

CHAIR, MARGARET BRATCHER; VICE-CHAIR, LYNN PETERSON; COMMISSIONERS BILL ARTHUR, BROOKE ALFORD, THOMAS MCLEOD, AND LOUISE STRANDER

BOARD OF ARCHITECTURAL REVIEW
AND
PLANNING COMMISSION
PUBLIC HEARING
JANUARY 27, 2011 - 6:30 PM
TUKWILA CITY HALL COUNCIL CHAMBERS

- I. CALL TO ORDER
- II. ATTENDANCE
- III. ADOPTION OF 12-09-10 MINUTES
- IV. CASE NUMBER: L10-077 and L11-004
APPLICANT: Taco Time
REQUEST: Taco Time has requested Design Review approval to construct a new restaurant with site improvements. As part of the project the parking lot will be reconfigured and new landscaping will be installed. The existing Tavern located on the site will be demolished.

The applicant has also requested a Parking Variance for a 25 percent reduction in the City's minimum parking requirements, from the PC.

LOCATION: 15037 Tukwila International Blvd
- V. Director's report
- VI. Adjourn

STAFF REPORT

To the Board of Architectural Review (BAR) and Planning Commission (PC)
Prepared January 20, 2011

HEARING DATE: January 27, 2011

NOTIFICATION: On January 12, 2011 two public notice boards were posted on the site. Additionally, on January 13, 2011, a combined Notice of Application and Notice of Public Hearing were mailed to the property owners and tenants within 500 feet of the subject site. A Notice of Public Hearing was also published in the Seattle Times on January 13, 2011.

FILE NUMBER: L10-077, Public Hearing Design Review Approval and L11-004, Parking Variance Application

APPLICANT: Howard Kimura on behalf of Taco Time

OWNER: Hawley Enterprises Inc

REQUEST: Taco Time has submitted applications for construction of a new 2,381 square feet restaurant along with other site improvements including parking and landscaping. Specifically, Taco Time is requesting the Board of Architectural Review for approval of the design review application. Additionally the proposal includes a request to the Planning Commission for 25% reduction in the minimum parking requirements for the proposed use.

LOCATION: 15037 Tukwila International Blvd.

ASSOCIATED PERMITS: Building/Mechanical/Electrical/Plumbing Permits
Sign Permits

SEPA DETERMINATION: Exempt

COMPREHENSIVE PLAN DESIGNATION: Regional Commercial (RC)

ZONE DESIGNATION: Regional Commercial (RC)

STAFF: Brandon J. Miles, Senior Planner

- ATTACHMENTS:
- A. Vicinity Map
 - B: Construction Plans
 - C. Applicant's Response to Design Review Narrative
 - D. Photo Rendering of Proposed Taco Time Restaurant
 - E: Applicant's Response to Parking Variance Criteria

FINDINGS

BACKGROUND

Taco Time is proposing to construct a new 2,381 square foot building at 15037 Tukwila International Blvd (TIB). The applicant submitted a complete design review application on December 21, 2011. During review of the application, staff determined that the proposed application did not comply with the City's minimum parking requirements for fast food restaurants. On January 13, 2011, the applicant submitted a Special Permission application requesting a 25 percent reduction in the minimum parking requirements for the proposed use. A request for a parking reduction in excess of 10 percent requires the approval of the Planning Commission (TMC 18.56.140).

The staff report has been divided into two sections. The first section covers the Design Review application and the second covers the Special Permission Application for the parking reduction. Staff's conclusions and recommendations for the design review application and the parking reduction request follow each respective section. The staff report has been arranged as follows:

- I. Design Review Application
 - A. Review of TIB Design Review Criteria
 - B. Design Review Conclusions
 - C. Design Review Recommendations
- II. Special Permission Application
 - A. Review Criteria
 - B. Special Permission Conclusions
 - C. Special Permission Recommendations

VICINITY/SITE INFORMATION

Existing Development

The project site is located at 15037 TIB and is zoned regional commercial (RC). Currently the site consists of two buildings, Trudy's Tavern a 3096 square foot building located along TIB and an 8640 square foot commercial building located along Military Road S. Also located on the site is parking which is utilized by both buildings on the property. Currently the site consists of three tax parcels with a total area of 58,655 square feet. The north property will stand alone after the Taco Time construction and will have sufficient parking for the existing building square footage on the site.



Existing Trudey's Tavern (will be demolished)



Existing Commercial Building (to remain)

Proposed Development

The applicant is proposing to combine the three parcels into two parcels. The north parcel will retain the existing commercial building located along Military Road and sufficient parking will be provided for the existing uses on the site. Trudy's Tavern will be demolished and a new 26,512 square foot parcel will be created to the south. This new parcel will be the site for the applicant's proposed 2,381 square foot Taco Time Restaurant and is the only parcel proposed for site improvements. The proposed Taco Time will include a drive through window. A restaurant with a drive through is an outright permitted use in the RC zoning (TMC 18.24.020 (41) (a)). As part of the application, the applicant proposes to install a small plaza area along TIB; install landscaping; and construct other site improvements. A total of 28 parking stalls will be located on the Taco Time Parcel.

Frontage improvements along Military will be constructed per the City's development standards.

Surrounding Land Uses

The Taco Time project site is located within the Tukwila International Boulevard Corridor (See Attachment A). The site sits between TIB to the east and Military Road South to the west. At this

location, Military Road is within the City of SeaTac's jurisdiction. TIB at this location is restricted to right in and right out. Military Rd South allows full access. All surrounding properties, that are within the City of Tukwila, are zoned RC. Surrounding land uses, both in Tukwila and SeaTac include commercial uses.



Bank property to the South



Commercial building on Westside of Military

Public Comments

As of January 21, 2010, the City has received no written comments.

SECTION I. DESIGN REVIEW APPLICATION

A. Review of TIB Design Review Criteria

The property is zoned Regional Commercial (RC) and is located within the Tukwila International Blvd. study area. Design review is required for all new construction activities located within the Tukwila International Blvd study area (TMC 18.24.070).

TMC 18.060.050 (D) requires that all projects located in the Tukwila International Blvd Corridor be reviewed using the Tukwila International Boulevard Design Manual (TIBDM).

Below are all of the sections in the TIBDM followed by a discussion of the project. For the applicant's response to the criteria, see Attachment C. The 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 areas, there are one or more Design Criteria, which are general in nature. The Design Criteria explains 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.

i. Site Design

a. Site Design Concept

The TIBDM notes that the site design should provide an orderly and easily understood arrangement of buildings, landscaping, and circulation elements that support the functions of the site.

The applicant has chosen to locate the building as close to TIB while at the same time maintaining the existing driveway. TIB at this location is angled and extends NW to SW. The angle of TIB provides an opportunity for the building, while not located directly along the street, to be somewhat prominent to motorists (See Attachment A and Attachment B, Sheet 1).

The ability to move cars on the site is the driving force in the design of the site. However, the site also makes provisions for pedestrian circulation. Like all restaurants of this type, a drive through window will be part of the use. The applicant is proposing to utilize existing curb cuts from both TIB and Military which impacts the layout of the building. The access from TIB is not a typical right angle, due to the alignment of TIB to the property. This design element will assist in ensuring that drivers slow as they enter the parking lot (Attachment B, Sheet 1).

Access to the drive through window is located on the western portion of the property. The proposed site plan indicates that a total of ten cars can be stacked in the drive through lane. When a motorist has completed picking up their order in the drive through window they have the option of exiting onto TIB that is restricted to right turn only or turning around to access Military Road. Exiting onto Military will allow motorists to utilize the intersection at TIB and S. 152nd Street which would allow them to have left turns onto TIB (Attachment A and Attachment B, Sheet 1).

The applicant has provided three raised walkways within the parking area as a means to slow traffic down within the parking area. Another raised walkway is provided through the drive through lane. A total of 28 parking stalls are provided for the building. These parking stalls are primarily located along the north property line with a few parking stalls being located to the west of the building (Attachment B, Sheet 1).

