CNU LEGACY PROJECT

Using regional inspiration to get from here to tomorrow
Taking main street cues from Columbia City. Image credit: Steve Mouzon.
TUKWILA INTERNATIONAL BOULEVARD
CNU Legacy Project

CITY OF TUKWILA
Allan Ekberg
Mayor
Dennis Robertson
City Council President
Joe Duffie
Councilmember
Verna Seal
Councilmember
Kathy Hougardy
Councilmember
De'Sean Quinn
Councilmember
Kate Kruller
Councilmember
Thomas McLeod
Councilmember
Jack Pace
Director of Community Development
Joseph Todd
Director of Technology and Information Services
Moira Bradshaw
Senior Planner, Project Co-manager
Lynn Miranda
Senior Planner, Project Co-manager
Max Baker
Assistant Planner, Technical Specialist

CNU
Lynn Richards
Facilitation / Coding
Kristen Dunphey
Facilitation / GIS

ANDREWS UNIVERSITY
Andrew von Maur
Urban Design

MOUZON DESIGN
Steve Mouzon
Urban Design

FULLER SEARS ARCHITECTS
Fikreab Abaata
Urban Design

CRABTREE GROUP, INC.
Paul Crabtree
Transportation Planning

CHURCH BY THE SIDE OF THE ROAD
Pastor Proctor
Design Studio Host

APRIL 17, 2017

PLACEMAKERS, LLC
Susan Henderson
Project Principal / Coding
Hazel Borys
Facilitation / Economics

GIBBS PLANNING GROUP
Bob Gibbs
Retail Market Analysis

ZIMMERMAN/VOLK ASSOCIATES
Laurie Volk
Residential Strategy
Todd Zimmerman
Residential Strategy
Christopher Volk-Zimmerman
Residential Strategy
Nadia Mimouni
Residential Strategy

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

The CNU Legacy Project seeks to help the City develop strategies to realize this vision. East-west connections across TIB, pedestrian crossings, and onstreet parking start to create a destination, not just a throughway. Code edits encourage buildings to support walkability and enhance overall neighborhood quality. A reduction in parking requirements minimizes the negative impact of large empty parking lots on neighborhood quality, along with wider sidewalks and smaller blocks. All this is proposed with care to preserve and enhance TIB’s multicultural character, foster community engagement and investment, and support a sense of safety and livability.
The City of Tukwila is exploring how to improve the experience of residents, businesses, and visitors in the Tukwila International Boulevard (TIB) neighborhood by revising development rules and focusing public and private investments. Vision, goals, and policies for the TIB planning area were adopted in the 2015 Comprehensive Plan.

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

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

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

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

Community Design Workshop and Focus Topic Meetings Guide the Way

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

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

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

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

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

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

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

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

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

– Tukwila Comprehensive Plan – October, 2014

As seen in the images from these streets on the following pages, one important characteristic is short blocks with frequent crosswalks – very different than the character of the large TIB blocks experienced today. As the TIB street trees mature, they will assist with the sense of enclosure required by a successful main street, but the buildings will need to be taller and closer to the sidewalk as well to provide a similar experience.
Two catalytic sites were explored during the February 2017 workshop.

**TIB Station Development**

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

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

The existing conditions to the right show the expansive parking fields and the lack of a destination associated with the station today. Rather than being just a park and ride, this site has the opportunity of actually becoming a destination as well as a gateway to the Tukwila International Boulevard neighborhood.
The illustration above shows the detail of the transfer plaza with shopfronts at street level and office, residential or lodging uses above. The building on the east side of the plaza wraps the parking structure, and the view of the dramatic station is framed by the plaza. The existing condition is shown in the photo below.

CONCEPT PLAN

The station plan on the right indicates a new street to the north of Southcenter Boulevard along current property lines. This connection should extend to 152nd Street and would provide better pedestrian and bicycle access to the station. Infill on the north side of Southcenter Boulevard would complete the TOD development with residual surface parking behind the building.
The community directed the CNU team to preserve and leverage local multicultural assets. The diversity of Tukwila is exceptional including many small ethnic businesses along Tukwila International Boulevard, but a number of them are hidden in large buildings. These businesses already function well in a market environment, but the team saw an opportunity to build on that retail format while giving the products greater visibility.

