documents that are being adopted and/or incorporated by reference, and which may be reviewed at the City of Tukwila Department of Community Development. Many of the impacts associated with future development in the subarea are already addressed by adopted development regulations, by other applicable requirements of the City's Comprehensive Plan, and/or by other local, state or federal rules or laws. The City intends to rely on these to mitigate significant adverse impacts.

The City of Tukwila is using the SEPA review provisions for subareas set forth in RCW 43.21C.420. These provisions allow the City to comprehensively consider area-wide, cumulative environmental impacts of the Southcenter Plan over the long term, rather than evaluating impacts on a project-by-project basis. Mitigation measures can similarly be identified for cumulative development within the subarea, which enhances the City's planning and programming of needed improvements. Tukwila residents also have the ability to see how the impacts of growth within the subarea will be addressed over the long term, and how the vision for the Urban Center will be implemented. Future project-specific development proposals that are consistent with the subarea plan, development regulations and SEIS do not require individual SEPA review and cannot be challenged administratively or judicially pursuant to SEPA. As such, the nonproject SEIS provides certainty and predictability for urban development proposals, by streamlining the environmental review process within the subarea and encouraging the goals of SEPA and the State's Growth Management Act (Chapter 36.70A RCW). Most capital improvements planned for the subarea, such as the pedestrian bridge over the Green River, are independent projects that have been undergoing separate environmental review. As such, these projects are not within the environmental review provisions of RCW 43.21C.420.

To meet the procedural requirements of RCW 43.21C.420(4)(b) and (d), the City held the required community meetings, provided information about the plan, issued a Determination of Significance and Scoping Notice, and held a scoping meeting. The City is also evaluating the feasibility of a Transfer of Development Rights (TDR) program, as required by RCW 43.21C.420. The Landscape and Infrastructure Program (LCIP), in conjunction with TDR, could provide a supplemental source of funding to invest in infrastructure in the Urban Center.

² Dated June 1995 and October 1995, respectively.

³ Dated November 1995

Six comments were received during the 30-day scoping period, and all comments were considered in determining the scope of this SEIS. More detail on this process and comments received can be found in Chapter II.

A Draft SEIS was published on October 18, 2013 and the public comment period extended to November 20, 2013. Procedures for publication and distribution followed the requirements of state and local regulations. A total of four comment letters were received from agencies, tribes and individuals. The Final SEIS reproduces these comment letters and provides responses to substantive comments.

1.1.5 Summary of Significant Impacts

Table 1.2 provides a summary of environmental impacts for each element of the environment evaluated in the Draft SEIS. Table 1.2 also includes mitigation measures for impacts that could result from the Proposed Action. Significant unavoidable adverse impacts are also identified, as applicable.

Table 1.2 Summaries of Significant Impacts in the Urban Center

Elements of the Environment	Proposed Action	High Intensity Alternative	No Action Alternative
PLANS & POLICIES	This Alternative is consistent with the urban center-related VISION 2040, the King County Countywide Planning Policies, and the Tukwila Urban Center (TUC) Element of Tukwila’s Comprehensive Plan.	Same as the Proposed Action.	The No Action Alternative would be inconsistent to varying degrees with urban center-related policies of VISION 2040, the King County Countywide Planning Policies, and the Tukwila Urban Center (TUC) Element of Tukwila’s Comprehensive Plan.
BUILT ENVIRONMENT			
LAND USE & AESTHETICS	<p>The Urban Center would be organized into five districts. Guiding certain types of land uses to specific districts with compatible uses would provide each with a distinct identity and reduce future land use conflicts.</p> <p>The most significant land use changes would be evident in growth and development occurring in a more urban/intensive, pedestrian-oriented, walkable form, primarily in the northern districts of the Urban Center between the Mall and the Sounder/Amtrak Station, and around Tukwila Pond. A mix of uses would occur in these areas – office, retail and multifamily within the same building. Areas south of Tukwila Pond and along Southcenter Pkwy would not change significantly from the current pattern of development. Overall, more commercial growth (5,359 employees) would occur under the Proposed/High Intensity Alternative by 2031, resulting in 3,691 more employees than the No Action.</p> <p>Opportunities for residential development would expand to areas in proximity to high capacity transit and water amenities, resulting in 2,710 dwelling units by 2031, or 2,060 more than No Action. Multifamily height incentives would be offered.</p>	<p>Land use impacts under the High Intensity Alternative will be similar to those identified under the Proposed Action, except for building heights in the TOD District. Under this alternative, maximum building heights within the TOD District would be greater with height incentives (115’) when compared to the Proposed Action (70’). Consequently, height related impacts in the TOD District would be greater than under the Proposed Action, and similar to those under the No Action.</p> <p>Since the growth assumptions are the same for this alternative as under the Proposed Action (see Table 3.4), the most significant land use impact of allowing taller buildings in the TOD District is that fewer buildings may be constructed within the Urban Center and the land use pattern could be marginally more compact.</p>	<p>The current pattern of single use structures and lower-scale suburban commercial development would continue; development would most likely not achieve a higher density mixed-use land pattern. Retail uses would continue to dominate; very little housing would be constructed in the Urban Center (650 units by 2031). Land use conflicts between adjacent uses could increase, since differentiation of the urban center into districts with similar/compatible uses would not occur.</p> <p>The rate of commercial growth may slow over time due to increased competition from mixed use centers locating in surrounding areas, such as Renton Landing, Kent Station, and Burien Town Center, and lack of investment in the Subarea. This could result in 3,691 fewer employees than the other Alternatives in 2031.</p> <p>Public investment in the types of amenities needed to attract housing and meet regional goals for increasing pedestrian and transit-supportive environments would not be generated. Reduced opportunities for housing in the Urban Center could make it difficult for the City to accommodate its citywide housing targets. Consequently, there could be greater pressure for infill and intensification of housing in the City’s existing single family residential</p>

Elements of the Environment	Proposed Action	High Intensity Alternative	No Action Alternative
	<p>Building heights would be lower than the No Action, except for around the Mall where heights could reach 214’ with height incentives for public frontage improvements or multifamily development. Building heights along the Green River within 200’ of the OHWM would be the same in all alternatives. Shadowing impacts would be less than the No Action, except around the Mall.</p> <p>Many potential impacts would be mitigated by adopted comprehensive plan policies and development regulations, and/or by proposed subarea plan strategies, development regulations and design guidelines. The elements of the proposal are themselves mitigation measures that would address the potential impacts of future growth. The Shoreline Master Program would have a positive effect on shoreline resources. No additional mitigation measures are required.</p> <p>No significant unavoidable adverse impacts have been identified. While some existing uses in some portions of the urban center could be displaced in the process of redevelopment, such uses could potentially relocate to other areas of Southcenter or elsewhere in the City. Such displacement may be significant to individual displaced businesses, but is not an adverse impact to land use in the Urban Center. While identified land use changes will be significant and are unavoidable, they are generally considered to be positive rather than adverse, and do not require mitigation.</p>		<p>neighborhoods. In addition, there could be increased demand in housing markets in adjacent cities – Renton, Seattle, and Sea-Tac, in South King County generally, and in Pierce County.</p> <p>Publicly accessible open space would not be required under No Action. Consequently, the area may continue to redevelop without the additional requirements for parks and open spaces that contribute to “great spaces” and function as amenities that attract housing. Covered or uncovered recreation space would be required for residential developments.</p> <p>This alternative would not advance or be consistent with the desired direction for the Urban Center identified in the Comprehensive Plan.</p>
	<p><i>Aesthetics, building heights, views and visual character:</i></p> <p>The Proposed Action would likely result in improved visual quality overall and would not</p>	<p><i>Aesthetics, building heights, views and visual character:</i></p> <p>The High Intensity Alternative is likely to result in impacts similar to those described for</p>	<p><i>Aesthetics, building heights, views and visual character:</i></p> <p>No additional design guidance would be provided for buildings, sites, landscaping,</p>

Elements of the Environment	Proposed Action	High Intensity Alternative	No Action Alternative
	<p>result in significant adverse impacts.</p> <p>New design guidelines for buildings, sites, landscaping, parks, streets and utilities in the northern part of the Urban Center would contribute to the Center’s identity and sense of place, create a lively street-level environment, and support the community’s vision for a high-quality environment. Buildings would be composed of a mix of contemporary and Northwest-inspired elements, such as exposed natural materials and building elements that respond to the area’s climate. The scale, modulation and transparency of buildings in pedestrian oriented areas would be significantly improved.</p> <p>Public and private investments in a new street network, urban amenities (e.g. parks and plazas), and streetscape improvements would enhance the look of the area and balance open spaces with an increase in the built environment. New development would orient towards Tukwila Pond, Minkler Pond and the Green River. These natural features would be better connected to the Interurban and Green River Trails and other city parks.</p> <p>A finer street grid system would be developed, resulting in more appropriately sized blocks that foster walking and biking. Streetscapes would be designed to support the uses they serve – wider sidewalks with pedestrian amenities in the shopping, mixed-use residential neighborhoods and around the bus and rail centers. Parking in these areas would be located to the side or rear of buildings, or in limited amounts between the buildings and sidewalks.</p> <p>While identified aesthetic changes will be significant and are unavoidable, they are</p>	<p>the Proposed Action. In general, this alternative would likely result in improved visual quality of the built environment and is not expected to result in significant adverse impacts. Views from development on hills surrounding the urban center may be more impacted under this alternative than under the Proposed Action, but similar to those under the No Action.</p> <p>The primary difference between the Alternatives is the location, height and scale of some developments; as well as the amount and location of surface parking provided.</p>	<p>parks, streets or utilities. Architectural design and visual character would be more influenced by the subjective vision of individual property owners and could potentially result in substantial contrasts in design.</p> <p>The area would retain its existing suburban character and undistinguished visual qualities, with uses of significantly different scale and character such as warehouse and multifamily projects located adjacent to one another. No differentiation of districts with similar and complementary uses would occur within the Urban Center. Individual buildings would continue to be set back far from the street edge, surrounded by large amounts of parking, and would provide minimal pedestrian amenities. Buildings would likely be larger in bulk and scale.</p> <p>Maximum building heights would remain at 115’ anywhere within the Urban Center, except within 200’ of the OHWM of the Green River where shoreline development regulations apply. Generally, shadowing impacts throughout the Urban Center would be greater than under the Proposed Action and, to a lesser extent the High Intensity Alternative, except around the Mall. No height incentives are provided.</p> <p>Improvements to the water quality, park features, and access to Tukwila Pond Park may occur pursuant to the master plan, but adjacent new development would most likely continue to turn its back to the Pond.</p>

Elements of the Environment	Proposed Action	High Intensity Alternative	No Action Alternative
	<p>generally considered to be positive rather than adverse, and do not require mitigation. The most significant potential impact is from the differences in scale between the area where 214' buildings are permitted in the Regional Center District along Tukwila Parkway, and the rest of the Urban Center where maximum building heights are significantly lower. Tall buildings could also potentially interrupt views from residential areas on the surrounding hillsides. Shadowing on the street level and adjacent development from these taller structures would be greater than under the No Action. These impacts would be mitigated through design guidelines and careful site planning.</p>		
OPEN SPACE	<p>Retail, office and lodging development would be required to contribute to public open spaces. Open spaces would increase in amount and improve in terms of access and function compared with the No Action. Enhanced open spaces would then draw amenity-based housing development. Residential development would be required to contribute to common and private open spaces. Design guidelines for public and private open spaces are provided. There are no significant adverse impacts identified.</p>	<p>Same as the Proposed Action</p>	<p>Residential development would be required to contribute to shared recreation space. There would not be a required contribution to publicly accessible open space by new development. The Subarea would continue to redevelop and potentially intensify without any parks and open spaces to balance out the increase in the built environment. No additional guidance on parks or open space is provided.</p>
SHORELINES	<p>Building height and setbacks will be restricted by Shoreline regulations. However, maximum building heights adjacent to the River would be less, at 70 feet with incentives; 45 feet without incentives. Design guidelines address building façades facing the Green River Trail. Development is encouraged to orient towards the River. The Shoreline Master Program would have a positive effect on shoreline resources. No significant adverse impacts are identified.</p>	<p>The High Intensity Alternative is likely to result in impacts similar to those described for the Proposed Action. Building height and setbacks will be restricted by Shoreline regulations. However, maximum building heights adjacent to the River could be taller: 115 feet with incentives. Consequently, when proposing a structure over 70 feet in the TOD District, a condition for approval could include that an applicant must show how shadowing on adjacent open spaces, amenities, and parks is mitigated. The Shoreline Master Program would have a positive effect on shoreline resources.</p>	<p>The Shoreline Master Program would have a positive effect on shoreline resources. Building height and setbacks will be restricted by Shoreline regulations. Outside the shoreline environment on parcels adjacent to the Green River, maximum building heights would be 115 feet. The visual character of the built environment, as viewed from the Green River Trail, would not be addressed. Land uses adjacent to the River north of Strander Blvd would remain similar to those currently permitted, including warehouse and industrial uses. Development would not be oriented towards the river to take advantage of its</p>

Elements of the Environment	Proposed Action	High Intensity Alternative	No Action Alternative
HISTORIC AND ARCHAEOLOGICAL RESOURCES	<p>There is one residence in the Subarea listed on the Washington State Register of Historic Places. The City of Tukwila does not have adopted policies or regulations for historic properties. Federal law and the Washington State Department of Archeology and Historic Preservation’s law regulating historic sites would apply if the property is proposed for redevelopment.</p> <p>The majority of the Urban Center has already been developed. There is a possibility that archaeological materials may be inadvertently encountered during future construction. If such materials area discovered, work at the specific location would be suspended until the materials can be inspected by a professional archaeologist and the appropriate agencies notified.</p>	Same as the Proposed Action.	<p>amenities.</p> <p>Same as the Proposed Action.</p>
FIRE PROTECTION	<p>Increases in residential and commercial development could occur, but at building heights less than currently allowed under the No Action Alternative. The exception to this is in the Regional Center District, where building heights could reach a maximum of 214’ in proximity to Tukwila Parkway.</p> <p>Any significant increase in density and/or height from the current conditions could affect fire and emergency service capabilities, potentially requiring additional personnel and equipment in order to provide appropriate levels of service.</p> <p>To address future deficiencies and service capacity needs, the Fire Department would review its needs on an on-going basis as the Urban Center continues to grow and redevelopment occurs, and include these needs in the capital facilities planning process.</p>	Same as the Proposed Action, except maximum building heights in the TOD District would be greater than under the Proposed Action and similar to the No Action Alternative.	<p>Increases in residential and commercial development could occur, but at building heights greater than that allowed under the Proposed Action. The exception to this is in the Regional Center District, where building heights could reach a maximum of 214’ in proximity to Tukwila Parkway in the Proposed Action.</p> <p>Any significant increase in density and/or height from the current conditions could affect fire and emergency service capabilities, potentially requiring additional personnel and equipment in order to provide appropriate levels of service.</p> <p>To address future deficiencies and service capacity needs, the Fire Department would review its needs on an on-going basis as the Urban Center continues to grow and redevelopment occurs, and include these needs</p>

