



City of Tukwila

Department of Community Development

Jim Haggerton, Mayor

Jack Pace, Director

Staff Report to the Board of Architectural Review Design Review Tukwila Village Prepared November 6, 2013.

Hearing Date	November 14, 2013.
File Number	L13-030 Design Review
Associated Permits	E12-011 SEPA Decision L13-031 Tukwila Village Parking Decision L13-020 Tukwila Library Parking Decision
Applicant	Bryan Park for Tukwila Village Development Associates, LLC
Request	Approval of Phase 1 site plan, which includes the Outdoor Plaza, and Buildings A and C. (See Sheet P1.1 of Attachment A)
Location: Tax Parcel Numbers	152304-9092;152304-9096;152304-9242;004000-0145;004000-0146;004000-0180;004000-0191;004000-0194;004000-0196;004000-0198;155420-0005;155420-0010;155420-0015;155420-0020;155420-0025; 155420-0030; 155420-0033; 155420-0034; 155420-0035; 155420-0036; 155420-0037
Comprehensive Plan Designation	High Density Residential (HDR,) Neighborhood Commercial Center (NCC)
Zoning District	High Density Residential (HDR,) Neighborhood Commercial Center (NCC,) and Urban Renewal Overlay
Environmental Review	Determination of Non-Significance
Public Notice	Notice of Application was posted on site and mailed to surrounding property owners, tenants, and agencies with jurisdiction on June 27, 2013. A public information meeting was held on site on July 10, 2013. Notice of Public Hearing was:

- Posted on site, mailed to surrounding property owners, agencies with jurisdiction and parties of record on October 30, 2013.
- Posted on the City's web site on October 31, 2013.
- Published in the Seattle Times on November 1, 2013.
- Emailed to the list of interested parties to the Tukwila Village project on November 1, 2013.

Public Comment

Comments received are contained in Attachment B.

Recommendation

L13-030 Design Review

Attachments

- A. Plan Set (Attached separately)
- B. Public Comments - Tukwila Village and Tukwila Library combined
- C. Project Description
- D. Preliminary Site Plan from Disposition and Development Agreement (City of Tukwila Contract #12-129)
- E. Applicant's Phasing Schedule
- F. Parking Notice of Decisions
- G. Arborist Report (Cohen September 2011)
- H. Applicant's Design Review Criteria Responses
- I. Garage Door sample images
- J. Conceptual Project Art
- K. Statements of Purpose and Design Indoor Commons and Outdoor Plaza
- L. Site plan showing location of recommended conditions
- M. Color and Materials Board (available at the DCD and at the public hearing)

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Findings

Background

The 6.4 acre Tukwila Village project site consists of 21 parcels plus the 41st Avenue S. street right of way, which is proposed for vacation. Tukwila Village Development Associates, LLC, has obtained the exclusive right to acquire the project site from the City of Tukwila, the owner of the site, and to develop a project. The site is generally located on the east side of Tukwila International Boulevard and on the north and south sides of the intersection with S. 144th Street.



Aerial view of Tukwila Village Project Site

Acquisition and consolidation of property by the City of Tukwila along Tukwila International Boulevard implements the goal, policies and strategies created for the revitalization of the corridor. (Tukwila International Boulevard Revitalization Plan, January 1998)

A Disposition and Development Agreement, (DDA) approved by the City Council on October 22, 2012, details conditions and transfer of ownership from the City to Tukwila Village Development Associates, LLC., the developer. The project, known as Tukwila Village, consists of 4 multistory mixed use housing and commercial buildings with a public use component in a separate one story building and adjacent public open space. Attachment C is a detailed Project Description from the applicant. The site will also include a new one story 10,000 square foot King County neighborhood library to replace the existing Foster Library, which is within the same block to the east of the subject site.

Review Process

Within the DDA is a section that provides guidance on site plan and design review. (DDA Section 2.3 Site Plan and Design Review Submittals) It stipulates that the BAR submittal must include a Proposed Site Plan that substantially conforms to the "Preliminary Site Plan" attached to the DDA. Attachment D. The Proposed Site Plan, if approved through the City's design review process, becomes the "Approved Site Plan."

The Developer has the right to develop the property in up to four phases but must include the development of the Plaza Parcel, proposed parcel C, within the first phase. In accordance with Section 2.4 Phasing: Development Parcels of the DDA, the applicant has submitted a plan that divides the development of the project into three phases (Sheet P1.1, Attachment A.)

For this request, the BAR is being asked to approve Phase 1, which includes Building A, Building C and the Outdoor Plaza, associated infrastructure and frontage improvements along S. 144th Street and Tukwila International Boulevard (TIB.)

The overall site plan, which includes Phases 2 and 3, is included in order to provide an understanding of how the various buildings and future parcels will be integrated. Attachment E is a Phasing Schedule provided by the applicant.

In addition to the DDA, the City entered into a Development Agreement (DA) that entitles and vests the developer of the project with flexibility in specific development standards and stipulates the following:

1. Additional building heights for Buildings A and D – up to 70 feet, as opposed to 65 feet which is allowed if the urban renewal criteria are met (TMC 18.43.080 Basic Development Standards, Urban Renewal Overlay District) (DA, Section 6.7 Additional Building Height)
2. Additional relevant review criteria

Section 6.5 Design Review Standards and Review Criteria of the DA also provides that, "...each Development Phase shall be considered as a single integrated site, as if there were no interior lot lines, for purposes of determining compliance with the dimensional and setback requirements for each Development Phase. Further, if the BAR determines that two or more Development Phases will function as a single integrated site, such Development Phases shall be considered as a single integrated site, as if there were no interior lot lines, for purposes of determining compliance with the Governing Regulations, which in this situation are building set-backs, recreation space, parking, and landscape requirements." (6.5.6 Integrated Site of the Development Agreement)

The BAR submittal must also include the following:

- Conceptual floor plans, floor areas and elevations of proposed new buildings and other structures.
- Conceptual Landscaping plan.
- A table of uses, element, floor areas and housing units consistent with Section K. (of the DDA)
- Identification of facilities in conformance with the Restaurant/Retail Space Covenant of the Agreements (Section 2.11 DDA)
- Identification of facilities in conformance with the Police Resource Center (Section 2.12 DDA)

Related Administrative Decisions

There are a number of underlying administrative decisions that were made relating to this project. In addition to making an environmental Determination of Non-significance, the Community Development Director administratively approved under a Type 2 process the following:

- A parking standard for Live/Work dwelling units of 1 stall per dwelling unit;
- A 10 % complimentary use allowance, which allowed 10 % of the usable non-residential floor area to be deducted from the total calculation for required parking;
- Shared parking for all the development on the Tukwila Village site, including the new library, to be shared across the proposed lots A, B, C, D, and E.

In a related decision, for the proposed Tukwila Library parcel:

- A parking standard for the new library of 4 stalls per 1,000 usable floor area; and
- Covenant parking for the library will be located "off-site" on the remaining parcels of the Tukwila Village site.

Attachment F is the Notice of Decision for parking for the Tukwila Village project.

Vicinity/Site Description

A. Site Information

The Tukwila Village site consists of 21 existing parcels arranged north and south of S. 144th Street and east of TIB. An 11 lot subdivision oriented along 41st Avenue S., a cul-de-sac, was previously developed with single family homes. The portion of the site fronting on TIB north of S. 144th Street

was a motel and car wash. South of S. 144th Street, fronting on TIB is a vacant restaurant, a utilities storage yard, and a barber shop in a small commercial building fronting on S. 144th Street.

B. Surrounding Land Use

Neighborhood and regional commercial uses, such as drug and grocery stores, car repair and sales lots, and motels are located north and south of the subject site. Residences and public facilities are located east of the subject site, such as detached single family units, apartment buildings and schools.

C. Topography

The site is within the Gilliam Creek drainage basin. The northeast intersection of S. 144th Street and TIB is the high side of the site at 300 foot elevation and then drops to 288 feet in elevation along the east property line, which is about a 12 foot difference. There is a sharp drop down to the east from TIB on the southern portion of the project site, south of S.144th Street whereas there is a more gradual slope to the east on the northern portion. The soil is generally very poor and the water table high, thereby limiting surface water absorption and the ability to do low impact development or underground facilities.

D. Vegetation

Significant vegetation is on site and an arborist report was prepared. (Attachment G) The arborist recommends retention of five superior trees out of 59 trees evaluated. She summarized that this project is an excellent opportunity to replace declining trees with vigorous appropriate species. The applicant has incorporated one of the identified five into the development proposal. It is a 40 inch redwood that will be located just to the west of proposed Building B.



Looking Southeast from S. 144th Street

There are also a number of significant trees along the east property line, a 43 inch cedar, a 29 inch maple and a 15 inch fir that the applicant has identified for preservation, if possible.