This design utilizes the East African Bazaar currently located in the basement of Bollywood Video along with the Swap Meet. The change in topography of these two parcels provides an opportunity to create an outdoor market between the two existing buildings. The existing view from S. 148th Street is shown on the right, with the activated market condition illustrated above.
The Tukwila International Market design is inspired by Post Alley in Seattle’s Pike Place Market. Post Alley facades are the service side of existing structures, but external uses, creative lighting, and signage deliver an active space. If buildings faced the existing Bazaar, below, with a sense of enclosure, a very similar environment could be created.

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

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

The aerial below shows the relationship of the East Africa Bazaar in the lower level of the Bollywood Video building with the Swap Meet. The undeveloped parcels to the south provide opportunity for infill over time.
The evolution of TIB into a walkable main street may begin with two immediate changes.

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

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

RESTRIPING PLAN

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

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

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

KEY

- Existing signal + crosswalk
- Existing RRFB
- Short term steps for implementation include re-striping the Boulevard and amending the zoning.
The plan to the right shows a change from 5 lanes to 3 lanes beginning with S. 139th Street in the north to S. 152nd Street at the southern end. The new street section is illustrated above, as compared to the existing conditions in the upper right image.

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

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

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

(City of SeaTac, King County, BLM, ESRI, Garmin, USGS, EPA, USDA)
ZONING UPDATES
TIB should consider a text amendment with rezoning.

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

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

<table>
<thead>
<tr>
<th>EXISTING</th>
<th>PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>RC</td>
<td>TIB-1</td>
</tr>
<tr>
<td>NCC</td>
<td>TIB-2</td>
</tr>
<tr>
<td>HDR</td>
<td>TIB-3</td>
</tr>
</tbody>
</table>

Areas zoned MDR and LDR would remain unchanged.

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

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

TUKWILLA INTERNATIONAL BOULEVARD ZONING DISTRICTS

I. SCOPE

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

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

II. CONFLICTING ORDINANCES

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

III. INTENT

These districts regulations are designed for the following purposes:

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

IV. LAND USES ALLOWED

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

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

<table>
<thead>
<tr>
<th>ZONING DISTRICT</th>
<th>USES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TIB-1</strong></td>
<td></td>
</tr>
<tr>
<td><strong>RESIDENTIAL</strong></td>
<td></td>
</tr>
<tr>
<td>Single-Family Detached</td>
<td>N</td>
</tr>
<tr>
<td>Single-family Attached</td>
<td>N</td>
</tr>
<tr>
<td>Multi-family</td>
<td>R</td>
</tr>
<tr>
<td>a. Permitted within mixed-use buildings with ground floor non-residential use along the Primary Retail Corridor.</td>
<td></td>
</tr>
<tr>
<td>Accessory Dwelling Units</td>
<td>P</td>
</tr>
<tr>
<td><strong>AUTO-ORIENTED COMMERCIAL</strong></td>
<td></td>
</tr>
<tr>
<td>Gas Station</td>
<td>R</td>
</tr>
<tr>
<td>a. Gas stations are permitted if the pumps and parking are located behind the building and it meets the setback/build-to requirements.</td>
<td></td>
</tr>
<tr>
<td><strong>COMMERCIAL</strong></td>
<td></td>
</tr>
<tr>
<td>Automobile sales &amp; rentals</td>
<td>R</td>
</tr>
<tr>
<td>a. Showrooms without on-site vehicle storage are permitted. All other vehicle sales are not permitted.</td>
<td></td>
</tr>
<tr>
<td>Off-Street Parking facilities</td>
<td>N</td>
</tr>
<tr>
<td>a. Off-street parking facilities must have ground floor commercial uses along the Primary Retail Corridor.</td>
<td></td>
</tr>
<tr>
<td>Storage facilities</td>
<td>N</td>
</tr>
<tr>
<td><strong>INDUSTRIAL</strong></td>
<td></td>
</tr>
<tr>
<td>Heavy Industrial</td>
<td>N</td>
</tr>
<tr>
<td>Light Industrial</td>
<td>C</td>
</tr>
</tbody>
</table>
| a. Storage of non-retail materials and the making, assembling, remodeling, repairing, altering, finishing, or refinishing or its products or merchandise is permitted provided:
  i. These activities are completely enclosed within the premises occupied by the establishment.
  ii. These activities are clearly accessory to sales and display activities.
  iii. Levels of traffic, noise, smoke, vibrations, odor, fumes, and glare must not exceed those levels which are in keeping with the retail and residential uses within the district. |
| **INSTITUTIONAL** | P |
| **CIVIC OPEN SPACE** | P |
| Plaza | P |
| Square | P |

