



Staff Report Board of Architectural Review for Tukwila Holiday Inn Express Prepared August 19, 2015

HEARING DATE: August 27, 2015

FILE NUMBERS: L15-0027 Design Review
L15-0028 Shoreline Substantial Development

APPLICANT: Dale Sweeney, Architect

REQUEST: Board of Architectural Review approval for a Holiday Inn Express, proposed for the vacant site at 90 Andover Park East. The hotel will be five stories, with 92 hotel rooms.

LOCATION: 90 Andover Park East

COMPREHENSIVE PLAN AND ZONING DESIGNATION: Tukwila Urban Center – Transit Oriented Development

SEPA DETERMINATION: Exempt

NOTIFICATION: A Notice of Application was distributed to agencies that may have an interest in the project on June 23, 2015. The Notice of Application was also posted on the project site and mailed to surrounding residences/property owners. There were no comments received in response to the Notice of Application.

STAFF: Valerie Lonneman

ATTACHMENTS: A. Plan Set (*Site Plan A010, Site Details A011, Front Elevation A200, Right Elevation A201, Left Elevation A202, Rear Elevation A203, Iso-footcandle E1.01, Grading and Utility Plan 2/6, Landscape Plan L-1, Irrigation Plan L-2, Landscape Details & Specifications L-3, Irrigation Notes and Details L-4*)
B. Color Renderings (5 perspectives)
C. Materials Board (presented at hearing)
D. Development Agreement
E. Holiday Inn Express Exterior Lighting Guide
F. Green Façade Trellis Info Sheet
G. TMC 18.28.130 Neighborhood Corridor summary sheet

Findings

Vicinity/Site Description

Project Description

This project seeks to transform a vacant lot into a 62,337 sq. ft. five-story, 92-unit Holiday Inn Express hotel located at 90 Andover Park E (the SE corner of Tukwila Parkway and Andover Park East). The project includes frontage improvements along Andover Park E and Christensen Road, 98 parking spaces including a shared parking lot along Christensen Road for hotel guests and access to the Green River Trail, landscaping, and improvements to the vehicular and pedestrian circulation. The site will be accessed by one driveway on Andover Park East and two on Christensen Road (see Attachment A).



Figure 1. Project location



Figure 2. Aerial view of project site

Existing Development

The lot is currently vacant and has no existing development. Previous use of this site was as a gas station. All structures associated with the previous use were demolished and excavated in 2006, at which time soil remediation for the site was completed. The parcel contains 1.16 acres and is zoned Tukwila Urban Center-Transit Oriented Development (TUC-TOD). Andover Park E and Christensen Road, which run parallel on the western and eastern sides of the lot, are both classified as Neighborhood Corridors.



Figure 3. Existing Conditions—project site looking NE from Andover Park E.



Figure 4. Existing conditions—looking south from Tukwila Pkwy (Green River Trail, Christensen Road, and project site)

Surrounding Land Use

Adjacent development and land uses include a one-story building that is currently vacant to the south, a one-story building to the west (across Andover Park East), which houses Lowe’s hardware store, a public parking lot for access to the Green River Trail to the east, and Tukwila Parkway and I-405 to the north. Farther to the east across Christensen Road are two three-story buildings including the Best Western, located across the river, and the Riverton Office Plaza southeast of the site along the Green River Trail.

Topography & Vegetation

The parcel is generally flat, with a steep embankment along the Green River to the east of the parcel (beyond Christensen Road and the Green River Trail) and a hill to the north of the parcel, sloping up to Tukwila Parkway.

Development Agreement

In March 2015, the Tukwila City Council approved a Development Agreement between the City of Tukwila and Tukwila TSD, LLC (the developer) for the proposed hotel at 90 Andover Park East (see Attachment D). The agreement allowed the developer to create shared parking stalls to accommodate required parking for the proposed hotel in the right-of-way of Christensen Road. The shared space includes a drive aisle, 14 new parking spaces, and a reconfiguration of the existing spaces for a total of 45 parking spaces, with 41 to be shared and 4 stalls to be reserved for non-hotel users.

