



Staff Report to the Board of Architectural Review

Prepared March 17, 2014

Hearing Date Thursday, 27 March 2014

File Number L13-0044 Design Review

Associated Permits E12-011 SEPA Decision
L13-031 Tukwila Village Parking Decision

Applicant Bryan Park for
Tukwila Village Development Associates, LLC

Request Design Review approval for **Tukwila Village Project Phase 2** (See Sheet P1.1 of Attachment A)

Phase 2 Description:

Two mixed use buildings (Building D and Building E) and site improvements including sidewalks, driveways, on-site parking, landscaping and refuse/recycling area.

Building D— five floors of residential use over one story + mezzanine of office/commercial service and parking uses; includes 78 parking stalls (49 in a garage and 29 on surface); 68 senior housing units and 14,150 square feet of commercial space.

Building E— four floors of residential over one story + mezzanine of commercial/retail/office and parking uses; includes 122 parking stalls (103 in a garage and 19 on surface); 125 senior housing units and 3,200 square feet of commercial space.

Location South of S. 144th Street and east of Tukwila International Boulevard;
Address of the proposed Building D: 14400 Tukwila International Boulevard;
Address of the proposed Building E: 4450 S. 144th Street.

Tax Parcel Numbers Seven tax parcels totaling 1.94 acres - 004000-0180;004000-0194;004000-0145; 004000-0146; 004000-0191;004000-0196;004000-0198

Comprehensive Plan Designation	High Density Residential (HDR) and Neighborhood Commercial Center
Zoning District	High Density Residential (HDR) with Commercial Redevelopment Area; Neighborhood Commercial Center; and Urban Renewal Overlay
Environmental Review	Determination of Non-Significance for Phase 1, 2 and 3 August 7, 2013.
Public Notice	<p>Notice of Application was posted on site and mailed to surrounding property owners, tenants, and agencies with jurisdiction on December 3, 2013.</p> <p>Notice of Public Hearing was:</p> <ul style="list-style-type: none"> ▪ Posted on site, mailed to surrounding property owners, agencies with jurisdiction and parties of record on March 11, 2014. ▪ Posted on the City’s web site on March 12, 2014. ▪ Published in the Seattle Times on March 13, 2014. ▪ Emailed to the list of interested parties to the Tukwila Village project on March 14, 2014.
Public Comment	No comments at this time
Recommendation	Staff recommends that the Board of Architectural Review adopt the findings and conclusions of the Staff Report and approve the Phase 2 project subject to the conditions listed at the end of this staff report.
Staff	Moira Carr Bradshaw

Attachments

- A. Plan Set (Attached separately)
- B. Zoning Map of Site and Immediate Neighborhood
- C. Preliminary Site Plan from Disposition and Development Agreement (City of Tukwila Contract #12-129)
- D. Parking Notice of Decision
- E. Arborist Report (Cohen September 2011)
- F. Proponent's Design Review Criteria Responses
- G. Color and Materials Board (available at the DCD and at the public hearing)

Findings

Background

The 1.94 acre Tukwila Village Phase 2 project site consists of the 7 parcels to the south of S. 144th Street. The Board of Architectural Review (BAR) approved Phase 1 of the 3 phased project in November 2013.



Aerial view of Tukwila Village Phase 2 Project Site

Tukwila Village Development Associates, LLC, obtained the exclusive right to acquire the site from the City of Tukwila, the owner of the site, and to develop a project. 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 the conditions and the 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.

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. See Attachment C for that Preliminary Site Plan. The Proposed Site

Plan, if approved through the City’s design review process, becomes the “Approved Site Plan.”

In addition, per the DDA, the Developer has the right to develop the property in up to four phases. In accordance with Section 2.4 Phasing; Development Parcels of the DDA, the proponent 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 2, which includes Building D and Building E. The overall site plan includes all three phases in order to provide an understanding of how the various buildings and future parcels will be integrated.

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 the maximum height 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 setbacks, 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 Parking decision for the following:

- 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, The Community Development Director administratively approved under a Type 2 process the following for the proposed Tukwila Library parcel, which is located in the northeast corner of the intersection of S. 144th Street and Tukwila International Boulevard:

- 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 D is the Parking Notice of Decision for parking for the Tukwila Village project.

Vicinity/Site Description

A. Site Information

The Tukwila Village Phase 2 site will be developed on parcels south of S. 144th Street and east of Tukwila International Boulevard (TIB). In the southeast corner of TIB and S. 144th Street is a vacant building that formerly housed a restaurant, behind the restaurant and fronting on S. 144th Street is a yard and metal building for utility storage, and a small commercial building containing a barber shop. There is also King County Housing Authority (KCHA) parking and a basketball court located behind the utilities storage yard. King County owns the housing development on the adjacent property to the east. The existing 18 parking stalls are proposed for relocation along the southeast corner of Building E.

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. The site sits within the block where two motels – the Great Bear and the Moonrise are located. Both of those motels are fenced, boarded and vacant because of federal charges of criminal activity. The future of those two buildings is not known at this time.

C. Topography

The site is within the Gilliam Creek drainage basin. The corner of S. 144th Street and TIB is the high side of the site at 302 foot elevation and then drops to 284 feet in elevation along the east property line, which is an 18 foot difference. There is a sharp drop down to the east from TIB. 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

The Arborist Report notes that there are several cedars that have been excessively pruned and whose trunks are growing into a concrete bulkhead. They are also in the center of the site and would not be feasible to save or work around. She also notes that the Coast Redwood in the southwest corner is healthy and it is located in a required setback area along the south property line. The arborist recommends retention of that one superior tree in the southwest corner.

She summarized that this project is an excellent opportunity to replace declining trees with vigorous appropriate species.