Elements of the Environment	Proposed Action	High Intensity Alternative	No Action Alternative
			in the capital facilities planning process.
SCHOOLS	<p>Significant residential development could occur, but the actual number of school-age children generated by future development over the next 20 years is projected to be minimal (a total of 79 students). Based on the distance of existing schools in the Tukwila and Renton School Districts from the Urban Center, students would need to be bused to all school facilities. Over the long term, adjustments in specific school service boundaries may be warranted, as well as future bond issues and levies, to serve general growth in both districts. New development and associated funds from property taxes would help offset increases in demand for school services.</p>	<p>The High Intensity Alternative is likely to result in impacts similar to those described for the Proposed Action.</p>	<p>Very few school age children would be generated by the minimal residential development that could occur by 2031 (a total of 20 students). Based on the distance of existing schools in the Tukwila and Renton School Districts from the Urban Center, students would need to be bused to all school facilities. No significant impacts are identified.</p>
TRANSPORTATION & AIR QUALITY	<p>A total of 17,000 PM peak hour trips would be generated by the anticipated future land uses in the Southcenter subarea.</p> <p>The proposed land use mix is more balanced (i.e., jobs and housing) and would better support transit, walking, and cycling.</p> <p>No adverse impacts are anticipated to parking, safety, walking or bicycling. Conversely, the combination of smaller block sizes and compact mixed use development with planned City roadway projects would be more conducive to pedestrian and bicycle mobility, and would likely support the City's non-motorized policies to a greater degree than the No Action Alternative.</p> <p>Planned transit facility improvements combined with increased densities and a more urban mix of uses would be more conducive to transit service and would support the City's transit policies to a greater degree than the No Action Alternative. Transit service may experience some delays at the Southcenter</p>	<p>Same as the Proposed Action.</p>	<p>A total of 15,500 PM peak hour trips would be generated by anticipated future land uses in the Southcenter subarea.</p> <p>Superblocks, lack of pedestrian and bicycle connections and amenities, and absence of streetscape improvements would continue to deter walking, bicycling, and transit use and, instead, encourage auto travel. The lack of housing in the Urban Center would likely result in more people commuting to the area for work.</p> <p>The City is planning several projects (e.g. bus transit center) to improve access to transit facilities and accommodate the additional transit activity in the Urban Center under all alternatives. Transit service may experience some delays at the Southcenter Boulevard/66th Avenue South intersection because of increased traffic congestion in all alternatives.</p> <p>Traffic safety is expected to generally improve between existing and future conditions with planned City roadway improvements.</p>

Elements of the Environment	Proposed Action	High Intensity Alternative	No Action Alternative
	<p>Boulevard/66th Avenue South, and along W. Valley Hwy at Strander and S.180th Street because of increased traffic congestion. Potential mitigation would include increasing capacity, and implementing transit signal priority and other technological enhancements.</p> <p>Minimum parking requirements are generally lower for retail, restaurants, and residential uses in the more intensely developed, transit-supportive parts of the Urban Center than under the No Action. Minimum parking requirements in the Workplace and Commercial Corridor Districts is the same as the No Action.</p> <p>No significant construction impacts are anticipated in conjunction with the Proposed Action.</p> <p><i>Levels of Service (LOS):</i> Under this alternative, one intersection would operate below an acceptable LOS during p.m. peak hours:</p> <ul style="list-style-type: none"> • Southcenter Blvd / 66th Ave S <p>Two corridors will operate unacceptably during p.m. peak hours:</p> <ul style="list-style-type: none"> • South 180th St (LOS F) • West Valley Highway (LOS F) <p>Mitigation measures are identified for all three locations, and if implemented, no significant adverse impacts would remain.</p> <p><i>Air Quality</i> Calculated peak-hour CO concentrations caused by transportation sources near the worst-operating intersection would not exceed ambient air quality standards. The Proposed Action would not be expected to result in any significant air quality impacts due to its effect on the surface roadways in the area.</p>		<p>Parking requirements in the northern part of the Urban Center are higher than those required for the other alternatives.</p> <p>No significant construction impacts are anticipated in conjunction with the No Action.</p> <p><i>Levels of Service (LOS):</i> Under this alternative, one intersection would operate below an acceptable LOS during p.m. peak hours:</p> <ul style="list-style-type: none"> • Southcenter Blvd / 66th Ave S <p>Mitigation measures are identified, and if implemented, no significant adverse impacts would remain.</p> <p><i>Air Quality</i> No unavoidable significant impacts were identified.</p>

Chapter 2

Proposal & Alternatives

Section 2.1 Proponent, Action, Location/Major Features

The proposal is sponsored by the City of Tukwila Department of Community Development. The proposed action consists of the following elements:

1. Adoption by the City Council of a subarea plan for the Southcenter area, Tukwila's designated Urban Center – which will become an optional element of the City's Comprehensive Plan; and
2. Adoption of revised development regulations for the Tukwila Urban Center (TMC Chapter 18.28), and the Southcenter Design Manual.

The Southcenter Subarea Plan would amend and become part of the Tukwila Comprehensive Plan and would guide future growth and redevelopment of the subarea. The development regulations and design guidelines would amend the text of the City's zoning code (Tukwila Municipal Code Chapter 18.28 Tukwila Urban Center District). The revised zoning code and new design guidelines would both implement the Subarea Plan and act as mitigation measures for future development. The City Council would take legislative action following review of the Plan and regulations by the Planning Commission and the public, and compliance with SEPA.

Tukwila's Urban Center, *Southcenter*, is an approximate 1,000-acre area that is generally bounded by I-5/Southcenter Parkway (and the toe of the west valley wall) on the west, I-405 on the north, the City limits and the Green River on the east, and S. 180th Street and the Green River on the south (See Figure 2.1 Tukwila Urban Center Boundary). The area is intensively developed with a range of retail, commercial, warehousing, distribution and light industrial uses. Current land uses and site design may be characterized as suburban and auto-oriented in nature, with many low-scale, single-use buildings located behind extensive surface parking lots. Large-scale retail and industrial buildings are also present in some portions of the area. The existing street system is built around mega-blocks, which makes walking challenging. There is little vacant land remaining that is not environmentally constrained or preserved for open space. Major open space, recreational areas, and natural features of the urban center include the Green River and Interurban Trails, Bicentennial Park, Tukwila Pond Park, and Minkler Pond.

The City of Tukwila, located in South King County, is home to more than 17,000 people and almost 47,000 workers⁴. Approximately forty percent of this employment is located in the Urban Center. As of the 2010 census, the City had 7,755 housing units⁵ (46 percent single family and 54 percent multi-family); however, there is currently one single family home and no multi-family housing in the Urban Center. The City's population grew by 45 percent during the 1990's, primarily as a result of the annexation of new areas into the City, but has slowed since 2000.

⁴ 2008 King County Annual Growth Report

⁵ U.S. Census 2010 and Washington State Office of Financial Management, 2012

The City's 20-year growth targets⁶ (through 2031) are for 4,850 new households and 17,550 new employees.



Figure 2.1 Tukwila Urban Center Boundary

⁶ King County Growth Targets and the Urban Growth Area, March 1, 2012. Update: Revised Table DP-1. Targets include Planned Annexation Areas (PAA).

Section 2.2 Background -- Planning & Regulatory Framework

Over the past decade, the City of Tukwila has been engaged in a wide range of planning activities for land use, infrastructure and environmental protection to help realize its goals for the Urban Center. These actions have followed direction provided in the Growth Management Act, King County's Countywide Planning Policies, and Vision 2040. This policy direction is summarized below to help provide the context for the Southcenter plan; the plan has been developed in response to these policies, and to market opportunities.

2.2.1 State and Regional Policies

2.2.1.1 Growth Management Act

The *Growth Management Act (GMA, RCW 36.70A)*, adopted in 1990, establishes general policies, standards and procedures for local planning and development controls to manage growth within the state's largest and fastest-growing cities and counties. The City of Tukwila is subject to the GMA's provisions, which includes preparation of a comprehensive plan and development regulations that are consistent with and implement the plan (RCW 36.70A.040). Local plans are required to contain specified "elements" or chapters which address land use, housing, capital facilities, utilities and transportation (RCW 36.70A.070). Plans may contain other optional elements, including subarea plans which are consistent with the comprehensive plan (RCW 36.70A.080(2)). The content of a subarea plan is determined by the local jurisdiction. Amendments to Comprehensive Plans are generally limited to once per year; however, the adoption of subarea plans that do not modify the comprehensive plan's applicable policies and designations may be adopted at any time ((RCW 36.70A.130(2)).

2.2.1.2 Vision 2040

Vision 2040 (Puget Sound Regional Council, amended 2009) is a regional land use and transportation strategy for King, Snohomish, Pierce and Kitsap Counties. The designation of regional growth centers, along with manufacturing/industrial centers and town centers, is a key element of the regional strategy. Regional growth centers are intended to be compact areas of high-intensity residential and employment development, with a mix of land uses including housing, jobs, recreation and shopping. Within the region, regional growth centers are targeted for high capacity transit service and investments promoting economic development (Policies MPP-DP-5 & 7). *Vision 2040* also calls for expanding the supply and range of housing in centers (MPP-H-5). *Vision 2040* designates the Southcenter area of Tukwila as one of twenty-seven regional growth centers in the four-county region.

While not specifically addressing centers, *Vision 2040* also contains goals and policies regarding designing high quality physical environments to create more livable communities, better integrate land use and transportation systems, and restore the environment (MPP-DP-33-42). Communities should also be planned and designed to promote physical, social and mental well-being to foster healthier and more active lives (MPP-DP-43 & 44, 46 & 47).

Vision 2040's transportation policies in centers call for designing, constructing and operating transportation facilities that serve all users safely and conveniently while accommodating the movement of freight and goods (MPP-T-14); improving local street patterns for walking, bicycling and transit use to enhance communities, connectivity and physical activity (MPP-T-16); and applying urban design principles in transportation programs and projects in centers and high-capacity transit station areas (MPP-T-21).

2.2.1.3 Countywide Planning Policies

The GMA requires that counties adopt county-wide planning policies to guide preparation of local plans and regulations. The *King County Countywide Planning Policies (CPPs)*, adopted by the King County Growth Management Planning Council (amended December 2012), provides this framework. The CPPs address a wide range of issues relevant to managing growth in the region, including the designation of vibrant, diverse, and compact urban communities. According to the CPPs, much of the growth in employment and new housing will occur in urban centers (DP-29). These centers are intended to provide a mix of living, working, cultural, and recreational activities. Within each center there should be a balance between jobs and housing. Each center develops its own successful urban character and should be noted for its livability, vibrancy, healthy environment, design, and pedestrian focus.

Urban Centers are designated in local comprehensive plans, consistent with criteria in the CPPs (DP-30, DP-31 & DP-32). These criteria include averages of 15,000 jobs within one-half mile of a transit center, 50 employees per gross acre, and 15 households per gross acre. Urban Centers should adopt policies to promote and maintain quality of life in the center through the following:

- a broad mix of land uses fostering both daytime and nighttime activities and social interaction;
- a range of affordable and healthy housing choices;
- historic preservation and adaptive reuse of historic buildings;
- accessible parks and open spaces;
- strategies to increase tree canopy and incorporate low-impact development measures;
- facilities meeting human service needs;
- superior urban design reflecting the local community vision for compact development;
- pedestrian, bicycle and transit use, and linkages between them;
- planning for complete streets; and
- parking management and other strategies that minimize SOV trips.

CPPs DP-11, Dp-12 and DP-13 direct that each jurisdiction plan to accommodate CPP's adopted housing and employment growth targets for Year-2031. Tukwila's must plan for 4,850 new households and 17,550 new employees (includes Tukwila's Planned Annexation Areas). CPPs promote continuing to focus local investment into urban centers, as well as with planning and financial policies, to encourage growth and achieve employment targets (EC-14 & EC-15). Additional CPPs related to urban design, housing and transportation are discussed in the Land Use section of the Draft SEIS.

2.2.2 Tukwila Comprehensive Land Use Plan⁷

The City adopted its initial Comprehensive Plan complying with the Growth Management Act in 1995. The plan has been amended regularly since that time, including adoption of several subarea plans (e.g., the Manufacturing Industrial Center and the Pacific Highway/Tukwila International Boulevard area). The Comprehensive Plan contains goals, policies and implementation strategies and is organized into chapters or “elements” which address issues required by the GMA and other subjects important to the City. While the Plan’s purposes are many and varied, key objectives include (1) improving residential neighborhood quality and livability, (2) redeveloping and reinvigorating the Pacific Highway corridor and industrial uses along East Marginal Way, and (3) developing a thriving Urban Center as a true regional concentration of employment, housing, shopping and recreational opportunities.

The Southcenter area is addressed in a specific element of the Comprehensive Plan (*Tukwila Urban Center*), and its policies and implementation strategies are summarized below, along with some additional draft Plan goals and concepts relevant to the Southcenter area. The proposed Southcenter subarea plan embodies this direction.

2.2.2.1 Tukwila Urban Center Element

This element of the Comprehensive Plan provides goals, policy direction and strategies for achieving the City’s vision for its urban center. That vision seeks to capitalize on Southcenter’s regional accessibility, retain the urban center’s competitive edge and economic strength, and make it a more attractive destination over the long term. Looking out 30 to 50 years, the urban center should be a high density area with regional employment, high quality housing located in proximity to amenities, a wide range of shopping and recreational opportunities, and excellent access to and within the center for all modes of travel. Policies contemplate and encourage a number of significant changes over time, and an evolution in response to development regulations, incentives, guidelines, market forces and proactive private/public actions:

- creating districts within the Southcenter area to guide development and to achieve areas of compatible land uses, character, and form;
- developing walkable areas in the northern part of the urban center, with an intensive mix of retail, entertainment, housing, public spaces and employment;
- improving streets, pedestrian facilities and other infrastructure, and creating a pedestrian-oriented environment, where appropriate, through building and streetscape design;
- developing residential areas in proximity to water amenities and within walking distance of the rail station and new bus transit center;
- expanding and improving parks, open space and other amenities, and integrating natural features into the urban environment;

⁷ Tukwila’s Comprehensive Plan elements are currently being reviewed and updated, as required by the Washington Growth Management Act, and are expected to be adopted before action on the Southcenter Plan is taken. No changes in terms of consistency between the Subarea Plan and the updates to the Comprehensive Plan are anticipated.

- encouraging the design and construction of buildings that are a positive element in the architectural character of the area;
- reinforcing pedestrian and transit connections between activity areas, with a strong focus on the linkage between the Mall and the Sounder commuter rail station, and the Mall and Tukwila Pond;
- creating a balanced transportation system with motorized and non-motorized facilities, and excellent regional access and local circulation;
- creating a fine-grained street network that serves all modes of travel, and creating a distinct identity for major right of ways that reinforces each street's function;
- providing adequate parking, achieved through flexible regulation, strategies and programs;
- actively promoting and encouraging development and redevelopment in the Southcenter through flexible regulations, incentives, and public and private investments; and
- being sensitive to the needs of existing businesses while facilitating market-driven transitions.

The *Tukwila Urban Center* element identifies a broad range of strategies to accomplish its vision and policies, including:

- flexible zoning regulations that allow a range of uses;
- adequate building capacity through development regulations;
- development standards and incentives for housing near water amenities and within walking distance of the Sounder commuter rail/Amtrak station and the bus transit center;
- design guidelines for sites, buildings, landscaping and streetscapes;
- alternative parking strategies, such as shared parking, pay in-lieu of, and on-street parking;
- coordinated transit improvements; and
- creating an environment attractive to investment by developers.

2.2.2.2 Community Image Element

The Plan establishes a general framework for future planning and development of the City as a whole and for the Urban Center. The overall goal for the Urban Center, included in the Plan's *Community Image* element, calls for it to be characterized by economic strength, a distinct image and character, bold architectural form, and an intensive mix of uses with access to transit, public amenities and civic facilities (Goal 1.9). The mix of high intensity uses should include retail, commercial, light industrial, and residential areas adjacent to water amenities (Policy 1.9.1).

2.2.2.3 Economic Development Element

The Comprehensive Plan's *Economic Development* element identifies achieving this increased intensity and diversity of land uses as an "issue" that should be addressed through a variety of

programs -- planning, regulatory, infrastructure investment and incentives. The City's general philosophy is to sustain moderate growth; to ensure quality growth and guide it to desired areas through zoning and development regulations; and to provide capacity to meet employment targets. It identifies a range of implementation strategies to encourage economic development and consistent infill and redevelopment, which include preparation of area-wide environmental impact statements, focused public infrastructure investment, cooperative environmental remediation actions to facilitate redevelopment, and formation of local improvement districts to finance facilities.