In exchange for the shared parking the developer agreed to do the following items:

- Landscape the old cul-de-sac area and maintain any areas landscaped as part of this development.
- Maintain the parking area (striping, paving, and signs).
- Provide public and emergency access through the subject property.
- Construct a pedestrian connection from Andover Park E to Christensen Road and the Green River Trail.
- Pay \$93,849 to the city for future riverbank restoration work.

The terms of this agreement have been fulfilled or shall be conditioned as part of the building permit.

Design Review

This project is subject to Board of Architectural Review approval under Tukwila Municipal Code (TMC) 18.28.030.D. As a large scale project, the project is subject to the applicable district-based standards, corridor-based standards, and supplemental standards in TMC Chapter 18.28 and the guidelines set forth in the Southcenter Design Manual. This discussion below is grouped into four sub-sections: District Based Standards; Corridor Based Standards; Supplemental Standards; and Southcenter Design Manual. The standards can be found online at http://www.tukwilawa.gov/dcd/urbanplan/TMC18.28_New_Southcenter_Zoning.pdf and the Design Manual can be found at http://www.tukwilawa.gov/dcd/urbanplan/Southcenter%20Subarea%20Plan_Final.pdf.

I. District-Based Standards

Structure Height (TMC 18.28.070): The proposed building reaches a maximum height of 68 feet, which is in conformance with the building height restriction of 70 feet with a height bonus granted in exchange for public frontage improvements along Andover Park E and Christensen Road.

Maximum Block Face Length (TMC 18.28.080): The proposed building is in compliance as it does not exceed the 700 foot maximum block face length.

Side and Rear Setbacks and Landscaping Requirements (TMC 18.28.100-.110): The building meets the minimum 5 foot setback and landscaping requirement for the side and rear yards.

II. Corridor-Based Standards

Andover Park East and Christensen Road are both considered Neighborhood Corridors. See Attachment G for Neighborhood Corridor standards summary sheet.

Public Frontage Standards (TMC 18.28.150): The proposed project meets the requirements for public frontage standards along Andover Park East, including streetscape width and landscaping. Ornamental pedestrian- and vehicular-scale street lights shall be installed along the frontage per the Department of Public Works standard. Applicant shall submit a street lighting plan to satisfy this requirement with the building permit materials.

Due to the arrangement for provision of shared parking on Christensen Road, the applicant has requested several modifications to the Neighborhood Corridor frontage standards for the eastern frontage as is permitted by TMC 18.28.130 C. The modification request requires a Type 2 decision, which may be consolidated as part of the BAR decision per TMC 18.104.030. The applicant must demonstrate that the modified corridor design: 1. Satisfies the urban design goals as stated in the Corridor Type’s purpose, requirements, and description; 2. Is designed to transition safely to the existing conditions at either end; and 3. Enhances the streetscape of the site and adjacent development.

The proposed frontage modification widens the landscaping island in between the on-site hotel parking lot and the adjacent off-site shared parking lot on Christensen Road. A nine-foot-wide landscaping strip with a nine-foot-wide sidewalk is proposed in lieu of the 15-foot sidewalk frontage improvement standard required for the Neighborhood Corridor (see Attachment G). Approximately four feet of this landscaping strip is within the right-of-way, with five feet of perimeter landscaping on the subject lot. The modification is a preferred approach to the requirement at the site as it is within the shoreline zone and at the terminus of Christensen Road.

Building Orientation/Placement & Landscaping (TMC 18.28.160-.190): The proposed project meets building orientation standards. The building will be oriented to Andover Park E and Christensen Rd, and parking will be provided on the side and rear of the building. Along Andover Park E, no parking is proposed between the building and the street. Along Christensen Road, one double-loaded aisle of parking is proposed between the building and the street.