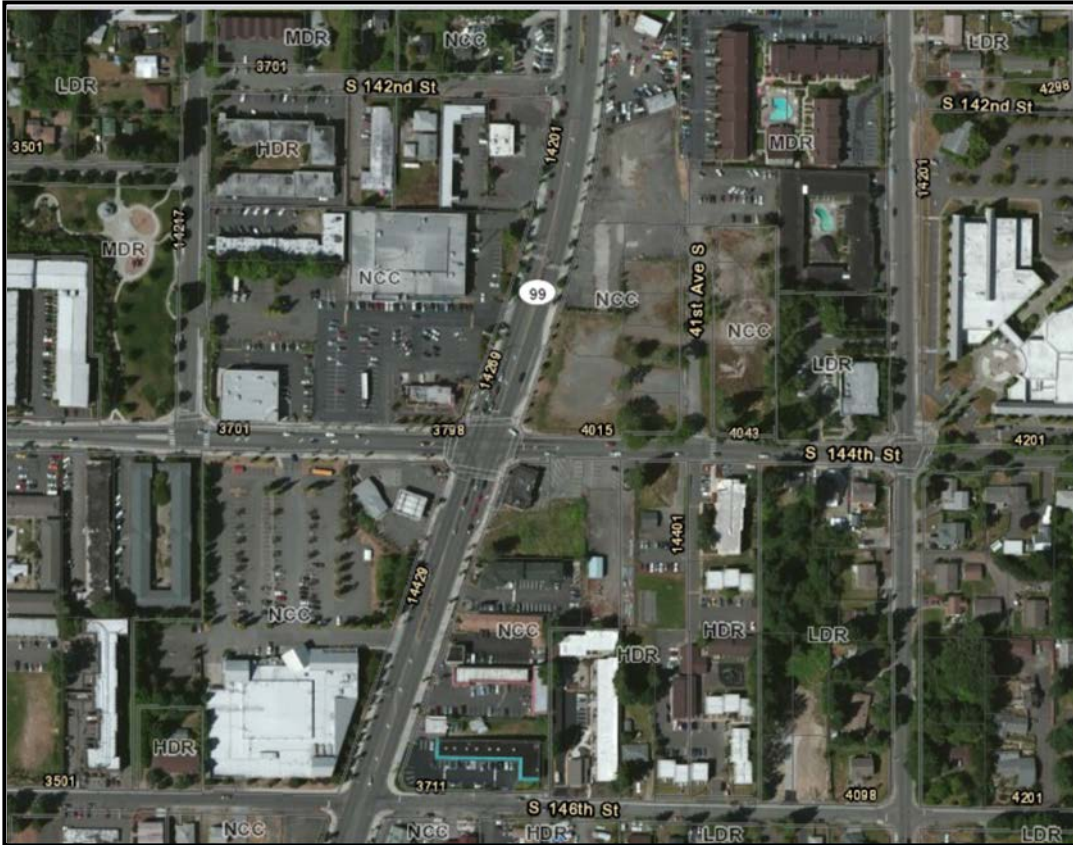


Looking northeast at eastern property line.

Two London Plane trees are also identified for possible retention. The Arborist indicates that this tree species is tolerant of root disturbance and are long lived trees. (Sheet P3.20, Attachment A)

E. Access

The site sits on the northeast and southeast corner of the intersection of TIB, a principal arterial and S. 144th Street, a collector arterial. TIB was formerly a state highway that is now City of Tukwila right of way. Any modifications within the right of way are less complicated now that State review and approval is no longer required. An existing public right of way runs north/south through Phase 1 and Phase 3 of the site and currently provides access to the Normandy Court Apartments. Vacation and access agreements for the owner of the apartment property are part of the overall site proposal and will require Council action. Access for the apartment has been integrated into the site design.



Aerial of Tukwila Village site with zoning districts

Pedestrian

Separated sidewalks exist along TIB and a combination of separated and curb edged sidewalks are on S. 144th Street. A small section of S. 144th Street, in front of single family homes on the south side of the street, is without sidewalks and may stay that way until the City is able to fund the improvement.

Bicycle

The City's bicycle infrastructure is not well developed. Bicycle lanes are available in S. 144th Street between Military Road and TIB and are proposed for the section between TIB and 42 Avenue S. See Sheet P3.30, Attachment A. The north/south collector arterial, 42/40 Avenue S., and TIB are identified as "bicycle friendly" because they have a wider than usual lanes so that cyclists and vehicles can share the outside lane.

Transit

There are a two bus routes that directly serve the site. King County Metro #124 travels between downtown Seattle on 4th Avenue, to Airport Way through SODO, E. Marginal Way to TIB and south to the Link station with service of 10 - 30 minutes; King County Metro # 128 between West Seattle and Southcenter via the Link Station with service of 10 minutes. At the Link station, Metro Route #s 140 and Rapid Ride A are available.

Vehicular

The posted speed limit for the section of TIB between S. 139 and S. 152 Street is 35 miles per hour. The posted speed for S. 144th Street between Military Road and TIB and along 42 Avenue S. is 30 miles per hour. The posted speed limit for S. 144th Street east of TIB is 25 miles per hour.

For the north half of the project site, there are two access points from TIB, and one from S. 144th Street. These accesses lead to an internal private driveway system that connects with each other. TIB has raised landscaped medians in portions of the block and "c" curbs that prevent left turns across the lanes of on-coming traffic. All the access points will be right turn in and out along TIB. A "frontage" road along the west side of Building A provides parking in front of the ground floor commercial spaces of Building A. This condition is similar to the streetscape in front of Appliance Distributors on the west side of TIB in the 14600 block.

For the southern half of the project, for Phase 2, which is south of S. 144th Street, the western-most access is to the 182 surface and garage parking stalls in and adjacent to Buildings D and E. A second access currently exists for the King County Housing Authority and will be shared with Tukwila Village. This easement acts as a private driveway for the King County Housing Authority's Riverton Terrace Facility, and winds through their project's parking lot to S. 146th Street. It also provides access to parking stalls and potential entries in Building E, Phase 2, Tukwila Village. This shared drive aligns with the vehicular access to the north half of the project site.

There are two different types of access designs shown, the northerly one along TIB uses a driveway approach, which means a vehicle moves up into the site and the sidewalk on either side stays level. The southerly one is a curb return, which is like a street and the pedestrian in the sidewalk moves down into the "street" and then back up on to continue on their walk. Turning into a driveway requires slower speeds and is more convenient and pedestrian friendly. The access on S. 144th Street is also a curb return design.

Environmental Review

An expanded environmental checklist was submitted that included additional transportation, soils, surface water, and vegetation information. A Determination of Nonsignificance was issued on August 7, 2013.

Interagency Coordination

The site is within the Valley View Sewer District and Water District 125, who have each issued letters of availability. Developer extensions/relocations will be required for both water and sewer.

Design Review Authority and Scope

The purpose of Design Review is to ensure the public health, safety and welfare is satisfied upon approval of new development and specifically to promote well designed developments that are creative and harmonious with the natural and man-made environments. Tukwila Village, which is

within the Tukwila International Boulevard study area (see Figure 18-9, *Tukwila Zoning Code (TMC 18)*), shall be reviewed using the design criteria and guidelines of the Tukwila International Boulevard Design Manual, as amended; http://www.tukwilawa.gov/dcd/apps/TIB_Design_Manual.pdf

There are also additional criteria for Tukwila Village that are specified in the DDA and DA, which are covered below.

The Board of Architectural Review is authorized to request and rely upon any document, guideline or other consideration it deems relevant or useful to satisfy the purpose and objective of Design Review and specifically including but not limited to the criteria listed below. The BAR's purpose is to only approve well-designed developments that are creative and harmonious with the natural and manmade environments.

The applicant bears the full burden of proof that the proposed development plans satisfy all of the criteria. The BAR may modify a literal interpretation of the design review criteria if, in their judgment such modifications better implement the Comprehensive Plan goals and policies.

A. Tukwila International Boulevard Design Manual

The Tukwila International Boulevard Design Manual is organized into four sections: covering Site Design, Building Design, Landscape Design and Signs. Within each section are a number of subject areas, covering such issues as pedestrian circulation, architectural relationships, planting design and sign placement. For each subject area, there are one or more Design Criteria, which are general in nature. The Design Criteria explain requirements for development proposals. They are the decision criteria by which the Board of Architectural Review will decide whether to approve, condition or deny a project. The Design Guidelines, which augment each Design Criterion, provide guidance to the project applicant, to City Staff and to the BAR in determining whether the project meets the Design Criteria. In the following discussion, the review criteria are shown below in ***bold italics***, followed by Staff's findings. For the applicant's response to the criteria, see Attachment H.

1. ***Site Design***

a. ***Site Design Concept***

The five buildings that will eventually make up the project are arrayed around the perimeter of the site with the community open space a central feature whose presence is a major element on the S. 144th streetscape. Two buildings are proposed for Phase 1 – Building A and Building C. Building A is activated on three sides, with pedestrian activity focused on the commercial tenant space facing west to TIB and south to the internal driveway. The apartment entry and the live/work entries are located on the east side of the building. The structured parking is located in two separate levels with two separate entrances and exits. One garage level is accessed off of the north façade and one on the east façade. Building C, which has a café with indoor and outdoor space and a community assembly room, opens onto the outdoor plaza is centrally located and is accessible by paved walkways.

A major pedestrian crosswalk on S. 144th Street facilitates the movement of people back and forth between the two halves of the project and specifically Phase 1 and Phase 2.

The recycling and trash areas for the residents are incorporated into the garages. On the day of pick-up, the dumpsters are transferred to the enclosure on the north property line. The enclosure will contain permanent recycling and trash receptacles for Building C and the commercial tenants in Building A and the future commercial tenants of Building B.

The enclosure for the trash receptacles is 16 feet wide by 22 feet deep. A small vehicle pulls the dumpsters from the apartment garages and places them in the enclosure next to the existing dumpsters.

The soils provide poor drainage. Stormwater for the site will for the most part be collected within large concrete pipes that are buried under the parking garages. (Sheet C6 of Attachment A) Porous surfaces are proposed in the surface parking stalls along the internal driveway system and in a limited pedestrian sidewalk area in Phase 2.