2.2.2.4 Transportation Element

The Transportation element establishes an overall goal of moving people and goods safely and efficiently to, from, within and through Tukwila. The existing street network should be augmented by breaking up super-blocks in non-residential areas, separates traffic by function, and provides sidewalks. A level of service (LOS) standard of "E" is adopted for the urban center, except for Strander Boulevard and a portion of the Andover Park East corridor. (LOS E is defined as average delays of 55-80 seconds at signalized intersections). Strander and Andover Park East (between Tukwila Parkway and Strander) corridors have an adopted LOS standards of "F" with an average delay not to exceed 120 seconds. (LOS F is defined as average delays of greater than 80 seconds at signalized intersections). Increasing transportation choices such as transit use, rideshare, and pedestrian and bicycle facilities should be priority measures considered to mitigate impacts of development to street capacity. After considering those priority measures, consideration should be given to signal improvements, other street capacity improvements, and street widening as a last resort.

The Plan encourages the expansion of public transit service as a means to reduce auto trips. Other relevant recommendations include pursuing a multi-modal transit center in conjunction with the Tukwila Commuter Rail/Amtrak station in the urban center with connections to the Mall; pursuing a pedestrian/bicycle route linking the Mall to the Tukwila Commuter Rail/Amtrak Station; supporting the implementation of a light rail route with service to the Urban Center via the transit bus center and the Tukwila Commuter Rail/Amtrak Station; pursuing a pedestrian-friendly bus transit center on Andover Park West; pursuing an Urban Center circulator service connecting the rail station, the bus transit center, businesses and attractions within the Southcenter area; and establishing mode-split goals for significant employment centers. Sources of funding for transportation improvements to maintain adopted LOS standards should include grants, mitigation payments, and general city revenues.

2.2.3 Tukwila Strategic Plan (2012)

The Strategic Plan is intended to guide City actions and investments for the next five to ten years. The Plan is comprised of the Community Vision and five goals that describe the desired future of Tukwila. Two of the goals directly relate to the City's urban center, Southcenter:

Goal One: A Community of Inviting Neighborhoods and Vibrant Business Districts, recognizes the City's commitment to making its business districts more vibrant as key to advancing other of the Plan's aspirations. Making the community safe and visually attractive with inviting and

appealing spaces attracts more shoppers and employers, supporting the business districts and strengthening the tax base. City planning and investments are directed towards supporting the City's role as a major regional shopping and employment center, making the City more accessible to bikers and walkers, and advancing plans for the Southcenter area, among other efforts.

Goal Three: A Diverse and Regionally Competitive Economy stresses that by maintaining a strong economy, the City will be able to provide quality services to residents, infrastructure for neighborhoods, jobs, and shopping options. The City must protect and strengthen its economic assets and regional role in the face of changing tastes, regional and global economic forces, and competitive moves by other communities. Tukwila and its businesses must be proactive and innovative to maintain and increase market share, employment levels, and City services.

2.2.4 Existing Zoning

The entire Urban Center is located within the "Tukwila Urban Center" (TUC) district on the City's zoning map. This classification currently provides an area for high intensity regional uses, including commercial services, offices, light industry, warehousing and retail (TMC Chapter 18.28). The existing zoning code lists more than 50 uses that are permitted outright, as well as a number of accessory conditional and unclassified uses. Development standards include modest setback and landscaping requirements, and a 115-foot height limit for structures. Housing is conditionally permitted: 1) up to a density of 22 dwelling units per acre on property adjacent to and within 500 feet of the Green River, Minkler Pond and Tukwila Pond (100 du/acre for mixed-use senior housing); and 2) up to 65 dwelling units per acre (as a mixed-use development that is non-industrial in nature) on property adjacent to and not greater than ¼ mile from the Sounder Commuter Rail/Amtrak Station property. Recreation space is required for housing units. Performance standards are established for air quality, noise, water quality, and hazardous materials.

Design review is required for all commercial structures larger than 1,500 square feet, and all buildings containing multi-family units. Depending on the size of the proposal, design review may be administrative or by the Board of Architectural Review. Commercial structures between 1,500 and 2,500 square feet and multifamily structures up to 1,500 square feet are reviewed administratively. Design review is also required for certain exterior repairs, reconstructions, alterations, or improvements to buildings over 10,000 square feet in size. The code contains design standards (TMC 18.60.050) which are based on the type of use; they are not specific or tailored to the urban center.

Section 2.3 Southcenter Plan Background

The process and background analyses used to develop the Southcenter Plan are described below.

2.3.1 Southcenter Planning Process

Tukwila began preparing the Urban Center plan in 2002 and considered a range of alternatives throughout the planning process. The process included numerous public workshops and meetings with stakeholders. Between May 2002 and March 2003, public work sessions with the City Council and Planning Commission focused on developing an understanding of the market forces and forecasts, land use relationships, and transportation system in the Southcenter area.

Between May 2003 and February 2004, the City held eight public workshops to gather public comment. Public comments were used to craft and then to evaluate preliminary land use alternatives, and to develop a “preferred alternative” for the Southcenter area. The City Council directed staff to prepare the draft plan after reviewing the recommended vision and implementation strategy alternatives at a joint Council/Planning Commission work session in May 2004. In 2005, the Urban Land Institute convened a Technical Advisory Panel to review the implementation aspects of the draft TUC Plan, with the intent of providing an objective critique from a variety of public and private perspectives, including real estate, marketing, financing, and development. From 2005-2008, city staff “tested” the draft regulations on retail and office developments projects proposed in the Southcenter area to help fine-tune the regulations.

In October 2008, the City held another public open house and a joint Council/Planning Commission work session to affirm the vision for the area and to reintroduce the draft plan concepts. In 2009, a draft Plan was published consisting of three “books”. Book I contained the community’s intent of vision for the area, Book II the implementing development standards, and Book III contained potential city actions⁸. The City initiated a broad public outreach program prior to the Planning Commission’s review of the 2009 draft Plan. Comments were gathered during public hearings between March and May 2009. The 2009 draft Plan was then remanded to staff for revisions, primarily to address economic feasibility concerns related to the vision and development regulations. In September 2009, consultant-led focus groups discussed the concerns with local and regional developers, local property owners and managers, and Westfield Mall representatives. As part of their study, the consultants evaluated the market for proposed redevelopment and provided a financial analysis to identify potential adjustments to the 2009 draft plan and development regulations to assure that the vision in the draft plan could be implemented.

⁸ The 2009 draft Plan was almost identical to the current *draft Southcenter Subarea Plan* in the community’s vision, focusing on basic concepts such as the Mall to Station connections, and recognizing the role that the market plays in redevelopment. However, the earlier version took a much more aggressive regulatory approach towards implementing the vision while the most recent draft *Southcenter Subarea Plan* uses a phased approach with regulations and developer incentives. The 2009 version was closer to a true “form-based code” (i.e., emphasizing urban form and design rather than zoning districts to regulate land use and achieve a desired vision) than the more recent draft *Southcenter Subarea Plan*, which is more of a hybrid approach blending conventional zoning with a form-based structure.

Between 2010 and 2011, staff met internally with city departments to discuss changes to the draft Plan, and with individual property and business owners to discuss their specific concerns. In March 2011, the City Council directed staff to reduce the project scope and revise the 2009 draft planning documents. Staff worked on revisions to the draft documents, reorganized the 2009 draft Plan into three stand-alone documents, and updated comprehensive plan goals and policies in the TUC Chapter. From January to October 2012 the City held a public open house, a planning commission public hearing, and four Planning Commission work sessions on the draft documents. The Planning Commission preliminarily recommended adoption of the Comprehensive Plan updates, the revised Southcenter Subarea Plan, the revised TMC Chapter 18.28, and the Southcenter Design Manual at their October 25, 2012 meeting.

Since that time, the City contracted with a consultant to edit and reformat all of the Comprehensive Plan elements, which are being updated as required by the state's Growth Management Act. As a result of this review, staff revised the goals and policies contained in the Planning Commission recommended draft of the *Southcenter-Tukwila's Urban Center* Comprehensive Plan Element. The revisions were minor, consisting of wordsmithing and technical edits to increase clarity and readability, and streamlining the document by deletion of goals, policies and implementation strategies that are redundant of those contained in other elements of the comprehensive plan, such as those related to transportation. The Planning Commission reviewed these changes at a May 21, 2013 worksession, and formally approved the draft *Southcenter – Tukwila's Urban Center* Element after a public hearing May 23, 2013. The City Council held a public hearing on August 12, 2013 and will likely adopt the Planning Commission recommended draft Element in the fourth quarter of 2013.

To ensure consistency between the Comprehensive Plan elements, the SEIS, and the Southcenter Subarea Plan documents, the anticipated sequence of actions from this point forward are as follows:

- The Planning Commission's recommended versions of the draft Southcenter Plan, revised TMC Chapter 18.28, and the Southcenter Design Manual will likely be reviewed and adopted by the City Council in 2014. The draft Subarea Plan documents will include any additional improvements or mitigation measures identified during the SEIS review process.

2.3.2 Background Studies

2.3.2.1 Market Analysis

A market analysis was prepared in 2002 to identify the urban center's current market position and its constraints and opportunities. Major findings were that market demand for retail uses, light industrial, and warehousing would likely remain strong through 2020, due to the urban center's existing strength in these sectors and its strategic location. The office market was seen as "competitive" due to the over-supply of space existing at that time (but since reduced substantially). A viable potential for multifamily housing was identified, based on strong growth in the region, and a trend to locating housing in mixed-use areas. Market issues relative to housing in the Southcenter area included high land prices favoring retail versus housing projects,

traffic, and impacts associated with the surrounding suburban land use pattern. High land prices would also generally push development towards higher densities and structured parking.

In general, the market analysis concluded that much of the northern portion of the subarea – from Strander Boulevard to Tukwila Parkway – was vulnerable to change in the near term (next 6 to 8 years). The area between Tukwila Pond and Minkler Boulevard was also seen as susceptible to change from market pressures. Since that time, there has been significant redevelopment of warehouse/industrial properties and parking lot area to retail, services and restaurants south of the Pond and north of Strander Boulevard.

In December 2009, after the initial round of Planning Commission public hearings, the market analysis was updated to focus on the ability to implement the Plan’s vision. In general, the analysis concluded that while the draft Plan’s vision of a more urban, mixed-use neighborhood was a desired outcome for most stakeholders, the 2009 draft Plan and development code required a type of development that was not financially viable at the time because of uncertainty in financial markets. However, given the comparative advantages of the Urban Center, the vision may be achievable once the market returns; but this would likely occur in phases over a period of time, and only with significant, targeted public investments to catalyze and support the desired type of development. The analysis recommended specific changes to the draft 2009 development code related to organization, thresholds that trigger compliance, parking, height and frontage requirements, and fire code, and also recommended employing more incentives. Recommendations also identified actions and tools the City could use to form and implement a redevelopment strategy for the Southcenter area. These recommendations were included in the current Southcenter Subarea Plan.

2.3.2.2 Transportation Studies

In 2005, the City updated the traffic model and Transportation Element of the Comprehensive Plan, developed a Transit Network Plan, and adopted Transportation Impact Fees and a Concurrency Ordinance. In 2012, updates were again made to the City’s transportation model and Transportation Plan based on the proposed land use scenario in the 2012 draft Southcenter Plan and the allocation of King County household and employment targets to areas within the City. This process resulted in identification of transportation improvements needed to support planned growth; these are described in the Transportation section of the Draft SEIS. Improvements would be financed through a combination of public funding, traffic impact fees, developer agreements, and project-specific mitigation measures and conditions of approval.

Non-motorized transportation planning and improvements are discussed further below.

Section 2.4 Proposed Action & Alternatives

As part of the subarea planning process, two land use alternatives were considered that express different choices the community can make for the future of its Urban Center. A third land use alternative is the “No Action” alternative, which is required by SEPA (WAC 197-11-440(5)(b)(ii)). For Tukwila’s Urban Center, the No Action alternative comprises continuation of the current development regulations (amended October 2012); the subarea plan, revised zoning code, and new design guidelines would not be adopted.

2.4.1 Proposed Action: Southcenter Plan & Development Regulations

The Southcenter Plan is primarily a strategy and roadmap for restructuring, reorganizing and redeveloping the Urban Center over time. It builds on the policies contained in the City’s Comprehensive Plan. It would be implemented through a variety of public and private actions, with the guidance of new development regulations. A summary of the draft Plan’s major themes and elements follows below.

2.4.1.1 Southcenter Plan - Vision, Major Themes & Elements

The vision of the Southcenter plan, which echoes the goals of the City’s Comprehensive Plan, is based on the following objectives:

- Bolster the Urban Center’s market share and position as the primary regional shopping center for South King County by creating an attractive central destination offering shopping, entertainment and recreation. Connect dispersed retail activities; provide a convenient, walkable, enjoyable and varied shopping environment.
- Establish a planning framework that insures that each new increment of new investment adds to the long term sustainability of Southcenter as a part of the city and region.
- Encourage the eventual redevelopment of underutilized properties and oversized parking lots into a pattern that connects the project areas’ key anchors and overlooked amenities to each other and to new infill commercial, residential and public spaces.
- Substantially enhance the walkability of the northern portion of the Southcenter area, augmenting the exclusively auto-oriented environment with pedestrian amenities, transit and bicycle facilities.
- Stimulate pioneering residential and office development in walking distance of the Tukwila Sounder commuter rail/Amtrak station and the Southcenter bus transit center, and ensure this development is configured to provide safe and comfortable pedestrian routes to and from the stations and other Urban Center destinations.
- Enhance the convenience, visibility, accessibility and visual character of the transit infrastructure in the Southcenter area, and integrate it with the new pattern of development in the Urban Center.
- Realign policies conditioning development in the Urban Center with contemporary consumer and investor preferences, resulting in buildings and spaces that contribute to an

identifiable sense of place and attract new types and forms of development envisioned by the community.

- “Unearth” Tukwila Pond, restoring, where necessary, its natural health and beauty, and featuring it prominently as an amenity that enhances the identity and drawing power of the Southcenter area.
- Enhance the visual character of the Urban Center to reflect the special landscape and architectural heritage of the Pacific Northwest region.
- Manage expected growth in a sustainable way, ensuring that the regional benefits of growth management do not come at the expense of livability, by focusing growth and density in environmentally suitable areas and adequately servicing it with improved infrastructure, including non-motorized facilities, transit and enhanced access to parks and natural features.

The Southcenter Plan provides guidance for restructuring and transforming the Urban Center from an area with a dispersed, unconnected, and auto-dominated land use pattern, with generally undistinguished design, hidden amenities and no real center, to a vibrant mixed-use center that is organized, connected, and pedestrian-oriented, and which is well-designed around its amenities. Change is expected to be evolutionary, driven by market forces, catalyst public projects, and the guidance of new development regulations and design guidelines.

The strategic components of the plan’s vision, and the use pattern that is envisioned, are summarized in the following themes:

District Structure – From sprawling commercial area to urban center

The Southcenter area would be generally organized into a pattern of five “districts,” each with a distinct identity and mix of uses (See Figure 2.2 Evolution of Envisioned District Structure and Figure 2.3 District Map). Each district is based on an existing development element (such as Westfield Mall), an amenity (e.g., Tukwila Pond), a public facility (the Sounder Commuter rail/Amtrak station), or the dominant land use (warehouse & industrial in the Workplace District). District size and layout are influenced by identified market opportunities, circulation connections, walking distance and nearby amenities. The five districts and their anticipated characteristics are as follows.