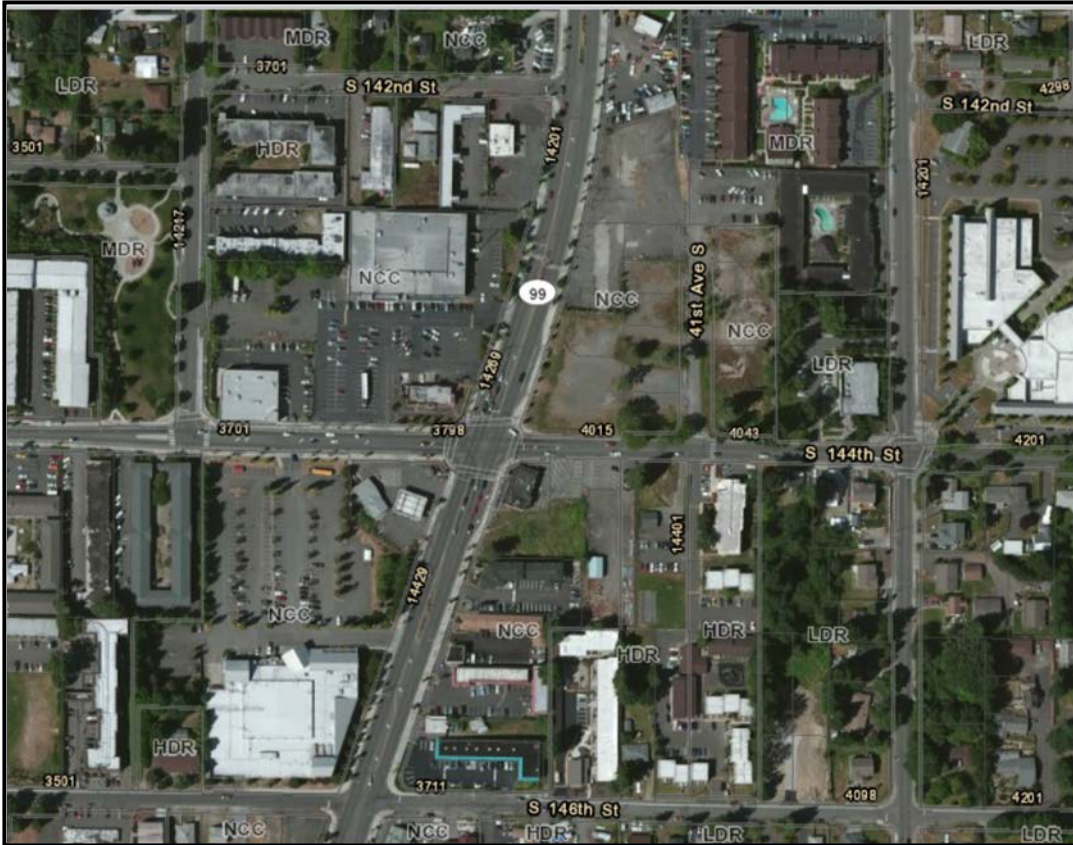
Looking south along TIB at Coast Redwood



Looking west along S. 144th Street from northeast property corner

E. Access

The site sits on the 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 a City of Tukwila right of way.



Aerial of Tukwila Village site with zoning districts

F. 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. The City received a grant to improve S. 144th Street from TIB to 42 Avenue S. The developer will be contributing to the cost of those improvements.

G. Bicycle

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. Bike lanes in S. 144th Street will expand the bicycle facilities in the City. 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.

H. 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 travels between West Seattle and Southcenter via the Link Station and S. 144th Street with service every 10 minutes. At the Link station, Metro Route #s 140 and Rapid Ride A are available.

I. Vehicular

The posted speed limit for the section of TIB between S. 139th and S. 152th 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.

One vehicular driveway access from S. 144th Street is proposed in Phase 2. Vehicular parking and garage access to both Buildings D and E will be available between the two buildings. Building E abuts the adjacent property to the east.

There are 200 surface and garage parking stalls in and adjacent to Buildings D and E, of which 18 stalls are for the apartments owned by King County Housing Authority (KCHA). A driveway and easement acts as a private driveway for the KCHA's Riverton Terraces complex, and winds through their project's parking lot to S. 146th Street. It also provides pedestrian access to ground floor entries in Building E. This shared drive aligns with the vehicular access to the north half of the Tukwila Village site.

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 in 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. Staff also relies on the Tukwila Multi-family design guidelines http://www.tukwilawa.gov/dcd/apps/Multi-Family_Design_Manual.pdf

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

A. Tukwila International Boulevard Design Manual

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 Criteria, 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 proponent's response to the criteria, see Attachment F.

1. Site Design

a. Site Design Concept

The building, landscaping and circulation elements support the function of the site. The two buildings are for the most part built up to the property lines with a short driveway between them providing vehicular access from S. 144th Street to the structured parking stalls, a few surface parking stalls and the refuse collection area.

The intent of the design and management of the project is to allow sharing of parking throughout the Tukwila Village project overall but also with the King County Library

System thereby allowing reduced parking for the project. The proponent puts a substantial portion of the parking in structures.

A pedestrian crosswalk on S. 144th Street facilitates the movement of people back and forth between Phase 1/3 and Phase 2.

The recycling and trash areas for the residents and commercial tenants are incorporated into the garages. On the day of pick-up, the dumpsters are transferred to an outside area between the two buildings. The enclosure will remain empty except on the day of pick-up which could be multiple times a week. The area for the trash receptacles is 16 feet wide by 22 feet. A small vehicle pulls the dumpsters from the apartment garage 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 in Building E's parking garage.

The site makes use of a private on-site driveway, shared between Building's D and E, for access to parking, service access and secondary pedestrian access. Additionally, access to the east side of Building E is made via a sidewalk that parallels the east property line. The east side of the building contains entry to five "townhouse" units, stairs 1 and 2 and electrical and sprinkle/boiler rooms.

There are no sensitive areas on the site. Topographic change is minor and is adequately met by the site plan.

b. Relationship to Street Front

Building D's TIB setback of is 10 feet from property line and 18 feet from curb. The setback from the back of the existing sidewalk is based upon the width of the existing utility trench that parallels the back of the sidewalk along TIB. The public pedestrian amenities included in the project along TIB are transparent windows at ground/sidewalk level along street fronts. The canopies over the windows on TIB are louvered sun shades and do not provide pedestrian weather protection. A grand entry is located at the corner.

Along S. 144th Street, the proposed setback is zero feet from the property line but 13 feet from the curb edge. The street edge has a five foot planted strip with pedestrian lighting. Building canopies extend four feet over the eight foot sidewalk. These canopies are stopped/interrupted along the length of the buildings in order to insert building lighting and accommodate the change in grade. An interesting steel landscape edge is used along a planting edge at the base of the building below the windows.

Required front yard setbacks of 12 and 6 feet along TIB and S. 144th Street can be waived as part of the BAR's decision if the following criteria are met: The City's TIB Design Manual defines pedestrian friendly facades as:

those that feature one or more of the following characteristics:

- 1. Transparent window area or window displays along at least half the length of the ground floor facade.*
- 2. Sculptural, mosaic or bas relief artwork along at least half the length of the ground floor facade.*
- 3. Pedestrian oriented space¹ - at least 500 square feet must be located along or adjacent to the public or private sidewalk for every 100 linear feet of ground floor facade that faces the public streets.*
- 4. Other measures that meet the intent of the criteria, as approved in conjunction with overall design review approval.*

The proposal provides transparent windows along the length of the facades as well as entries and decorative lighting that will create a minimum of 2 foot candles at ground level.