The applicant has indicated (See Phasing Schedule, Attachment E) that they will request approval and issuance of a building permit for proposed Building B, which is in Phase 3, prior to a BAR decision on the that Phase. The purpose of the work is to reinforce the soils under the columns for the future Building B with "Geo-piers." Geo-piers are cavities two feet in diameter by 20 feet in depth that are then infilled with rock that is compacted in 12 inch lifts. The storm water detention system for Phase 1 and 3 is to be installed below grade within the building envelope of the Phase 3 building. Once installed the detention piping cannot be disturbed by the installation of the Geo-piers, thus the need for a phased foundation installation. No structure will be visible above grade once this phase of the work is completed. Staff agreed to allow the issuance of a development permit for this intermediate foundation system.

b. Relationship to Street Front

Of the 451 parking stalls built for the project, 323 are within structures; and a majority of the parking stalls are devoted to the residential/employee use of the project. (See Sheet P1.0, Attachment A) Except for the community open space, which is an amenity and enhancement to the S. 144thth streetscape, buildings are brought to the street edge, and one bay of convenience customer parking is provided in front of the buildings.

Sidewalks around buildings A and C are a minimum of five feet. The widths of the sidewalks vary substantially depending on location and modulation of the adjacent building wall. Eight foot sidewalks are proposed along the S. 144thth Street frontage. The sidewalk along TIB varies from 5 feet to over 12 feet.

Building C, which is central to the site and separated from the adjacent streets by buildings or open space, is oriented so that its entry is a focal point for the southernmost entry off of TIB.

The commercial tenant entrances on Building A are oriented to TIB or the internal driveway.

c. Street Corners

The library occupies the street corner in Phase 1 and is not part of this review.

d. Continuity of Site with Adjacent Sites.

A small auto service business with two detached single story structures at 14120 TIB shares the northern property line. The northern driveway is on a shared easement. Pedestrian access from the commercial uses to the north will occur along the TIB sidewalk.

The Samara apartments, which are addressed and oriented to 42 Avenue S. has parking along the subject site's property line. Another residential development, the Normandy Court, at 14225 42 Avenue S., has a parking lot on the west side of their building whose only access is off of 41st

Avenue S, which is proposed for vacation. The applicant is therefore incorporating an access point into the parking lot from their internal driveway in order to provide access to the Normandy Court's parking lot to a public street. A sidewalk adjacent to the parallel parking stalls could provide a connection for tenants of the adjacent apartments.



Looking east across Tukwila Village site to the west side of Samara and Normandy Court

The last adjacent property in the north block is the King County Library System (KCLS.) A wooden fence separates the two sites. Foster Library includes a parking lot and their above ground storm water detention facility. This fence will border the east side of proposed Building B. A curb lined sidewalk and a separated sidewalk on S. 144th Street fronts the existing library.



Aerial of S. 144th Street between TIB and 42nd Avenue S.

Although the south half of the project is Phase 2, continuity to this side of the project is important to the success of the overall project. Phase 2 is situated in the north half of a block bounded by S. 144th Street, 42nd Avenue S., S. 146th Street and TIB. The adjacent Great Bear Motor Lodge fronts on TIB, has a small landscape area and is a three story structure. The hotel parking lot extends along the south side of their rectilinear building and then wraps around the east side of the building. No pedestrian access occurs between the sites except along the public sidewalk on TIB. The Riverton Terrace borders the project site on the east. A long north/south driveway borders the western portion of the development. The driveway is an internal parking lot with speed bumps to discourage pass through vehicular traffic. The applicant will be replacing existing parking stalls on the subject site with stalls in the southeast corner of Tukwila Village that will be dedicated to the Housing Authority, which owns Riverton Terrace.

A curb lined sidewalk extends along the front of Riverton Terrace but ends there.

e. Shared Facilities

This five building (A, B, C, D, E) development (plus the library) will be sharing most accessory improvements, the parking, access, trash and recycling collection, and the pedestrian system. Building E (Phase 2) is also sharing a fire zone with the King County Housing Authority, the owner of Riverton Terrace.

Side yard landscaping is not required unless the project is within 50 feet of a residentially zoned property, in which case 10 feet is required. This requirement may be waived if pedestrian connections are provided to serve these adjacent properties and the landscaping is placed elsewhere on the site.

f. Site Design for Safety

Motorists average 40 miles per hour, or higher, on TIB. There are two right in, right out only access points proposed on TIB for Phase 1. The northern access point is shared, straddles the northern

property line, and takes advantage of an existing driveway designed into the previous TIB street improvements.

The southerly access point is designed like a street, pedestrians traveling across the route will drop down into the "street" as opposed to staying at the same elevation. Motorists entering the site will turn right into what looks and feels like a street as opposed to a driveway. A driveway requires the car entering the site to go up in elevation. Motorists exiting the site are likely to look left and not right for pedestrians on the sidewalk.

An internal driveway and parking area will replace the existing 41st Avenue S. and connect with the two driveways off of TIB. This driveway also aligns with the existing and future driveway to the south of S. 144th Street, which will be shared between Riverton Terrace and Phase 2 of Tukwila Village.

The 26 foot wide concrete driveway allows two-way vehicular traffic. A three foot wide contrasting edge along the outside of the 26 feet visually narrows the drive aisle to 20 feet or 10 foot each way. (Sheet P.20 Attachment A) The design of the internal system includes 90 degree perpendicular stalls. Parking will have curbs between the stalls and the adjacent sidewalks. Where there is no parking there will be no curb. The "zero curbs," create separation and delineation with bollards, lighting, and street trees within curbed plant beds.

Three loading zones have been identified. One is located "in front" of Building A and is a parallel stalls with a time limit. A second is located to the northwest corner of the library and is limited to library vehicles only. A third is by Building C, which has a service area identified on its east side. (Sheet P 1.0, Attachment A)

Screening of this service area is not shown and the loading area (Sheet P3.0, Attachment A) is somewhat limited because there is no ramp for the curb thereby facilitating the use of a cart. The area is 24 feet long by 8.5 feet deep. There are also two landscape beds with ground cover within this area.

The direct pedestrian route from Building B to Building C and the library is through two handicap stalls and a curb ramp.

No on-site directional signage has been proposed.

A crossing on S 144th St has been provided between the north half (Phase 1) and the south half (Phase 2) of the project. A center median with low plantings adjacent to the crossing delineates the location of the crossing and provides a small refuge midway across the street. The remainder of the median is to be paved in order to allow police and fire vehicles to drive over the median. A pedestrian warning system including rapid flash beacon / advanced warning for the crosswalk is proposed. (See Sheet C8, Attachment A)

The City's Crime Prevention Officer reviewed the plans. Most areas on the site have some visibility from dwelling units or public space. The plant palate is such that most plantings have low shrubs and

branching deciduous trees. The exceptions are the beds between the Plaza and the sidewalk on S. 144thth Street and in the median between the parallel stalls on TIB.

Lighting plans were submitted to illustrate the minimum light levels achieved throughout the site. Throughout the interior of the site, the pedestrian poles are indicated to have a height of between 12-15 feet; although the lighting plan specifies a height of 14 feet. (Sheet P4.1, Attachment A) Sheet 4.4 shows two fixtures. Visionaire premier is proposed as the street and pedestrian pole for S. 144th Street and for the internal driveways. Lighted bollards are proposed for arrangement linearly along the walkways on either side of the main lawn. There are numerous walls around the outdoor plaza where recessed lights will be used. The wall fixture is on Sheet P4.3 Attachment A.

g. Siting and Screening of Service Areas

The applicant explains that each residential floor will have access to a trash/recycling room with chutes that lead to the collection containers on the ground floor of the garages where recycling and waste are collected. On pick-up days, which could be as often as 3 days a week, management will use a vehicle to move the containers out of the garages. The first floor plan for Building A shows the location of the trash room (Sheet P2.2, Attachment A.) Commercial tenants will share the bins that are to be permanently located in the enclosure area in the northeast corner of the site. Waste Management specifies that the dimensions for the four yard containers measure six feet in width, 5.5 feet in depth, and 5 feet in height.

Screening of the waste collection point for the north half of the site is shown on Sheet P3.41 of Attachment A. The exterior collection point is a combination of brick columns and corrugated metal siding that is painted to match the color of the material on the building. According to the Landscape Architect, the cap on the brick column is precast concrete. No gate is shown over the entry to the collection area. There are two openings in the collection area in order to allow the vehicle that pulls the dumpsters from the garage to pull through. The size of the space is effectively 16 feet by 23 feet, which would allow three to be pulled into the enclosure in a line. The remaining width would allow containers for the commercial tenants. The applicant has indicated that the residents of Building B and A will have a total of six containers.

The service area is conveniently located for the hauler at the end of the drive aisle, which also makes it a visual focal point from the interior of the site.

A 10 foot by 10 foot transformer is located in the northeast corner adjacent to the collection point. An 8 inch to 24 inch parapet is located around the roof where mechanical equipment is shown.

Grease hoods will be located above the kitchen in Building C and is carried upward to the sun room roof for the commercial restaurant tenant expected in Building A. The Code requires a minimum separation of 40 inches between hood, roof and any wall. For Building A, Sheet P2.7 shows the location of the hood, but the design is not carried further into the drawings to indicate where it will be visible. There is no indication on the roof of the sun room where the grease hood will project. Building C, Sheet P3.4, Attachment A has a tall parapet the screens the mechanical hood from ground level.

Utility systems such as meters are not yet available for Building A although the architect has indicated that a bank of gas meters will be installed on the outside in the northern half of the building. Several elevations for Building C indicate the location and type of utility meters.

h. Natural Features and Sensitive Areas

As noted above, one tree is proposed for incorporation into the plan. The grading shows that the current elevation around the tree is 287 and the finished elevation in its vicinity will be 290. The base of the tree will therefore be in a depression of about 4 feet. The Civil drawings are not updated to show the five other possible trees the applicant may be able to incorporate into the development.