Architectural Design Standards (TMC 18.28.200):

Neighborhood Corridor Architectural Design Standards	Design Response			Not applicable
	Acceptable	Partial	Unresponsive	
Façade articulation Increment				
Commercial/mixed use maximum – 50 feet	X			
Major vertical modulation maximum – 120 feet	X			
Ground level Transparency				
Commercial-use minimum – 50%	X			
Comments: <ul style="list-style-type: none"> Frontage improvements are only required along Andover Park E and Christensen Road; the property does not abut Tukwila Parkway along the northern parcel line (there is city owned land in-between the subject parcel and the road). Additionally, no access is provided from Tukwila Parkway and the site topography slopes up to further separate the road from the development site. Therefore, the City has determined that frontage standards shall not be required for the northern frontage. 				

Table 1. Architectural Design Standards for the Neighborhood Corridor

III. Supplemental Standards

Special Corner Feature (TMC 18.28.220): The building is located on the corner of Tukwila Parkway and Andover Park E. The northwest corner of the hotel features a 1-story area with an indoor pool, adjacent to an outdoor patio area with stamped concrete, benches, and landscaping. These features differentiate the northwest corner from the other corners of the building, opening the area up and creating an inviting, human-scale public space.

Landscaping Types and General Landscaping Requirements (TMC 18.28.230-.240): The landscaping plan includes all required information for proposed vegetation. Spacing, dimensional, and screening/cover specifications are all satisfied.

Irrigation plans have been submitted and approved by the urban ecologist. The setbacks are planted with sufficient shrubs and groundcovers to fulfill the landscaping requirements. Perimeter and interior landscaping square footage requirements have been satisfied. The landscaping islands and trees provided within the landscape islands are consistent with the code requirements. The City's Urban Environmentalist has reviewed and approved proposed plant material to ensure appropriate species selection and spacing. A maintenance agreement for all landscaping installed as part of the development (outside of the subject parcel) shall be instated as required by the development agreement.

Open Space Regulations (TMC 18.28.250): The building footprint of approximately 17,000 square feet requires 850 square feet of open space. The open space provided on site includes the public plaza on the northwest corner of the lot and the pedestrian connection from Andover Park E to the Green River Trail, exceeding the open space requirement. 14 individual seats or 42 linear feet of seating has been provided in the form of seven six-foot benches.

General Parking Requirements and Guidelines (TMC 18.28.260-.270): The proposed project provides 98 parking stalls, which is sufficient to fulfill the parking requirements for the hotel (a minimum of one stall per room). Per the Development Agreement, all parking stalls within the right-of-way of Christensen Road shall be for the joint use of the hotel guests and Green River Trail users and at least four spaces shall be designated exclusively for public access to the Green River Trail with appropriate signs. The parking lot meets requirements for compact car stalls, stall dimensions, setbacks, curb cuts, access, and provision of pedestrian walkways. Parking lot landscaping, layout, and bicycle parking are provided per code requirements.

The sidewalk detail on the building permit must be revised to conform to TMC 18.28.260.C.1.c, which requires the curb cut design for driveways to match the height of the sidewalk to ensure that the sidewalk stays at a consistent grade for pedestrians (see Figure 5).



Figure 5. TMC 18.28260.C. requires driveways in the TUC to be level with the height of the sidewalk.

Site Requirements (TMC 18.28.280): A walkway connecting Andover Park E to the Green River Trail has been provided along the northern lot line. A small pedestrian path through the landscaped area that separates Christensen Road from the hotel parking lot has been provided to facilitate pedestrian circulation and reduce plant damage from pedestrian traffic. The three pedestrian crosswalks within the parking lot shall be finished with the same stamped concrete as that used in the plaza in order to enhance pedestrian safety, comfort, and the attractiveness of the site.

IV. Southcenter Design Manual

The Southcenter Design Manual guidelines support and complement the community vision described in the Southcenter Subarea Plan, supplement and expand upon the design requirements in Chapter 18.28, and provide a flexible tool for quality and innovation. The Design Manual is organized into two main sections: Site Design Elements and Building Design.

Site Design Elements covers a number of design topic areas, including Site Design, Service Areas and Mechanical Equipment, Lighting, Walls and Fences, and Open Spaces. The section on Building Design covers Architectural Concept, Entrances and Doors, Building Façade – Base and Top, Corner Treatments, Building Massing, Building Details and Elements, Building Materials and Colors, Windows, Weather Protection, Blank Walls, and Parking Structures.

