

North Tukwila MIC

Tukwila is one of the region’s oldest suburban cities, incorporated in 1908. The city had a 2010 population of 19,107 and is bordered by the cities of Seattle on the north, SeaTac on the west, Renton on the east, and Kent on the south. Tukwila is a long narrow city oriented in a north-south direction following the Duwamish River valley. With its emphasis on both commercial and industrial development, Tukwila has a significant job base, with over 43,000 covered jobs in 2010. The city contains two regional centers: the Tukwila regional growth center, which contains the Westfield Southcenter Mall area, and the North Tukwila MIC, located at the north end of the city and adjoining the Duwamish MIC in the City of Seattle. Over 70% of the city’s jobs are located within the city’s regional growth center (17,400) and manufacturing center (13,500).

The North Tukwila MIC adjoins the south border of the Duwamish MIC, and extends from Seattle’s south city limits to South 126th Street. The center is characterized by light to heavy manufacturing uses, and includes the southern third of King County International Airport/Boeing Field. The City of Tukwila is served by several major freeways and arterial streets, including: I-5, I-405, SR-599, SR-99 (Pacific Highway South), East Marginal Way/Interurban Avenue/West Valley Highway, Southcenter Boulevard, and South 180th Street. The city also has several major railroad lines which serve the North Tukwila MIC as well as the light industrial areas near Southcenter, such as the Andover Industrial Park and Koll Business Park. The Duwamish River winds through the North Tukwila MIC, providing businesses with water access.

Acreage, Density & Mix of Activity

The North Tukwila MIC is among the smallest regional manufacturing/industrial centers in terms of total gross acreage (961 acres) with a net developable acreage of 856 acres (89% of gross acres). In terms of its role in the city, the North Tukwila MIC contains 16 percent of the city's overall land area, 1.8 percent of the population, 0.7 percent of the housing, and 31.3 percent of the city's employment. Compared to centers as a whole, North Tukwila MIC has medium number of total activity units (13,838), a large number of jobs (13,499 total jobs), and is almost fully employment oriented (98% jobs/2% residents). At 14.4 activity units per acre, North Tukwila is more dense than the 8.1 average for manufacturing/industrial centers.

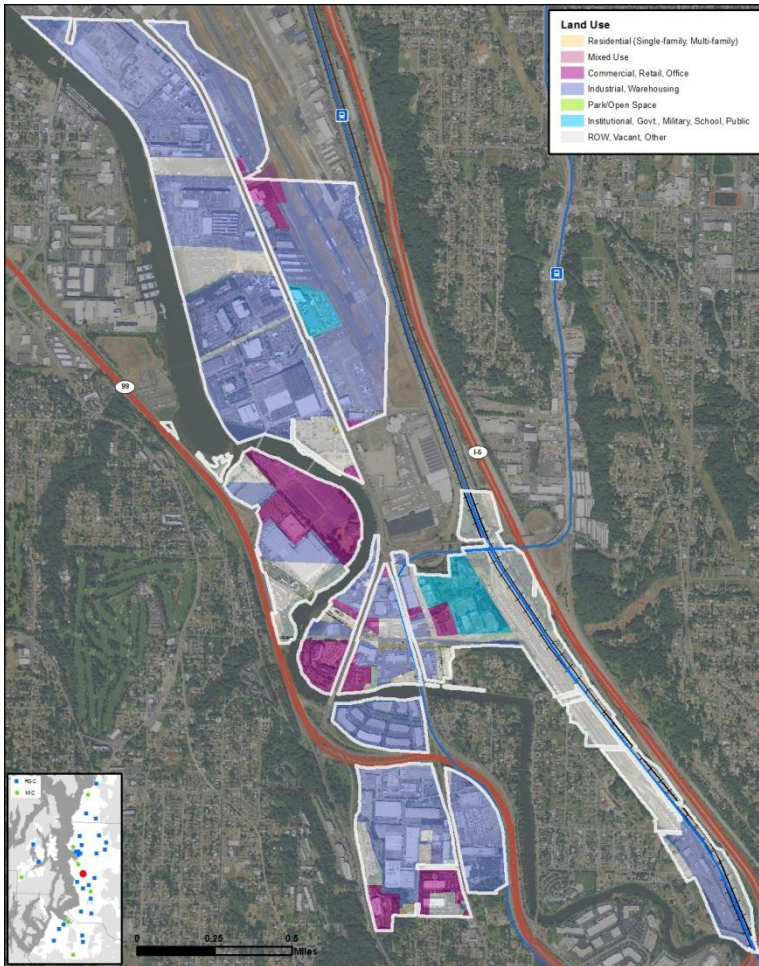
Land Use & Urban Form

North Tukwila MIC's average parcel size is 4.3 acres, which is smaller than the average 7.0-acre size for manufacturing/industrial centers. The center’s average block size is 20.6 acres, smaller than the average 55.4-acre size among manufacturing/industrial centers. North Tukwila MIC has a moderate network of sidewalks (68% coverage).