The west façade of Building A will be particularly prominent to travelers heading northbound along TIB and in general from many points to the south because of the bend in the Boulevard at the subject site. The view southbound or the west elevation will also be prominent and is shown as a perspective on Sheet P2.13 of Attachment A.

i. Surface Stormwater Detention Facilities

The applicant initially reviewed a number of low impact surface water treatment techniques that proved unworkable because of the high water table and poor soil quality. Detention pipes are now a significant element of the layout of the site and are shown on the Grading Plan (Sheet C5 of Attachment A)

Some impervious paving is proposed under the entire surface parking stalls within the site. See also comment above under Site Design Concept regarding storm water detention pipes for Phase 1 that are located on Parcel B, Phase 3.

j. Pedestrian Circulation

Walkways front all sides of Building A and allow a person to circumnavigate the building on foot.

Building C has a complete walkway system around it although there is a service and loading area on the east side where it might not be pleasant to walk. The walkway around the north side of Building C is limited to 5 feet although pedestrians may transition between walkway and driveway because of the zero curb. The pedestrian maneuvering space within the outdoor café also appears constrained.

The applicant also provides a five foot walkway that will serve the parallel stalls and that almost connects with the large parking areas behind the adjacent Samara and Normandy Court Apartments.

The walkways have elements of separation from the adjacent vehicular ways and vary in width from four feet to over 12 feet. Within the outdoor plaza and around Building C, pathways on the south and west side have wide flat surfaces that easily connect. Traveling along the north half of the plaza and the west half is more circuitous and less appealing because of grade changes, the narrower paths and sharp turns.

k. Pedestrian Amenities

The outdoor plaza and Building C are designed as the primary site amenities. Building A also provides private amenity space for the residents of the building. See Sheets 2.3 and 2.6, Attachment A, for the terrace spaces. A summary of compliance with the recreation space requirement is shown on P2.0. Recreation space is defined by the City to mean *"covered and uncovered space designed and intended for active and/or passive recreational activity including but not limited to tennis courts, swimming pools, cabanas, playgrounds, playfields, or wooded areas, and specifically excluding any parking area, driveway, or rockery."* (TMC 18.06.665 Recreation Space) Second floor plan shows landscape terraces on the east and west sides of the building as well as in the southeast corner overlooking the community open space. There is direct access for units on that floor as well as general access for all the units to the west terrace, the east terraces are semiprivate and the northeast terrace with arbor is for all the residents. Sheet P2.3 of Attachment A. A significant component of this project will be the residential use in Building A, which are market rate apartments open to all ages. The applicant has evaluated the recreation space requirements of the Tukwila Zoning Code and provides a summary of the amount of space available for recreation. See Sheet P2.0, Attachment A. The project meets the size requirements and has provided areas either outside or inside.

The fifth floor also has a roof top terrace and a sun room. Sheet P2.6 of Attachment A.

Trash receptacles are located throughout the site, the design of the trash can is not known at this time. Pictures of other site details are included on Sheet P3.40 and indicate that pots, tree grates, metal raised planter edges, special paving and a kiosk will be part of the site's amenities. Locations of those details are on Sheets P2.0 and P3.0. The bollards have not been chosen; although Attachment J, the Conceptual Project Art includes artist inspired bollards as well.

l. Vehicular Circulation

The north half of the project site that is north of S. 144th Street, will effectively share access, circulation and trash collection for four buildings.

m. Parking

A parking decision was made that allows the applicant to reduce the amount of parking and allows a sharing of stalls across proposed lots A, B, C, D and E. The garage stalls are restricted access for the site's residents. In terms of design, the surface parking areas are small and interspersed throughout the site, the largest being the 24 stalls between the library and Building A. The surface parking is all located adjacent to buildings as opposed to one large parking area.

2. Building Design

At this time the Board of Architectural Review is reviewing the design of only two buildings (Building A and Building C). Overall the Tukwila Village project (all three phases) comprises of five separate buildings.

a– b. Architectural Concepts and Relationships

Building A is a mixed use building that has a clear organization of entrances arrayed around the east, west and south sides. A hierarchy of entrances is established through the use of awnings and structural elements. The major building entry in terms of design emphasis is in the southeast corner under the rounded arbor on the second floor. This entry is to a commercial tenant space on the first floor. The second major entry is the southwest corner, which has the second most detailed awning design and a solid square building tower that rises above this corner. Awnings over the storefronts rhythmically carry the eye along the TIB façade. A generous canopy entrance for the apartment building is provided on the east side. The four live/work units are highlighted with shared colored metal canopies. (See P2.10, Attachment A.)

Building C is a modern midcentury building that orients to the south and west. Although different in scale and function from Building A, the stylistic devices of material and small details are used to create a relationship between the two buildings. Materials of corrugated metal and hardiplank are duplicated between the two buildings. There is also a limited use of a six inch pipe column and asymmetrical arrangement.

The scale of the six story structure along TIB is reduced through the stepping back of the upper floors and through the use of modulation, shape and color. Modulation of at least four feet is employed and can be seen on Sheet P2.0 – P2.7, Attachment A. The portion of the building that parallels TIB is a little over 130 feet on the east side. The four foot modulation on floors 2 – 6 can be seen in the outlines on each floor. The colored elevations, Sheet P2.9-2.10, Attachment A, demonstrate how the use of color also provides interest and breaks up the length and height of Building A. A variety of roof heights are also employed along with a variety of building materials. The different building materials are used to create distinct building geometry, such as a corner tower or vertical columns that act as separations.

c. Building Elements, Details, and Materials

Building A's significant corners are emphasized with special detailing. Metal canopies with rounded corners and supporting metal work are used. Terraces are provided on the second and fifth floors. Window "eye-lashes" are used in limited locations. Decorative three foot deep balconies are provided in some units.

The color and materials board provides samples of the corrugated metal, and brick. The other major material is hardiplank. A simple cylindrical light fixture is proposed for the building's exterior. Recessed down lighting is located over the southeast and southwest corners. (Sheet P4.2, Attachment A)

The detailing on the 10 inch by 10 inch metal square support with asymmetrical six inch tubes at the ground floor is carried up into the upper floors with the window eye-lash detail. A window "eye-lash" is provided as decorative detail and is located over the windows on the north facing "eaglet beige" colored hardiplank towers, over the south facing brick center window and on the west facing southern tower of hardiplank.

Lighting for the ground floor commercial space is indicated on Sheet P2.9 where the wall sconce is proposed on the brick columns located between commercial tenants and sends out a down light and a narrow blue hued uplight. (See Sheet P4.2, Attachment A) Exterior lighting for the upper terraces is not indicated. Recessed can lights are shown for the roof overhangs in Building C.

d. Pedestrian-Oriented Features

Metal and glass storefront system in painted bronze is proposed for the commercial façades on Building A, which includes the TIB frontage. Building wall articulation, benches, trash receptacles, wall sconces, and awnings are features that enhance the pedestrian experience on the west, south and eastern sides of Building A. Paved connections with the street sidewalk are continuous.

Large blank walls are limited to the north side and northeast and west corners of Building A. Green screens, or metal frames attached to the building wall incorporate landscaping and create vertical trellises along the east and north walls. See Sheet P2.10, Attachment A. Small deciduous trees are proposed in front of these walls as well. (See Sheets 2.20 and 3.50, Attachment A) A graphic logo is suggested for the west blank wall as well as signage. See Sheet P2.9, Attachment A.

The gates over the two openings to the garages are 25 feet wide. Pictures of the proposed gate and screen are included as Attachment I.

Building C, a smaller scale building than Building A, has expansive rooflines over the main pedestrian entry as well as the stage. The column and asymmetrical supports are located at the entry and acts as a support for the canopy roof. A low bench and trash receptacle are located to the north of the entry and a low seating wall is located to the south of the entry.

Outside of the entry is a storm water collection device that will be designed by an artist. See location denoted by A2 on Sheet P3.0 Attachment A. In addition, an indoor/outdoor fireplace will be visible to the north of the main entry.

e. Mechanical Equipment

Two 10 x 10 foot transformers are located at the north end of the project site and no screening is shown.

The grease hood terminates on the roof of the sun room on Building A. See Sheet P2.7, Attachment A. The roof plan – Sheet P 2.8 - shows the mechanical equipment, elevator penthouse etc. The parapets around the roof of Building A vary from 8 to 24 inches.

Mechanical equipment is screened on the roof over the kitchen mechanical area of Building C. (See Sheet P3.2, P 3.3, P 3.4)

There are no utility meters located on the exterior of the Building A, and some meters are shown on the facades around Building C's service area.

3. Landscape Design

a. Landscape Design

The Landscape design is an informal asymmetrical curvilinear and circular motif. The ribbons delineated by score marks into the concrete pavement, the curvilinear pavement that is cast into the lawn, the ribbon walls and the steps all create strong edges. The elevation changes and site layout create a sense of enclosure that will be enhanced and softened when the plantings mature.

There are two strong elements to the community open space. The “stage” setting outside the community assembly space of Building C faces the lawn. The stage (up to 25 feet deep) is flanked by two raised circles that are ten feet in diameter. They are 18 inches high on the “stage” side and three feet on the “audience” side. The applicant has suggested that the round circles could be filled with art. In front of the stage is a slightly sloping lawn. The lawn has a decorative border along the downslope edge and pavers and a raised bed along its uphill side. The raised planter along the back is 18 inches on the lawn side and two feet along the S. 144th Street sidewalk.

The second strongest feature is a spiral shaped water area in the southeast corner. It too is set off from S. 144th Street with a raised bed that steps up in two steps from the water area and then steps down to the street and the southeast corner of the open space. See Section D, Sheet P3.21, Attachment A. The raised planter in this corner of the outdoor plaza is three and a half feet tall, and includes a pergola. The first step up from the water is two feet and the second is 18 inches. The cross sections shown on Sheet P3.21 help convey the use of walls throughout the design.