For each topic area, there are one or more Design Criteria, which can be general in nature. The Design Criteria explain the requirements for development proposals. They are the decision criteria by which the Director or Board of Architectural Review will decide whether to approve, condition or deny a project. The examples and explanations which augment each Design Criteria, provide guidance to the project applicant, to City Staff in reviewing a project proposal, and to the decision maker in determining whether the project meets the Design Criteria.

A. Site Design/Elements

1. Site Design

The intent of the site design/elements criteria is to encourage site design which is easily understood, appropriate to the area, takes advantage of unique opportunities, and is a positive element in the architectural character of the District within which it is located. The design criteria address various elements including: facilitation of traffic circulation by connecting through-streets; provision of safe, convenient, and connected pedestrian access; encouragement of harmonious visual character (where desirable); arrangement of buildings to enhance street frontages and the pedestrian environment; incorporation of open space and landscaping as a unifying feature; incorporation of screening, environmental mitigation, utilities and drainage as positive design elements; incorporation of opportunities for joint development of sites; and the use of site design to take advantage of and/or enhance views of and access to natural amenities such as the Green River.

The project meets the design criteria. Due to the fact that the site must comply with both the Tukwila Urban Center and the Shoreline Jurisdiction criteria, the applicant had to strike a balance between the two codes, with priority given to the meet the requirements of the Shoreline Jurisdiction, which is state mandated. Therefore, the main entrance of the building is oriented toward the Green River per TMC 18.44.110.1.e. However, the TUC public frontage improvements, public patio, and secondary exterior public entrance on Andover Park East are instrumental in ensuring that one does not feel like the building has turned its “back” to the street. Additionally, a pedestrian connection from Andover Park E to the Green River Trail is proposed along the northern side of the lot, further enhancing pedestrian access in the area. The building is designed to provide views of the river from a balcony and from rooms that face the Green River.

2. Service Areas and Mechanical Equipment

The intent of the service areas and mechanical equipment design criteria is to minimize the potential negative impacts of service elements through thoughtful siting and screening while meeting functional needs. Design criteria include: service element location and design; minimizing public visibility of loading docks and service bays, location and/or design of utility meters; electrical conduit and other service utility apparatus; rooftop equipment screening; and concealment and design incorporation of downspouts.

The project meets the design criteria. The refuse and disposal area is accessible and properly screened by appropriate enclosures (with a limestone-like stone veneer to match building exterior) and landscaping. Waste Management has confirmed that the proposed site design provides sufficient access to this area. Appropriate vegetative screening has been indicated on the landscaping plan to obscure mechanical equipment. There is no rooftop mechanical equipment proposed.

3. Lighting

Site lighting should be designed to promote safety as well as enhance the nighttime appearance of buildings and landscaping.

The project meets the design criteria. The style of the exterior lighting fixtures fits the more contemporary building design, and the fixtures are appropriately spaced. Four different types of building-mounted fixtures are proposed. Gray, upward facing lights will be used to cast the signature Holiday Inn Express blue light beams onto the columns over the main entrance and the secondary entrance on Andover Park E, enhancing architectural features at night. Square gray, downward projecting sconces will be used on the front columns of the porte cochere to enhance visibility of the main entrance. Circular gray sconces will be wall-mounted along the upper façade around the building and will cast an “X” shaped beams on the walls. Curved gray, downward-tilting LID sconces will be mounted along the first floor exterior to help illuminate pedestrian areas (see Figures 6 & 7 and Attachment E).

Additionally, bollard lights will provide pedestrian-oriented lighting along the pedestrian connection to the Green River Trail on the north side of the building.



Figure 6. Proposed building-mounted lights. Fixtures left to right: upward casting blue light, downward casting blue light, “X” light, and curved first-floor sconce.



Figure 7. Rendering of Holiday Inn Express signature blue lighting elements.