Three pedestrian connections are provided on the property. One leads from Military Road South to a building entrance on the west wall and there are two pedestrian connections from TIB (Attachment B, Sheets 1, 2, 3, and 4).

A small plaza area which is separated from the main building is provided on the northeast corner of the property. One of the pedestrian connections from TIB leads to this plaza area. An outdoor seating area is located outside of the building's west wall. The pedestrian connection from Military runs along this outdoor seating area (Attachment B, Sheet 1).

b. Relationship to Street Front

The TIBDM notes that the site design should create a distinct street edge, and minimize parking between structures and the street. One of the primary purposes of the TIBDM is to create a pedestrian friendly environment and to ensure that private development reinforces and augments the public street improvements for pedestrians.

As noted, the property is bordered by both TIB and Military Road South. The TIBDM specifically notes that TIB will be considered the major public street and other surrounding streets will be secondary.

The applicant's building design pushes the building as close to TIB as possible while still maintaining maneuverability for the drive through lane. No parking is located between the building and TIB. A small plaza area is also located along TIB. Existing frontage improvements are in place along TIB and no additional improvements are needed (Attachment B, Sheet 1).

The TIBDM calls for one building entrance to be located along a main street. This provision is being met by locating two doors at the NE corner of the building along TIB (Attachment B, Sheets 1, 2, 3 and 4).

The applicant will construct improvements along Military as required by the City's development standards. These improvements will need to be coordinated with the City of SeaTac.

c. Street Corners

Not applicable.

d. Continuity of Site with Adjacent Sites

The TIBDM seeks to have projects maintain a visual and functional continuity between the proposed development and adjacent and neighboring properties. This can be done through the use of setbacks, building massing, circulation, and landscaping.

The design of this site is consistent with the design of the KFC fast food restaurant located at 15036 Tukwila International Blvd and the McDonalds restaurant locate directly across the street. In 2003, the existing Burger King was demolished and replaced by a KFC restaurant which was subject to design review approval (L03-011). The KFC site, like the proposed Taco Time site utilized a plaza area along TIB. Additionally, in 2008 McDonalds built a plaza area directly adjacent to TIB. The setbacks for the KFC and McDonalds are near identical to the front setback that is proposed for the Taco Time restaurant.



McDonald's Plaza Area

The TIBDM encourages joint access driveways and pedestrian connections to adjacent properties. At this time there are no opportunities to incorporate shared access driveways into the design of the site. When the City completed the TIB improvements it provided existing curb cuts to all the surrounding commercial properties and no changes are proposed as part of this proposal.

Pedestrian connections between adjacent properties are provided by using adjacent public sidewalks (Attachment B, Sheet 1).

e. Shared Facilities

The TIBDM encourages applicants to utilize shared facilities such as common building walls, shared driveways, landscaping or other shared facilities.

The proposal is for a stand alone fast food restaurant with a drive through window, therefore there is no opportunity to incorporate any shared facilities.

f. Site Design for Safety

As noted, there will be four pedestrian walkways located on the property. Three of the pedestrian connections lead from a public street (two from TIB and one from Military). There is one pedestrian connection which connects the northern parking stalls to the restaurant. All the pedestrian connections will extend through drive lanes. In order to define the pedestrian space, the applicant has proposed to have the four walkways be raised and have a design which distinguishes the walkways from the surrounding drive lane (Attachment B, Sheet 1).

Directional signs are used throughout the site design to assist motorists in navigating the sign¹.

The proposed building faces the outdoor parking area which will allow patrons to have an unobstructed view of the parking area and the small plaza area (Attachment B, Sheets 1, 2, 3, and 4).

Outdoor lighting fixtures are provided throughout the site. Lighting fixtures are also provided at key

¹ Encouraged by TIBDM.F.1

locations of the building, such as at the drive through window and building entrances. Attachment B, Sheet 10 is an outdoor light plan for the project.

g. Siting and Screening of Service Areas

The only proposed service area on the site will be the dumpster enclosure located on the northwest corner of the property. As shown in Attachment B, Sheet 1, the applicant is proposing a CMU block enclosure with a stucco finish to match the building. A metal door will be used to provide access to the CMU enclosure. The enclosure is also surrounded by a significant amount of landscaping, including three trees (See Attachment B, Sheet 6).

h. Natural Features and Sensitive Areas

This criteria is not applicable for the proposed project. This is a redevelopment of an existing site. The existing site is about 99 percent covered with impervious surfaces (buildings, parking lot, and drive lanes) and there are no existing trees on the site.

i. Stormwater Detention Facilities

The applicant will utilize a below grade stormwater facility for the project (Attachment B, Sheet 9).

j. Pedestrian Circulation

As noted, pedestrian walkways will be provided on the site. Two of the pedestrian connections will provide access from TIB. One of the access points from TIB will go through the small plaza area located along the NE corner of the property. A third walkway is located from Military Road South. This walkway will extend through a small outdoor seating area before terminating at the building's west entrance. A fourth pedestrian connection extends from the parking stalls located along the north property line to the proposed building. As is encouraged by the TIBDM, the walkways will be constructed from a material which will be distinct from the surrounding drive aisles (Attachment B, Sheet 1).

k. Pedestrian Amenities

The site will feature a small plaza area located in the NE corner of the property, directly along TIB (Attachment B, Sheet 1). Three outdoor tables will be provided within this area. A specific design of the tables has not been provided. The Tukwila Police Department reviewed the application and requested that the landscaping be toned down in the area in order to increase visibility of people within the plaza area and that a low fence be installed around the plaza area to denote private ownership of the plaza area. Both of these recommendations have been incorporated into the site design (See Attachment B, Sheet 1). A six foot, black chainlink fence will be utilized along the north edge of the pedestrian plaza. This chainlink fence will intersect with an existing brick wall located within the City's right of way.

A small outdoor seating area has been provided between Military Road South and the building. Two outdoor seating tables have been provided. A specific design of the tables has not been provided (Attachment B, Sheet 1).

l. Vehicular Circulation

The main vehicular access to the site is via an access point from TIB and one from Military Road South.

These two access points create a drive lane that directly connects Military to TIB. To slow motorists who enter the site from TIB the drive aisle has been curved. Parking is located along the north property line and between Military Road and the building (Attachment B, Sheet 1).

The applicant is proposing a restaurant with a drive through window. The drive through lane starts at the west property line from Military road south and then extends the length of the property along the south property line. The drive through lane can accommodate a total of ten vehicles. Vehicles exiting the drive through window can exit onto TIB or turn around the building and exit onto Military Road South (Attachment B, Sheet 1).

m. Parking

Per the City parking regulations the proposed use is required to be parked at one stall for every 50 square of usable floor area. Usable floor area is defined as “[T]hat part of the floor area of any structure which is actually used from time to time for any commercial purposes, such as sales area, display area, walkway or storage area. Parking calculation shall not include common corridors designed for the circulation of people at non-retail establishments, restrooms, elevator shafts and stairwells at each floor, mechanical equipment rooms or attic spaces and exterior covered loading docks (TMC 18.060.863)”.

Using the above definition it was determined that the proposed use had a usable floor area of 1,919 square feet. Thus the site is required to have 38 stalls. The site plan provided as Attachment B, Sheet 1 shows a total of 28 stalls, ten less than required by code. The applicant has requested that the Planning Commission approve parking variance of 25 percent for the proposed use. A discussion on the applicant’s parking variance request is discussed later in this staff report.

A majority of the parking stalls have been located along the north property line. Five parking stalls, including the two ADA stalls, have been located west of the building.

As required by the TMC, bicycle parking will be located along the NW corner of the building.

ii.. Building Design

a. Architectural Concepts

The TIBDM notes that the, “...architectural design of a proposed project must demonstrate a strong unifying concept, clear organization and a consistent architectural character or style²”. The applicant has proposed an architectural character that is consistent with a southwestern themed structure. First, the colors selected by the applicant are earth tone and include browns and greens. A stone base is used around all four sides of the building. The same stone is also used to create the column elements at the main entrance on the north elevation of the building. The main entrance also includes a tower element which highlights the main entrance. The north and south elevations incorporate slight building modulation. Additional articulation is also provided by the colors and materials used for the building. Essentially, the applicant has created a base, middle, and cap feature for the building. Cement plaster and metal coping is used to create a distinct roof edge (Attachment B, Sheets, 2, 3, 4 and Attachment D).