The active side of the space is oriented around the game area and the water feature. The water feature will have a limited use, assuming it only operates during the summer months. Its surface is concrete with score marks that create curving lines that connect throughout the site’s design.

The paths of travel through the space are anticipated by considering entries to buildings and the site’s layout in relation to points of pedestrian access and parking. Prominent travel paths are from S. 144th Street from the east and the parking stalls along the east side of the plaza to the Building C entry, to the Library and to the commercial spaces along Building A. Minimizing grade changes and obstacles should be a consideration.

Some of the fundamental design features are unknown, such as the type of walls, or the edge around the plant beds between the bollards.

b. Planting Design

Empire Ash frames the parking and drive aisles, Western Red Cedar is used in the corners adjacent to the service areas. Red maple is used along TIB to complement the existing street tree. Small deciduous multi-stemmed trees are used adjacent to Building A. Ginkgo Biloba are used in the S. 144th Streetscape.

A decorative design within the grass area provides interest for the residents of Tukwila Village who will have views of the open space as well as a playful element within the lawn area. The grass area is about 5,000 square feet and includes the concrete pavers along the back and the decorative

detailing along the front. The bands of grass between the concrete stripes are about the length of a parking stall.

Large shrubs and small trees are located in the raised bed that separates S. 144th Street from the community open space. The small deciduous trees are proposed as framing the south and east sides of the Outdoor Plaza. The type of small tree in the conceptual plan includes a wide range of species – hazelnut, vine maple, Persian Parrotia, smoke tree, dogwood, witch hazel, and star magnolia. (Sheet P3.50, Attachment A)

It appears that plantings may be missing between the east side of Building C and the low semicircular wall.

Existing trees within TIB will be maintained (See Sheet P2.20 Attachment A)

4. Signs

The applicant has submitted a signage plan on Sheet P1.3 on Attachment A.

a. Sign Concept

The applicant's concept is to use individual lettering throughout the site. Three Tukwila Village monument signs are proposed on Lots C and A. Two of the monument signs are proposed for Lot C, the outdoor plaza, facing out towards S 144th Street (Numbers 6 and 7). The third sign faces TIB and is mounted on a low wall.

b. Sign Placement

Sign 1 is an example of the commercial tenant signage. A canopy edge sign, which can be mounted along or above the canopy seems to be illustrated for the type of tenant signage the commercial uses could have along the storefronts. The letters are allowed to be up to 12 inches in height and no more than 2/3 the length of the canopy. Using individual letters allow the canopy details to show. There are two types of canopies employed on the building. (See Sheet P2.14, Attachment A.) The southeast and southwest corners have more detailing than the canopies facing TIB. The color of the lettering appears to be a dark neutral color that matches the color of the metal on the glass and metal storefront system.

The signage for Building C is for the café and Indoor Commons and is conceptualized as two wall signs to the left and right of the main entry. One Flush mounted building sign per tenant is allowed. (Permanent Building Mounted Signs in Commercial Industrial Zones, TMC 19.20.050.A.2.)

Once the building addresses are assigned by the Fire Marshal they will need to be incorporated into the overall site signage and directional information.

c. Sign Design

Lighting and type of material for the signs has not been shown. The applicant indicates that lighting of the individual letters will be used rather than a spot light system.

B. TUKWILA COMPREHENSIVE PLAN

The Tukwila Zoning Code contains a “Standards for Approval of Permits” Chapter that requires a determination of consistency with adopted plans and regulations. (TMC 18.100.030). The applicant must demonstrate the manner in which the proposal is consistent with, carries out, and helps implement applicable state laws and regulations and the regulations, policies, objectives and goals of the City of Tukwila Comprehensive Plan, and other official laws, policies and objectives of the City of Tukwila.

Transportation Corridors Element of the Comprehensive Plan addresses four categories applicable to this project:

- Creating areas of focus
- Improving private development
- Enhancing and improving transportation choices and facilities
- Developing partnerships and strategic plans.

Community Image - Transportation Corridors

Goal 1.8 Transportation Corridors

A more attractive form of commercial development along major streets in the community, in which buildings and plantings are prominent and oriented to pedestrians, transit and automobiles.

Policy

1.8.3 Upgrade the streets that serve principal transport corridors with curbs, gutters, sidewalks, and tree plantings. Plant trees in accordance with a street tree plan and street improvements.

1.8.5 As major new development or redevelopment occurs, require through-block pedestrian connections that follow adopted guidelines.

1.8.6 In new development and redevelopment, incorporate substantial landscaping both along street frontages and within parking lots.

1.8.7 In new and redeveloped building facades, provide pedestrian weather protection, see-through glass, and distinctive rooflines. On minor facades adjacent to secondary streets or pedestrian paths, incorporate interesting and pedestrian-friendly features.

1.8.8 Encourage facilities and improvements that support transit use in new development, redevelopment, and street projects.

The applicant will be upgrading the S. 144thth Street frontage. Sheet C8 of 14, Attachment A includes details of the street improvement. The cross sections on C14 of 14 show the widths of the various segments of the street for sidewalk, parking, bike lanes, travel lanes and median. Section A is from TIB east to the first cross walk, Section B is from cross walk to cross walk, and Section C is from the eastern cross walk to the project's eastern end. Except for the small areas immediately east and west of the western cross walk, the median is slightly raised island with a concrete paved center. A lighting and landscape plan are created for the street improvements (Sheet P4.4 and P3.30,

Attachment A.) Curbside pavers allow passengers to easily exit the vehicles that are parallel parked. The widened planting beds under the street trees provide a greener streetscape. Low groundcovers are paired with Ginkgo Biloba.

This male cultivar of Ginkgo is practically pest free, resistant to storm damage, and casts dense shade. The tree grows to at least 50 feet tall but has a spread of only about 15 to 18 feet and resembles a fat, billowy column or oval. The dense crown makes it suitable as a screen or noise buffer. It makes a durable street tree where there is enough overhead vertical space to accommodate the large size. It has good usefulness as a city tree especially where there is narrow overhead space. Ginkgo tolerates most soil, including compacted, and alkaline. The tree is easily transplanted and has a vivid yellow fall color that is second none in brilliance.



to

The light fixture for the street is the same fixture used throughout the project and differs from the pedestrian fixture used on S. 144thth and TIB.



Pedestrian fixtures on TIB and S. 144thth Street west of TIB.

Natural Environment

Goal 4.12 - Urban Forestry

Trees are recognized by Tukwila citizens, businesses, City staff and decision-makers for their benefits to the environment, urban infrastructure and their aesthetic value.

Policy 4.12.3 Ensure that regulations recognize that larger trees provide more benefits than small trees.

Goal 4.13

Overall city-wide tree canopy increased to a total of 29% by 2034. Canopy cover in individual zoning categories increased by 2034 as listed below:

Office and Commercial: 3% increase from 29 %to achieve 32% cover

Public Rights-of-Way: increase canopy coverage through street tree planting.

Policy:

4.13.1 Promote tree retention throughout the City by:

a. implementing educational programs for property owners and managers regarding tree selection and care, applicable regulations, selecting a qualified arborist, and other issues;

b. except for hazard trees or trees that interfere with underground or overhead utilities, prohibiting removal of any tree four inches or larger in diameter at breast height (dbh) on all undeveloped property without an approved development or other land use permit, to provide the opportunity to preserve healthy trees during development;

c. promoting the mutual goals of tree protection and urban development through the implementation of incentive programs and flexible site development regulations, especially to retain tree groves; and

d. requiring financial assurances for required tree replanting and maintenance.

Land Use – Transportation Corridor

Goal 8.1 General Transportation Corridor

Transportation corridors that are functional, attractive and diverse along their lengths both for the people who live along them, traveling through them and those traveling to visit these areas.

Policies

8.1.1 Improve the pedestrian environment with street improvements that include curbs, sidewalks or trails, and regularly spaced street trees.

8.1.2 Provide pedestrian pathways between sidewalks and building entrances and between adjacent properties and buildings to ensure that parking lots are not a barrier to pedestrians within commercial areas.

8.1.4 Landscape interior areas as well as perimeter strips in parking lots.

8.1.5 Require mechanical equipment and trash and recycling containers to be incorporated into the overall design of sites and buildings and screened from view.

8.1.8 Encourage the development of corridor focal points, while ensuring higher-quality design.

8.1.12 Require roof lines to be prominent and to contribute to the distinct characters of the areas.

8.1.13 Seek opportunities to integrate public art into public improvements

Concepts of the art, shown on Attachment J, have not been submitted for review. The locations chosen for the art indicate the opportunities that the art could play in the overall design of the project. See Sheet P3.0 Attachment A. There are three locations where they could act as important elements in the overall design of impression of the site. The roof top drainage from Building C will be collected in a cistern on the east side of the building. The design of the storm water feature for the west side of the building is not shown. It will be located outside the main entry and could act as a gateway or sentry to the outdoor seating area and fireplace. The other two locations where art could figure prominently are on either side of the "stage" in the two 10 foot diameter columns and the clock tower by S. 144th Street in the southwest corner of the plaza.

Building C has a prominent "butterfly" roofline that provides functional aspect of framing the outdoor stage and entry areas.

See above discussion on pedestrian connections, mechanical screening and service areas.

Goal 8.2 Pacific Highway Corridor Goal

A Pacific Highway corridor that is an attractive, safe, and profitable place to live, do business, shop, and work, and is a positive reflection of the City as a whole and of the surrounding residential and business community.