A Primary Retail Corridor (PRC) designation is utilized to determine the highest level of main street urbanism. This is difficult to develop and maintain in a suburban environment, so must be implemented strategically. The average main street length is 1/4 mile in length, so to develop TIB in an effective manner, this area should be identified for the highest quality of urbanism and shopfronts.
Main street zoning requirements from S 148th St. to S 152nd St.
The following restrictions apply to all commercial and office uses:
1. Commercial tenant spaces must not exceed 30,000 sf per tenant.
2. Drive-thrus and access lanes are not permitted between buildings and sidewalks.
3. Storage of non-retail materials and the making, assembling, remodelling, repairing, altering, finishing, or re-finishing or its products or merchandise is permitted provided:
   a. These activities are completely enclosed within the premises occupied by the establishment.
   b. These activities are clearly accessory to sales and display activities.
   c. Levels of traffic, noise, smoke, vibrations, odor, fumes, and glare must not exceed those levels which are in keeping with the retail and residential uses within the district.

V. DEVELOPMENT STANDARDS

CONTEXT

<table>
<thead>
<tr>
<th>ALL TIB DISTRICTS</th>
<th>STANDARD</th>
</tr>
</thead>
</table>

LOT AREA
No minimum is required.

UNIT DENSITY
The maximum number of dwelling units are determined by the building envelope as regulated by this table.

UNIT SIZE
Studio units shall maintain an average size of at least 400 square feet of interior floor space for no units smaller than 350 square feet, and no more than 40% of the dwelling units in the development may be studios.
### Context

<table>
<thead>
<tr>
<th>Standard</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARDS</td>
<td>Lots abutting adjacent districts must have a minimum 20 ft. rear yard.</td>
</tr>
</tbody>
</table>

#### TIB-3

| FRONT, both principal and secondary front yards | 6 ft. min., 16 ft. max. for a minimum of 60% of the lot width. |
| If sidewalks do not exist, or are less than 6 ft. in width, a front yard is required to provide the remaining minimum sidewalk width. |

| FRONT both principal and secondary front yards | 1st floor - 12 ft. min., 20 ft. max. |
| 3rd floor and higher - 12 ft. stepback required. |

#### Landscape Requirements

- All building setback areas must be landscaped or developed with pedestrian improvements per the width of the setback.

#### Performance Standards

**Use, activity and operations within a structure or a site shall comply with**

- 1. Standards adopted by the Puget Sound Air Pollution Control Agency for odor, dust, smoke and other airborne pollutants, TMC Chapter 8.22 "Noise" and (3) adopted State and Federal standards for water quality and hazardous materials. In addition, all development subject to the requirements of the State Environmental Policy Act, RCW 43.21.C shall be evaluated to determine whether adverse environmental impacts have been adequately mitigated.

**Buildings adjacent to a public sidewalk along the Primary Retail Corridor must have one functional entry for every 60 feet of facade, or fraction thereof, along the sidewalk.**

**Buildings adjacent to a public sidewalk must have at least one functional entry along the sidewalk.**

**Buildings adjacent to a public sidewalk along the Primary Retail Corridor must have one functional entry for every 60 feet of facade, or fraction thereof, along the sidewalk.**

**Fencing is not permitted in front yards along the Primary Retail Corridor.**

**Blank walls longer than 30 feet are prohibited along the Primary Retail Corridor sidewalk.**

**Blank walls longer than 60 feet are prohibited along the all other sidewalks.**

**Fencing is not permitted in front yards along the Primary Retail Corridor.**

**Display windows may project into building setbacks.**

**Facade elements above the ground floor may project into yards.**

**Commercial activities, including food service and seating, may occupy yards.**

#### Definitions

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

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

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

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

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

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

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

With time and community support, a pod develops to line the street. This only eliminates one row of parking from the lots along TIB that are normally under utilized. The images below illustrate permanent structures filling in along TIB, at which time the temporary structures move to the side street.
This plan for one urban block has small-scale commercial and residential units. The urban form of the development delivers a level of flexibility that encourages change in use over time. Below adds a retail mini anchor in the adjacent block which can share parking with the mixed use block. Parking continues mid-block, connecting lot access between blocks. This permits efficient use of parking across multiple uses that have demands at different times of day. Plans below show how a big box (150,000 SF left; 200,000 SF right) can also work effectively within an urban format, although well outside current market demand.