² p. 45

No other buildings will be located on the site. The only other structure on the site will be the trash enclosure. The plans note that the trash enclosure will be CMU with a stucco finish to match the restaurant building (Attachment B, Sheet 1).

b. Architectural Relationships

The TIBDM encourages, "...continuity between the proposed development and adjacent and neighboring structures when these structures demonstrate an appropriate level of architectural quality". The applicant correctly notes that the surrounding structures are not appropriate to emulate given their size (bank to the south) and overall quality of construction. The applicant notes that the proposed Taco Time is consistent in design with other restaurants in the area.

This is the fourth fast food site within the TIB corridor to undergo a major renovation in the last seven years. In 2003 KFC redeveloped the old Burger King site at 15036 TIB and Jack in the Box made major improvements at the old KFC site at the NW corner of S. 144th St and TIB. A new McDonalds was constructed across the street from the project site in 2008. The Taco Time project includes several elements which were also present with those other three projects. These elements include tower elements which provide prominence to the sites and the use of awnings to highlight entrances and to provide visual interest to the buildings.



Rebuilt McDonalds on TIB

c. Building Elements, Details, and Materials

Given the angle of TIB at the project site, the north elevation will be prominent to drivers along the street. The north elevation is essentially the "front" of the building. The design of the building utilizes several awnings along the north elevation. These awnings assist in reducing the mass of the building and provide horizontal modulation. A tower element is also used along the north elevation at the main entrance of the building. The applicant has also proposed to install a corner entrance feature along the NE corner of the building which is encouraged in the TIBDM. This entrance will be prominent to drivers traveling south on TIB. Windows are provided along all building facades. These windows allow patrons within the building to view the parking area, TIB and Military Road S. Exterior building lighting is located on all facades (Attachment B, Sheets 2, 3 and 4).

The driving force for the choice of materials for the site is durability. The applicant has chosen to use stone, cement plaster, metal awnings, and metal coping (Attachment B, Sheets 2, 3, 4 and Attachment D).

Dark bronze light fixtures will be located throughout the parking lot (Attachment B, Sheet 10)

d. Pedestrian Oriented Features

The TIBDM defines a pedestrian-friendly façade as those that feature one or more of the following elements:

- a. Transparent window area or window displays along at least half the length of the ground floor façade.
- b. Sculptural, mosaic, or base-relief art work along at least half the length of the ground floor façade.
- c. At least 500 SF of pedestrian oriented space located along or adjacent to the public or private sidewalks(s), for every 100 linear feet of ground façade that face the public street(s).
- d. Other measures that meet the intent of the criteria, as approved in conjunction with the overall design review approval.

Over half the length of the north elevation includes windows. These windows will allow patrons within the restaurant to view the parking area, TIB, and Military Road S. The applicant has also located three doors to provide access to the restaurant. All three doors can be accessible from the walkways that extend from the Military Road South or TIB. The applicant has also proposed one plaza area along TIB and another outdoor seating area on the site (Attachment B, Sheets 1, 2, 3, and 4).

e. Mechanical Equipment

Rooftop mechanical equipment will be placed below the parapet of the building.

iii Landscape Design

a Landscape Design

There is currently no landscaping located on the project site.

The perimeter landscaping requirements in the Regional Commercial zone are as follows:

Front and Second Front----Ten feet of Type I landscaping
Side-----Five feet of Type II landscaping

The purpose of Type I landscaping is “to enhance Tukwila’s streetscapes, provide a light visual separation between uses and zoning districts, screen parking areas, and allow views to building entryways and signage (TMC 18.52.030 (A) (1))”. The TMC notes the purpose of Type II landscaping is to “...enhance Tukwila’s streetscape, provide a moderate visual separation between uses and zoning districts, screen blank walls and parking areas, and allow views to building entryways and signage (TMC 18.52.030 (B)(1))”.

Type I landscaping is proposed on both TIB and Military Road South. Ash trees are used as the main tree within these landscaped areas. A variety of shrubs and ground cover is also proposed to be planted (Attachment B, Sheet 6).

Type II landscaping will be installed along the north and south property lines. The landscaping on the south property line will assist in screening the drive through lane and the south façade which lacks the architectural features of the other walls. A six-foot black vinyl coated chainlink fence will be installed along the north and south property lines. (Attachment B, Sheet 1)

Landscaping is also proposed around the plaza area along TIB and around the outdoor seating area on the project site. A four foot black chainlink fence is proposed around the plaza area. The fence will connect to an existing brick wall located within the City's ROW.

b. Planting Design

The applicant has selected tree and shrub species that are native to the Pacific Northwest and that are drought tolerant. The site currently contains no trees. As designed, the landscaping will provide some visual buffering, but will also allow viewing of some key areas such as the parking area and TIB plaza area (Attachment B, Sheet 6).

iv. Signs

The proposed Taco Time is the first new building to be constructed under the City's new sign code. The applicant has proposed a total of four wall signs on the building. These signs are permitted under the new sign code³. The project site is also permitted to have one monument sign which the applicant is proposing to install along TIB. The applicant has not provided details on the design of the monument sign. Smaller directional signs are also proposed within the development. These smaller signs will assist with way finding for motorists.

B. DESIGN REVIEW CONCLUSION

i. Site Design

- a. The proposed site design is appropriate for the functional needs of the proposed use. The site design will allow cars and pedestrians to utilize the site in an orderly manner. There should be no impacts to adjacent City streets or adjacent properties.
- b. The proposed site design promotes ease of use, comfort, and safety for employees and visitors to the site.
- c. The project will provide a "distinct" edge along Tukwila International Blvd. This edge is similar to the KFC site and McDonald's site along TIB.
- d. The proposed location of the dumpster enclosure allows it to be adequately screened from TIB.
- e. The proposed use will enhance pedestrian circulation to and from the site. The applicant is proposed three public pedestrian pathways along the site.
- f. The site will have no shared circulation areas or parking with neighboring commercial properties. However, there are practical considerations for why shared facilities can not be accommodated with the proposed project. Adjacent sidewalks are available to access the site.
- g. The proposed parking is the minimum necessary to serve the proposed use (See Parking Variance Discussion in section 2 of this staff report). Additionally, the applicant has designed the site layout to break up the appearance of large paved areas.

³ A separate sign permit is required for the installation of these signs. The signs shown on the plans are for reference only, the exact size will be determined at the time of sign permit issuance.

h. The applicant has not provided detailed design of pedestrian amenities such as benches for the plaza area. A detailed design of the pedestrian amenities shall be provided as part of the building permit review process.

ii. *Building Design*

- a. The proposed building design is consistent with other similar redevelopment proposals along TIB. The building takes advantage of its prominent location by incorporating unique and distinctive architectural features. The project will also add visual interest and identifiable elements to the streetscape.
- b. The building utilizes durable, high quality building materials that contribute to the overall appearance, ease of maintenance, and longevity of the building.
- c. The applicant has adequately screened from view all roof top mechanical equipment.

iii. *Landscape Design*

- a. The plant material selected for the site will be harmonious with the choice of colors for the buildings on the site.
- b. The added landscaping will significantly improve the urban environment along this portion of Tukwila International Blvd.
- c. No pruning of trees shall be allowed.

iv. *Signage*

- a. The proposed signage is compatible with the proposed building design. The applicant has taken advantage of the opportunities provided by the new sign code. However, the design of the monument sign and the internal information signs shall be consistent with the overall design theme on the property.

C. RECOMMENDATIONS

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

1. Prior to the issuance of a sign permit for the monument sign on the property, the applicant shall submit plans that demonstrate that the monument signs will have a design and use materials that are consistent with the finishes of the building.
2. The Director shall approve the final design of the internal informational signs on the property. The signs must have a design and utilize color(s) which are consistent with the building's design and color scheme.
3. The Director shall approve the design of the individual tables within the outdoor plaza area and outdoor seating areas prior to the issuance of the building permit.
4. All trees on the site shall be permitted to achieve their maximum height. Pruning of trees shall be limited to the removal of hazardous or dead branches or if the pruning is done with the purpose of allowing the trees to fully mature. Topping the trees in order to provide better visibility for the building or signage shall not be permitted.