4. Walls and Fences

Walls and fences shall be designed to be compatible with the building, improve the appearance of the site, and improve safety.

The proposed building meets the design criteria. The main entrance features pilasters that help announce the pedestrian “gateway” to the hotel. The walls of the refuse and disposal enclosure will be finished with limestone-like stone veneer to match the building and the gate of the enclosure will be western red cedar or equivalent.

5. Open Space

Provide safe, attractive, and usable open spaces that promote pedestrian activity and enhance the setting and character of the development.

The proposed design features a patio area adjacent to the one-story pool area, which will increase the amount of sunlight received by the patio, which is located on the northwestern corner of the building. Landscaping and

stamped concrete will improve the aesthetics of the area. The patio is adjacent to the proposed pedestrian connector that runs the length of the northern lot line, connecting Andover Park E. to the Green River Trail. The patio will serve as an inviting public space along Andover Park E, enhancing the character and functional use of the north and western sides of the building. The applicant shall submit stamped concrete detail/photo for planning approval with building permit materials.

B. Building Design

1. Architectural Concept

The architectural design criteria encourages building design with easily understood organization, an appropriate relationship to the site, and with a positive impact on the architectural character of the District within which it is located. Architectural design should unify the massing and components of a structure or structures on a site into a cohesive and consistent thematic or stylistic architectural character or style that is responsive to the functional requirements of the development.

The façades include notable elements of modulation, a distinct base and top, variation in the roofline, and elements of detail such as square embellishments copper accents, and columns, which satisfy the design criteria (see Attachment B).

2. Entrances and Doors

The primary entrance should be located and designed to represent the overall style and architectural character of the building and ensure a welcoming public face to the building.

The project meets the design criteria. The primary entrance on the eastern side of the building has high visibility (with a covered port cochere) and is consistent with the building’s architectural details (Figure 8). A secondary pedestrian-oriented public entrance is located on the west side of the building to provide access from Andover Park East (Figure 9). The northern façade features an additional keyed entrance for hotel guests that is visually consistent with the other entrances but more discrete.



Figure 8. East elevation rendering of proposed hotel.



Figure 9. West elevation rendering of proposed hotel.

3. Building Façade – Base & Top

Create a building base where the horizontal articulation of the lower part of a building façade’s design establishes a human scale for pedestrian users and passers-by, and aesthetically “ties” a building to the ground. Create a “top” on buildings through a substantial horizontal articulation of the façade at the uppermost floor of the building to provide an attractive façade skyline and complete the upper façade composition. Rooflines should reflect the architectural style of the building and be a distinctive design element. Roof surfaces should be punctuated with varying roof forms to break up large massing of roof surfaces and/or to provide opportunities to daylight interior spaces. Roof overhangs for both flat and sloping roofs are encouraged to add depth, shadow and visual interest.

Building design meets design criteria. The first floor facade is finished with a limestone-like stone veneer to provide horizontal articulation and a durable and distinct base. Copper-colored metal awnings along the first floor further establish a pedestrian scale experience. The top floor and eaves are finished with a lighter beige E.F.I.S., which distinguishes the top of the building and contrasts with the dark brown and black of the roof. The roof has a pitch of 7:12 with many distinct ridgelines and includes exaggerated overhangs that add architectural interest.

4. Corner Treatments

The design criteria serve to emphasize building corners at important intersections with a distinctive building element.

The Northwest corner of the hotel features a 1-story area housing an indoor pool, which lies adjacent to an outdoor patio. These stepped back nature of the building at this corner differentiates it from the other corners of the building, opening the area up and creating an inviting, human-scale public space.

5. Building Massing

The use of horizontal and vertical modulation is required to maintain the desired human scale and character for the Southcenter area. The requirements encourage the design of building façades which incorporate interesting architectural details that add variety to the façade, animate the street presence, and are attractive at a pedestrian scale.

The project meets the design criteria. The project utilizes decorative awnings, roofline differentiation, variation in materials, vertical and horizontal modulation, and architectural details including copper-painted awnings and columns to reduce the perceived scale and add visual interest.