Regional Center District: The northwestern quadrant of the Urban Center would be comprised primarily of retail uses centered on the Westfield Southcenter Mall. This is the primary shopping and entertainment destination and the centerpiece of the Urban Center. Redevelopment would occur in conjunction with proposed expansion of the Mall. Over time, targeted public investments combined with market-driven infill may instigate new development, which will be increasingly characterized by a pattern of walkable-scaled city blocks with key street frontages lined with visible storefronts and active sidewalks. Retail stores in mixed-use buildings may line landscaped streets within and adjacent to the mall. Upper floors could contain offices, homes, or hotel rooms. To foster a more enjoyable pedestrian walking experience, parking may be located to the side or rear of a building, between the building and primary street in limited amounts, and could

eventually be located in parking structures. Building heights would range from 25 to 85 feet; building heights of 115 to 214 feet could occur in areas with height incentives.

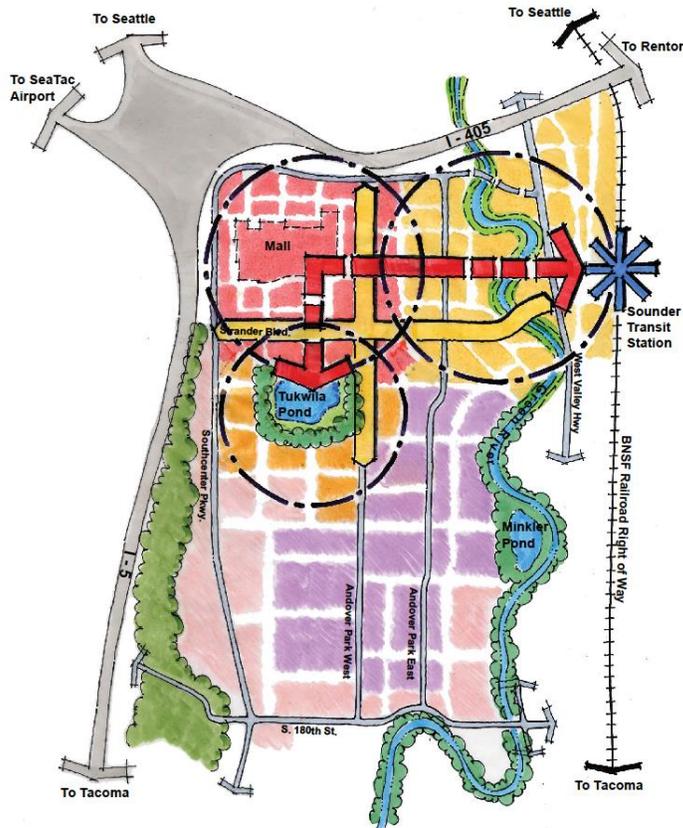


Figure 2.2 Evolution of Envisioned District Structure

Southcenter encompasses a relatively large area containing a wide variety of uses. To create a more coherent urban form and enhance the Center’s long-term competitive edge within the region, the City intends to guide development and change to create distinct areas where the character, forms, types of uses and activities benefit, complement, and support each other. (*City of Tukwila Comprehensive Plan*)

Transit Oriented Development (TOD) District: The TOD District is located between the Regional Center and the Sounder commuter rail/Amtrak station, and has the Green River running through the middle. The area is within convenient walking distance of both the Sounder/Amtrak rail station and bus transit center. Within the area, building heights would range from 25 to 45 feet, or 70 feet with proposed height incentives. Greater development intensities and building heights would occur closer to the station, and lower-rise buildings would locate along the river, transitioning again to higher development intensities and heights where the district overlaps with the edges of the Regional Center.

The TOD neighborhood is an urbanized area with a mix of high density residential, office, lodging, and some retail uses. A growing network of streets, public spaces and pedestrian connections will provide a fine-grained scale to the district, resulting in small pedestrian scaled blocks. Parking will be located to the

side or rear of buildings, in limited amounts between the street and building, or in structures. Along the riverfront, new uses may be oriented towards the river.

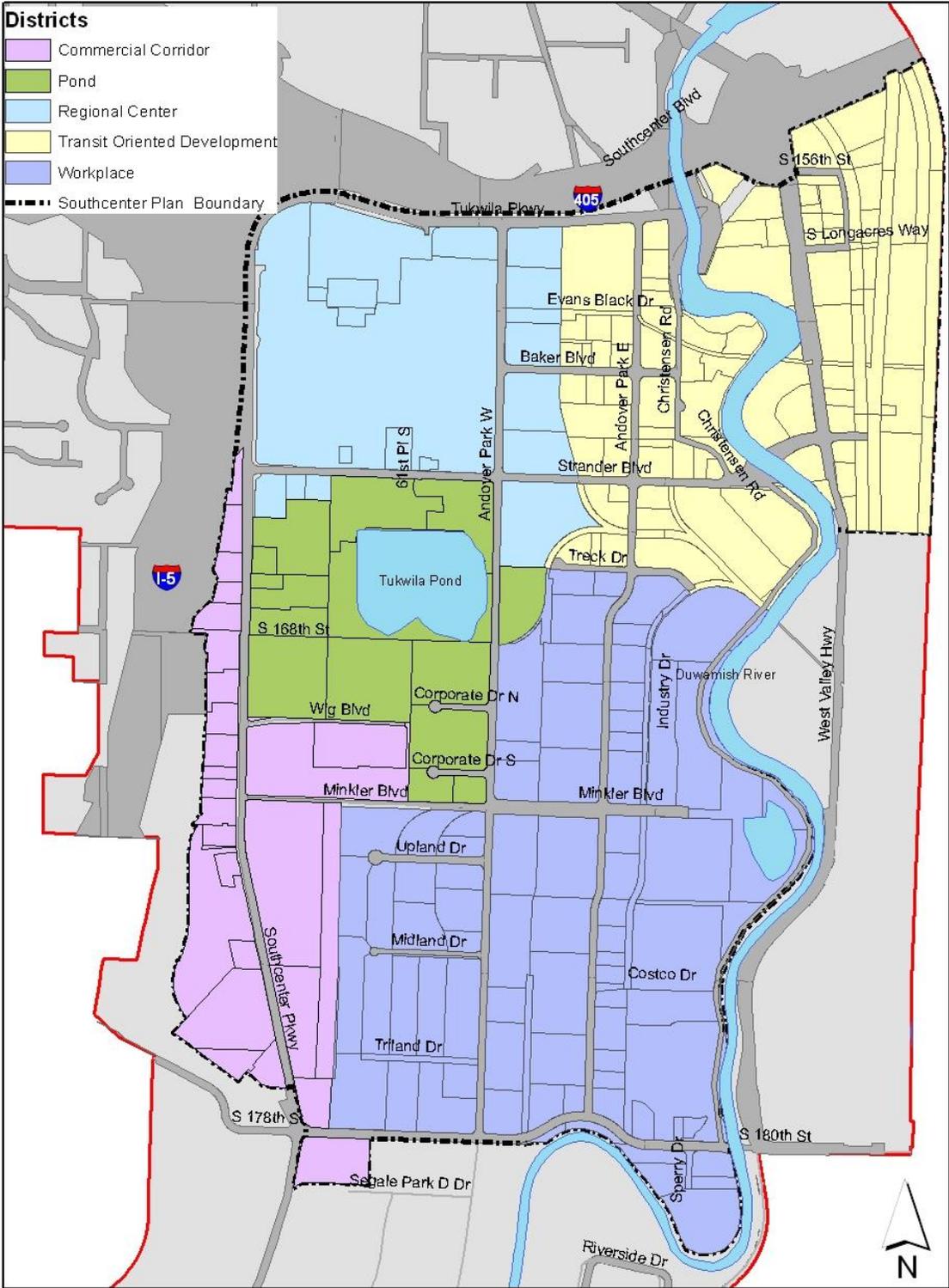


Figure 2.3 District Map

Uses would consist of a mix of housing (townhouse and low-rise multifamily), office, lodging and supportive retail and service uses. A new pedestrian bridge across the Green River will provide a more direct connection between the Sounder commuter rail/Amtrak station, and the TOD and Regional Center Districts, and a new east-west pedestrian-oriented corridor along the Baker Boulevard alignment will complete the walkable connection between the Mall/bus transit center and the Sounder/Amtrak rail station. The location of a pedestrian bridge crossing the Green River shown in Figure 2.2 is generalized and is not site-specific. Additional information about planning, design and environmental review for the pedestrian bridge is provided in Section 2.5 below. As the area's primary walking corridor, Baker Boulevard will be lined with a mix of active uses in buildings located adjacent to the sidewalks to provide a pleasant pedestrian realm along the primary street leading to the stations. Parking will be located to the side or rear of buildings along Baker Boulevard.

East of the river, railroad lines, and underground and overhead utilities currently present obstacles to redevelopment. However, a commitment by Sound Transit to support transit oriented development on the existing station site could be a catalyst for new residential and office development oriented to the rail station. Drive-through facilities or services in the TOD district would only be allowed east of the Green River.

Pond District: The Pond would be transformed into a visual and recreational amenity. New mixed-use development in this district would be oriented towards Tukwila Pond, with active doors and windows facing the water. Pedestrian pathways would surround the Pond and provide connections to adjacent districts. Building heights in this district would be a maximum of 45 feet, or 70 feet with height incentives; building heights would step down toward the water. Along the northern edge of the Pond, development would take a more urban form, with retail, restaurants and entertainment on the ground floor focused toward a paved waterfront esplanade. Upper stories will likely include residential units, offices and/or hotel rooms. A more natural park environment will characterize development on the eastern, western and southern edges of the Pond, preserving habitat for pond wildlife. Drive-through facilities or services would not be allowed. Parking will be located to the side or rear of buildings, in limited amounts between the street and building, or in structures.

Commercial Corridor District: This district will continue to function as a predominantly auto-oriented commercial strip along Southcenter Parkway, with retail (some large-scale), service, lodging, and office uses. Drive-through facilities will also be permitted to locate here. The district would retain its auto orientation, but its appearance would be improved through streetscape improvements, landscaping, improved signage and improved architectural design. Building heights would be a maximum of 45 feet. Parking would be permitted to the front, side or rear of buildings, or in structures.

Workplace District: This district, which comprises approximately 1/3 of the overall Southcenter area, is located in the southern portion of the Urban Center, and is characterized by larger-scale light industrial and warehousing and distribution activities, some of which provide support for other Southcenter area activities. These uses are

anticipated to continue. Street improvements, made in conjunction with new development, will better connect and coordinate access and circulation. Similar to the Commercial Corridor district, the Workplace district would retain its existing auto orientation, but its appearance would be improved through streetscape improvements and landscaping. Underutilized properties along the Green River may take advantage of their unique location along the water and Green River Trail, and redevelop with housing adjacent to this amenity. Building heights would be a maximum of 45 feet; buildings could reach 70 feet on parcels adjacent to the River using the multifamily height incentive. Parking would be permitted to the front, side or rear of buildings, or in structures.

Street Network – from superblocks to a fine-grained pattern of streets and blocks

As redevelopment occurs, an increasingly fine-grained network of new blocks and interconnected streets will emerge to accommodate the intensification of the Southcenter area. New streets will increase roadway capacity, improve circulation, and make walking and bicycling a more viable alternative, particularly in the northern part of the urban center. Streets will be designed to support the uses they serve. Private development lining these streets will have building frontages that match the street type, with appropriate orientation, setbacks, entrances, and parking lot locations.

Transit integrated with urban center development

Development around the rail station and bus transit center will be oriented to these facilities and contribute improvements that incrementally add to the network of safe, walkable and complete street environments, thereby promoting and supporting transit ridership. The bus transit center located at the edge of the Mall property on Andover Park West will be connected to the permanent Commuter Rail/Amtrak station along a street designed for walking (Baker Boulevard), making the stations the focal points of the area's circulation network. In addition, these transit anchors will be linked by local and regional bus service, and ultimately, "people movers" such as small buses.

Integration of the natural and recreational amenities with the emerging Urban Center

The emerging "public realm" of Southcenter will be increasingly distinguished by open spaces, plazas, and parks that will be connected to the Interurban and Green River Trails and the natural amenities of the urban center – Tukwila Pond, Minkler Pond and the Green River. New public and private investment will "unearth" Tukwila Pond and focus on improving water quality, preserving its natural habitat for plants and animals, and creating a loop trail around the Pond for people to use.

Building, Site and Infrastructure Design – Create a great space

Design guidelines will ensure that the design quality of buildings, sites, streets and utilities contributes to the community's identity and sense of place. These elements will be designed to support the overall vision for a high-quality civic environment. No specific architectural or

landscape style is mandated, however, a characteristic style that features a mix of contemporary and Northwest-inspired elements will be recognizable. This includes the use of exposed natural materials, and building elements that respond to the area's climate. The Urban Center's development regulations and design guidelines will contain enough flexibility to allow for innovative thinking and responding to emerging opportunities. Large mega-blocks will be broken up with an internal street system, pedestrian connections will be put in place from the sidewalk to buildings set back from the street edge, and building facades will be designed to match street types.

2.4.2 Southcenter Redevelopment Strategy

To orchestrate growth and change in Southcenter that is in keeping with the community's vision and redevelopment objectives, the Southcenter Plan promotes guiding new investment by intertwining regulatory control with the strategic investment of limited public resources.

The City's strategy is to move forward with transitioning to a more urban form in phases. This phased strategy would lead by targeted public investments and implementing a set of regulations that condition redevelopment and result in incremental changes to the urban form that are in alignment with the community's long term vision. Over time, these changes will serve as a framework, catalyst, and attractor for the types of development envisioned for the urban center.

The Southcenter Subarea Plan redevelopment strategy pairs objectives with corresponding implementation measures for redevelopment and public investment over time. These measures then form the basis for the standards and guidelines contained in the revised TMC Chapter 18.28 and the Southcenter Design Manual. The objectives and initial implementation measures are organized by: future investments, transit oriented development, mall-to-station, circulation, open space, and design.

2.4.2.2 Redevelopment Assumptions

The majority of development within Southcenter over the next 20 years will be driven by economic and market conditions and public investments, likely resulting in renovations and expansions of existing buildings rather than entirely new construction. Consistent with the subarea plan's strategy and priorities, it is assumed that development to 2031 would be focused in the northern portion of the urban center, including the Regional Center, TOD, and Pond Districts. Development is assumed to consist of a combination of mixed-use, retail, office, and residential uses.

Transit-oriented development adjacent to the rail station would occur through redevelopment and infill of vacant parcels. Public and private investments in a new street network, urban amenities (e.g. parks and plazas), and streetscape improvements will create connections between districts in the urban center. Incremental and scattered redevelopment or infill of industrial or retail land uses in other portions of the urban center would also occur by 2031.

As noted previously, the Urban Center will redevelop in response to market and economic conditions, helped along by city-initiated public improvements, and bounded by the framework provided by the subarea plan, development regulations, incentives and design guidelines. The

exact timing, rate and location of development cannot be identified precisely. Redevelopment and infill could occur anywhere within the Urban Center.

Table 2.1 depicts the amount of development (housing units and employment) within the City of Tukwila that is assumed to occur by Year 2031 and was used as a basis for the evaluation of adverse environmental impacts in the SEIS.

Table 2.1 City of Tukwila Forecasted Growth Year-2031

Type of Growth	Amount Citywide ⁹
Additional Housing Units	4,850
Additional Employment	27,701 ¹⁰

Source: King County Countywide Planning Policies (amended 12.3.2012) and Fehr & Peers (2013)

Some expansion and redevelopment of parcels would occur with or without the draft Subarea Plan. Development associated with known proposed or vested but not yet constructed “pipeline” projects are identified below in Table 2.2.

Table 2.2 Assumed Urban Center Pipeline Projects

Project/Type	Southcenter District	Square Feet	Units	Status
Mixed-use Hotel/Condo project	TOD		170 guest rooms; 300 du	Pipeline
Westfield Mall Expansion	Regional Center	300,000 retail 200 room hotel 200,000 office		Pipeline
Tukwila Station Mixed-use	TOD	5,000 retail	300 du	Vested & Development Agreement expired
Home2 Suites	Workplace District	71,760		Vested
3 Pads on Mall site - Restaurants	Regional Center	14,934		Vested
Olympus Spa	TOD			Pipeline

Source: City of Tukwila, August 2013

⁹ Includes Potential Annexation Areas (PAAs)

¹⁰ The transportation analysis is based on a larger number of anticipated additional employees in 2031, and therefore is more conservative.