SECTION II. SPECIAL PERMISSION APPLICATION FOR 25% PARKING REDUCTION

Request

The City's zoning code requires that fast food restaurants have one parking stalls per 50 square feet of usable floor area. A traditional sit-down restaurant is required to have one stall for every 100 square feet of usable floor area. A fast food restaurant is distinguished from a sit down restaurant typically by how the food served. Restaurants that use disposable containers are considered fast food⁴. The City only requires parking for "usable floor" area and not for the gross building square footage. Usable floor area is defined as "[T]hat part of the floor area of any structure which is actually used from time to time for any commercial purposes, such as sales area, display area, walkway or storage area. Parking calculation shall not include common corridors designed for the circulation of people at non-retail establishments, restrooms, elevator shafts and stairwells at each floor, mechanical equipment rooms or attic spaces and exterior covered loading docks (TMC 18.060.863)".

The proposed Taco Time has a gross area of 2,381 square feet (Attachment B, Sheet 1). Using the definition of usable floor area listed above, the usable floor area for the proposed Taco Time would be 1,919 square feet. Taco Time is a hybrid between the fast food and sit-down restaurant definition. The applicant's site plan shows a total of 28 parking stalls (Attachment B, Sheet 1). Using the fast food parking calculation, the applicant is required to have a total of 38 parking stalls. The applicant is requesting a reduction of 25 percent from what is required in the TMC.

A. Review Criteria

TMC 18.56.140 (B) states the criteria that will be used to evaluate variance from parking standards. The applicant's response is provided as Attachment E of this staff report.

A. All shared parking strategies are explored.

As was noted earlier in this staff report, the Taco Time will be locating at an existing commercial site. All existing commercial properties are built out and unable to provide excess parking to the proposed Taco Time.

B. *On site park and ride opportunities are fully explored.*

Not applicable for the proposed use.

C. *The site is in compliance with the City's commute trip reduction ordinance, or if not and affected employer as defined by the City's ordinance, agrees to become affected.*

The project is not subject to the requirements of the City's CTR program as it does not have more than 100 employees. However, granting this parking variance will require that the site participate in the City's CTR program. Given the proposed use, there are limited opportunities to develop a CTR program on the site. The greatest demand for parking will not be from the employees, but will be from customers using the site. However, if a CTR program is implemented for the employees it would reduce the parking

⁴ TMC 18.06.687 and TMC 18.06.668

demand on the site. The applicant's narrative (Attachment E) incorrectly assumes that participation in the CTR program is about reducing traffic during peak hours; however the intention of participation in such a program is to reduce parking demand thus allowing for a lower parking count on the site. For example, Taco Time could provide employees with transit passes in order to reduce employee parking on the site. Thus, participation in the CTR program is critical to reducing parking demand on the site.

D. The site is at least 300 feet away from a single-family residential zone

There is no single-family residential zone within 300-feet of the subject property.

E. A report is submitted providing a basis for less parking and mitigation necessary to offset any negative effects

The applicant's narrative (Attachment E) notes that the City's parking requirement is the highest required of all the Taco Time locations in Washington and Oregon. The following table shows the gross square footage for Taco Time restaurants in Washington and Oregon and the total number of parking stalls available:

Restaurant Location	Gross Square Footage	Seating Capacity	Total Parking
Aurora	1796	48	13
Bellevue	3485	116	20
Des Moines	1920	54	20
East Marginal	2361	84	29
Frontier Village	2457	76	24
Guide Meridian	2176	54	17
Maple Valley	2256	60	15
Rainer Ave	1834	36	6
Redmond	3246	104	21
Rucker	1850	48	12
Samish Way	2465	88	24
Sammamish Plateau	2256	60	11
Shilshole	1700	66	11
South Hill	2484	82	27
Tukwila (S. 180)	2295	66	17
Proposed Taco Time	2381	68	28

On average, the existing corporate Taco Time restaurants in Washington and Oregon have 18 stalls per store, with 68.2 percent of all stores falling into a range between 11.5 and 24.5 parking stalls. The median number of parking stalls for all stores is 17. The proposed Taco Time will have 28 stalls, which is one stall less than the highest parking count listed above (East Marginal Way).

The applicant has also notes that 60 percent of the business will be patrons using the drive through window which would reduce the demand for on site parking. As noted, a total of 10 parking spots have been provided to stack cars that are using the drive through window.

The site is also located near transit. A Metro bus stop is located within .1 miles of the restaurant and the site can be easily accessed from Light Rail. Access to transit could be used as a way to reduce parking demand created by employees of the new Taco Time; however the availability of transit will likely not

reduce parking demand created by customers.

B. Conclusion

The applicant has shown that the proposed Taco Time will have a parking count that is one of the highest of all their stores. The City's parking ratio of one stall for every 50 square feet of usable floor area is a catch all for all fast food restaurants, such as Burger King, Jack in the Box, and McDonalds. One thing that the applicant did not mention, but which advances the applicant's case for a parking reduction, is that Taco Time does not fit easily into the "fast food" definition nor does it fit nicely into the "restaurant" definition. The City distinguishes between a fast food and sit down restaurants by how the food is served (disposable containers vs. non-disposable containers). Food prepared for dine in customers at Taco Time is served in both disposable and non-disposable containers. For example a soft taco is served in a wrapper and thus would be considered fast food, but a taco salad is served on plate and thus would not be considered fast food. Taco Time is essentially a hybrid between a fast food and sit down restaurant. If we were to apply a parking ratio that splits the difference between the fast food parking ratio (1 per 50 square feet) and sit down restaurant ratio (1 per 100 square feet) we would require one stall for every 75 square feet of usable floor area. Using this number the proposed Taco Time would be required to have a total of 25 parking stalls (total proposed is 28).

Unlike an office or destination use, (the Mosque or Light Rail Station), the proposed Taco Time restaurant is not a destination. Users will choose to go there and if they are unable to find parking, would likely use the drive through window or would choose to go elsewhere for food. Thus, the impact of not providing enough parking in this case would be loss of business to the applicant AND not impacts to adjacent properties.

The site is also designed in a manner that encourages pedestrian connectivity. Motorists who live or work in the area may choose to walk to the site instead of driving. The pedestrian accessibility would assist in reducing parking demand on the site. Finally, the site has good access to transit which could help reduce parking demand created by employees.

Reducing the number of required parking stalls for the restaurant is also consistent with the goals of redeveloping TIB. The TIBDM encourages that parking, where possible, be limited. Goal M.1 states, "Minimize the amount of space devoted to parking by taking advantage of shared parking and/or methods for reducing parking demand...". As further noted, the intent of this goal is to:

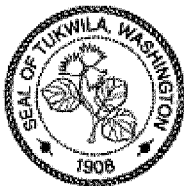
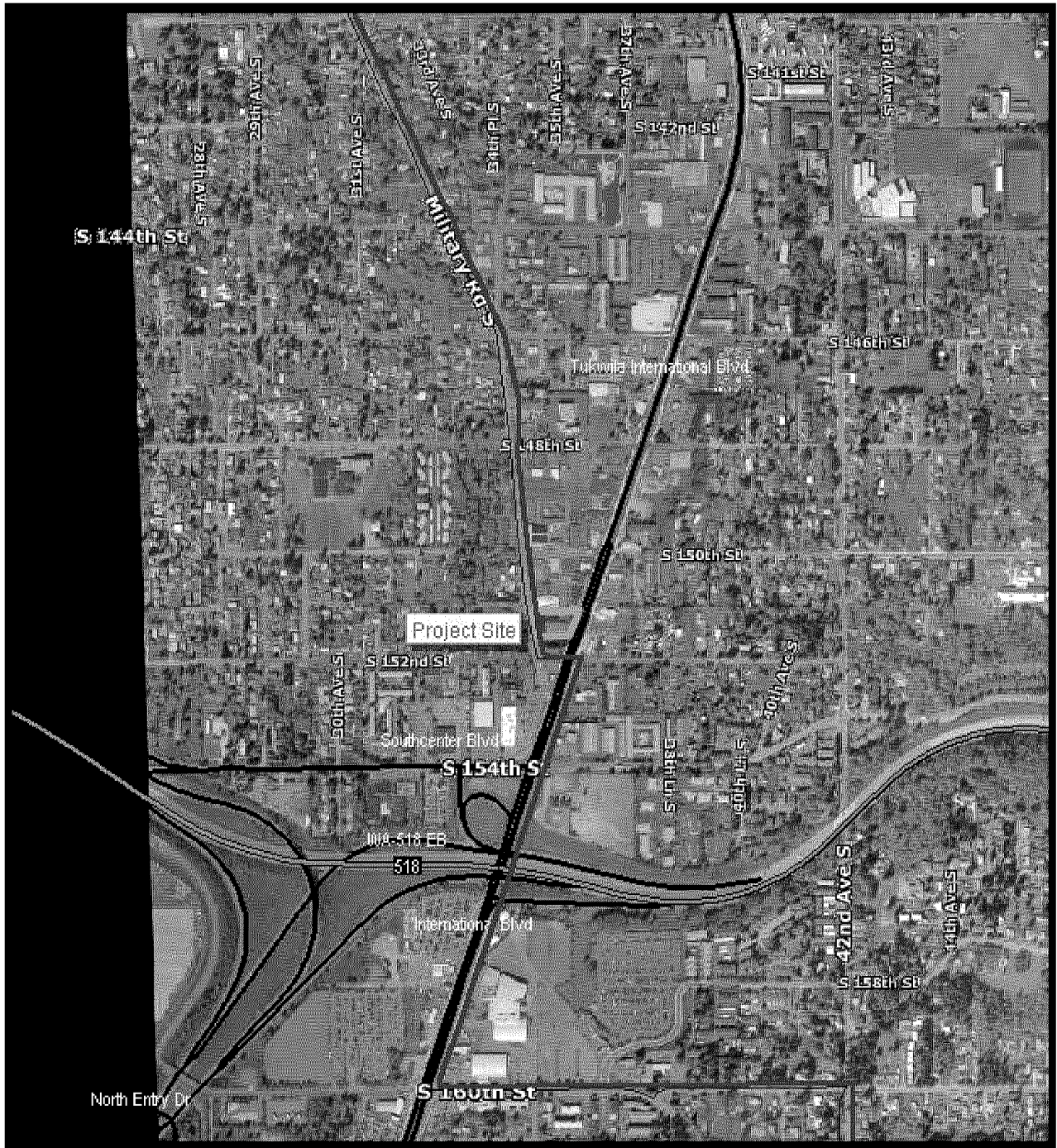
- To minimize the visual impact of large paved areas;
- To increase site utilization by reducing the amount of land area devoted to automobile parking;
- and
- To increase the attractiveness of TIB for pedestrians.

Based upon the information presented to the City, the reduction of parking on the site by 25 percent is warranted. The applicant has provided parking information, which demonstrates that sufficient parking will be available on the site. However, monitoring should be used to ensure that there are no off-site parking issues created by the reduction in the total number of parking stalls.

C. Staff's Recommendation

The parking variance should be granted subject to the following conditions:

1. The site is now subject to the City's CTR program.
2. One year from the date of granting of final occupancy by the City, the applicant shall submit a parking utilization survey which outlines the parking utilization created by the site. The parking utilization survey must document the average demand (customers and employees) created by the site during the lunch rush (11:30 A.M to 1:30) and dinner rush (5:00 P.M to 7:00 P.M). If impacts are identified the report must include measures to reduce parking demand, including reducing parking demand created by employees.

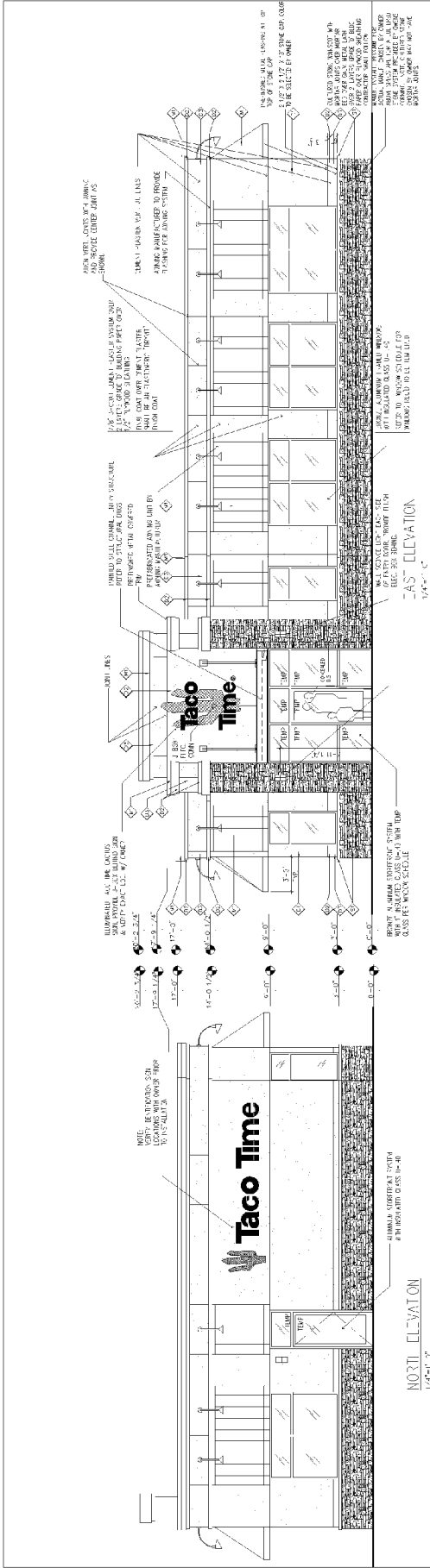


1002 ft

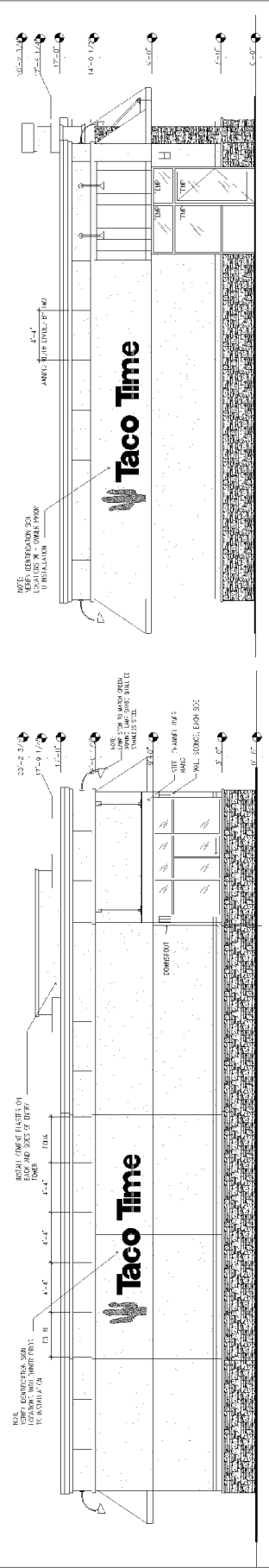
CityGIS

Copyright © 2006 All Rights Reserved. The information contained herein is the proprietary property of the contributor supplied under license and may not be approved except as licensed by Digital Map Products.