Building D is an "L" shape in plan, sitting upon a parking podium. It fronts Tukwila International Boulevard and South 144th Street. The street-facing facades either directly abut the public sidewalk or are separated from that sidewalk by a shallow linear landscaped setback that is urban in the character of planting materials. Commercial type uses run the full length of the first floor building frontages. Parking is either within the building or on an open parking deck behind the building, accessed from an on-site private driveway, invisible from TIB. Entries to the residential lobby and the commercial use are at the building corners and are at the back of the public sidewalk.

Building E is a "U" shape in plan, sitting on a parking podium. It fronts on South 144th Street. The street-facing facade directly abuts the public sidewalk. Commercial type uses and the building lobby run the full length of the first floor building street frontage. Parking is primarily within the building, accessed from an on-site private driveway, relatively invisible from the public right of way. Additional surface parking for the building is on the west side off the on-site parking driveway. There is also parking dedicated to the adjacent

¹ Pedestrian oriented space is an area between a building and a public street that promotes visual and pedestrian access onto the site and that provides pedestrian-oriented amenities and landscaping that enhances the public's use of the space. To qualify the space must have: visual and pedestrian access into the site from the street, paved walking surfaces, onsite or building mounted lighting providing at least 2 fc.; and seating of at least 2 feet per 60 square feet of plaza.

KCHA located at the southeast corner of the site, accessed from the adjacent KCHA property.

The guidelines specify 12 foot wide setback between street curb and building front. This 12 foot area is for sidewalk and landscaping. 8 feet is the minimum setback on all other streets.

The TIB frontage along Building D's west side is already improved with a 10 foot wide sidewalk. The proponent is providing an eight foot wide landscape bed between the sidewalk and the building windows; thereby ensuring a safe corner sight triangle. On the S. 144th Street side, the section between street curb and building is a five foot planted edge paralleling the street curb and then an 8.6 foot wide sidewalk. The Building's edge varies with a narrow planted edge of 8 feet to 18 inches or building column. There is a pinch point at the corner of four feet between the handicap ramp landing and the steel edging enclosing the planting bed on the south side of the Building D. A sidewalk continues around the south and east sides of the building.

Building E's frontage will have on-street parallel stalls and a five foot wide planted edge, 10 foot wide sidewalk that will have plant pots at regular intervals along the building's front.

The canopies extend approximately 4 feet over the sidewalk along S. 144th Street, thereby providing some rain and sun protection for pedestrians. The break in the canopies at the masonry columns somewhat minimizes the effect. In addition, landscaping in pots and behind the sidewalk, entry doors and transparent windows behind the sidewalk, all create an interesting experience for the pedestrian.

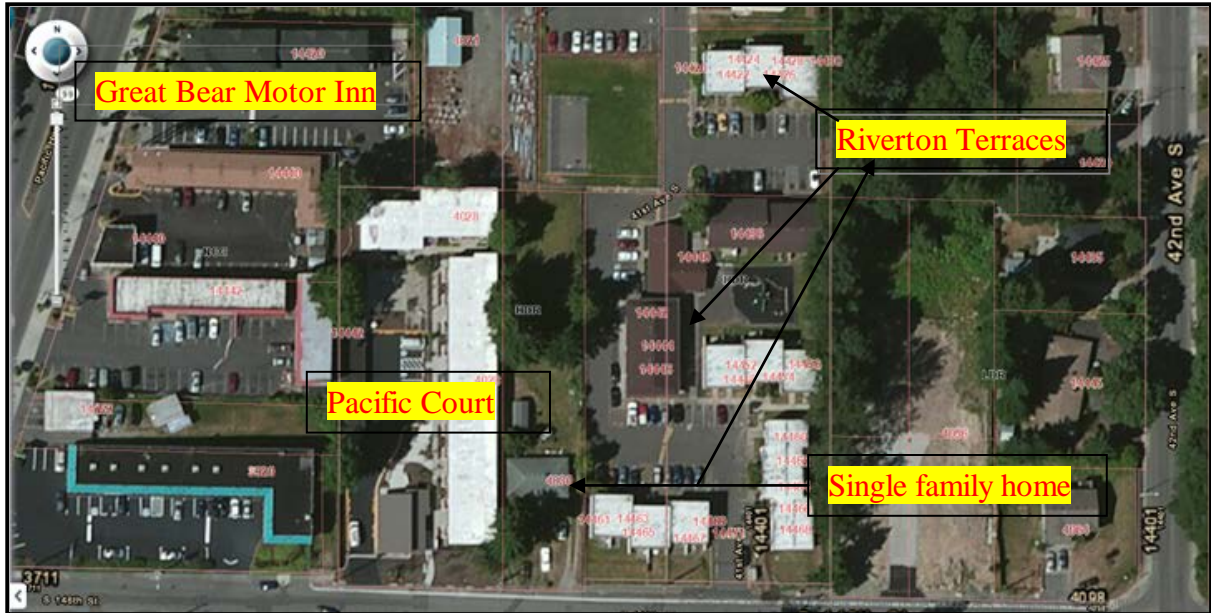
c. Street Corners

Building D occupies the southeast corner of S. 144th Street and TIB. The driveway between Riverton Terraces complex and Building E will become a defacto street corner because of the alignment of the driveways into the north half of Tukwila Village and into the south through the Riverton Terraces complex. Entries to both Building D and E are located at these corners. A perspective view looking east on S 144 Street is on Sheet P2.13, Attachment A, shows the entire corner along S. 144th Street. Sheet P3.13, Attachment A, shows the corners created by the site layout and building architecture.

d. Continuity of Site with Adjacent Sites.

Phase 2 is situated in the north half of a block bounded by S. 144th Street, 42 Avenue S., S. 146th Street and TIB. The two proposed buildings sit closer to the back of sidewalk than either of their adjacent neighbors and will provide more amenities to pedestrians on the sidewalk. There are four adjacent properties along the subject site's south and east sides.

The south side of the project site abuts multiple properties – the back side of the Great Bear Motor Inn, the back of the Pacific Court Apartment, the back lot of a single family yard, and the circulation drive for the Riverton Terrace Apartments.



Aerial of south half of block between TIB and 42 Avenue S.