Policies

8.2.1 Mitigate transportation impacts associated with regional travel by the use of extensive amenities, transit service, and appropriate siting and design of new uses, including the highway itself.

8.2.2 Give priority to pedestrian safety over vehicle safety in street design.

The small raised islands in the median at the crosswalk provide a refuge for the pedestrian crossing at this location. Only a small section is planted, the rest of the median is shown as paved with concrete.

The use of a frontage drive between the travel lanes on TIB and the front of Building A, create a protected pedestrian zone and provide parking for customers and merchants.

8.2.3 Improve the street to encourage pedestrian and transit travel, and actively discourage additional lanes in order to protect and enhance the local commercial, residential and pedestrian character.

8.2.5 Include on-street parking stalls for local customer use as a design option for street improvements to enhance redevelopment options.

On street parking stalls are being provided on TIB and on S. 144th Street. Five foot bike lanes proposed for installation on S. 144th Street, which continues the bicycle design on S. 144th Street from the east side of TIB. The curb return entry designed for the southern access point from TIB requires pedestrians to drop down into the vehicular way as opposed to the vehicle being required to drive up to the pedestrian level.

8.2.9 Improve South 144th Street (including right-of-way acquisition where necessary) between Military Road South and 42nd Avenue South to serve as a significant pedestrian corridor.

The sidewalks are being sized larger than the standard five feet, decorative pedestrian lighting is shown installed and street trees are planted along the curb edge. The light fixture for the S. 144th Street improvements is the contemporary fixture proposed for use throughout the Tukwila Village project and is placed every 23-25 feet along the length of the improvement. The fixture is shown mounted at a height of 20-24 feet.

8.2.18 Encourage building design on the east side of Pacific Highway between South 137th Street (if extended) and South 144th Street to reflect the importance of the area as a visual focal point for traffic through the corridor.

The L shaped design of Building A captures the eye of the southbound traveler as the road bends slightly to the west.

8.2.19 Where significant distant views occur along the corridor, encourage development to recognize and incorporate these into project design. Developments should minimize obstruction of views from nearby projects through appropriate landscape design, building design and site planning.

The land drops to the east providing territorial views of the Cascade Mountain ranges if you are above the tree and building lines. This project's potential to have views of the Cascades and Mount Rainier is likely to be blocked by Phase 2 and 3 of the project. Views of the Seattle skyline will potentially be available to the residents on the north end of Building A.

8.2.20 Provide flexibility in the application of design standards in order to encourage pedestrian-oriented and pedestrian friendly development and to allow creativity in the design process.

The Urban Renewal Overlay district and the TIB Design Manual and their implementation allow waivers on perimeter landscaping, setback and heights that are financially funding substantial green space and public amenity. The Development Agreement created for this project also provides flexibility.

C. Disposition and Development Agreement

According to the DDA and the DA, in addition to the design requirements of the BAR chapter of the Zoning Code, the following criteria shall be included in the review of the project. (DA Section 6.5 Design Review Standards and Review Criteria)

1. Vision Statement

“Tukwila Village will be a welcoming place where all residents can gather and connect with each other. This mixed use development will draw upon Tukwila’s strengths and include a library, a neighborhood police resource center, retail, restaurants, public meeting space and an outdoor plaza. The village may also include office, live/work, and residential space. This active vibrant place will set high standards for quality and foster additional neighborhood revitalization and civic pride.”

The proposed mix of uses does include the variety specified above. See Attachment C, the project description.

2. Focal Point Design

“....prominent focal points, such as prominent building corners, must have a defined architectural expression and visual interest. By way of example and not limitation, such defined architectural expression and visual interest may include a rounded or chamfered wall, a tower, transparency or architectural lighting at night.”

There are a variety of focal points established as a result of the site’s layout, many of them visible only to the residents and guests of the Project. As the public travels from the east, westward from 42nd Avenue S., the outdoor plaza will be framed by the future Building B. The proposed pergola, sign, low wall and plantings will act as a focal for the eye because it frames entry into that open space. The second major focus will be into the open space from S. 144th Street as one travels eastbound from TIB. The proposed library occupies the corner and creates an edge. The southwest entry into the site is broken up with the proposed kiosk, triangular planter and clock tower. Behind these vertical elements is the expansive window/stage area with the two story glass wall and soaring roof of the southern elevation of Building C.

Because the library is one story, the southern and southeastern edges of Building A will have some prominence for northbound travelers on TIB or those on the west side of the street. The southern corners of Building A have canopy details and vertical architectural design elements.

The west and north façades of Building C will be focal points as customers and residents enter the site from TIB. Travel within the site at some locations and directions will be met with views of the trash enclosure because of its location at the end of the internal drive.

In addition to the buildings and certain landscape features, art is proposed for prominent locations that frame and act as focal points. The two round areas to either side of Building C frame the stage; the roof storm water cistern adjacent to the entry is a focal point as one enters the site from TIB and is a gateway into the outdoor café. As described on Sheet P1.0, the applicant has a contract with an organization that is developing a process for selecting artists and locating art around the Tukwila Village site. Conceptual drawings have been developed as part of that effort. (Attachment J)

3. Buildings Along Eastern Boundary

“If any portion of buildings B or E as shown on the Preliminary and Proposed Site Plan is proposed to be located within 30 feet of an adjacent property that is zoned LDR, MDR, or HDR, the BAR may require and allow portions of the building to have greater or lesser setbacks and/or lower height limits than allowed under the Governing Regulations, provided that the average setbacks and/or height limits allowed shall be consistent with the Governing Regulations. The BAR may encourage modulation of building facades and/or height modulation of buildings B or E as shown on the Preliminary and Proposed Site Plan in order to reduce the visual impact on adjacent properties, but such modulation shall not be mandated solely to reduce density that is otherwise allowable under the Governing Regulations.”

This criterion is not applicable at this time because the proposal does not include elevations for those buildings.

4. Minimum interior height

Non-residential uses at street level shall have a floor height of at least 15 feet.

The purpose of this requirement is to ensure that the building is designed such that the commercial space is as leasable as possible. Sheets P2.9 and P2.10 indicate that there will be 15 feet between slabs for the first floor.

5. Landscaping Standards.

Normal landscaping standards and requirements under the City's existing zoning code and development standards shall apply to the Property, provided that the specific landscaping standards and requirements set forth in the Statement of Purpose and Design for the Plaza and the Commons shall be reflected in the design review submittals for the Plaza parcel.

The Statements of Purpose and Design for each space are Attachment K.

a. The Indoor Commons

Building C is located in the central position of the overall property and is framed by the outdoor plaza to the south and the internal pedestrian/vehicular route through the property.

Building C Commons mirrors in scale and orientation the proposed KCLS library, which is located at an angle adjacent to the outdoor plaza. The remaining buildings in the project exceed the scale of the Indoor Commons. The “community room” inside Building C, the Indoor Commons, is oriented to S. 144th Street whereas the more commercial aspect of the building is oriented to TIB. The internal driveway in Phase 1 provides the entry and sightline to Building C, the Indoor Commons, from TIB.

A butterfly roofline converges in the middle of the building where there is a covered entry, rounded storefront system and a significant canopy and support columns.

The community room is designed such that a café can operate on one side of the building and the other side can accommodate events in a 1,650 square foot open room that has an attached 372 square foot kitchen and 187 square foot storage space. The two distinct spaces share an entry, bathrooms, janitorial closet and loading and service area.

The café is located around the north side of the building with several adjacent outdoor areas, one of which includes an interior/exterior fireplace. The materials for the building include a warm “Brick Paver” color, significant glass facades over most of the surfaces, and large pieces of naturally stained fir trim.

The southwest exposure is designed with a two story glass façade. Operable windows and doors are located throughout the building, including two 8.5' (approximately) vertical roll up doors adjacent to the “stage” space on the south side facing the lawn. The operable windows in the community room consist of a total of four relatively small operable windows. The wall facing the stage and lawn has two large roll-up doors and flanking standard doors on either side. The internal window treatments are not detailed and provided.

The surface treatment for the plaza area outside the community assembly room is treated with concrete similar to the other pedestrian areas. Sheet C5 and Sheet P3.0 indicate that there may be some banding within the concrete surface that encircles a “stage” around the Building C. The sheets however do not indicate that the band will be treated differently in terms of color or texture.

Sheet P3.3 and P 3.5, Attachment A, includes a banner hanging system, which may be used on a temporary basis (once every two years) per the Sign Code (Special Event Signage, TMC19.24.060.), unless the graphics are not discernable off site.

The floor plan for the Building C (Sheet P3.1 Attachment A) indicates that some type of transparency will occur behind the counter of the café so that employees there have visibility into the entry area of Building C.

The Lighting Plan (sheet P4.3, Attachment A) indicates that canopy down lighting will be used under the east and west façade eaves. The use of glass, a warm well designed ceiling treatment of the community assembly room and the interior lighting could be a significant lighting feature of the proposal.

b. The Outdoor Plaza

The plaza has a pedestrian orientation including welcoming elements and safety and protection from vehicular traffic. Connections between the various uses in and around the Plaza should be clear, visible, convenient, and accessible. A sense of enclosure is created via a variety of design elements: the site layout itself, because the Library is several feet above the main elevation of the “stage” area, the presence of Building C as a backdrop/wall facing the Plaza itself, the use of 18 inch to 3 foot walls on the south and southeast side separating the plaza from S. 144th Street.

The plaza designer states that concave walls will deter the skateboarders. Attractions and destinations will be created primarily through programming of the space. The café in Building C and the Library will create pedestrian traffic through the space. During summer the water feature and “game” feature should prove to be active destinations.