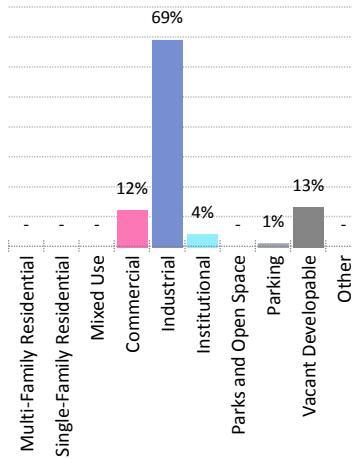
2010 Summary Statistics

Land use	
Gross acreage	961
Average block size (acres)	20.6
Average parcel size (acres)	4.3
Mix of uses	
Population/Employee ratio	.2 : 10
Population	
Total population	339
Change (2000–2010)	134
Housing	
Total housing units	157
Change (2000–2010)	54
Employment	
Total employment	13,499
Change (2000–2010)	93
Transportation	
Employee access to transit	38%
Work-based mode share	
SOV / HOV	78% • 9%
Walk & Bike / Transit	3% • 9%

The major land uses in the North Tukwila MIC are industrial (69%), vacant developable (13%) and commercial (12%). About 85 percent of the center’s 856 net acres are in employment-related use.



Current Land Use
(856 net acres)



Population

The total population in North Tukwila MIC is 339, and it has grown by 134 residents over the past 10 years.

Housing

North Tukwila MIC has 157 total housing units, with a density of 0.1 housing units per gross acre. Over the past 10 years, housing has increased by 54 units.

Employment

The total employment in North Tukwila MIC is 13,499, an increase of 93 jobs over the past 10 years. The major industry sectors are Suppressed/Other (57%), Government (17%) and Services (17%). Of the total number of jobs, almost two-thirds (63%) are in 'goods dependent' industries that are typically appropriate for regional manufacturing/industrial centers. The Boeing Company is a major

employer, along with King County Metro (South Base), Group Health, the US Postal Service, and the Museum of Flight.

Transportation

For work-based trips, the North Tukwila MIC's travel characteristics are similar to the region's as a whole. The region's single-occupant vehicle (SOV) share is 76 percent, while the center's share is 78 percent. The region's non-SOV mode share is 24 percent, with 10 percent in transit and 5 percent in walk/bike. The center's non-SOV share is 21 percent, with 9 percent in transit and 3 percent in walk/bike. The total daily trips from North Tukwila are highly focused on destinations in regional centers (33% of all trips); this includes trips that stay within the center (3%) and trips that go to other centers (30%).

In terms of employee access to transit, North Tukwila has limited access, with 38 percent of employees within a 1/4 mile walk to a transit stop. For the 1/2 mile walkshed, the center has significant levels of employee access to transit (78%).

Plan Overview

Tukwila's *Manufacturing/Industrial Center* element is included in the city's comprehensive plan and was last updated in 2011. The plan element describes existing conditions in the center and identifies goals, policies and implementation strategies. The plan's goals support existing and new industrial activities, maximizing employment and economic benefits, and minimizing impacts on the city's adjacent neighborhoods. The City of Tukwila views the retention of industrial activity as very important to Tukwila's continued well-being. Strong industrial uses along East Marginal Way/ MIC is one of the four overarching objectives in Tukwila's comprehensive plan upon which all goals and policies are based.

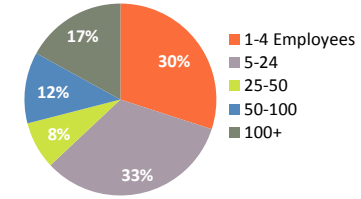
The center is a major area of employment, providing significant property and sales tax for the city, so the plan focuses on identifying opportunities to improve the position and function of the MIC. While much of the center is occupied by Boeing, the center is also characterized by other manufacturing, storage, office uses, and limited older residential development. A portion of King County International Airport (Boeing Field) is located inside the North Tukwila MIC, at the far north end of the city. The center adjoins with Seattle's Duwamish MIC, extending the industrial corridor south along the Duwamish. The center is a major distribution hub, well served by auto, truck, air, rail, and water transportation.