2.4.2.3 Draft Development Regulations and Design Guidelines

The Southcenter Plan would be implemented by development regulations that are specific to the Tukwila Urban Center and are intended to encourage the type and form of development envisioned by the Plan's vision, themes and strategy. The revised zoning code and new design guidelines are, in effect, mitigation measures that would avoid, reduce or minimize potential impacts of future development within the Southcenter subarea and would not, in themselves, generate any adverse impacts. These regulations would supplement and work in concert with existing regulations, including the Shoreline Master Program regulations, stormwater management requirements, and numerous other laws and programs. The Southcenter subarea regulations include the following documents:

TMC Chapter 18.28 Tukwila Urban Center (TUC)

This chapter defines the categories of regulations, performance measures and guidelines that will apply to all properties within the TUC:

District Standards include:

- 1) regulations governing the use of a building or site;
- 2) regulations addressing scale (such as minimum and maximum building heights and maximum block size) that vary by district. Scale regulations ensure that the height of new buildings and scale of new blocks are consistent with the scale of each district, and help to establish a finer grained network of blocks and streets;
- 3) the configuration of the built environment (such as setbacks, open space, and landscaping requirements); and
- 4) provisions allowing greater heights for structures using multifamily and public frontage improvement height incentives.

Corridor Standards govern thoroughfare configuration, public frontage conditions, building and parking placement, front yard landscaping, and some architectural aspects of a building's façade. These regulations are organized by corridor type, and ensure that the configuration, location and orientation of new development match the envisioned character of the public realm along all streets and open spaces in the Urban Center. Architectural design regulations address building modulation and transparency of the façade.

Supplemental Development Regulations include regulatory definitions, requirements, and guidelines common for all properties in Southcenter, addressing front yard encroachments, special corner features, new streets configurations and guidelines, open space, landscaping, site components, and parking.

Open space and *parking requirements* are organized by subarea plan district. Publicly accessible open space is required for most types of development. Requirements may be satisfied through provision of new streets or public ways. Minimum requirements are identified for parking in the TOD, Pond, and Regional Center districts – these are lower than the parking ratio currently required because of the proximity to high capacity transit and the

potential for shared and complementary parking. In the Workplace and Commercial Corridor districts, current parking requirements remain in place.

Design Review is also required and may be administrative or through the City's Board of Architectural Review, depending on the type and scale of project. Projects located in the Regional Center, TOD, Pond, or Commercial Corridor districts, or residential projects located in the Workplace district, and meeting the thresholds for design review are evaluated using the corridor based architectural design regulations in the revised TMC Chapter 18.28 and the guidelines in the *Southcenter Design Manual*. Commercial projects located in the Workplace district and meeting the thresholds for design review are evaluated using the corridor based architectural regulations in the revised TMC Chapter 18.28 and the existing design criteria in TMC 18.60 Board of Architectural Review.

Southcenter Design Manual

The Southcenter Design Manual contains regulations and guidelines on site and building design. The guidelines are intended to support and complement the community vision described in the Southcenter Subarea Plan, and supplement and expand upon the design requirements found in TMC Chapter 18.28 Tukwila Urban Center (TUC) zoning standards.

The Manual is organized by design topic, addressing: 1) architectural aspects of a building including massing, composition, design, style, elements, and character to ensure that new and renovated buildings embody architectural characteristics that maintain the desired human scale, rhythm, and urban character; and 2) aspects of a site, including design, lighting, and walls and fences.

2.4.2.4 Other City Codes

The regulations and provisions of the entire Tukwila Municipal Code (TMC) as adopted, such as those related to noise, building and fire, shorelines, stormwater management and sensitive areas, will continue to apply to development within the Urban Center.

2.4.3 High Intensity Alternative

The High Intensity Alternative is very similar to the Proposed Action. This alternative would implement the vision for the Southcenter area and accommodate the same forecasted housing and employment targets, but would allow the construction of taller buildings if employing a minimum of two height incentives – up to 115 feet anywhere within the TOD District - than those allowed under the Proposed Action. No additional increment of growth is assumed to occur under this alternative. On balance, the year-2031 growth targets would still express the overall level of growth for the subarea. The Southcenter Subarea Plan and other aspects of the implementing regulations would remain the same, and regulations and provisions of the entire Tukwila Municipal Code (TMC), such as those related to noise, building and fire, and sensitive areas, would continue to apply to development within the Urban Center.

2.4.4 No Action Alternative

A *No Action* alternative is required by SEPA (WAC 197-11-440(5)(b)(ii)). No Action provides a “baseline” for comparing the impacts of the proposal. Relative to the Urban Center, No Action assumes that the Southcenter Subarea Plan, revised development regulations and new design guidelines would not be adopted. The existing regulations, design guidelines and design review thresholds in TMC Chapter 18 would continue to apply to future development.

Year 2031 household and employment targets for the City are assumed to be the same as for the subarea plan, and growth would occur in response to operation of market forces. However, based on recent economic trends and job declines, less commercial growth and very limited residential growth is likely to occur in the Urban Center without City investments in public improvements, or without revised regulations and development incentives that would work towards creating a high quality Urban Center. Also, growth in competing retail-entertainment centers in the Puget Sound region will likely cut into Southcenter’s market share of retail spending. As with the other two Alternatives, internet shopping may also slow demand for retail space.

Residential development would be less likely to occur in the Urban Center, since the areas of the City where housing is permitted would not be expanded and the types of coordinated investments needed to attract pioneer residential developers would not occur. Consequently, Tukwila’s 2031 household targets (from the King County CPPs) could not be accommodated based on existing zoning. However, there would likely be greater pressure for redevelopment and infill in existing residential neighborhoods in other parts of the City.

Redevelopment would occur project-by-project without the guidance, controls or incentives provided by the subarea plan and regulations. Differentiation of the Urban Center into coordinated districts with harmonized development would not occur without the proposed development regulations. There would be no concerted or coordinated public investments in parks, amenities, and infrastructure to act as catalyst for redevelopment. Design guidelines would be minimal and not tailored towards achieving a more urban environment that integrates districts, development and their surroundings. The suburban development pattern would continue and the City would not achieve regional goals and targets for an urban center.

SEPA review would also occur project-by-project, without the benefit of a cumulative analysis of Subarea impacts as a whole.

Section 2.5 Environmental Review

2.5.1 SEPA Review for Subarea Plans (RCW 43.21C.420)

The provisions of the State Environmental Policy Act (RCW 43.21C) provide GMA jurisdictions with valuable planning and implementation tools. A new approach to SEPA review, set forth in RCW 43.21C.420, may be used by cities with a population greater than 5,000, who are planning under the GMA, and include an urban center designated by a regional transportation planning organization or are proximate to a “major transit stop” as that term is defined by the statute.

These cities, which includes Tukwila, may prepare a nonproject environmental impact statement that assesses and discloses the probable significant adverse environmental impacts of a subarea plan, adopted as an optional comprehensive plan element, and associated development regulations, and of future development that is consistent with the plan and regulations.

Completing a nonproject EIS for a subarea plan allows a city to comprehensively consider area-wide, cumulative environmental impacts and appropriate mitigation over an extended time horizon, rather than evaluating impacts and on a project-by-project basis. Future project-specific development proposals that are consistent with the subarea plan and development regulations do not require individual SEPA review and cannot be challenged administratively or judicially pursuant to SEPA. As such, the nonproject SEIS provides certainty and predictability for urban development proposals, by streamlining the environmental review process within the subarea and encouraging the goals of SEPA and the State's Growth Management Act (Chapter 36.70A RCW).

Under RCW 43.21C.420, a proposed development will not be subject to project-specific SEPA-based administrative or judicial appeals if it: (1) is situated within the Urban Center area; (2) is consistent with the subarea plan and associated development regulations; (3) meets any established conditions or mitigation; and (4) have had its probable significant adverse impacts identified in the SEIS prepared on the plan and development regulations. If an implementing project is determined to satisfy the criteria, no further environmental review is necessary. Additional environmental review may be required, however, if a proposal fails to meet any of the criteria.

To meet the procedural requirements of RCW 43.21C.420(4)(b) and (d):

- The City of Tukwila held a community meeting on the proposed Subarea Plan on February 27, 2013. Notice of the community meeting was mailed and posted on land use signs on February 12, 2013.
- The City of Tukwila issued a Determination of Significance (DS), Scoping Notice for the Southcenter Plan and associated development regulations, and Notice for a Scoping Meeting on March 8, 2013. The scoping comment period was March 8, 2013 to April 8, 2013, and the scoping meeting was held on March 20, 2013 to gather public comment.
- The above notices were mailed to: 1) all property owners of record within the Urban Center; 2) all property owners within 100 feet of the Subarea boundary; 3) the Muckleshoot and Duwamish tribal governments; 4) local, state and federal agencies with jurisdiction over the future development anticipated within the Subarea; 5) adjacent school and library districts; 6) the Cities of SeaTac, Renton, and Kent; and 7) interested parties. Notice included general illustrations and descriptions of the buildings generally representative of the maximum building envelope allowed in each district. Notices were also posted on land use signs located in six different locations on major travel routes in the Subarea.

2.5.1.1 Transfer of Development Rights (TDR)

RCW 43.21C.420(4)(g) also states that as an incentive for development, a city shall consider establishing a transfer of development rights program in consultation with the county where the

city is located, that conserves county-designated agricultural and forest land of long-term commercial significance. If the city decides not to establish a transfer of development rights program, the city must state in the record the reasons for not adopting the program.

Currently, the City of Tukwila is studying the feasibility of implementing a TDR program. The City is considering applying certain conditions, such as that any TDR used in Tukwila must originate from lands with important public benefits, for example farmland, forestland, open space, or wildlife habitat, in the South King County region, preferably in proximity to Tukwila. If a TDR program is determined to be feasible and is implemented, it would enable the City to use the Landscape Conservation and Local Infrastructure program (LCLIP), which could provide an additional tool to finance infrastructure within the Urban Center. The City is applying for a grant from the Department of Ecology to further study the feasibility of TDR.

If the City decides not to adopt a TDR program, it will document this decision; the decision is not subject to appeal. Nothing in RCW 43.21C.420 (4)(g) may be used as a basis to challenge the optional comprehensive plan or subarea plan policies authorized under this section.

2.5.1.2 Prior Environmental Review & Adopted Development Regulations & Plans / Scope of Supplemental EIS

The City reviewed the existing environmental documents, plans and development regulations summarized below to help determine the type and scope of environmental document that would be appropriate for the Southcenter Subarea Plan, development regulations and related actions. It reviewed the extensive documentation that has been developed in connection with SEPA compliance for prior City planning actions and for project proposals. It also reviewed its adopted development regulations and adopted City utility plans. The scope of the City's review included the following documents:

SEPA Documents

- a. Tukwila Comprehensive Plan EIS Addendum addressing 2015 Update to the Comprehensive Plan (March 2013)
- b. Shoreline Master Program Update SEPA Checklist (August 2008)
- c. Walk and Roll Plan SEPA Checklist (2008)
- d. Tukwila Comprehensive Plan Amendment Addendum or Checklist (2004)
- e. Tukwila Comprehensive Plan EIS Addendum addressing 2004 Growth Management Act – Related Technical Revisions (April 2004)
- f. Westfield Shoppingtown Southcenter Expansion FEIS (2004)
- g. Central Link Light Rail Transit Project FEIS (November 1999)
- h. Tukwila Comprehensive Plan Draft and Final EISs (June 1995, October 1995)
- i. Tukwila Comprehensive Plan EIS Addendum addressing Implementing Zoning Code Amendments (November 1995)

Adopted Development Regulations

- a. Zoning Code (TMC Title 18)

- b. Environmentally Sensitive Areas Ordinance (TMC 18.45)
- c. Shoreline Overlay (TMC 18.44)
- d. Transportation Concurrency Standards and Impact Fees (TMC 9.48)
- e. Concurrency Management (TMC 9.50)
- f. Stormwater Management (TMC 14.30)
- g. Utility Concurrency Standards (TMC 14.36)
- h. Archaeological & Paleontological Regulations (TMC 18.50)
- i. Tree Regulations (TMC 18.54)
- j. Floodplain Management (TMC 16.52)
- k. Sign Code (TMC Title 19)

Other Adopted Plans & Programs

- a. Shoreline Master Program(2011)
- b. Walk and Roll Plan (2009)
- c. Tukwila Comprehensive Sewer System Plan Update (2006)
- d.. Tukwila Water System Plan Update (2007)
- e. Tukwila Comprehensive Surface Water Management Plan (2003)
- f. Gilliam Creek Basin Stormwater Management Plan (2001)

The contents of these documents, including the impacts and mitigation measures identified through environmental review are summarized in *Appendix A. Tukwila Environmental Documents, Adopted Regulations & Plans.*

Based on this review, the City determined that almost all probable significant adverse environmental impacts associated with adoption of the Southcenter subarea plan have been disclosed and evaluated in previous environmental documents, would be mitigated by adopted development regulations, and/or are addressed in adopted City plans, and/or other local or federal rules or laws. The key changes and impacts that are likely to occur as the Urban Center redevelops are related to transportation and land use. Although these impacts have been anticipated and discussed previously, the City determined that supplemental information and analysis of these issues, in the form of a Supplemental EIS (SEIS) would help the public and elected officials understand the environmental implications of the Southcenter Subarea Plan, would further the City's goal of encouraging appropriate development within the Urban Center, and would meet the requirements SEPA.

2.5.2 Phased Environmental Review & NEPA Compliance

The City is using a process of phased environmental review, pursuant to WAC 197-11-060(5), to review the environmental impacts of capital improvement projects within the Southcenter subarea. In general, road and pedestrian improvements, such as the pedestrian bridge across the Green River, are identified in prior plans and SEPA documents. The City began the planning and design process for these projects prior to the subarea plan, and they will undergo project-level environmental review pursuant to the National Environmental Policy Act (NEPA) and/or State Environmental Policy Act (SEPA). These projects would be implemented with or without adoption of the Southcenter Subarea Plan and are considered independent projects for purposes of environmental review. They are not within the development projects subject to the environmental review provisions of RCW 43.21C.420.

The City began initial planning for a pedestrian bridge across the Green River in 2005, with the goal of creating a strong link between the City's two high-capacity transit stops at the Tukwila Sounder Station and the Tukwila Transit Center in the Urban Center. The pedestrian bridge has been consistently included in multiple City plans and policies, as well as in previous environmental documents for those plans and policies. These include the Comprehensive Plan Urban Center element (Policy 10.3.5), and the Shoreline Master Program (e.g., Policy 5.6.11). The Walk and Roll Plan, Tukwila's non-motorized transportation plan, also identifies a pedestrian bridge across the Green River as an important east-west connection (page 70). The bridge is included as a planned improvement in the City's 2014-2019 Capital Improvement Plan (CIP), which will be funded by a Regional Mobility grant. As indicated in Appendix A of the SEIS, the Urban Center element, the SMP, and the Walk and Roll Plan all previously underwent environmental review pursuant to SEPA.

The City began the pre-design process for the bridge in 2011, and has been consulting with numerous agencies, including WSDOT, the Corps of Engineers, Department of Ecology, Department of Fish and Wildlife and King County. The design process began with a Type, Size and Location (TS&L) study to consider impacts and to guide siting. Alternative trail locations and alignments and bridge types and sizes were included in the study. The City has also made repeated efforts to consult with affected property owners, including the commenter, and with the broader community. Mailings to individual businesses and property owners provided project information and solicited comments. Design began in 2012 and 30% design level plans were completed in 2013. A supplemental analysis to the TS&L report is currently being prepared.