URBAN FORM AND THE NEW JUSTICE CENTER

To achieve the feel and function of a main street, buildings must be pulled up to the edge of the sidewalk, blank walls must be avoided, and parking must be on-street or behind the buildings. As new development is added, these patterns and rhythms are essential to walkability. The City’s new Justice Center siting is under consideration. Because the uses within the center are not as active as are required for a thriving main street, a side street is more appropriate in order to fulfil the local vision for TIB. The sorts of forms pictured above and below show how the Justice Center can contribute to the walkability of the neighborhood, particularly if service portions of the center, such as a coffee shop or café, are accessible from the sidewalk. This study models the area required by the new center, and adds a parking liner building to enclose the required surface parking.
The Gibbs Planning Group retail market analysis finds the TIB neighborhood has a market demand for up to 47,700 square feet (sf) of new retail development producing up to $13 million in sales. By 2022, this demand will likely generate up to $13.6 million in gross sales. This new retail demand could be absorbed by existing businesses and/or with the opening of 20 to 25 new stores and restaurants. If constructed as a new single-site center, the development would be classified as a neighborhood type shopping center by industry definitions and may include 5-6 stores selling general merchandise; 3-4 department stores; 2 apparel and shoe stores; 1-2 sporting goods and hobby shops; 1-2 hardware stores; 1 office supply and gift store; 1 florist; 1-2 limited-service eating places; 1 full-service restaurant; and an assortment of other retail. See Gibbs Planning Group’s, Tukwila International Boulevard Neighborhood Retail Market Analysis, for full retail story.

<table>
<thead>
<tr>
<th>Year</th>
<th>Total New Supportable Retail</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>16,100 sf</td>
</tr>
<tr>
<td></td>
<td>General Merchandise Stores</td>
</tr>
<tr>
<td></td>
<td>7,800 sf</td>
</tr>
<tr>
<td></td>
<td>Department Store Merchandise</td>
</tr>
<tr>
<td></td>
<td>3,600 sf</td>
</tr>
<tr>
<td></td>
<td>Miscellaneous Store Retailers</td>
</tr>
<tr>
<td></td>
<td>2,900 sf</td>
</tr>
<tr>
<td></td>
<td>Sporting Goods &amp; Hobby Shops</td>
</tr>
<tr>
<td></td>
<td>2,400 sf</td>
</tr>
<tr>
<td></td>
<td>Hardware Stores</td>
</tr>
<tr>
<td></td>
<td>2,400 sf</td>
</tr>
<tr>
<td></td>
<td>Bars, Breweries &amp; Pubs</td>
</tr>
<tr>
<td></td>
<td>2,300 sf</td>
</tr>
<tr>
<td></td>
<td>Limited-Service Eating Places</td>
</tr>
<tr>
<td></td>
<td>1,600 sf</td>
</tr>
<tr>
<td></td>
<td>Apparel Stores</td>
</tr>
<tr>
<td></td>
<td>1,500 sf</td>
</tr>
<tr>
<td></td>
<td>Office Supplies &amp; Gift Stores</td>
</tr>
<tr>
<td></td>
<td>1,100 sf</td>
</tr>
<tr>
<td></td>
<td>Full-Service Restaurants</td>
</tr>
<tr>
<td></td>
<td>900 sf</td>
</tr>
<tr>
<td></td>
<td>Florists</td>
</tr>
<tr>
<td></td>
<td>800 sf</td>
</tr>
<tr>
<td></td>
<td>Jewelry Stores</td>
</tr>
<tr>
<td></td>
<td>400 sf</td>
</tr>
<tr>
<td></td>
<td>Shoe Stores</td>
</tr>
<tr>
<td></td>
<td>300 sf</td>
</tr>
<tr>
<td></td>
<td>Specialty Food Stores</td>
</tr>
<tr>
<td></td>
<td>47,700 sf</td>
</tr>
<tr>
<td></td>
<td>Total New Supportable Retail</td>
</tr>
</tbody>
</table>
Two retail centers are located approximately 2.5 miles west of the study site in the city of Burien, easily accessed from SR-518 and SR-509. Burien Plaza (104 SW 148th St, Burien, WA 98166) is grocery-anchored by Safeway, with Rite-Aid and Staples and 20 other retail, restaurant and service-oriented tenants. Burien Town Plaza (14001 5th Avenue SW, Burien, WA 98166) is a 139,300-sf community center anchored by Ace Hardware, Bartell Drugs, LA Fitness and PetSmart. Most of the shopping competition to the study area is concentrated in the Southcenter area, pictured above, that is less than two miles southeast of the TIB neighborhood.