The Arbor and wall at the southeast corner acts as a gateway and the information kiosk and proposed artwork and Library urban design at its southeast corner create a sense of entry on the west side.

The northwest corner between the entry to Building C and the specimen tree proposed off the north east corner of the library will frame views into the plaza from this side. The area between Building C and the Library could have potential to provide more functional space but due to grade change it has three shallow steps and three raised planters.

The largest area in terms of size is the lawn area. Drainage and slope will be key to its usability for more than just picnicking and the rigors of chairs, tables and foot traffic.

Amenities that are offered through-out the plaza are shallow seating opportunities on low walls and shallow steps, more formal benches, a water feature in the southeast corner, a game area on the east side, and a playful labyrinth in front of the stage. Chairs and tables with umbrellas are not detailed although numerous options are indicated on the site plan outside Building C.

According to the Landscape Architect, the water is interactive and operated by the user. It can be “turned off” by the manager for the off-season.

The game area seems to be more a part of the parking stalls to the east as opposed to the plaza area. This area complies with the must have for the outdoor plaza which specifies tables for games or picnics.

Details on electrical outlets and hardware for hanging flower baskets are not known at this time. A bike rack sample has been provided on P3.40. The applicant would like to locate the bike rack for Building C and the open space in front of Building B.

Conclusions

A. Tukwila International Boulevard Design Manual

1. Site Design

Phase 1 of the project and its accessory site features, will display a clear and unifying site organization in terms of composition of buildings and landscape features. The project will upgrade the overall visual appearance of the Tukwila International Boulevard area. Employees, residents and visitors will find the site design promotes comfort and safety. Ease of use could be enhanced through site modifications that promote more direct connections from street to entries and more generous widths along pedestrian routes that are narrowed at specific locations.

Building access is generally visible; however signage and way finding will be important because Building C, some of the commercial entries and the apartment entry do not front a street.

A continuous street front is created along TIB with the placement of Building A and the design of the streetscape improvements for S 144th Street and the southern perimeter of the outdoor plaza create a strong edge along this southern streetfront. Circulation improvements for vehicular access are generally well planned. The crossing between Building B and Building C could be emphasized with dramatic paving and a better visual connection. As noted above there are some pedestrian routes that are not as generous and direct as a pedestrian would likely create.

The southernmost vehicular entry and pedestrian crossing along TIB should be modified so that the sidewalk doesn't drop down and veer west, which can be accomplished by keeping the sidewalk adjacent to the property line and installing a driveway entrance rather than a curb return.

The sharing of site improvements is an integral part of the site's programming and layout. Way finding and directional signage needs to be developed, especially since parking will be shared between all Phases of the project and because there are some entries, such as the apartment lobby entrance, that do not front on a street.

In Building A, the southeast corner landscaped terrace on the second floor and windows in the upper stories allow site surveillance of Building C and the outdoor plaza. Windows, terraces and decks encircle Building A and significant expanses of windows and outdoor areas are part of Building C, which allows observation by building occupants of outdoor activities.

The plant palate of medium shrubs and small trees has varieties that aren't specified or will be shrub-like and not provide adequate transparency in critical locations such as between the outdoor plaza and S. 144th Street. Low shrubs and groundcovers combined with trees that have branching patterns at 7-8 feet from ground level allows site surveillance from the street into the outdoor plaza and are needed along this street edge.

The Lighting Plan displays a range of lumens from 1 – 5 for most of the site. A lumen rating below 1 is shown at the entrance to the first floor garage, which may need some additional light coverage.

The main garbage area is located appropriately but is not sized adequately to accommodate the amount of bins that the site will have. The lack of a screen on the south side of the enclosure creates a visual focal point of the dumpsters. The location of the transformer is good but screening of this equipment has not occurred. Meter locations on the building A is not shown and could be sufficiently large in size that they should be screened.

The service area outside Building C does not have a ramp or zero curb making loading problematic and the function of the small planting areas in this location is unknown.

In order to incorporate natural features as amenities into the development of the site, additional efforts need to be employed in order to protect the trees identified for potential saving.

The design and layout of Building A enhances the visual importance of the east side of TIB along this corridor.

The use of zero curbs, extensive wide walkways and enlarged pavement in critical locations improves the pedestrian environment by making it easier and more comfortable to walk. Extending the proposed five foot sidewalk from the northeast property through the proposed planting area will allow pedestrian movement from off-site onto the internal walkway and thereby support movement to the property to the north.

In addition to facilities that support pedestrian use, amenities, such as ground level windows, make the area interesting for pedestrians. Attractive detailing such as benches, high impact plants in pots, artwork, and on information kiosk, are all elements that are incorporated into the site design.

A woonerf, which is a Dutch word for an area, usually residential, where motorists and other users share the street without boundaries, is created with the internal street design. Zero curbs are located where pedestrians may cross freely without having to "drop down" into a street to cross it. The use of curb cuts has been minimized. Sharing of access is occurring within the project itself and also with the property owners to the north. The Normandy Court apartments, who have an isolated parking lot on the west side of their buildings will have access through the site, and the property owner to the north shares a 20 foot wide access easement that is shared access off of TIB.

The applicant, is sharing parking throughout the Tukwila Village project overall but also with the King County Library System thereby allowing reduced parking for the project. The applicant is also putting a substantial portion of the parking in structures.

2. Building Design

The architectural design provides a strong concept that is easily understood and a positive element in the architectural character of the Tukwila International Boulevard Area. The design of the structures articulates their purpose and use. The building materials are complementary in color and choice. The neighboring structures that provide positive examples include the high school. The strategic use of high quality masonry at the pedestrian level with traditional detailing is also extended into the upper levels in order to integrate the commercial floor with the residential floors. Where brick

is not used to connect the two uses, a complementary color is used. The largest building proposed for Phase 1 – Building A – is placed parallel to the 100 foot wide Tukwila International Boulevard. The 70 foot height is a 40 foot increase over the adjacent High Density Residential and Neighborhood Commercial Center. Vertical as well as horizontal modulation is used in Building A to mitigate its larger mass. Good proportions and relationships between major elements and design details are employed in both buildings.

The cylindrical fixture chosen to decorate the ground floor of Building A is not consistently employed around the perimeter of the site. Lighting that contributes to the overall design of Building A should be considered. Illuminated signage can provide night time drama if appropriately lit and placed on the building, which is not indicated on the Signage Plan (Sheet P1.3, Attachment A) One of the ten steps to better lighting according the Lighting Lab is to illuminate architectural details and art work because it:

- Give users a sense of depth, shadow and contrast for visual variety.
- The eye needs variety to stay interested and awake.

Blank walls are minimized and do not create a negative impact. The largest wall is decorated with a sign and logo for Tukwila Village. The green trellises soften the ground floor appearance of Building A and expand the amount of landscape on the site.

Canopies are used to identify entry and enhancing the entry for customers, visitors and residents. Low walls, tables and chairs, benches are arranged adjacent to the entries of Buildings A and C

The plan set does not show the roof top mechanical hood which may need to be screened. Although the some utility meters and HVAC units are discretely located in less public locations, additional screening can occur with landscaping or vertical hardscape plantings.



Vertical screening examples

3. Landscape Design

There are public as well as private landscaping improvements that are part of the project. The public landscaping is creating an improved streetscape on S. 144th Street and a modified streetscape along TIB. The private landscaping will reinforce the public improvements. The landscape design has been integrated into the architectural concept and site layout. Specific functions that the landscape design does not perform include are screening the service and utility locations, planting that enhances the site without limiting visibility into the site, specifically the community plaza. The type of edging and walls are not fully detailed. The planting beds adjacent to the service area of Building C and adjacent to the TIB mid-block crossing are in high traffic areas where plants could be damaged.

The Planting plan is minimally defined at this time with a large list of potential plants. In some locations, the use of medium shrubs is potentially too large. The plan has a lack of layering because the choice seems to be either ground cover or shrubs.

A more transparent transition between streetscape and the community open space needs to occur along the south edge by modifying the plant selection to specify single trunk small trees as opposed to hazelnuts that will be shrubby and limit visibility.

Large shrubs often have a clearance between the ground and the bottom branches and should have groundcover in order to meet City standard of 90% coverage within three years.

Efforts to conserve the significant vegetation on site are not carried out on the Civil Plans and will need to be incorporated into plan sets in order to be implemented.

4. Signs

Some planning for project and tenant signage has occurred but has not been fully developed. The tenant concept is difficult to read and understand. The preliminary nature of the signage makes it difficult to assess its compliance with the Sign Code; although the freestanding sign section of the Code will limit the total number of monument signs allowed to two rather than the three that are proposed.

The monument sign along TIB would be more effective if it were arranged perpendicularly to the street; however the amount of area devoted to landscape between property line and parking stall is eight feet, which does not leave the required setback depth of five feet. The edge of the street is 18 feet west of the property line and this is the same general location as the proposed monument sign for the Tukwila Library.

The use of the larger blank sections of walls for signage is an effective architectural treatment. Lighting, scale and quality of sign materials and details are unknown and yet are important features for effective design.

B. Tukwila Comprehensive Plan and Codes

1. Community Image Goals and Policies

The functionality, attractiveness and diversity of the TIB corridor will be improved with this project. Pedestrian pathways will be included and widened and enhanced with landscaping. In some locations a minimum of 6 feet should be maintained. On-street parking supports commercial businesses, slows down traffic, buffers pedestrians from vehicles, and on TIB will slow vehicular travel speeds. The project itself will be a corridor focal point by virtue of its overall scale and heights relative to the surrounding development. The community open space, the library, and the opportunity for community events will also support the function of the space as a focal point.

Screening of mechanical/utility equipment and service areas has not been fully developed and is not adequately address in the spacing and design.