Numerous permits and approvals from multiple agencies will be required to complete design and construct the pedestrian bridge. These include, but are not limited to, a wetland delineation report, cultural resources investigation, endangered species act/essential fish habitat effect determinations, Section 404 permit, Section 401 water quality certification, hydraulic project approval, shoreline substantial development permit, grading permit, and NEPA/SEPA compliance. The pedestrian bridge is still undergoing environmental review pursuant to NEPA; the Washington State Department of Transportation is serving as lead agency for NEPA compliance. If appropriate, the City may adopt the NEPA document or perform additional environmental analysis pursuant to SEPA.

2.5.3 EIS Scoping Process and Comments Received

The purpose of scoping under SEPA is to invite public comment regarding the scope of elements of the environment to be addressed in the EIS. In response to issuance of a Determination of Significance/Scoping Notice for the nonproject SEIS on March 8, 2013, Tukwila received six comments during the 30-day scoping period, which extended from March 8, 2013 to April 8, 2013. Comments were received from the Muckleshoot Indian Tribe Fisheries Division, El Centro de la Raza, King County Metro, King County Department of Natural Resources - Water, Land and Resources Division, the City of Renton, and Van Ness Feldman Gordon Derr (for WEA Southcenter LLC). All comments were considered in determining the scope of the SEIS.

2.5.4 Comments on the Draft SEIS

The Draft SEIS was published on October 23, 2013 and followed applicable requirements for notice and distribution. A 30 day comment period was provided and concluded on November 20,

2013. Four comment letters were received from agencies, tribes and individuals. Comment letters and responses are included in Chapter 4 of the Final SEIS.

Chapter 3

Changes and Clarifications to the SEIS

This chapter of the Final SEIS describes several minor changes and clarifications to the text of the SEIS. Added and deleted text is shown in underline and strike through format in the text of Chapters 1 and 2 of the Final SEIS, and changes are briefly described below. Two revised graphics from Chapter 3 of the Draft SEIS are also provided. The Final SEIS also includes a number of minor corrections, such as typos, changes of text from “Draft SEIS” to “Final SEIS”, and changes to reflect the current state of the SEPA process.

Chapter 1. Environmental Summary

Section 1.1.4 Prior Planning & Environmental Review

Page 1-5: Text is added to clarify that capital improvements planned for the subarea, such as the pedestrian bridge crossing the Green River, are ongoing projects that are independent of the Southcenter Subarea plan, and are undergoing separate environmental review. Such projects are not within the environmental review provisions of RCW 43.21C.420. Text is also added to describe the City’s ongoing investigation of the feasibility of a transfer of development rights (TDR) program applicable to the Southcenter subarea.

Page 1-6: Text is added describing the publication of the Draft SEIS and the subsequent public comment period.

Chapter 2. Proposal and Alternatives

Section 2.3.1

Page 2-10: The description of the Southcenter Subarea Planning Process is updated to reflect publication of the Draft and Final SEISs.

2.4.1.1 Southcenter Plan

Page 2-17: The text is revised to clarify that the arrow on Figure 2.2 is generalized and is not intended to reflect a site-specific location of the planned pedestrian bridge over the Green River.

2.4.2.3 Draft Development Regulations

Page 2-21: The text is revised to emphasize that the Southcenter zoning regulations and design guidelines would supplement existing city-wide regulations, such as those implementing the Shoreline Master Program (TMC 18.44).

2.4.2.4 Other City Codes

Page 2-22: The text is revised to reference adopted shoreline and stormwater regulations, as examples of additional regulations which would apply to future development within the subarea.

2.5.1.1 Transfer of Development Rights

Page 2-25: Text is revised to describe the City's ongoing investigation of the feasibility of a TDR program and its application for a grant to study this technique further.

2.5.1.2 Prior Environmental Review and Adopted Development Regulations

Page 2-25: The list of existing SEPA documents relevant to the subarea is revised to add the environmental document prepared in 2008 for the *Walk and Roll Plan*. The list of other adopted plans and programs that will apply to future development in the subarea is revised to add the Shoreline Overlay regulations (TMC 18.44) and the *Walk and Roll Plan*.

2.5.2 Phased Environmental Review and NEPA Compliance

Page 2-27: A new subsection is added to describe the City's use of phased environmental review, pursuant to WAC 197-11-060(5) to consider the impacts of improvement projects identified in the Walk and Roll Plan, the CIP and other adopted programs which pre-date the subarea plan. The pedestrian bridge over the Green River is identified as an independent project, not dependent on the subarea plan for its implementation, which has been in the planning and design process for almost a decade. The bridge is being reviewed pursuant to the National Environmental Policy Act (NEPA), with the Washington State Department of Transportation as lead agency. The NEPA document will be adopted or supplemented, as appropriate.

2.5.4 Comments on the Draft SEIS

Page 2-28: A new subsection is added to summarize the process for receiving comments on the Draft SEIS.

3.3 Transportation and Air Quality

Figures 3.11 and 3.12 in the Transportation section of the Draft SEIS have been revised and are included below. The changes respond to a comment from the City of Renton.

Figure 3.11 No Action PM Peak Hour Level of Service (2031) [Revised]

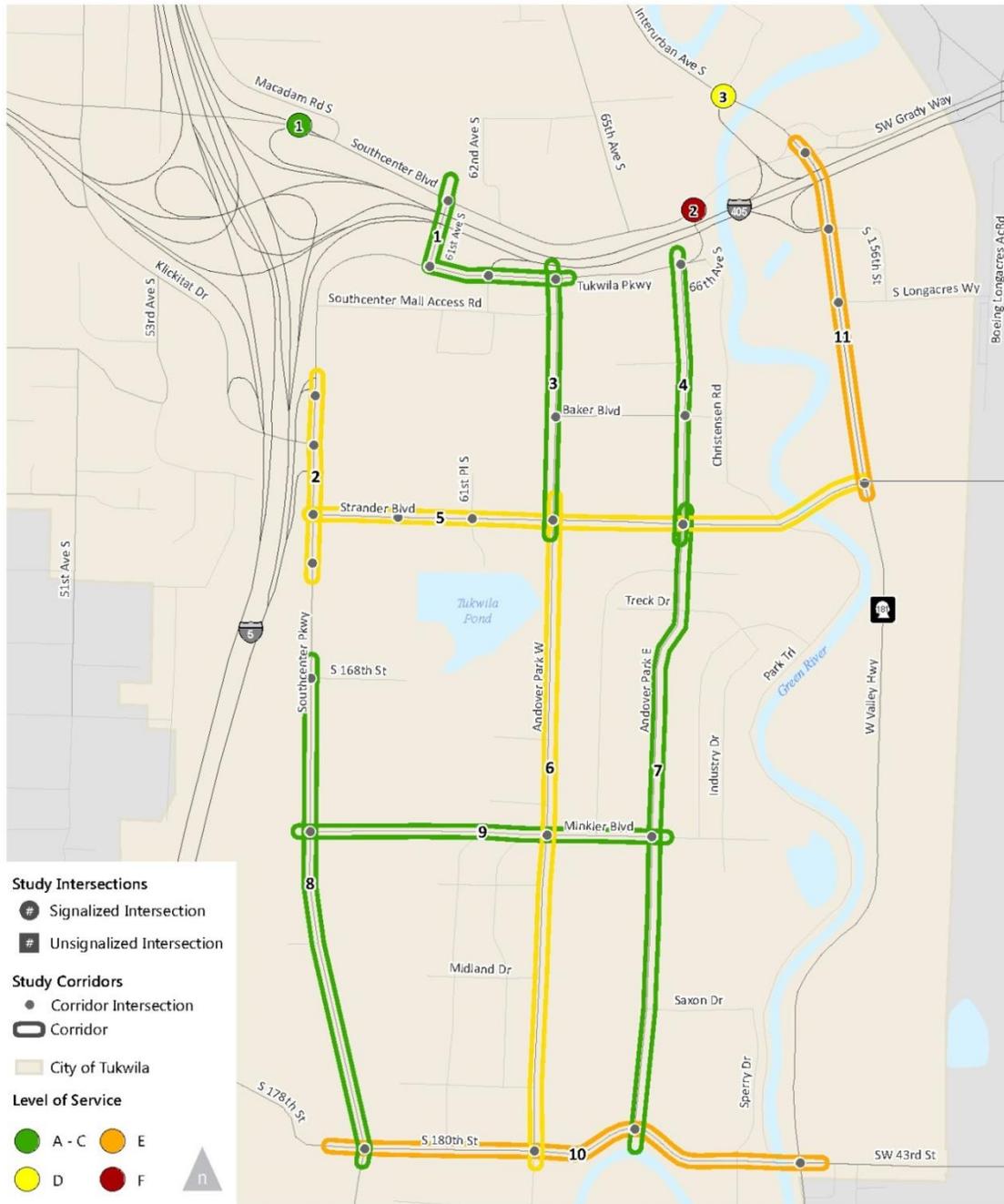


Figure 3.12 Proposed Action/High Intensity Alternative PM Peak Hour
 Level of Service (2031) [Revised]



Chapter 4

Comments and Responses to Comments on the Draft SEIS

The comment period on the Draft SEIS extended from October 21, 2013 to November 20, 2013. Four comment letters or emails were received from agencies, tribes, corporations and individuals. This chapter of the Final SEIS reproduces the comment letters received and provides responses to individual comments. Letters are numbered in the order received; letters from governmental agencies and tribes are presented first, followed by letters from individuals and corporations. Individual comments are numbered in the margin of each letter; responses follow the same numbering of each comment letter. Responses are provided for substantive comments; expressions of support or opposition to the proposal or alternatives, and expressions of personal opinion are acknowledged without further response.

Letter No. 1

Denis Law
Mayor



November 20, 2013

Department of Community and Economic Development
C.E. "Chip" Vincent, Administrator

Lynn Miranda
City of Tukwila Department of Community Development
6300 Southcenter Boulevard, Suite #100
Tukwila, WA 98188

Via email: lynn.miranda@tukwilawa.gov

SUBJECT: Draft SEIS for the Southcenter Subarea Plan

Dear Lynn Miranda:

Thank you for the opportunity to review the Southcenter Subarea Plan. We have reviewed the draft document and have the following comments:

- 1. The extension of Strander Boulevard from West Valley Highway to the Tukwila Sounder Station is mentioned in the text on (page 3-70) as included in the 2030 transportation network; however, this extension is not depicted on the 2030 LOS graphics (Figures 3-11 and 3-12). 1
- 2. We previously requested (in our letter of April 4, 2012) that the Transportation and or Land Use Elements of the SEIS analyze the trail connection from Renton to Tukwila as shown in the City of Renton Trails and Bicycle Master Plan (dated May 11, 2009). We do understand that the SEIS is not evaluating the trail connections with Renton, and that Tukwila intends to address in greater detail the feasibility of the proposed separated multi-use trail from Strander Boulevard in Tukwila to Puget Drive in Renton as part of the City of Tukwila's Walk and Roll Plan. 2

Please contact me if you have any questions regarding this letter.

Sincerely,

Jennifer Henning, AICP
Current Planning Manager

- cc:
- C.E. "Chip" Vincent, CED Administrator
 - Gregg Zimmerman, Public Works Administrator
 - Terry Higashiyama, Community Services Administrator
 - Leslie Betlach, Parks Planning and Natural Resources Director
 - Deag Jacobsen, Public Works Deputy Administrator – Transportation
 - Jim Seitz, Transportation Systems
 - Bob Mohr, Transportation Systems

Letter No. 2

To: Lynn Miranda
Subject: RE: Southcenter Area Subarea Plan, revised Tukwila Municipal Code Ch. 18.28, Tukwila Urban Center and Southcenter Design Manual Draft SEIS

From: Karen Walter [mailto:KWalter@muckleshoot.nsn.us]
Sent: Friday, November 15, 2013 9:00 AM
To: Lynn Miranda
Subject: Southcenter Area Subarea Plan, revised Tukwila Municipal Code Ch. 18.28, Tukwila Urban Center and Southcenter Design Manual Draft SEIS

Lynn,

We have reviewed the City of Tukwila's proposed Southcenter Area Subarea Plan, the revised City Code Chapter 18.28, Tukwila Urban Center and Southcenter Design Manual Draft Supplemental Environmental Impact Statement (SEIS). Previously, we sent scoping comments timely to the Scoping Notice. From our review of the Draft SEIS, none of scoping comments were considered. Therefore, we are re-submitting our previous comments, as well as, we are including a shade map which shows areas along the portion of the Green-Duwamish River that is affected by this project where shade is needed to protect water temperatures. As we noted in our previous comments, the existing conditions along the Green-Duwamish River in the project area needs much improvement to improve water quality, instream habitat and riparian functions to protect and restore salmon in this portion of the River. The Subarea plan needs to specifically address these issues since the goal is to provide redevelopment opportunities, including for taller buildings which may make artificial lighting impacts worse than existing conditions. The Southcenter Subarea Plan and FEIS needs to include explicit details and plans as to how the Green-Duwamish River will be protected and improved in all of the areas we identified in our attached scoping comments.

We appreciate the opportunity to comment on the SDEIS. Please let me know if you would like to meet to discuss these comments further prior to the issuance of the FEIS.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98002
253-878-3116



Millennium Tower
719 Second Avenue, Suite 1150
Seattle, Washington 98104-1720
(206) 623-4986 F
(206) 623-6372 P

November 19, 2013

VIA EMAIL AND FIRST CLASS MAIL

Lynn Miranda, Senior Planner
Department of Community Development
City of Tukwila
6300 Southcenter Boulevard, Suite 100
Tukwila, WA 98188

Re: Comments on Draft Supplemental Environmental Impact Statement (Draft SEIS)
for Southcenter Subarea Plan and Implementing Regulations

Dear Ms. Miranda:

Please accept these comments on behalf of WEA Southcenter LLC ("Westfield"), the owner of Southcenter Mall, in response to issuance of the subject Draft SEIS.

Westfield is pleased to see that the Draft SEIS incorporates our April 5, 2013 scoping comments in regard to Westfield's potential future Mall development plans (Draft SEIS Table 2.2). We are also pleased to see that the Draft SEIS includes an analysis of new buildings anywhere on the Mall property up to 115 feet in height with certain road project improvements, and up to 214 feet in height within incentives within 300 feet of Tukwila Parkway and Southcenter Parkway (Draft SEIS Figure 3.3).

1

Although Westfield has no definitive plans for expansion or new uses at the Mall, pursuant to RCW 43.21C.420 Westfield may take advantage of and rely on the analyses in your SEIS for future project-specific development proposals as recognized in the Draft SEIS (pg 1-5).

2

As such, we request that the Final SEIS clarify that the trips generated from the future development plans in Table 2.2 (300,000 sf retail, 200,000 sf office and a 200 room hotel) are included within the PM peak hour trips analyzed for both the No Action and Proposed Action Alternatives. This clarification would assist in confirmation that SEPA compliance has been satisfied when future project-specific development proposals are submitted.

3

Lynn Miranda

- 2 -

November 19, 2013

We appreciate this opportunity to comment on the Draft SEIS and are pleased to see that the City is progressing toward adoption of the Tukwila Urban Center Plan.

Very truly yours,



Brent Carson

BC:kl

cc: Antony Ritch
Andrew Ciarrochi



BRCP Riverview Plaza LLC
248 Homer Avenue
Palo Alto, CA 94301

VIA ELECTRONIC MAIL

Lynn Miranda, Senior Planner
City of Tukwila Department of Community Development
6300 Southcenter Boulevard, Suite 100
Tukwila, WA 98188-2544
Lynn.Miranda@tukwilawa.gov

Re: Comments on Draft SEIS
Tukwila Urban Center Plan for Southcenter

Dear Ms. Miranda:

We are writing on behalf of BRCP Riverview Plaza, LLC (BRCP) to provide comments on the Draft Supplemental Environmental Impact Statement (SEIS) for the Tukwila Urban Center Plan for Southcenter (Southcenter Plan).