Intentionally Left Blank



NORTH ELEVATION
1/4"=1'-0"



WEST ELEVATION
1/4"=1'-0"

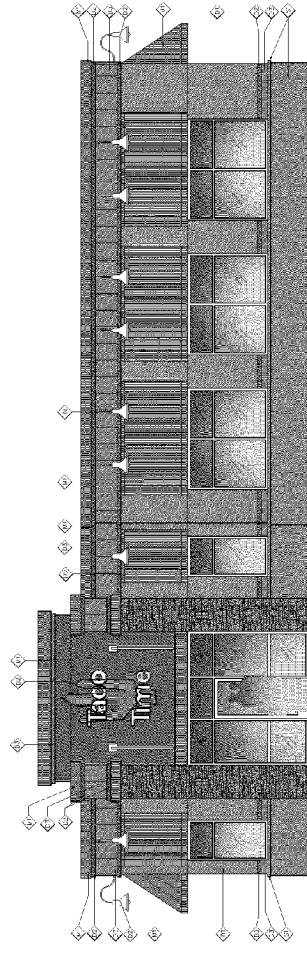
SOUTH ELEVATION
1/4"=1'-0"

DETAIL FOR THE SCHEMATIC									
NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL	DATE	BY	CHKD	APP'D
1	CONCRETE	100	YD	150.00	15000.00	01-15-10	JL	CC	CC
2	REINFORCING BARS	100	LB	0.50	5000.00	01-15-10	JL	CC	CC
3	FORMWORK	100	SQ YD	10.00	1000.00	01-15-10	JL	CC	CC
4	BRICK	100	SQ YD	10.00	1000.00	01-15-10	JL	CC	CC
5	GLASS	100	SQ FT	10.00	1000.00	01-15-10	JL	CC	CC
6	PAINT	100	GA	10.00	1000.00	01-15-10	JL	CC	CC
7	ROOFING	100	SQ YD	10.00	1000.00	01-15-10	JL	CC	CC
8	MECHANICAL	100	HR	10.00	1000.00	01-15-10	JL	CC	CC
9	ELECTRICAL	100	HR	10.00	1000.00	01-15-10	JL	CC	CC
10	PLUMBING	100	HR	10.00	1000.00	01-15-10	JL	CC	CC

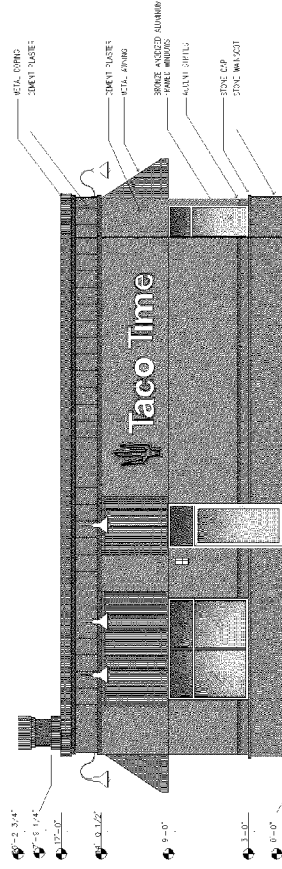
Taco Time Restaurant
15037 Tukwila International Blvd.
Tukwila, WA

H.C. King
ARCHITECT
14000 1st Avenue, Suite 100
Tukwila, WA 98148

DATE: 1/15/10
JOB NO: 10-002
SHEET NO: 20-2
A3



Nor. Elevation
1/4" = 1'-0"



West Elevation
1/4" = 1'-0"

MARK	COORDINATE	DESCRIPTION	DATE	REVISION	BY	CHK
1	01/11/2011	INITIAL DESIGN	01/11/2011	1	JK	JK
2	01/11/2011	REVISED DESIGN	01/11/2011	2	JK	JK
3	01/11/2011	REVISED DESIGN	01/11/2011	3	JK	JK
4	01/11/2011	REVISED DESIGN	01/11/2011	4	JK	JK
5	01/11/2011	REVISED DESIGN	01/11/2011	5	JK	JK
6	01/11/2011	REVISED DESIGN	01/11/2011	6	JK	JK
7	01/11/2011	REVISED DESIGN	01/11/2011	7	JK	JK
8	01/11/2011	REVISED DESIGN	01/11/2011	8	JK	JK
9	01/11/2011	REVISED DESIGN	01/11/2011	9	JK	JK
10	01/11/2011	REVISED DESIGN	01/11/2011	10	JK	JK

PROJECT: 15037 TACO TIME RESTAURANT
 15037 TACO TIME RESTAURANT
 15037 TACO TIME RESTAURANT
 15037 TACO TIME RESTAURANT

Taco Time Restaurant
15037 Tukwila International Blvd
Tukwila, WA

H.C. Kimura
Architect

DATE: 11.14.2010
 JOB: 15037-2010
 A3.1

BLUELINE

ALL INFORMATION IS UNCLASSIFIED
DATE 08-14-2018 BY 60322 UCBAW/STP/STP

DATE: 08/14/2018
PROJECT: TUKWILA TACO TIME RESTAURANT BUILDING
DRAWN BY: JEFFREY HARRIS
CHECKED BY: JEFFREY HARRIS
DATE: 08/14/2018

NO.	DATE	BY	DESCRIPTION

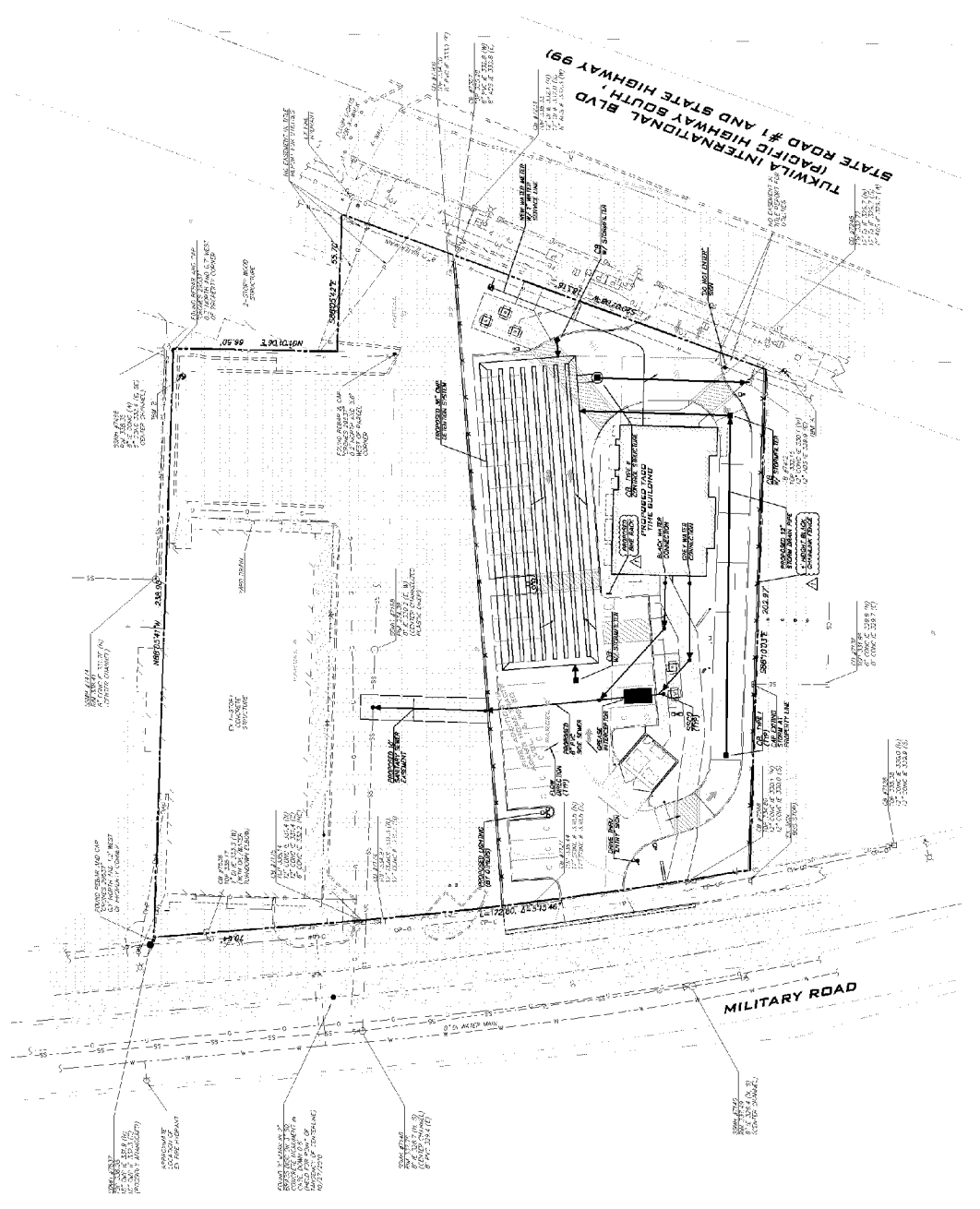
TUKWILA TACO TIME RESTAURANT BUILDING
PRELIMINARY UTILITY PLAN
 NW/4, NW 1/4, SEC 22, TWP 23N, RGE 4E, W.M.
 CITY OF TUKWILA
 NW/4, NW 1/4, SEC 22, TWP 23N, RGE 4E, W.M.
 NW/4, NW 1/4, SEC 22, TWP 23N, RGE 4E, W.M.