The Great Bear sits in the NCC zoned district and the remaining abutting properties are in an HDR district. The adjacent Great Bear Motor Lodge, which fronts on TIB, has a small landscape area and is a three story structure. Their 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 or is proposed between the sites other than along the public sidewalk on TIB. The Riverton Terrace borders the project site on the east. A long north south driveway snakes through the KCHA site between S. 144th Street and S. 146 Street. The driveway also accesses the internal parking stalls and includes speed bumps to discourage pass through vehicular traffic. The proponent will be relocating existing KCHA parking stalls on the subject site to the southeast corner of Building E for the KCHA, which owns the Riverton Terraces. A single family home on a deep narrow lot abuts the project and is situated between the Pacific Court and Riverton Terrace.

Per the Urban Renewal Overlay District Basic Development standards , (TMC 18.43.080), front yard landscaping requirements are: “ *All building setback areas shall be landscaped or developed with pedestrian improvements per the width of the setback, rather than the landscape standards of the underlying zone, which is typically 10 feet along the east and*

south property line around Building E. The project will occupy one lot; as such, there are two front yards –one on TIB and one on S. 144th Street.

Ten (10) feet of side yard landscaping is required along the east and south property lines because the project is within 50 feet of residentially (LDR, MDR, and HDR) zoned property. The Urban Renewal Overlay District Basic Development Standards, further state:

“If a project requires a Type 4 approval process, certain setbacks and landscaping may be waived by the BAR when a proponent can demonstrate that the number of driveways is reduced, efficiency of the site is increased, joint use of parking facilities is allowed, or pedestrian space is provided. Landscaping and setback standards may not be waived on commercial property sides adjacent to residential districts.”

The proposal includes a minimum of 10 feet of pedestrian amenity along the south and east sides with a variety of improvements - sidewalk, semi-private residential entry/stoops, landscaping and parking for the adjacent owner/use.

e. Shared Facilities

All three phases of the project, that is, the five buildings of Tukwila Village (plus the library,) will be sharing the site improvements: parking, access, and the pedestrian system. The Tukwila Fire Marshall indicates that Building E (Phase 2) requires a fire access easement from the KCHA, on which the proponent is working.

f. Site Design for Safety

Vehicular access to the site is consolidated and shared between the two buildings.

No on-site directional signage has been proposed.

There will be several opportunities for crossings S. 144th Street within the boundaries of the Tukwila Village site. One will occur adjacent to the driveway between Buildings D and E. This crossing connects to the west side of the Community Plaza and is enhanced with a center median with low plantings adjacent to the crossing. The center median 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. The other crossing is at the unsignalized four way intersection which is located at the intersection of the Riverton Terrace driveway and the Tukwila Village driveway off of S. 144th Street. (Sheet P1.0, Attachment A)

The garages are gated and accessed via a code/key. The south and east ventilation openings into the garage on Building E are to have metal (they appear to be galvanized) screens across the openings.



Sample of two different types of grating over garage openings

Most areas on the site have some visibility from dwelling units or public space either from windows or terraces.

Lighting plans are submitted. (Sheet P4.1-P4.21 Attachment A) The Plans list the minimum light levels achieved throughout the site as well as the design of the fixtures. Visionaire premier is proposed in black as the pedestrian pole fixture for the internal drive and walkways. Two wall fixtures are proposed – a decorative fixture and a utility fixture. The decorative fixture is intended for pedestrian lighting as well as to highlight the architectural design of the buildings. A landscape upright is proposed for use where the “green screens” are used around Building E. (Sheet P4.1, Attachment A)

g. Siting and Screening of Service Areas

The proponent explains that dumpsters are located in the garages to collect the recycling and waste. Each floor has a room with chutes to the garage for disposing of recycling and solid waste. Commercial tenants will share the bins that are located in the garages. On pick-up days, which could be as often as three days a week, management will use a vehicle to move the containers out of the garages. The containers will be staged in the space between buildings D and E. The staging area measures 5.75 feet in depth and 37 feet in length. Waste Management four yard containers measure six feet in width, 5.5 feet in depth, and 5

feet tall. A six foot high wall along the north edge is proposed as a screen from the public right of way. (Sheet P2.0, Attachment A) No gate is proposed over the entry to the staging area.

A transformer pad is located in the southwest corner of Building E. (See dashed square outline on Sheet P1.3, Attachment A)

Utility systems such as meters are not yet available although a bank of gas meters on an outside wall is anticipated for each building.

h. Natural Features and Sensitive Areas

As noted above, one existing mature tree is proposed for incorporation into the plan. The grading shows that the current elevation around the tree is 302 and the finished elevation in its vicinity will be 302. The landscape plan however does not show the tree. Some grade changes will result in the use of walls.

i. Surface Stormwater Detention Facilities

The proponent 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 an element under Building E. (Sheet C5 of Attachment A)

Some impervious paving is proposed but it is not clear from the plans the extent of their use.

j. Pedestrian Circulation

A walkway encircles Building D. The walkway stops short of being a complete circuit on Building E and abut the east, north and west sides. The walkways vary in width from five to eight feet and wider.

k. Pedestrian Amenities

Seating is incorporated into the raised landscape beds on the parking podium to the east of Building D. This area is located along the circular pedestrian route around the building. The building canopies at entrance and intervals along the building will be convenient. Trash receptacles are shown at regularly intervals along the streetfront. A special paving pattern and either landscape beds or planted pots are included along the street front.

A summary of compliance with the recreation space requirement is shown on Sheet P2.0 and P 3.0. 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)

Building D, which has 68 senior units, has a game room on level 1A (Sheet P2.3, Attachment A,) a small terrace adjacent to the Laundry/Lounge room at the inside elbow of the L shaped building on floors 2-6 (Sheet P2.4, Attachment A,) and a Roof Terrace with a water or art focal feature, a pet lawn, P-patch containers, and seating (Sheet P2.20, Attachment A.)

Building E, which has 140 senior units, has a game room adjacent to the residential lobby on the first floor, (Sheet P3.1, Attachment A) a meeting and media rooms on the mezzanine level (Sheet P3.2 Attachment A) a community and craft rooms and in internet cafe on the second level in addition to a large outdoor terrace with pea-patch containers, game board, exercise equipment, etc., (Sheet P. 3.3 and P, 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.