6. Building Details and Elements

Detail elements are required to encourage the incorporation of design details and small-scale elements into building facades that are attractive at a pedestrian scale.

The project meets the design criteria. The project employs protruding window frames, custom-designed copper colored awnings, decorative building-mounted light fixtures, an interesting assortment of building materials, and stylized concrete design elements to provide texture and sculptural relief.

7. Building Materials and Colors

The use of natural materials that reflect our Northwest setting such as stone, local woods like cedar and fir, and functional materials like concrete, brick, and metal are encouraged. Wall cladding materials appropriate to the architectural style and building type shall be used. Authentic materials and methods of construction should be used to the degree possible. More than two colors and materials should be incorporated into each building's design. Monochromatic schemes are discouraged. Color choices should include warm rich colors that reflect and complement the woodlands, water and open sky of the region; weathered wood and oxidized metal colors relate to industrial and agricultural influences.

The project meets the design criteria. Façade materials and colors will be neutral and subdued, with muted green accent-walls on the eastern, southern, and northern facades. A variety of building materials are incorporated in the design, including E.F.I.S, copper colored painted metal, glass, cedar, and limestone-like stone veneer panels. Fascia/beams will be painted dark brown to give the appearance of wooden roof beams and trim (Attachment C to be provided at hearing).

8. Windows

Ornamental framing and hardware should be used to provide a utilitarian opportunity for craftsmanship and decoration. Window frames and sills should be designed to be prominent and substantial in order to enhance openings and add additional relief.

The project meets the design criteria for windows by utilizing prominent window frames and sills that add textural relief and detailing to the façade. The project includes copper-painted flat metal awnings above the first-floor windows and sloped copper-painted metal awnings above other windows and balconies, which provide additional articulation and interest to the windows.

9. Weather Protection

Design buildings with non-residential ground floor uses to provide pedestrian weather protection along adjacent street front sidewalks and open spaces using awnings, canopies, or building overhangs such as porticos, covered porches and arcades. Where building orientation to streets/open spaces is required for the applicable Corridor Type, weather protection at least 6 feet in width along at least 75 percent of the façade must be provided.

The project meets the design criteria. Six-foot deep horizontal awnings overhanging 75% of the first-floor windows/doors along Andover Park E and Christensen Road and a porte cochere provides cover for the passenger

loading zone at the main building entrance on the eastern façade. Several benches on the southern façade are proposed under awnings, providing a weather-protected outdoor seating area near the main entrance.

10. Blank Walls

Blank walls are not permitted facing streets, sidewalks, open spaces, or pedestrian pathways and instead shall be designed to provide visual interest and human scale.

The proposed project includes a pattern of windows and trellises (see Attachment F) to cover blank walls and is consistent with the blank wall requirements.

11. Parking Structures

Design criteria do not apply as the project does not include a parking structure but rather a parking lot.

V. Public Comments

A Notice of Application was distributed to agencies that may have an interest in the project on June 23, 2015. The Notice of Application was also posted on the project site and mailed to surrounding residences/property owners. There were no comments received in response to the Notice of Application.

Conclusions

1. District-Based Standards

Structure height, length, and setback requirements are in compliance with the Tukwila Urban Center-Transit Oriented Development standards.

2. Corridor-Based Standards

Public frontage, building orientation and landscaping, façade articulation, blank wall, and transparency requirements have been fulfilled in accordance with the Neighborhood Corridor standards. The Department Director determined that the 50% ground-level transparency requirement is not applicable to the northern façade (Adjacent to Tukwila Parkway, a Commercial Corridor) as the subject property does not directly abut the street.

The proposed frontage modification widens the landscaping island between the on-site hotel parking lot and the adjacent off-site shared parking lot on Christensen Road. A nine-foot-wide landscaping strip with a nine-foot-wide sidewalk is proposed in lieu of the 15-foot sidewalk frontage improvement standard required for the Neighborhood Corridor (see Attachment G). Approximately four feet of this landscaping strip is within the right-of-way, with five feet of perimeter landscaping on the subject lot. The modification is a preferred approach to the requirement at the site as it is within the shoreline zone and at the terminus of Christensen Road.