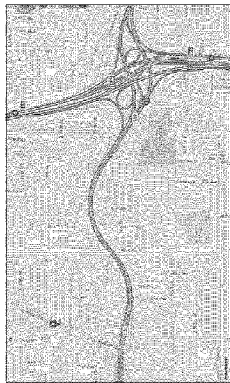
UNDERGROUND UTILITY NOTE

THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN RECORDS OF ALL UTILITIES ENCOUNTERED DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES.

DATE: 08/14/2018
 JOB NUMBER: 10-080
 SHEET NUMBER: PU-01
 SHEET TOTAL: 3 OF 3

SW 1/4, NW 1/4, SEC 22, TWP 23N, RGE 4E, W.M.





VICINITY MAP



SITE PLAN
SCALE: 1" = 20' 3"

DATE: 12-27-10
SUBMIT: 01-07-11
PROJECT: 15037
SHEET: 1 OF 1

**Taco Time Restaurant
15037 Tukwila International Blvd.
Tukwila, WA**

H.G. Kinura
Architect PLLC
11000 1st Avenue S.E.
Burien, WA 98148

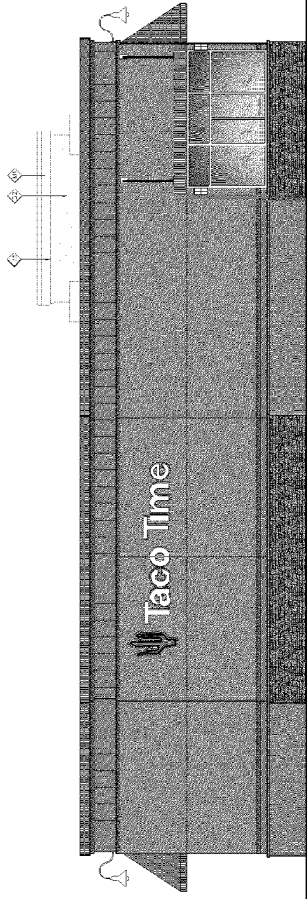
A1-1

SITE NOTES:

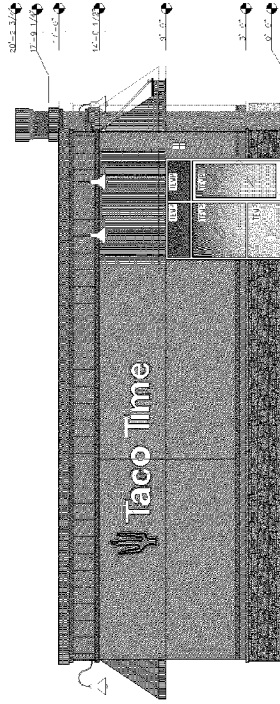
- (1) EXISTING ASPHALT DRIVEWAY
- (2) EXISTING ASPHALT DRIVEWAY
- (3) EXISTING ASPHALT DRIVEWAY
- (4) EXISTING ASPHALT DRIVEWAY
- (5) EXISTING ASPHALT DRIVEWAY
- (6) EXISTING ASPHALT DRIVEWAY
- (7) EXISTING ASPHALT DRIVEWAY
- (8) EXISTING ASPHALT DRIVEWAY
- (9) EXISTING ASPHALT DRIVEWAY
- (10) EXISTING ASPHALT DRIVEWAY
- (11) EXISTING ASPHALT DRIVEWAY
- (12) EXISTING ASPHALT DRIVEWAY
- (13) EXISTING ASPHALT DRIVEWAY
- (14) EXISTING ASPHALT DRIVEWAY
- (15) EXISTING ASPHALT DRIVEWAY
- (16) EXISTING ASPHALT DRIVEWAY
- (17) EXISTING ASPHALT DRIVEWAY
- (18) EXISTING ASPHALT DRIVEWAY
- (19) EXISTING ASPHALT DRIVEWAY
- (20) EXISTING ASPHALT DRIVEWAY
- (21) EXISTING ASPHALT DRIVEWAY
- (22) EXISTING ASPHALT DRIVEWAY
- (23) EXISTING ASPHALT DRIVEWAY
- (24) EXISTING ASPHALT DRIVEWAY
- (25) EXISTING ASPHALT DRIVEWAY
- (26) EXISTING ASPHALT DRIVEWAY
- (27) EXISTING ASPHALT DRIVEWAY
- (28) EXISTING ASPHALT DRIVEWAY
- (29) EXISTING ASPHALT DRIVEWAY
- (30) EXISTING ASPHALT DRIVEWAY
- (31) EXISTING ASPHALT DRIVEWAY
- (32) EXISTING ASPHALT DRIVEWAY
- (33) EXISTING ASPHALT DRIVEWAY
- (34) EXISTING ASPHALT DRIVEWAY
- (35) EXISTING ASPHALT DRIVEWAY
- (36) EXISTING ASPHALT DRIVEWAY
- (37) EXISTING ASPHALT DRIVEWAY
- (38) EXISTING ASPHALT DRIVEWAY
- (39) EXISTING ASPHALT DRIVEWAY
- (40) EXISTING ASPHALT DRIVEWAY
- (41) EXISTING ASPHALT DRIVEWAY
- (42) EXISTING ASPHALT DRIVEWAY
- (43) EXISTING ASPHALT DRIVEWAY
- (44) EXISTING ASPHALT DRIVEWAY
- (45) EXISTING ASPHALT DRIVEWAY
- (46) EXISTING ASPHALT DRIVEWAY
- (47) EXISTING ASPHALT DRIVEWAY
- (48) EXISTING ASPHALT DRIVEWAY
- (49) EXISTING ASPHALT DRIVEWAY
- (50) EXISTING ASPHALT DRIVEWAY
- (51) EXISTING ASPHALT DRIVEWAY
- (52) EXISTING ASPHALT DRIVEWAY
- (53) EXISTING ASPHALT DRIVEWAY
- (54) EXISTING ASPHALT DRIVEWAY
- (55) EXISTING ASPHALT DRIVEWAY
- (56) EXISTING ASPHALT DRIVEWAY
- (57) EXISTING ASPHALT DRIVEWAY
- (58) EXISTING ASPHALT DRIVEWAY
- (59) EXISTING ASPHALT DRIVEWAY
- (60) EXISTING ASPHALT DRIVEWAY
- (61) EXISTING ASPHALT DRIVEWAY
- (62) EXISTING ASPHALT DRIVEWAY
- (63) EXISTING ASPHALT DRIVEWAY
- (64) EXISTING ASPHALT DRIVEWAY
- (65) EXISTING ASPHALT DRIVEWAY
- (66) EXISTING ASPHALT DRIVEWAY
- (67) EXISTING ASPHALT DRIVEWAY
- (68) EXISTING ASPHALT DRIVEWAY
- (69) EXISTING ASPHALT DRIVEWAY
- (70) EXISTING ASPHALT DRIVEWAY
- (71) EXISTING ASPHALT DRIVEWAY
- (72) EXISTING ASPHALT DRIVEWAY
- (73) EXISTING ASPHALT DRIVEWAY
- (74) EXISTING ASPHALT DRIVEWAY
- (75) EXISTING ASPHALT DRIVEWAY
- (76) EXISTING ASPHALT DRIVEWAY
- (77) EXISTING ASPHALT DRIVEWAY
- (78) EXISTING ASPHALT DRIVEWAY
- (79) EXISTING ASPHALT DRIVEWAY
- (80) EXISTING ASPHALT DRIVEWAY
- (81) EXISTING ASPHALT DRIVEWAY
- (82) EXISTING ASPHALT DRIVEWAY
- (83) EXISTING ASPHALT DRIVEWAY
- (84) EXISTING ASPHALT DRIVEWAY
- (85) EXISTING ASPHALT DRIVEWAY
- (86) EXISTING ASPHALT DRIVEWAY
- (87) EXISTING ASPHALT DRIVEWAY
- (88) EXISTING ASPHALT DRIVEWAY
- (89) EXISTING ASPHALT DRIVEWAY
- (90) EXISTING ASPHALT DRIVEWAY
- (91) EXISTING ASPHALT DRIVEWAY
- (92) EXISTING ASPHALT DRIVEWAY
- (93) EXISTING ASPHALT DRIVEWAY
- (94) EXISTING ASPHALT DRIVEWAY
- (95) EXISTING ASPHALT DRIVEWAY
- (96) EXISTING ASPHALT DRIVEWAY
- (97) EXISTING ASPHALT DRIVEWAY
- (98) EXISTING ASPHALT DRIVEWAY
- (99) EXISTING ASPHALT DRIVEWAY
- (100) EXISTING ASPHALT DRIVEWAY