The State Environmental Policy Act (SEPA) requires that an EIS provide full disclosure of environmental information so that it can be considered during decision making. An EIS must discuss significant environmental impacts of the proposal, mitigation measures and reasonable alternatives that could feasibly obtain the proposal's objectives at lower environmental cost. Elements of the environment include components of both the natural and the built environment. An EIS for a proposal requiring a comprehensive plan amendment must consider alternative locations.

1

We have the following concerns about the SEIS:

- **Proposed Bridge.** The Southcenter Subarea Plan (Subarea Plan) recommends that the City construct a pedestrian bridge across the Green River. With regard to location, the Subarea Plan states: "The bridge must provide a connection across the Green River to link Baker Boulevard to the Sounder/Amtrak station. The bridge shall be directly accessible from the Baker Boulevard/pedestrian path and the Green River Trail." Subarea Plan, p. 39 (emphasis added). The Subarea Plan illustrates this location on diagrams showing a large red arrow running directly through BRCP's Riverview Plaza office complex adjacent to the Green River at 16040-16300 Christensen Road (Property). *Id.*, Figure 1.1, Figure 1.4.
- **Failure to Identify Impacts to Natural Environment.** The SEIS fails to identify the probable significant adverse impacts of construction of the pedestrian bridge in this location on the natural environment (including earth, erosion, water runoff, plants and animals, fish, habitat, sensitive species, and scenic resources).

2

3



BRCP Riverview Plaza LLC
248 Homer Avenue
Palo Alto, CA 94301

- Failure to Identify Impacts to Built Environment. The SEIS fails to identify the probable significant adverse environmental impacts of construction of the pedestrian bridge in this location on the built environment (including land and shoreline use, relationship to existing plans and policies such as the City's Shoreline Master Program, light and glare, aesthetics transportation, parking and stormwater).
- Alternatives. The SEIS fails to evaluate alternative locations for the pedestrian bridge, including alternative locations with fewer probable significant adverse environmental impacts.

4

5

We request that these deficiencies in the SEIS be corrected so that the City Council will be fully informed when it makes its decision regarding the Southcenter Plan.

Sincerely,



John A. Osmond
Senior Director

Responses to Comments on the Draft SEIS

Letter No. 1 - City of Renton

Comment No. 1

Thank you for the comment. Figures 3-11 and 3.12 have been updated to include the extension of Strander Boulevard from West Valley Highway to the Tukwila Sounder Station.

Comment No. 2

Thank you for the comment. The SEPA checklist prepared for the *Walk and Roll Plan*, Tukwila's non-motorized transportation plan, identifies that the City is following a course of phased environmental review, pursuant to the SEPA Rules (WAC 197-11-060(5)), for individual road and pedestrian improvements. The trail project noted in the comment, as well as other pedestrian improvements, is still in the planning stage; Tukwila will continue to consult with the City of Renton on project details. Project-level environmental review will be conducted when the details of a specific project are advanced sufficiently to permit meaningful analysis.

Letter No. 2 - Muckleshoot Indian Tribe/Karen Walter

Comment No. 1

The City reviewed and seriously considered the comments on the scoping notice previously submitted by the Tribe. After reviewing existing environmental documentation and adopted development regulations, particularly the Shoreline Master Program (SMP), it determined that the potential impacts identified in the scoping comments were considered in prior environmental documents and/or would be adequately addressed by adopted SMP regulations, stormwater management regulations, and landscaping requirements.

As described in the Draft SEIS, the Southcenter Subarea Plan is primarily a strategy to encourage the evolutionary development of the subarea which will be implemented by varied public and private actions over an extended period of time. While the proposal does include adoption of development regulations specific to the subarea plan, these regulations will not operate in isolation. Instead, they will supplement adopted regulatory programs to help manage the shape and character of growth within the subarea.

Section 2.5.1.2 and Appendix A-1 of the SEIS list the numerous adopted plans and regulations that will apply to future development in the Southcenter subarea, in addition to the regulations that are specific to the subarea. These same sections of the Draft SEIS also list the numerous environmental documents that have been prepared for these plans and regulations. The Southcenter SEIS supplements, adopts and/or incorporates by reference these prior documents. The prior analysis was relied on to identify the appropriate scope of the SEIS.

The issues that are raised in the scoping comments – water quality, stormwater management, and shoreline restoration -- are all related to the shoreline environment and are addressed in the City's updated SMP, which was approved by the Department of Ecology in 2011. For example, the SMP contains a shoreline restoration plan (Appendix B) which includes 26 projects intended to help improve the shoreline environment over time. Water quality is also an element of the

City's adopted stormwater management program regulations and will apply to all future development. The use regulations of the SMP (will also help to mitigate the impacts of future development in the Urban Center.

The subarea plan and the SMP are both elements of the City's Comprehensive but are subject to distinctly different substantive and procedural requirements. The Southcenter subarea was designated as a regional Urban Center in 1995, and has been recognized as such in the King County Countywide Planning Policies, in Vision 2040 and the Tukwila Comprehensive Plan. The EIS prepared for the 1995 plan evaluated an Urban Center in the Southcenter area. Since that time, comprehensive and functional planning – including the updated Shoreline Master Program (SMP) – have consistently accounted for the type and intensity of development that is contemplated in the Southcenter Subarea Plan. A SEPA checklist for the SMP was published in August 2011 and references the urban center designation. The Southcenter Subarea Plan Draft SEIS also evaluates the consistency of the proposed subarea plan to SMP policies and use regulations (subsection 3.2.5, pages 45-51).

Letter No. 3 – VanNess Feldman Gordon Derr/Brent Carson

Comment No. 1

The comment is acknowledged.

Comment No. 2

The comment is acknowledged.

Comment No. 3

Table 2.2 in the SEIS identifies pipeline projects, and all such projects are included in the transportation analysis of the Proposed Action, the High Intensity Alternative and No Action. As noted in the SEIS, however, growth could occur more slowly if the subarea plan is not adopted (i.e., No Action).

Letter No. 4 – Broadreach Capital Partners/John A. Osmond

Comment No. 1

The comment summarizes various principles and requirements of the State Environment Policy Act (SEPA) and is acknowledged. Some of these requirements are addressed in the subsequent responses.

Comment No. 2

The City began initial planning for a pedestrian bridge across the Green River in 2005, with the goal of creating a strong link between the City's two high-capacity transit stops at the Tukwila Sounder Station and the Tukwila Transit Center in the Urban Center. The pedestrian bridge has been consistently included in multiple City plans and policies, as well as in previous environmental documents for those plans and policies. These include the Comprehensive Plan Urban Center element (Policy 10.3.5), and the Shoreline Master Program (e.g., Policy 5.6.11). The Walk and Roll Plan, Tukwila's non-motorized transportation plan, also identifies a pedestrian bridge across the Green River as an important east-west connection (page 70). The bridge is included as a planned improvement in the City's 2014-2019 Capital Improvement Plan (CIP), which will be funded by a Regional Mobility grant. As indicated in Appendix A of the SEIS, the Urban Center element, the SMP, and the Walk and Roll Plan all previously underwent environmental review pursuant to SEPA.

The City began the pre-design process for the bridge in 2011, and has been consulting with numerous agencies, including WSDOT, the Corps of Engineers, Department of Ecology, Department of Fish and Wildlife and King County. The design process began with a Type, Size and Location (TS&L) study to consider impacts and to guide siting. Alternative trail locations and alignments and bridge types and sizes were included in the study. The City has also made repeated efforts to consult with affected property owners, including the commenter, and with the broader community. Mailings to individual businesses and property owners provided project information and solicited comments. Design began in 2012 and 30% design level plans were completed in 2013. A supplemental analysis to the TS&L report is currently being prepared.

Numerous permits and approvals from multiple agencies will be required to complete design and construct the pedestrian bridge. These include, but are not limited to, a wetland delineation report, cultural resources investigation, endangered species act/essential fish habitat effect determinations, Section 404 permit, Section 401 water quality certification, hydraulic project approval, shoreline substantial development permit, grading permit, and NEPA/SEPA compliance. The pedestrian bridge is still undergoing environmental review pursuant to NEPA; the Washington State Department of Transportation is serving as lead agency for NEPA compliance. If appropriate, the City may adopt the NEPA document or perform additional environmental analysis pursuant to SEPA. Language has been added to the SEIS to acknowledge that project-level environmental review for the pedestrian bridge is occurring pursuant to NEPA.

As indicated in the SEPA checklist for the Walk and Roll Plan, the City has been using phased environmental review, pursuant to WAC 197-11-060(5), to evaluate individual projects which implement the Walk and Roll Plan. The pedestrian bridge is an independent project which can proceed without adoption of the subarea plan. Because it is a separate course of action, it is not

required to be considered in the same environmental document as the subarea plan (see WAC 197-11-060(3)(b)).

The Southcenter subarea plan identifies the general location of the planned bridge and is not proposing a specific location. The broad directional arrows included on Figures 1.1 and 1.4 of the subarea plan are not intended to be site specific. As noted above, alternative alignments and locations are considered in the TS&L report. The City has modified the language in Section 1.6.1 (1)(a) of the subarea plan to clarify that the NEPA process, not the subarea plan, will determine the location and design of the pedestrian bridge. It should also be noted that the subarea plan does acknowledge that the currently preferred alignment of the walkway linking Baker Boulevard with the Tukwila Station is subject to change to mitigate impacts on adjacent properties (Section 1.1.1(1)(b)).

Comment No. 3

Please refer to the response to Comment No. 2 above.

Comment No. 4

Please refer to the response to Comment No. 2 above.

Comment No. 5

Please refer to the response to Comment No. 2 above.

Appendix A

Tukwila Environmental Documents, Adopted Regulations & Plans

A. Previously Prepared Environmental Documents

Element	Document/ Date	Issues/Analysis	Study Area	Summary of Impacts & Mitigation
Earth	Tukwila Comprehensive Plan Draft & Final EIS (1995)	Erosion, landslide, seismic hazards and soil contamination due to development according to the Comp. Plan.	City-wide	Impacts: Increased development potential in several soil erosion, landslide, and seismic hazard areas. Will contribute to water pollution and can result in damage to property. Mitigation: New development will comply with development review process that includes project specific mitigating measures.
Land Use	Tukwila Comprehensive Plan Draft & Final EIS (1995)	Land use, open space network, neighborhoods, shorelines	City-wide, including Urban Center	Impacts: Potential impacts from a change in zoning from commercial to TUC zoning include impacts to public services, infrastructure, ambient noise and air quality, traffic circulation, and visual quality. Mitigation: Comprehensive goals & policies will serve to mitigate potential adverse land use impacts. GMA concurrency requirements, capital facilities planning (both city & non-city owned agencies), Shoreline Master Program, development standards, and design guidelines will also serve as mitigation measures.
Land Use	Tukwila Comprehensive Plan EIS Addendum addressing 2015 Update	Land use, shorelines, building & site design, signage	Urban Center	Impacts: No significant or cumulative impacts anticipated from comprehensive plan goals and policies update. Some reduce potential environmental impacts.
Land Use	Tukwila Comprehensive Plan EIS Addendum addressing Implementing Zoning Code Amendments	Land use	City-wide, including Urban Center	Impacts: No significant or cumulative impacts anticipated.
Air Quality	Tukwila Comprehensive Plan Draft & Final EIS (1995)	Auto emissions, air traffic, residential, industrial/commercial sites and construction	City-wide	Impacts: Emissions from regional highways, airports, manufacturing, commercial/industrial, and residential uses contribute to air pollution. Auto emissions are the single largest contribution. As development increases degradation of air may continue. Mitigation: City will comply with all federal, state, and regional air pollution regulations, encourage non-motorized transportation and enhance the CTR programs.
Air Quality	Westfield Mall Expansion Draft & Final EIS (2004)	Ozone, particulate matter, carbon monoxide	Southcenter Mall -subarea w/in Urban Center	Impacts: Dust from excavation, construction equipment engines, odors during paving renovations to existing buildings, and construction related traffic delays and reduced travel speeds are air quality impacts from expansion of the mall. Increased peak hour traffic would be operational

				impacts. Mitigation: Adhere to City regulations and to applicable mitigation measures in the <i>Guide to Handling Fugitive Dust from Construction Projects</i> . Implement transportation demand measures to improve mobility.
Water	Tukwila Comprehensive Plan Draft & Final EIS (1995)	Surface water, ground water, floodplains and flooding hazards.	City-wide/ applies to Green River and several wetlands w/in Urban Center.	Impacts: Development may increase peak water flows on hillsides due to removing vegetation and detention increasing soil saturation. Urban runoff and soil runoff impact surface water quality as non-point source polluters. Industrial uses and wastewater treatment plants impact water quality as point source polluters. Mitigation: City will comply with all regulations. Control sedimentation from current and future land use and use special drainage facilities to control urban runoff.
Water	Westfield Mall Expansion Draft & Final EIS (2004)	Water quantity, water quality	Southcenter Mall -subarea w/in Urban Center	Impacts: Impervious surface would remain the same, continued absence of flow control, potential for water quality improvement. Covered parking structures could reduce impact on stormwater. Cumulative impacts to water quality not anticipated.
Plant and Animal life	Tukwila Comprehensive Plan Draft & Final EIS (1995)	Streams and waterways, wetlands, critical habitats, animal species, plant species	City-wide/ Applies to wetlands and shorelines w/in Urban Center.	Impacts: Wetlands and shorelines are threatened by encroaching development and water pollution. Mitigation: The City should minimize Clearing and grading during construction. City should protect wetlands and shorelines. Catalog unique or significant plants and animals, restoration of local streams and rivers, and include habitat areas and linkages in facility designs.
Plant and Animal life	Westfield Mall Expansion Draft & Final EIS (2004)	Plants and animals	Southcenter Mall - subarea w/in Urban Center	Impacts: No significant or cumulative impacts anticipated from mall expansion because area is already highly developed.
Environmental Health	Tukwila Comprehensive Plan Draft & Final EIS (1995)	Noise	City-wide & Urban Center	Impacts: The expansion of Sea-Tac and King County International Airport could impact the northern and western portions of the City. Transportation rights-of-way are another noise source that will increase in medium and higher density growth areas. Passenger rail systems also have potential to increase ambient noise conditions. Mitigation: Develop and adopt noise ordinance (completed), work with airports to develop operational noise mitigation techniques, ensure street speeds match land use patterns.
Population and Housing	Tukwila Comprehensive Plan Draft & Final EIS (1995)	Population and housing	City-wide & Urban Center	Impacts: Creation of residential housing in the Pacific Highway Corridor and the TUC could impact traffic, noise and air quality. Development of housing close to higher intensity uses could be a significant impact. City will continue to have consistency between the city and countywide housing policies. Mitigation: Develop guidelines for affordable housing projects, identify programs that could increase home ownership and strategize to create landscape buffers to minimize impacts when housing abuts other land uses.
Cultural & Historical	Central Link Draft(1998) &	Historic and Archaeological Resources	Proposed Light Rail	Impacts: No known/recorded archaeological sites in Urban Center. High-probability area near Southcenter Mall. Impacts could occur if resources are

	Final EIS (1999)		Corridors through City	present. Along alignments in City, important paleontological (fossil deposits) are present. No historical resources would be affected by rail corridors in TUC. Mitigation: NRHP-eligible archaeological sites must be taken into consideration during project planning/design, and data recovery and monitoring during construction.
Public Services	Tukwila Comprehensive Plan Draft & Final EIS (1995)	Fire, police protection, parks and recreation, schools and human services.	City-wide	Impacts: Increased densities in both residential and commercial areas could affect fire and police service capabilities related to total volume of calls for service. New public recreation resources are being developed to satisfy future demand. Future capital facility improvements will need to be supplied to meet the increases in school age children attending the Renton and Tukwila School Districts. The Human Services Office will likely have the capability to meet the needs of the community. Mitigation: Potential development of a GMA impact fee for the school districts, preparation of long-range strategic plan for school districts, continued reliance on the six-year financial planning program, further development of police and fire strategic plans, and emphasis on public safety issues through design criteria and project review.
Public Services	Westfield Mall Expansion Draft & Final EIS (2004)	Fire and police services	Southcenter Mall -subarea w/in Tukwila Urban Center (TUC)	Impacts: Calls for service would increase for fire, EMS, and police services during construction and operation of the expansion. Mitigation: Work with fire department regarding fire land access issues and replace existing fire alarm system. Implement construction security measures and incorporate security features into expansion.
Public Utilities	Tukwila Comprehensive Plan Draft & Final EIS (1995)	Water, sewer, surface water, solid waste, electrical, natural gas and telecommunications.	City-wide	Impacts: Water, sewer, and surface water systems represent major utilities impacted by growth and all three have separate analysis prepared. Majority of problems relate to system deficiencies, distribution, service, and general maintenance and operations. Long term funding for utility improvements will need to be addressed. Mitigation: Service capacities are met either through City CIP programs or through plans of utility service providers. City should review long-term demand and shortfalls as part of facility planning, and telecommunications towers should be shared between different companies.