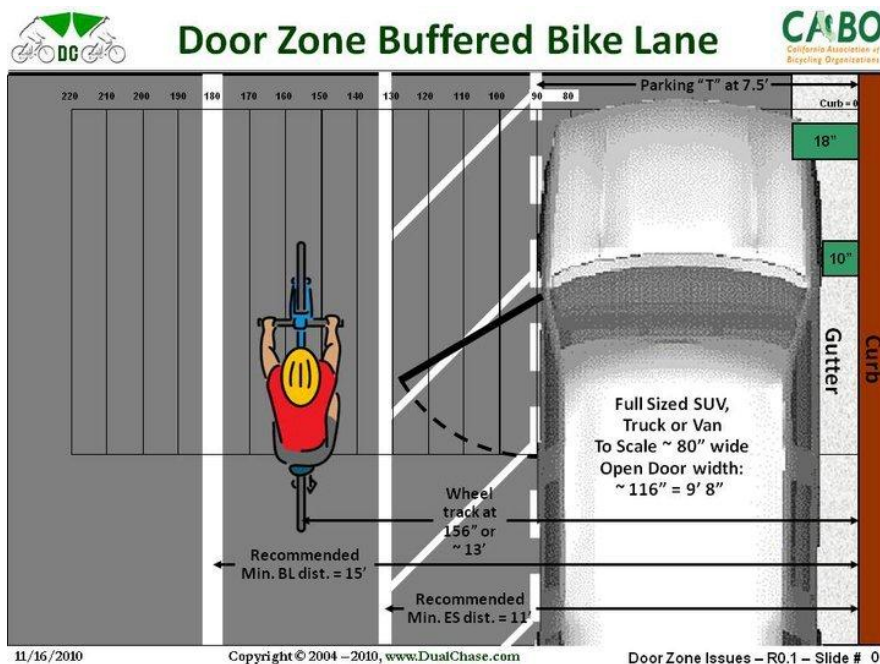
2. Natural Environment Goals and Policies

A wider canopy tree may be available and appropriate for the internal drive and S. 144th Street in order to maximize the tree coverage within the City and this zone.

3. Land Use – Transportation Corridors Goals and Policies

The mid-century roofline for Building C echoes the historic character of the corridor.

Pathways through the Outdoor plaza to building entries should be modified so that the space is not a barrier but is instead a pathway that draws one in and around the space.



The bike lanes incorporated into the S. 144th Street improvements are safer for cyclists than no facilities but when placed adjacent to parallel parking stalls, door swing accidents can be an issue for the inexperienced and unaware. Special paving treatment and education is warranted.

Door swing hazard area

The improvement planned for S. 144th Street will reinforce and support its role as a major pedestrian corridor. The light fixture proposed is not at the right scale for pedestrians and should be resized to be no more than 15 feet in height. Poles have not been specified but should be finished with the same color and material as the fixture itself.

Flexibility in many design standards has been provided in order to allow and encourage creativity and opportunity to gain synergy in development of multiple parcels. Specific standards on perimeter and interior landscaping have been waived.

C. Disposition and Development Agreement/Development Agreement

1. Vision Statement

The proposed design allows a mix of uses that could lead to the vibrant community destination.

2. Focal Point Design

Prominent focal points are designed into the architecture of the buildings, providing visual interest. Focal points have also been incorporated into the landscape design. Nighttime drama and interest is not as strong an element, particularly in Building A. In addition to storefront light there should be better results in lighting of the building itself.

There are three places, in addition to the water feature area, where suggested “art” will play a critical role: adjacent to the entry to Building C, where art will collect roof drainage under the west awning of the building, and to the east and west of the “stage” in the 10 foot wide columns. The ability of the art to act as a focal point is unknown.

3. Buildings along Eastern Boundary

Not applicable.

4. Minimum Interior Height

The criterion is met.

5. Landscaping Standards

a. Indoor Commons

The orientation and design of Building C creates a focal point for S. 144th Street and the outdoor plaza. The inclusion a café, indoor/outdoor fireplace and the ability to have a space that can be indoor and outdoor is a valuable functional amenity. The interior specifications are not known at this time and the large expanse of southwest facing glass will be both an asset and a challenge with regard to glare and cooling.

b. Outdoor Plaza

The elevation changes within the Plaza provide variety and unique places within the relatively small area. The use of stairs and low walls provides a sense of enclosure. Of concern is the lack of opportunity for accessible travel to entries from important and prominent entry points and landscape elements that, instead of providing interest or continuity of design, act as barriers. In some situations, prominent landscape feature attract the eye, act as focal points and draw a person in to a space. There are many secondary paths that do not need to be direct and can provide variety. In addition to paths to building entries is the concept of circling a site. Pedestrians often desire to stroll around a site. If an activity is occurring within the Plaza, the option of walking around the “activity” is desirable. Activity often occurs on the edges, which is where sufficient space is needed for walking and observing.

A secondary concern is the concept of multiple uses for the same site. The water feature holds a relatively important area of the Plaza. Activating the area when it's not in use as a water feature should be an objective. Detailing of the space is not provided. The Statement of Purpose and Design specifies that the water feature be attractive or unnoticeable when the water is turned off. The proposal is too schematic to conclude that this criterion is met. The materials are unknown (low walls and detailing) and relatively modest with simple score marks acting as embellishment in the concrete material. This space should be designed to be multi-tasked so that it is at least visually interesting all year round and not just functional when there is water in the space.

The applicant offers art as an item of interest and variety in the space. Art can be a significant attraction, addition and detail that adds fun to a space. Grade change requires special treatment such as stairs, however, minimizing the transition and placing vertical features so that they function, as a gateway, a frame, or a focal point in the use of the site.

Bicycle parking should be more convenient to the users of the Plaza and Building C; therefore, a more convenient location should be created within Parcel C.

For the most part the plaza offers places to observe and be observed, places for activities and places for resting.

Staff Recommendation

Staff recommends that the Board of Architectural Review adopt the findings and conclusions of this staff report and approve the Phase 1 design of the project subject to the following conditions, which are numerically shown on Attachment L.

1. In order to meet criterion #1 (accomplish a desirable transition with streetscape and adequate pedestrian movement), the access along S 144th Street and the southerly access along TIB shall be revised to leave the sidewalk at the same elevation. The site access shall be modified to a driveway as opposed to a curb return. Also, the eight foot public sidewalk along TIB shall be moved to the east property line
2. In order to meet criterion # 1 (Site Design for Safety), modify the plant palette along southern edge of the outdoor plaza, in order to allow visibility in the 3-7 foot line of sight from the public street.
3. In order to meet criterion #1(screening of service areas), create trash/recycling enclosure(s) to accomplish the following objectives:
 - staging of residential bins and accommodation of permanent commercial tenant bins,
 - screening on all sides, and
 - screening from above, for example a trellis over the top, so that residential views from the project are also screened.
4. In order to meet criterion #1(siting of service areas), create a more functional service and loading area for Building C.
5. In order to meet criterion #1 (Natural features and sensitive areas), show tree preservation techniques on the demolition and grading plan sheets for trees #18,20,21,32, 36, 37.
6. In order to meet criterion #1 (Pedestrian Circulation), enhance the pedestrian crossing between Building B and C.
7. In order to satisfy Zoning Code definition of recreation space consider programming and design options for more active recreation, such as lawn bowling, bocce ball, badminton, etc.
8. In order to meet criterion #2 (screening of mechanical equipment), incorporate a landscape screen around the electrical transformer in the northwest corner of the site; locate and screen the electrical meters located on the wall of Building A to reduce visibility; and ensure that rooftop mechanical units are not visible from off-site.
9. In order to meet criterion #3 (Planting Design),
 - revise plant type to a size that is appropriate for the space;
 - utilize hardier groundcovers in the tree pits adjacent to the parallel parking stalls on S 144th St;
 - include groundcovers in beds where medium and large shrubs are proposed;

- substitute narrow evergreen tree for the small deciduous trees proposed in order to add year round screening and interest along the large blank north wall of Building A;
 - provide specifications for the location and plants for the pots; and
 - utilize a tree grate instead of plant bed in area between the southwest corner of Building A and mid-block crossing.
10. In order to meet criterion #4 (Sign Design) applicant shall include the following additional details and these shall be approved by the DCD Director:
- Sign lighting that is a positive architectural detail for the Building C;
 - Complementary wall signs for Building C; and
 - lighting for monument signs.
11. In order to satisfy the Comprehensive Plan Goals and Policies,
- Use the light fixture for S. 144th Street that is the standard fixture used along TIB and S. 144th Street;
 - Limit pedestrian fixture height to no higher than 15 feet and use the same high quality colored material for the pole; and
 - where possible, select tree species with a broader tree canopy.
12. In order for the art to satisfy its role as Focal Points within the project, the applicant must receive approval by the DCD Director for a scope and a process prior to the issuance of a building permit. The four areas identified are the roof cistern, the clock tower and the two columns framing the stage. The scope for the artist shall include the following minimum objectives: scale sufficient to act as focal points and in balance with the adjacent structural elements, and illumination (internal and/or external). The artist review process shall include the Tukwila Arts Commission.
13. In order to satisfy the criteria of the Statement of Purpose and Design for the Outdoor Plaza
- modify the width and design of the east side of the Outdoor plaza so that there is a minimum of 6 feet of sidewalk;
 - modify the radius of the landscape design to facilitates movement around the northeast corner of the Plaza;
 - add bike racks near Building C;
 - provide greater detail for the area that includes the “water feature” such that it is interesting when the water is not in use; and
 - provide adequate space for pedestrian maneuvering around the raised landscaping beds, planters and the outdoor seating for the café on the north side of Building C.