3. Supplemental Standards

Landscaping is in compliance with all TUC-TOD requirements. The City's Urban Environmentalist has reviewed and approved proposed plant materials to ensure appropriate species selection and spacing. A maintenance agreement for all landscaping installed as part of the development (within and outside of the subject parcel) shall be provided by the applicant as required by the development agreement.

The site design provides sufficient open space, parking, and pedestrian access to meet code requirements. Additional features, such as a cut-through path in the middle of the landscape island along the eastern property line, serve to increase the utility and durability of the site.

The sidewalk detail on the building permit must be revised to conform to TMC 18.28.260.C.1.c. to provide a consistent sidewalk grade.

VI. Southcenter Design Manual

1. Site Design Elements

The project meets the design criteria. The proposed development meets the minimum setback requirement and creates a pedestrian-scale environment on Andover Park East. Pedestrian amenities such as benches and shade trees are provided. A pedestrian connection from Andover Park E to the Green River Trail is proposed along the northern side of the lot.

Landscape islands and stamped concrete pedestrian crossings will promote efficient vehicular circulation and access to parking spaces while providing safe and convenient pedestrian access throughout the site. The proposed site design adds one additional access point off of Christensen Road, which will allow hotel guests and the general public to access parking on Christensen Road from Andover Park E and provide emergency vehicle access between the two roads. This design will also improve vehicular access to the Green River Trail parking lot, which is currently only available by driving north on Christensen Road, with the nearest cross street at Baker Boulevard.

Interior parking lot landscaping and perimeter landscaping follow a coherent design concept, which will soften the built environment and create an inviting, pedestrian-friendly atmosphere. Proposed lighting matches the contemporary building design and will improve visibility of the building at night by illuminating areas of the façade, without causing off-site light pollution along the shoreline.

The proposed public patio will enhance the pedestrian environment on the corner of Andover Park E and Tukwila Parkway through improved landscaping and amenities such as benches, shade trees, and stamped concrete. Applicant shall submit stamped concrete detail/photo for planning approval with building permit materials

2. Building Design

The proposed building achieves a more contemporary architectural design than neighboring buildings, improving the architectural character of the TUC-TOD District. The renderings demonstrate a cohesive style and high quality design with ample modulation, articulation, and attention to detail. The color palette features saturated warm neutral hues, with muted green accent walls and metal copper-colored awnings. Materials are varied, adding visual interest. The dynamic roofline pitch is pleasing to the eye and in conjunction with the dark brown fascia and beams, the black roof with dramatic overhangs will create a strong but harmonious “top” to the building. The wall washer lights will provide subtle illumination of the building façade, highlighting architectural features such as the columns at night.

The scale of the proposed five-story building is larger than neighboring development, particularly when compared the office building located directly to the south, however there are two three-story buildings

located across the river and southeast of the site along the Green River Trail that are more compatible with the proposed development in scale and design.

Recommendations

Staff recommends the approval of the Design Review application with the following conditions:

1. Prior to building permit approval, civil plans shall be revised to demonstrate conformance with TMC 18.28.260.C.1.c, which requires the curb cut design for driveways to match the height of the sidewalk to ensure that the sidewalk stays at a consistent grade for pedestrians.
2. Applicant shall submit stamped concrete detail/photo for planning approval with building permit materials.

Staff also recommends approval of modification of the corridor standards along Christensen Road to require nine feet of sidewalk and nine feet of landscaping (with approximately four feet in the right of way and five feet of perimeter landscaping on the site) in lieu of the 15-foot Neighborhood Corridor frontage requirement.

Informational Items

1. Any signage for the property shall be reviewed through submittal of a separate sign permit application.
2. Prior to building permit approval, a maintenance agreement shall be submitted to the city for review and approval for the parking lot and landscaped areas, easement for public/fire access, and easement for public trail access, per the terms of the Development Agreement dated May 15, 2015 (City Ordinance No. 2473).