Examples of the types of site furnishings and other amenities envisioned are on Sheet P3.40, Attachment A.

l. Vehicular Circulation

The project effectively shares access and circulation, and trash storage and disposal for the two buildings.

m. Parking

A parking decision was made that allows the proponent to reduce the amount of parking and allows a sharing of stalls across proposed lots A, B, C, D and E. (Attachment D) The garage stalls are restricted to 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 19 stalls on the parking podium in the southeast corner of Building D. The 18 surface stalls in the southeast corner of Building E are dedicated to the adjacent property owner – KCHA.

2. Building Design

a. – b. Architectural Concepts and Relationships

Building D: The proposed building addresses the corner of TIB and South 144th Street with a strong corner element differentiated from the street-fronting facades. Entrances are at building corners and “celebrated” with awnings and architectural emphasis. While much larger than the off-site building immediately to the south, the building relates in scale to the proposed adjacent residential buildings in the Phase 1 of Tukwila Village proposal to the north and the eastern portion of Phase 2. The building is five stories of residential over one story + a mezzanine and a basement of office/commercial and parking uses. Pedestrian-oriented features are provided as potential artwork elements, awning protected entrances, raised planter landscape features and changes in paving patterns.

Building E: The building addresses S. 144th Street with strong northeast and northwest corner elements differentiated from the street-fronting facade. The entrance to the residential building is at the northeast building corner and “celebrated” with awnings and architectural elements. Entrances to the “townhouse” units on the east side of the building are from the KCHA private driveway. Entrances to the commercial and Neighborhood Police Resource Center are directly from the public sidewalk on S. 144th Street. While much larger than the off-site KCHA building immediately to the east, the building relates in scale to the proposed adjacent residential buildings in the Tukwila Village to the north and west. The building is four stories residential over one story plus a mezzanine of commercial and parking uses. Pedestrian-oriented features are provided as weather-protected entrances, decorative and effective lighting on the ground level as well as more utilitarian lighting over the garage entrances and on the concrete walls, on-grade landscape features and changes in paving patterns.

The south side of the project, which abuts three adjacent properties, is the least attractive side of the project. The Tukwila Village Building E will be softened with a 10 – 20 foot deep planting bed with a variety of plant materials including two Western Red Cedars and two Hinoki False Cypresses. The wall itself will have asymmetrical openings along the length of the wall. (Sheet P3.8, Attachment A)



Example of scale of concrete wall on south side

c. Building Elements, Details, and Materials

In respect to **Building Elements, Details and Materials**, the proponent has worked with the massing of the buildings, which is very large, with mitigating elements such as projecting bays of varying heights and angles, a variety of materials and colors, a variety of fenestration types, and variations in detailing.

Building D

The metal panel siding at the corner of TIB and S. 144th Street on Building D, together with the change to a commercial window detail, makes an excellent corner statement at the intersection. (Sheet P2.10, Attachment A). The selection of the copper accent color accentuates the impact with its boldness.

The massing of the metal clad articulated corner rests on the northwest corner column. The column, which is a 16 x 20 tube steel with (3) six inch arms, is not load bearing and could be removed; however, the proponent wants this styling to be a unifying detail throughout Tukwila Village.

The “flying eave” at the top floor corner adds an interesting visual element to an otherwise uneventful top floor. The size of the steel channel is large enough to be a substantial element and it is painted to match the accent copper color.

There is no articulation to the top floor hardie panel surfaced walls, other than the small reveals. The dull massing against the skyline is mitigated through the use of color and the eyelash shades over the projecting bays that serve to stop the eye from traveling beyond that fifth floor.

Rainwater is being handled with an internal system and downspouts are not visible.

Horizontal exterior transitions of materials take place at window head or sill heights. For example, the brick is used throughout the street level (except around the entries) and is brought up into the second and third levels at certain points around the building. The plum brown, which is close to the same color value and intensity, gives the impression of the brick extending into the upper levels. The upper levels have the less intense colors of eaglet beige and tony taupe; thereby allowing the upper stories to recede. The same bold color as the metal sided northwest corner is used at the outdoor terraces in the elbow of the L shaped building, and at the crown of the corner towers.

The windows used at the corners have different shapes and sizes. The pop-out bays project at an angle and extend four feet at the deep end. The bays that extend up four of the five stories are capped with a louvered sun shade. The element “caps” the building, allowing the top floor to visually recede. Corrugated metal siding is added into the bays, which is similar to the material used on Building A in Phase 1 and complements the flat metal material used at the corners. The modulation, window variety and combination of materials breaks-up the longer west and east facades.

Detailing is provided with 1x2 inch battens that cover the seams of the hardie panels around the entrance and the residential levels and is used to articulate the base of the hardie lap siding. The building vignettes help to conceptually explain the details of material transitions.

Building E

The primary unifying element of the Building E is the northeast corner. The heavy massing of the “gull wing roofed” articulated massing visually rests above a fairly substantial 30 inch wide brick column (Sheets P3.10, P3.14, Attachment A) The window bays are the main source of articulation along the north and south facades with an 18 inch projection topped by projecting bay roofs that are carried up to the top level. No suggestion is made as to how water escapes the roof areas at the top of the bays.

“Engagement” between floors is much stronger, with the pop-out bays, sheathed in a single material and color, successfully bridging between floors. Vertical exterior material transitions take place at floor level. These floor “levels” are integrated by bringing the

masonry level up to the second story along S. 144th Street at the juliette balconies. (Sheet P3.12, Attachment A) At the building corners, the architect has indicated that dropped soffits will be provided under the concrete slab cantilever for thermal insulation and the soffits will be clad in cedar tongue and groove. (Sheets P3.12, P3.14, Attachment A) A 1x2 trim band indicates the bottom of the walls at the base of any cantilevered siding condition.

The building vignettes help to explain the building, and contain explanations about the design of the pop out bays, the entries to the townhouse units, and the entry details. This information is limited as no dimensions are provided. (Sheet P3.14, Attachment A) Color plays a larger role in the design of Building E. The proposal is to use mosaic panel siding to add interest to the approximately 145 foot long facades. The metal window trim is a colonial red that is used as an accent color at key points around the townhouse units on the east side, both on the entry doors to the townhouse units and on the roof eave fascia over the front doors.

The garage entries are closed with a vertical metal barred rolling gate that is backed with a metal perforated screen.



commercial horizontal sliding garage door
- vertical rails - full height



Sample of garage gate and screen to be placed behind the gate

Although not on a public right of way, the 20 foot high 119 foot long concrete parking walls occupy the south and south central portion of the project. An irregular pattern of openings are interspersed along these walls. Samples of treatment of the openings are above under Site Design for Security.