Parkway Square Shopping Center (16876 Southcenter Parkway, Tukwila, WA 98188) is just south of Westfield. This 350,000-sf neighborhood center was built in 1980 and renovated in 1999. Tenants include Half Price Books, Jared Jewelers, Jimmy John’s and Valet Village. With six current tenants, it has over 12,400 sf available.

Southcenter Square (17000-17250 Southcenter Parkway, Tukwila, Washington 98188) is a 225,000-sf community centering south on Southcenter Parkway from Parkway Square. Anchored by Kohl’s, Nordstrom Rack and Petco, other retailers include Carter’s, Dressbarn, DSW, Lane Bryant, Payless ShoeSource, and See’s Candies. Restaurants and eateries include Black Bear Yogurt, Chipotle, IHOP, Jamba Juice, Panera, Panda Express, and The Old Spaghettitown Factory provide a nice assortment of choices for the center’s visitors.

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

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

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

Read the full report on particulars of retail that is further afield, but still competes with Tukwila International Boulevard, including Parkway Super Center, Famous Footwear, Jo-Ann Fabrics, K&G Fashion Superstore, PetSmart, and Toys R Us.

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

In comparison, the designated total trade area is firmly a step up from the local trade area numbers. It reports a current population of 153,300, which is expected to rise to 163,400 by 2022 at an annual rate of 1.28 percent. Current households number 57,300 and are expected to increase to 60,600 by 2022, which is an annual increase of 1.13 percent. Incomes are higher than in the local trade area, as the 2017 average household income is $74,000, while the median household income is $54,600. By 2022 these numbers will increase to $81,100 in average household income and $59,500 in median household income. The percent of households with income higher than $75,000 is 34.9 percent. The percent of the population with bachelor’s degrees is 18.0, while the percent holding graduate or professional degrees is 8.8 percent. The median age of the local trade area is highest of the two demographic areas at 37.9. The average household size is 2.64.

2017 & 2022 SUPPORTABLE NEW
The Zimmerman/Volk Associates residential market analysis finds that, from the market perspective, over a five-year time frame, between 405 and 502 rental and for-sale housing units can be supported within the Tukwila International Boulevard Study Area. There are 279 units approved or under construction. Based on market preferences, the housing mix would include 305 to 380 rental apartments, 15 to 20 condominiums, and 85 to 110 townhouses.

The 305 to 380 rental units include:
- Studios to three-bedroom apartments ranging in size between 450 and 1,500 square feet with proposed base rents ranging between $750 and $2,250 per month ($1.50 to $1.67 per square foot).
- Transit-oriented studios to two-bedroom apartments ranging in size between 400 and 1,350 square feet with proposed base rents ranging between $850 and $2,800 per month ($2.07 to $2.13 per square foot).

Absorption is forecast at three to four condominiums per year.

The 15 to 20 condominium units include:
- One- and two-bedroom condominiums ranging in size between 500 and 1,350 square feet, with proposed base prices ranging between $175,000 and $425,000 ($215 to $350 per square foot).

Absorption is forecast at three to four condominiums per year.

The 85 to 110 townhouses include:
- Two- and three-bedroom townhouses ranging in size between 1,100 and 1,700 square feet, with proposed base prices ranging between $335,000 and $495,000 ($291 to $305 per square foot).

Absorption is forecast at three to four condominiums per year.


### TIB Study Area Residential Market Position

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

### BASE RENT, PRICE AND SIZE RANGES

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

For fiscal year 2016, the Seattle-Bellevue Housing and Mortgage Finance Agency (HMFA) Median Family Income for a family of four is $90,300. The proposed rents and prices are in year 2017 dollars and are exclusive of location or consumer added options or upgrades.
Taking Rainier Avenue in Columbia City as inspiration for Tukwila International Boulevard's future main street transformation. *Image credit: Steve Mouzon.*