Comparison to Center Plan Checklist

The city's primary center planning document was reviewed to evaluate the extent to which the plan addresses topics in the PSRC Regional Center Plan Checklist. This policy-level review of the current plan is intended both to provide preliminary assessment of consistency of the plan with center guidelines and to evaluate the Regional Centers Checklist for any potential improvements.

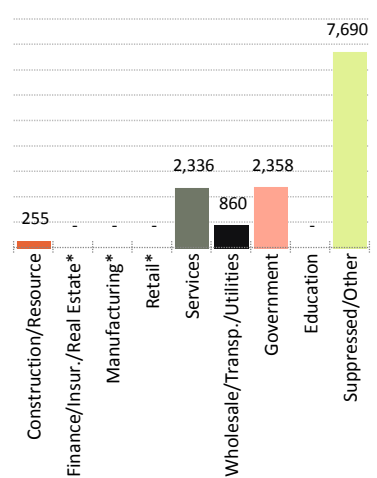
Size of Businesses

(147 workplaces)

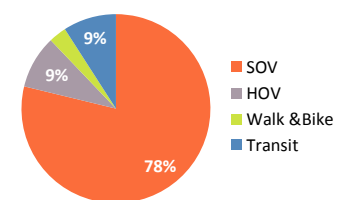


Jobs by Sector

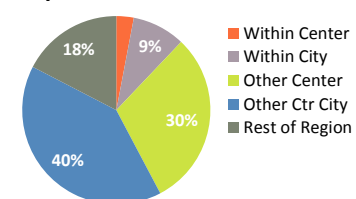
(13,499 jobs)



Mode Shares



Trip Destinations



Most components of the Regional Manufacturing/Industrial Center Plan Checklist are addressed through the Manufacturing/Industrial Center element. The plan describes the regional and county role of the center and includes a detailed analysis of the countywide planning policy designation criteria in the *Issues and Opportunities Report*. The plan addresses some environmental topics, including commitment to support the Duwamish River, a natural amenity in the center, and continuing to seek improvement in water quality and wildlife habitat. The center boundaries are described, including a map depicting proposed annexation of property to the north. The plan indicates a preliminary employment target for the MIC of approximately one-third of the city's overall employment target. The plan includes policies to address incompatible land uses and an implementation plan to develop design standards to mitigate MIC impacts on residences along the boundaries of the MIC. Policies are included to maintain and support industries by assisting with remediation of contaminated soil, providing data and streamlined permitting, and providing information on available development sites. Implementation strategies include updating development regulations and the zoning map, and creating a master planning process for developing or redeveloping sites in the MIC. The plan includes employee commuting strategies to reduce reliance on the single-occupant vehicle by seeking regional/rapid rail service to the MIC and working to have a multimodal transportation center.

The element addresses many of the existing expectations of the Regional Manufacturing/Industrial Center Plan Checklist, though there are aspects that the plan does not address or that could be strengthened in future updates. The city states that several topics not directly addressed in the center plan are addressed at a city-wide level through other planning documents. The plan element doesn't yet describe an overarching vision for the center or include a market analysis of the center's development potential. A stronger emphasis on the environment could be incorporated in the plan, including policies addressing stormwater, air pollution, and greenhouse gas emissions. Finally, the plan does not yet describe existing or planned capital facilities, the existing transportation network, strategies to support freight mobility, or mode split goals.

Planning Challenges & Implementation Strategies

As noted by the city in its September 2012 presentation to the Growth Management Policy Board, the center's challenges include maintaining and maximizing industrial land resources given encroachment by non-industrial uses, real estate speculation, and pressure at edges to rezone. The city also sees challenges with superfund sites, balancing industrial uses and non-industrial activity along the Duwamish, and needed transportation access projects.

Tukwila also recognizes the significant assets of the center, including its location with excellent transportation access, availability of large parcels, an existing concentration of aerospace and aviation industry, and continued diversification and investment in the center. Shoreline restoration work provides improved salmon habitat and recreational amenities. The city has employed strategies to address challenges and plan for the success of its manufacturing/industrial center, including a Planned Action Environmental Impact Statement to streamline environmental review. Zoning standards were recently updated for the area to restrict some potentially incompatible uses, require design review for new offices, and organize uses by impact.