There are a number of doors around the ground floor of the building that are shown as grey. (Sheets P3.7, P3.8, Attachment A)

d. Pedestrian-Oriented Features

Storefront glass system in bronze is proposed for the commercial façade on Building D and E. 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 west and south elevations of Building E. Green screens, or metal frames attached to the walls incorporate landscaping and create vertical trellises primarily along walls facing the driveway between the two buildings. (Sheets P2.20 and P3.8, Attachment A)

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

e. Mechanical Equipment

A transformer pad is dashed in at the southwest corner of Building E. No screening is shown. According to the proponent, the mechanical system has not yet been designed; although the direction is that the mechanical system for Building D will be located inside the garage and in the office space and that there will be HVAC condenser units located outside along the SE end of the building. Electrical meters will be inside the garage/buildings. Gas meters will likely be placed at the SE end of D and SW end of E.

3. Landscape Design

a. Landscape Design

There is limited public landscape in Phase 2, primarily along the perimeter of the site. There is a significant roof terrace in Building E, which is recreation space for the tenants. (Attachment P3.21, Attachment A) A significant use of pots for plants is used along the fronts of the both Building D and E. A distinctive steel landscape bed edging is proposed from the commercial corner entrance to Building D around the north side of the building. The steel edge will vary in height from approximately 4 feet to 2 feet. (Drawings 4 and 8, Sheet P3.40, Attachment A)

Due to elevation differences there are a number of concrete walls that will be created to shape the site around south side of Building D. Sheet P2.0, Attachment A shows the wall details along the south property line. Walls will be limited to 4 feet in height and two sets

will terrace the property up to the walkway around the building. Another wall exists on the east side of Building D's parking podium. The wall will slope from the north side at 7.8 feet to 2.6 feet on the south side.

There is no streetscape planting along the west edge of Building D where it abuts TIB because of the right of way devoted to a turn lane. The proponent's landscape design includes a planting bed between the sidewalk and building. The evergreen, Slender Hinoki Cypress, is shown planted at each brick pillar along the building wall. The planting bed is eight feet deep and planted with a combination of ground cover and grasses and shrubs.

b. Planting Design

The 20 foot tall concrete garage walls on Building E are planted with a mix of evergreens - Western Red Cedars, privet honeysuckle, and Japanese pieris - and deciduous shrubs.

As noted above, a large number of pots are proposed in the project. The rectilinear, 4 foot by 2 foot pots are used at street level on S. 144th Street where there are five and on the east side of Building D where there are three pots. Four plants - a grass, two groundcovers and one small shrub are proposed in these pots.

The parking deck behind Building D has 19 parking stalls and no interior landscaping. Two raised planters are located along the south perimeter.



Examples of well filled pots that look good in spring and winter.

4. Signs

The proponent has submitted a signage plan shown on Sheet P1.3 on Attachment A. One monument sign is proposed for S. 144th Street between Buildings D and E. The size of the monument sign will be less than six feet, setback a minimum of five feet and not exceed 108 square feet. It is mounted on a concrete base. The aluminum sign panel will have back lit letters displaying the message and a building address. The cap is an unknown material.

The remaining signs will be canopy mounted letters at the two residential corner entrances as well as at the commercial entrance on TIB and S. 144th Street. Additional signage will occur for the tenant spaces in Building E and presumably will be canopy mounted like those shown on the Signage Plan. The lighting for the lettered canopy signs is not indicated on the Signage Plan (Sheet P1.3, Attachment A) Canopy downlights, which are mounted under all the proposed covered canopies (Sheet P4.1, Attachment A) may provide sufficient nighttime legibility. The sample below is provided for a better understanding of under canopy mounted signage.



Example of undercanopy mounted sign

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 proponent 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 of interest:

- 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

1.8.5 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 TIB frontage is improved and the proponent will be participating in the upgrade of the S. 144th Street frontage. The new frontage will include a bike lane, on-street parking, street and pedestrian lighting, a planting strip with trees and low level plants, and a sidewalk.



TIB project street frontage

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.

Street trees are part of the design for the S. 144th Street frontage improvements. Tupelos and Western Red Cedars will provide new canopy on site and when mature and are included in the landscape plan. Protection and incorporation of the existing Redwood located in a side yard into the permanent landscape is suggested but not shown.

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

Frontage improvements and improved crossing facilities will be installed on S. 144th Street between Phase 2 on the south side of the street and Phases 1 and 3, which are located on the north side of the street.

The largest surface parking lot is behind Building D and is a parking deck on top of an underground garage. Raised landscape beds are built along the south property line. Three, four foot long pots, are placed along the edges of the building in front of the brick columns and between the storefront glass. (Drawing 4, Sheet P3.40, Attachment A)

As noted earlier the recycling and trash containers will be staged in the driveway between Building D and E. The north edge of the container staging area will be screened from direct view from the north with a six foot tall concrete wall that will have a Hinoki Cypress planted. The staging area will be somewhat visible from the west edge of the second level recreational terrace for Building E and from the east side of Building D. The wall behind the staging area slopes from 8 feet to 2.5 feet. The landscape plan shows four green screens mounted on the wall but the dimensions of the screens are unknown.

The rooflines over the corner towers, which denote entry for these buildings, are distinctive. Contrasting colored metal panels tie the corners of Building D together. In addition, a projecting metal beam, painted to match the copper color, angles out from the corner, acting as a corner accent.

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

8.2.9 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 and street trees will be installed along the curb edge.

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 will likely have views of the Cascades and Mount Rainier until the property to the south within the block is developed to its maximum heights. Views of the Seattle skyline and Olympics will potentially be available on the west side of Building D.

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 when the proposal provides

substantial green space and pedestrian amenity. The Development Agreement created for this project also provides flexibility in order to implement the vision for Tukwila Village.

The zoning on the property is split between NCC and HDR with the Urban Renewal Overlay. The minimum setbacks (six feet on S. 144th Street and 12 feet on TIB; 10 feet for first floor and 20 feet for second story and above on side yards) and landscaping requirements are met by the proposal. The maximum allowable height is extended up to 70 feet per the DA and Building D utilizes that height allowance.

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)

The DA in more detail lists the Uses and Sizes expected in the completed project; the Governing Regulations – including the design manuals that may be relied upon to evaluate the project; and the Design Review Standards and Review Criteria, which are the following:

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. The Cover Sheet, Attachment A, lists the types of uses and square footages for all the proposed buildings in the project. A tenant space in the northwest corner of Building D is the location designated for the neighborhood police resource center. In addition to the 193 senior housing units, the ground floor of both buildings provides space for commercial tenants.