Public Utilities	Westfield Mall Expansion Draft & Final EIS (2004)	Water supply, stormwater, sewer, solid waste, electricity, natural gas, communications	Southcenter Mall –subarea w/in TUC	<p>Impacts: There will be an increase in water usage and existing water pipes may be impacted and need to be relocated. New sewer lines would be necessary and sewage flow would increase. Solid waste generation would increase; however, recycling would also increase. Electricity use would increase and there may be impacts to distribution and capacity of the system; may also be temporary service interruptions. The existing natural gas system, located on the roof, would have to be replaced and there would be an increase in natural gas usage. Demand for communications would increase and require expansion or relocation.</p> <p>Mitigation: Schedule interruptions to utility service during hours with least impact, route new sewage flow to the Metro line, dispose of construction related waste properly; incorporate PSE recommendations for electrical use.</p>
Aesthetics	Tukwila Comprehensive Plan Draft & Final EIS (1995)	Community image and aesthetics	City-wide & TUC	<p>Impacts: With the projected increase in population will come an increase in density and a change in the physical character of the areas. A range of visual impacts may occur, including the reduction of natural open spaces, alterations in “the sense of place” in various communities, and the disturbance of viewsheds with increased building heights and densities, particularly in the TUC.</p> <p>Mitigation: Implement design review for multifamily, commercial and industrial development. Require streetscape designs, i.e. inclusion of street trees, lighting, and sidewalk features, to lessen visual impacts of development.</p>
Shorelines	Shoreline Master Program (SMP) Update SEPA Checklist (2008)	Shoreline resources, water quality, fisheries, habitat, restoration plan	Designated shoreline environments	<p>Impacts: The SEPA checklist evaluates existing shoreline conditions and anticipates planned development within the shoreline.</p> <p>Mitigation: Updated shoreline policies and shoreline environment designations are included in the Comprehensive Plan. Shoreline overlay regulations (TMC 18.44) would mitigate impacts to shoreline resources. A plan to restore degraded shoreline resources is also included.</p>
Non-Motorized Transportation	Transportation Element updates SEPA checklists (2005 & 2013) ; Walk and Roll Plan SEPA checklist (2008)	Pedestrian and bicycle improvements	Citywide & TUC	<p>Impacts: The City has been using phased environmental review to address the impacts of planned improvements. The SEPA checklists address impacts at a programmatic level, and will be followed by more detailed analysis as individual projects are planned and designed. The pedestrian bridge over the Green River is currently being reviewed pursuant to NEPA; this analysis may be adopted or supplemented, as appropriate, to comply with SEPA.</p> <p>Mitigation: project-specific mitigation measures will be identified as individual projects are designed and proposed.</p>

B. Previously Adopted Regulations

Element	Document/ Date	Issues/Analysis	Study Area	Summary/Mitigation
Earth	Environmentally Sensitive Areas (18.45.120) - 2010/12	Areas of potential geologic instability, abandoned mine areas	City-wide; applies to erosion hazard potential area between Southcenter Pkwy and I-5 in TUC	Summary: Designates, rates and provides buffers for areas of potential geologic instability. Outlines uses, exemptions, alterations and potential mitigation for development in an area of potential geologic instability.
Water	Environmentally Sensitive Areas (18.45.080 and 18.45.100) – 2010/12	Wetlands and watercourses	City-wide; applies to Green River and several wetlands w/in TUC	Summary: Includes designations, ratings and buffers for wetlands and watercourses. Also includes allowed uses, alterations and mitigation measures for development within or near wetlands and watercourses.
Water	Shoreline Overlay (18.44) - 2011	Designates all shorelines within the City as “urban” and identifies development requirements	City-wide; applies to Green River w/in TUC.	Summary: Regulates development in shoreline areas, includes general shoreline regulations, management environments, river environment, and specific use regulations.
Water	Stormwater Management (14.30) - 2010	Storm water management for development	City-wide	Summary: Includes regulations and guidelines to control adverse impacts associated with surface water runoff, establishes storm drainage standards and adopts the Storm Water Management Plan. Regulations are enforced through development review.
Water	Floodplain Management (16.52) - 2004	Special flood hazard areas and Floodways	City-wide, applies to TUC area	Summary: Includes regulations and guidelines to minimize public and private losses due to flood conditions. Activity in these areas is also subject to state and federal standards.
Plant and Animal life	Environmentally Sensitive Areas (18.45.150) - 2010	Fish and Wildlife Habitat Conservation Areas	City-wide	Summary: Designates, rates and provides buffers for areas of potential fish and wildlife habitat conservation areas. Outlines uses, exemptions, alterations and potential mitigation for development for these areas.
Plant and Animal life	Tree Regulations (18.54) - 1995	Tree preservation	City-wide	Summary: Mitigate environmental consequences of land development, promote environmental building and site planning, regulate clearing of trees and understory, and maintain and enhance aesthetic ecological and economic benefits provided by vegetation.
Public Utilities	Utility Concurrency Standards (14.36) - 2004	Water and sewer availability	City-wide	Summary: Requires land use decisions involving projects that need water or sewer to obtain certificate of availability from appropriate purveyor. Certificate must show availability of water and capability of system to deliver.
Public	Concurrency	Transportation facilities, and	City-wide	Summary: Establishes a concurrency management system and test to

Facilities and Services	Management (9.50) – 2005/07	public facilities and services availability		determine that public facilities and services (transportation, water, sewer, and stormwater) necessary to support development are available when needed, without decreasing current service levels below established minimum standards.
Historic/Archaeological	Archaeological/paleontological resources (18.50.110) - 2004	Archaeological and paleontological preservation	City-wide	Summary: Requirements for development where archaeological or paleontological resources may be located or have been found during excavation.
Transportation	Transportation Concurrency Standards & Impact Fees (9.48) - 2005/11	Traffic impacts	City-wide	Summary: Imposes impact fees to offset the impacts of new development on the transportation system. Fees based on net new PM peak hour trips
Transportation	Commute Trip Reduction Plan and Program Requirements (9.44) - 2008	Improve air quality, reduce traffic congestion, and minimize energy consumption	City-wide	Summary: Requires employer based programs that encourage employees to find alternative to drive-alone commuting. Presents strategies to be undertaken by an employer to achieve commute trip reduction goals for each goal year.
Transportation	Walk and Roll: City of Tukwila's Non-Motorized Plan (2009)	Bicycle and pedestrian infrastructure design & planning	City-wide, some specific to the Urban Center	Summary: Bicycle and pedestrian infrastructure design standards, designation & adoption of bicycle friendly routes, walking trails and connections, performance goals & measurements, and a list of recommended projects.
Aesthetics	Board of Architectural Review (18.60) - 2012	Site and building design	City-wide, some specific to the Urban Center	Summary: Establishes a design review & approval process for projects meeting minimum thresholds for design review – administratively or by Board of Architectural Review (BAR). Thresholds vary by zoning district. Provides design review criteria for structures, site, landscaping, buildings, and signage.
Aesthetics	Sign and Visual Communication Code (Title 19) - 2010	Signs	City-wide, some specific to the Urban Center	Summary: Regulates sign placement and characteristics (size, style, etc.) to protect the public health, safety & welfare; and to increase the effectiveness of visual communication in the City. In the TUC area, provides an “opt out” of the requirements provision, provided certain criteria are met.

C. Previously Adopted Utility Plans

Element	Document	Issues/Analysis	Study Area	Summary/Mitigation
Water	Gilliam Creek Basin Stormwater Management Plan (2001)	Gilliam Creek stormwater management, water quality, habitat, etc.	TUC located within Gilliam Creek watershed	Summary: Description of the drainage basin, water quality fish habitat and recommended capital improvement projects and programmatic actions. Mitigation: City should pursue grants and loans for funding capital improvement projects, implement a system development charge for new development and redevelopment, increase permit review fees to directly cover the cost of development review, work with other jurisdictions and encourage developer participation in regional stormwater facilities.
Water	2007 Water System Plan Update	Water system requirements	City-wide	Summary: Identifies present and future water system needs, sets means for addressing those needs, demonstrates system has operational, technical, managerial and financial capabilities to meet local, state and federal regulations.
Water	City of Tukwila Comprehensive Surface Water Management Plan (2003)	Watercourses, wetlands, and infrastructure.	City-wide/ Identifies projects w/in the TUC	Summary: Designed to protect watercourses, wetlands, and infrastructure, protect public health and safety, maintain City's surface water system, meet regulatory requirements, and educated citizens and employees. Identifies capital improvement projects for the water system.
Water	Shoreline Master Plan/ Shoreline Element of Comprehensive Plan update (2011)	Shoreline requirements for the Green River	City-wide/ Applies to Green River w/in TUC	Summary: Designates the City's shoreline "Urban" and includes goals and policies for seven program elements (economic development, public access, circulation, recreation, shoreline use, conservation, historical/ cultural) to guide and implement the Shoreline Master Program.
Sewer	2006 Sewer System Plan Update	Sanitary sewer system requirements	City-wide	Summary: Identifies present and future sewer system needs, sets means for addressing those needs, demonstrates system has operational, technical, managerial and financial capabilities to meet local, state and federal regulations.

Appendix B
Adopted Environmental Documents

**ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT
WAC 197-11-965**

Adoption for the Southcenter Subarea Plan Supplemental EIS (SEIS)

Current Proposal: Adoption by the Tukwila City Council of a subarea plan, development regulations and design guidelines for the Southcenter Subarea, Tukwila's Urban Center.

Proponent: City of Tukwila

Location of Current Proposal: The Southcenter Subarea/Urban Center is bounded by I-5/Southcenter Parkway (and the toe of the west valley wall) on the west, I-405 on the north, the City limits and the Green River on the east, and S. 180th Street and the Green River on the south.

Title and Dates of Preparation of Documents Being Adopted: Environmental documents prepared for plans and programs, including the Walk and Roll Plan SEPA checklist (2008), and the Shoreline Master Program Update SEPA checklist (2008).

Prepared by: City of Tukwila.

Description of Documents Being Adopted: SEPA checklists prepared for the City's non-motorized transportation plan, and for an update to the Shoreline Master program. These documents have not been challenged.

The documents are available to be read between the hours of 8:30 AM and 5 PM at the City of Tukwila Department of Community Development, 6300 Southcenter Boulevard, Suite 100, Tukwila, WA 98188.

The City has identified and adopted these documents as being appropriate for this proposal after independent review. The documents meet our environmental review needs for the current proposal and will accompany the proposal to the decision maker.

Agency: City of Tukwila Department of Community Development

Contact Person: Lynn Miranda, 206-433-7162

Responsible Official: Jack Pace, Director of Community Development Department. 206-431-3670

6300 Southcenter Boulevard, Suite 100, Tukwila, WA 98188

Date: April 4, 2014

Signature:

**ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT
WAC 197-11-965**

Adoption for the Southcenter Subarea Plan Supplemental EIS (SEIS)

Current Proposal: Adoption by the Tukwila City Council of a subarea plan, development regulations and design guidelines for the Southcenter Subarea, Tukwila's Urban Center.

Proponent: City of Tukwila

Location of Current Proposal: The Southcenter Subarea/Urban Center is bounded by I-5/Southcenter Parkway (and the toe of the west valley wall) on the west, I-405 on the north, the City limits and the Green River on the east, and S. 180th Street and the Green River on the south.

Title and Dates of Preparation of Documents Being Adopted: EIS prepared for the Westfield Shoppingtown Southcenter Expansion (2004).

Prepared by: City of Tukwila.

Description of Documents Being Adopted: Draft and Final EISs for an expansion to the Westfield Southcenter Shoppingtown development. The document addresses several elements of the environment relevant to the proposal, including but not limited to air quality, water quality and quantity, plants and animals, public services and utilities.

The documents are available to be read between the hours of 8:30 AM and 5 PM at the City of Tukwila Department of Community Development, 6300 Southcenter Boulevard, Suite 100, Tukwila, WA 98188.

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Adoption for the Southcenter Subarea Plan Supplemental EIS (SEIS)

Current Proposal: Adoption by the Tukwila City Council of a subarea plan, development regulations and design guidelines for the Southcenter Subarea, Tukwila's Urban Center.

Proponent: City of Tukwila

Location of Current Proposal: The Southcenter Subarea/Urban Center is bounded by I-5/Southcenter Parkway (and the toe of the west valley wall) on the west, I-405 on the north, the City limits and the Green River on the east, and S. 180th Street and the Green River on the south.

Title and Dates of Preparation of Documents Being Adopted: Central Link Light Rail Transit Project EIS (1999).

Prepared by: Sound Transit.

Description of Documents Being Adopted: Draft and Final EISs for Sound Transit's Central Link Light rail Transit project. The document addresses several elements of the environment relevant to the proposal, including but not limited, to noise, cultural resources, and aesthetics.

The documents are available to be read between the hours of 8:30 AM and 5 PM at the City of Tukwila Department of Community Development, 6300 Southcenter Boulevard, Suite 100, Tukwila, WA 98188.

The City has identified and adopted these documents as being appropriate for this proposal after independent review. The documents meet our environmental review needs for the current proposal and will accompany the proposal to the decision maker.

Agency: City of Tukwila Department of Community Development

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Adoption for the Southcenter Subarea Plan Supplemental EIS (SEIS)

Current Proposal: Adoption by the Tukwila City Council of a subarea plan, development regulations and design guidelines for the Southcenter Subarea, Tukwila's Urban Center.

Proponent: City of Tukwila

Location of Current Proposal: The Southcenter Subarea/Urban Center is bounded by I-5/Southcenter Parkway (and the toe of the west valley wall) on the west, I-405 on the north, the City limits and the Green Rover on the east, and S. 180th Street and the Green River on the south.

Title and Dates of Preparation of Documents Being Adopted: EIS for the Tukwila Comprehensive Plan (1995), and three addenda for implementing regulations (1995) and updates to the Comprehensive Plan 2004 and 2013).

Prepared by: City of Tukwila

Description of Documents Being Adopted: EIS prepared for the 1995 Tukwila Comprehensive Plan, addressing all elements of the environment, and three EIS addenda to address implementing regulations and subsequent updates to the Comprehensive Plan. These documents have not been challenged.

The documents are available to be read between the hours of 8:30 AM and 5 PM at the City of Tukwila Department of Community Development, 6300 Southcenter Boulevard, Suite 100, Tukwila, WA 98188.

The City has identified and adopted these documents as being appropriate for this proposal after independent review. The documents meet our environmental review needs for the current proposal and will accompany the proposal to the decision maker.

Agency: City of Tukwila Department of Community Development

Contact Person: Lynn Miranda, 206-433-7162

Responsible Official: Jack Pace, Director of Community Development Department. 206-431-3670

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