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.”

The prominent corners that act as entry are designed with distinctive architectural elements. Building D uses a hierarchy of treatment to indicate entry – commercial versus residential. The commercial entry (Sheet P2.10, Attachment A) at the corner of TIB and S. 144th street is designed with a cut-out, corner entry. The choice of color, material and embellishment combined to create a visual focal point in the building’s design. The residential entry to the east (Sheet P2.11, Attachment A) uses a recessed, cedar wood sided finish and glass storefront system. The 1’x6’ cedar siding, which is a warm treatment that will have a clear stain, complements the copper colored metal used as an accent at the building’s corners.

Building E emphasizes the residential northeast entry with a tower design. (Sheet P3.10, Attachment A) The elements that create the tower include walls that are proud of an adjacent wall plane, large windows, a “gull-winged” roof, the cedar siding that is limited to this location and which surrounds the pedestrian residential entry, a freestanding column and a canopy awning that is raised above the adjacent awnings.

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.

If any portion of a building is within 50 feet of HDR, the Governing Regulations require 10 feet setback for the 1st floor, 20 feet setback for the 2nd floor and higher. The east and south sides of the building are side yards that are within 50 feet of HDR.

The overall length of the east wall of Building E is 265 feet. It modulates a number of times vertically between the north and south and horizontally from ground floor to top floor. The first floor is setback a minimum of 13 feet. (Sheet P3.1, Attachment A) The 2nd – 4th floors are setback 10 feet for 52 feet in length, generally 30 feet for 125 feet in length, and 24 feet for 57 feet in length. (Sheet P3.3, Attachment A) The adjacent multi-family structure is two stories, although the HDR zone allows structures of 45 feet.

The overall length of the south wall of Building E is 151 feet. The first floor setback is 12 feet for approximately 39 feet 19 feet for 80 feet in length and 20 feet for approximately 31 feet in length. Level two and above is setback 19.75 feet for 42.25 feet in length, 20.5 feet for 30.12 feet in length and 29 feet for 32.42 feet in length and 31 feet for 48.29 feet in length. The height of the building along this property line is approximately 60 feet which is below the maximum allowed height of 65 feet in the urban renewal overlay district. (Drawing 2, Sheet P3.7, Attachment A)

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. A minimum of 20 and 17 feet for Buildings D and E respective are shown for the ground floor tenant space. (Sheets P2.7 and 3.7, Attachment A)

5. Landscaping Standards.

Normal landscaping standards and requirements under the City's existing zoning code and development standards 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.

Noted. Phase 1, which contains the Plaza and the Commons, has already been reviewed.

6. Integrated Site.

The Development Parcel within....., 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 requirements and setback requirement applicable to each such Development Phase. Further if the BAR determines that two or more development Phases will function as a single integrated site, such Development Phases shall together be considered as a single integrated site, as if there were no interior lot lines for purposes of determining compliance the Governing Regulations such as building setbacks, recreation space, parking and landscape requirements.

The two buildings, D and E, which are part of Phase 2, are proposed to be located in one parcel. Some percentage of the off-street parking and recreation space requirements are being met on the parcels on the north side of S 144th Street in Phase 1 and 3.

7. Additional Building Height

The Specific urban renewal overlay development Standards and Criteria (TMC 18.43.070) includes supplemental development standards that allow building heights up to 65 feet. The maximum building heights for buildings fronting along TIB, represented by buildings A and D shall be increased by five feet to seventy feet. This increase in building height is consistent with goals of the Comprehensive Plan to encourage development within the Urban renewal overlay district while minimizing impact to residential development by limiting the increase in height to development adjacent to the transportation corridor.

The ground plane slopes down from west to east and from south to north. Building D is proposed to be five stories over one story with a mezzanine and a basement. The building is L shaped. The building's height steps down after the building turns the corner onto S. 144th Street.

Conclusions

A. Tukwila International Boulevard Design Manual

1. Site Design

The site design is orderly and easily understood. The buildings, landscaping and circulation elements support the function of the site. The project meets the majority of the Site guidelines such as Relationship to Street Front, Street Corners, Continuity of Site with Adjacent Sites, and Site Design for Safety. Requirements for Section E: Shared Facilities can be met if the proponent is successful in obtaining the fire access easement from the abutting east property. Where the front yard setback is not met, the proponent has successfully provided pedestrian friendly facades, the intent of the criteria is met and the project complies with the guidelines. Functionally the improvements comply with the design guidelines because generous sidewalks, entry onto sidewalk, plantings, and wall treatments all support a pedestrian friendly environment along the street.

With respect to G: Siting and Screening of Service Areas, the height of the wall behind the staging area may not be sufficient along its entire length to screen the staging area for the trash and recycling, which slopes from approximately 8 feet to 2.5 feet. The wall upon which the “green screens” are to be placed may not be sufficiently high for the screens. The utility systems for the buildings have not been designed, for example the electrical meters, have not been located. When those mechanical and utility systems are designed, they should be adequately screened and the Landscape Plan should not be minimized because of the facilities.

2. Building Design

The architectural design provides a strong concept that is easily understood and a positive contribution to the architectural character of the Tukwila International Boulevard area. The design of the structures articulate their purpose and use. The building materials are complementary in color and choice. 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, complementary colors are used to connect the materials. Vertical as well as horizontal modulation is used in Building D and E to mitigate its larger mass. Good proportions and relationships between major elements and design details are employed in both buildings. A minor detail is the color treatment of the various doors and stairwell exits arrayed around the ground floor of the building. Paint color that matches the adjacent wall surfaces will

make the doors less of a design interruption and assist in blending the functional elements into the attention to detail that is evident in high quality design.

Blank walls are minimized except for the south side of the parking deck for Building E, which is the largest flat surface in the project. It faces the southern properties within the block. The garage openings themselves have a playful randomness in terms of dispersal and shape along the wall. The grates for the openings are utilitarian and appear purely functional. The galvanized metal does not integrate well with the overall design or materials used throughout the building. Although the plan is to screen the wall with plants, even at maturity, total coverage will never occur. The grates should have a finish that is more in keeping with the higher quality and more interesting design. A higher quality stock material should be available that can be inserted into the openings.

Additional lighting will likely occur at the upper levels of the building and these will be a visible element on the building walls. The choice of fixture should be consistent in quality and design to the fixture used at ground level.

3. Landscape Design

The landscape plan could potentially be negatively impacted and reduced in overall effect when the mechanical system is designed and sited. In addition, one of the purposes of the landscape plan is to screen the service areas and other unattractive site features, which cannot occur until the utility systems are completed. The mechanical and electrical systems should be integrated with the Landscape Plan so that impact and potential design and plant mitigation can occur.

The proposal is urban and meets the overall vision of the City for the project. The role of the landscape plan is critical in softening the impact of the hardscape and to make the density more livable and positively affect the overall quality of life in the area. The intent of the criteria and guidelines of the TIB Design Manual is to have large masses of plantings. The density of the plants should be increased in order for the design to have its intended effect. The spacing of certain plants should be reduced. For example, the acorus gramineus (aka Sweetflag) should have a spacing of no more than 6- 12 inches on center because of its spread at maturity. Kinnikinnick prefers sun and the City's experience is that it is difficult to establish and achieve 90% coverage; therefore, it should only be planted where it is assured of full sun and planted at a maximum spacing of 12 inches on center.

Along the south side of the project are a number of concrete walls that could be softened through the use of landscape. In order to maximize the use of plants and minimize the wall

area that could be a potential graffiti tagging area, plants should be allowed to drape from above as well as grow from below to hide the walls.

The intended effect of the City's landscape standards is to achieve 90% area plant coverage. The larger shrubs, such as the Pieris and Ribes, branch up and the base of these plants is typically exposed.

The intention to retain the mature Redwood will contribute to the overall landscape design and enhance the aesthetic value of the area.

Along the south side of Building D is a sidewalk that when approached from the north on TIB will be awkward because of the sharp left turn expected of an approaching pedestrian. In order to accommodate the natural path and preserve the plant material likely to be damaged, a radius into the sidewalk would be more functional for pedestrian circulation and preserve the investment in plants.

4. Signs

The planning for tenant signage does not seem fully developed. We assume that the under canopy mounted letters will be the signage use for the other commercial tenants in the building. The letter pins shown mounted under the canopy may prove difficult to read and illuminate at night. The design of the freestanding sign appears to comply with the Sign Code and is a complimentary use of materials and placement.

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 Phase 2 of the Tukwila Village project. The S 144th Street frontage will be improved with curb, gutter sidewalk, street trees, and some pedestrian amenity.

Building D is completely encircled with a walkway, with a nice resting area in the southeast corner along the path of travel. On-street parking supports commercial businesses, slows down traffic, and buffers pedestrians from moving vehicles. The project itself will be a corridor focal point by virtue of its overall scale and heights relative to the surrounding development.

Screening of mechanical/utility equipment and service areas has not been fully developed and when it is completed could have a visual and landscape impact.

2. Natural Environment Goals and Policies

Where possible, canopy trees are used. In order to comply with policies of achieving greater canopy coverage and retain mature landscape, the Coast Redwood that is planned to be preserved, should be incorporated into the landscape plan to ensure that the future plants will be compatible with the tree.

3. Land Use – Transportation Corridors Goals and Policies

The improvement planned for S. 144th Street will reinforce and support its role as a major pedestrian corridor. Perching or seating somewhere along the S. 144th Street corridor is not proposed but would be consistent with the City's goals and policies.

Flexibility in 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 – 10 foot side yard landscape - and interior parking lot landscaping behind Building D are recommended for waiver. The east property line is adjacent to a multi-family property and is therefore required to have 10 feet of landscaping. The project could include some seating outside the residential entrances to the building in order to increase the amenity and support the circulation system developed around the site. The design creates more of a useable streetscape for the adjacent property owner and a front yard for the subject property.

C. Disposition and Development Agreement/Development Agreement

1. Vision Statement

The proposed design incorporates the neighborhood resource center and allows commercial uses on the ground floor of the buildings.

2. Focal Point Design

Prominent focal points are designed into the architecture of the buildings, providing visual interest. Nighttime drama and interest is not as strong an element. The illumination of the ground floors of the tenant spaces, including the residential lobbies will assist in creating an appealing nighttime environment. The significant tree, the Coast Redwood, proposed for retention, provides a significant landscape element to the project and if highlighted, would be dramatic and provide a nighttime amenity.

3. Buildings along Eastern Boundary

An average setback exceeds the minimum along the east façade, with just the northeast tower element extending into the 20 foot required side yard in the 2-4th floors. In addition, the two story “townhouse” units open onto “porches” along this façade, creating an appealing residential streetfront that is enhanced with a sidewalk, pedestrian light fixtures and some landscaping.

4. Minimum Interior Height

The criterion is met.

5. Landscaping Standards

Not applicable.

Recommendation

Staff recommends that the Board of Architectural Review adopt the findings and conclusions of the Staff Report and approve the Design Review application of Phase 2 project, subject to the following conditions being administratively approved as part of the building permit review process:

1. In order to meet criterion#1L, Shared Facilities, provide an easement for adequate fire access along the east property line.
2. In order to meet criterion #1H, Natural Features and Sensitive Areas, show preservation techniques on the demolition and grading plans for tree #35, the Coast Redwood, and show incorporation of the tree into the landscape plan.
3. In order to meet criterion #1J – Pedestrian Circulation, add/revise the following on the site plan :
 - the pedestrian path along the south side of Building D that connects with the sidewalk along Tukwila International Boulevard shall incorporate a radius and a curved corner to provide a more convenient pedestrian access; and
 - Crosswalks between Building D and E that are adjacent to the garage driveways shall incorporate ramps to provide easier transition for pedestrians.
4. In order to meet criterion #2C, Building elements, Details, and Materials, provide:

- a decorative sconce for upper level building entrances that are complimentary with the architectural building style and the other decorative fixture chosen for the ground level;
 - door paint to match surrounding masonry color;
 - garage screen paint to match rolling vertical barred gate; and
 - higher quality screens for garage openings.
5. In order to meet criterion #3B, Landscape and Planting Design, revise landscape plans to show:
 - The location of any exterior utility systems on the ground or on the building walls with plant and/or hardscape screening.
 - substitution of shade tolerant ground cover in beds along south property line where shade is created by adjacent structures;
 - increase in area of and use of groundcovers in beds where medium and large shrubs are proposed;
 - increase in the density of plants used in pots to achieve a fuller landscape impact;
 - use of a plant(s) that will drape over concrete walls at available locations;
 6. In order to meet the criterion for Focal Areas in the Disposition and Development Agreement, the mature Coast Redwood tree should be lit at night.
 7. In order to meet Comprehensive Plan Policy 8.2.9 for creating a major pedestrian corridor, include seating along S 144th Street, for example outside the residential lobbies to enhance the pedestrian orientation of the corridor.