CODE INFORMATION:

EXISTING USE	PLANNED ZONING	PLANNED ZONING DESCRIPTION	PLANNED ZONING AREA	PLANNED ZONING AREA AREA	PLANNED ZONING AREA TOTAL AREA
RESTAURANT	RS-1	RESIDENTIAL SINGLE-FAMILY	A1	2,300 SF	2,300 SF
RESTAURANT	RS-2	RESIDENTIAL SINGLE-FAMILY	A2	2,300 SF	2,300 SF
RESTAURANT	RS-3	RESIDENTIAL SINGLE-FAMILY	A3	2,300 SF	2,300 SF
RESTAURANT	RS-4	RESIDENTIAL SINGLE-FAMILY	A4	2,300 SF	2,300 SF
RESTAURANT	RS-5	RESIDENTIAL SINGLE-FAMILY	A5	2,300 SF	2,300 SF
RESTAURANT	RS-6	RESIDENTIAL SINGLE-FAMILY	A6	2,300 SF	2,300 SF
RESTAURANT	RS-7	RESIDENTIAL SINGLE-FAMILY	A7	2,300 SF	2,300 SF
RESTAURANT	RS-8	RESIDENTIAL SINGLE-FAMILY	A8	2,300 SF	2,300 SF
RESTAURANT	RS-9	RESIDENTIAL SINGLE-FAMILY	A9	2,300 SF	2,300 SF
RESTAURANT	RS-10	RESIDENTIAL SINGLE-FAMILY	A10	2,300 SF	2,300 SF
RESTAURANT	RS-11	RESIDENTIAL SINGLE-FAMILY	A11	2,300 SF	2,300 SF
RESTAURANT	RS-12	RESIDENTIAL SINGLE-FAMILY	A12	2,300 SF	2,300 SF
RESTAURANT	RS-13	RESIDENTIAL SINGLE-FAMILY	A13	2,300 SF	2,300 SF
RESTAURANT	RS-14	RESIDENTIAL SINGLE-FAMILY	A14	2,300 SF	2,300 SF
RESTAURANT	RS-15	RESIDENTIAL SINGLE-FAMILY	A15	2,300 SF	2,300 SF
RESTAURANT	RS-16	RESIDENTIAL SINGLE-FAMILY	A16	2,300 SF	2,300 SF
RESTAURANT	RS-17	RESIDENTIAL SINGLE-FAMILY	A17	2,300 SF	2,300 SF
RESTAURANT	RS-18	RESIDENTIAL SINGLE-FAMILY	A18	2,300 SF	2,300 SF
RESTAURANT	RS-19	RESIDENTIAL SINGLE-FAMILY	A19	2,300 SF	2,300 SF
RESTAURANT	RS-20	RESIDENTIAL SINGLE-FAMILY	A20	2,300 SF	2,300 SF
RESTAURANT	RS-21	RESIDENTIAL SINGLE-FAMILY	A21	2,300 SF	2,300 SF
RESTAURANT	RS-22	RESIDENTIAL SINGLE-FAMILY	A22	2,300 SF	2,300 SF
RESTAURANT	RS-23	RESIDENTIAL SINGLE-FAMILY	A23	2,300 SF	2,300 SF
RESTAURANT	RS-24	RESIDENTIAL SINGLE-FAMILY	A24	2,300 SF	2,300 SF
RESTAURANT	RS-25	RESIDENTIAL SINGLE-FAMILY	A25	2,300 SF	2,300 SF
RESTAURANT	RS-26	RESIDENTIAL SINGLE-FAMILY	A26	2,300 SF	2,300 SF
RESTAURANT	RS-27	RESIDENTIAL SINGLE-FAMILY	A27	2,300 SF	2,300 SF
RESTAURANT	RS-28	RESIDENTIAL SINGLE-FAMILY	A28	2,300 SF	2,300 SF
RESTAURANT	RS-29	RESIDENTIAL SINGLE-FAMILY	A29	2,300 SF	2,300 SF
RESTAURANT	RS-30	RESIDENTIAL SINGLE-FAMILY	A30	2,300 SF	2,300 SF
RESTAURANT	RS-31	RESIDENTIAL SINGLE-FAMILY	A31	2,300 SF	2,300 SF
RESTAURANT	RS-32	RESIDENTIAL SINGLE-FAMILY	A32	2,300 SF	2,300 SF
RESTAURANT	RS-33	RESIDENTIAL SINGLE-FAMILY	A33	2,300 SF	2,300 SF
RESTAURANT	RS-34	RESIDENTIAL SINGLE-FAMILY	A34	2,300 SF	2,300 SF
RESTAURANT	RS-35	RESIDENTIAL SINGLE-FAMILY	A35	2,300 SF	2,300 SF
RESTAURANT	RS-36	RESIDENTIAL SINGLE-FAMILY	A36	2,300 SF	2,300 SF
RESTAURANT	RS-37	RESIDENTIAL SINGLE-FAMILY	A37	2,300 SF	2,300 SF
RESTAURANT	RS-38	RESIDENTIAL SINGLE-FAMILY	A38	2,300 SF	2,300 SF
RESTAURANT	RS-39	RESIDENTIAL SINGLE-FAMILY	A39	2,300 SF	2,300 SF
RESTAURANT	RS-40	RESIDENTIAL SINGLE-FAMILY	A40	2,300 SF	2,300 SF
RESTAURANT	RS-41	RESIDENTIAL SINGLE-FAMILY	A41	2,300 SF	2,300 SF
RESTAURANT	RS-42	RESIDENTIAL SINGLE-FAMILY	A42	2,300 SF	2,300 SF
RESTAURANT	RS-43	RESIDENTIAL SINGLE-FAMILY	A43	2,300 SF	2,300 SF
RESTAURANT	RS-44	RESIDENTIAL SINGLE-FAMILY	A44	2,300 SF	2,300 SF
RESTAURANT	RS-45	RESIDENTIAL SINGLE-FAMILY	A45	2,300 SF	2,300 SF
RESTAURANT	RS-46	RESIDENTIAL SINGLE-FAMILY	A46	2,300 SF	2,300 SF
RESTAURANT	RS-47	RESIDENTIAL SINGLE-FAMILY	A47	2,300 SF	2,300 SF
RESTAURANT	RS-48	RESIDENTIAL SINGLE-FAMILY	A48	2,300 SF	2,300 SF
RESTAURANT	RS-49	RESIDENTIAL SINGLE-FAMILY	A49	2,300 SF	2,300 SF
RESTAURANT	RS-50	RESIDENTIAL SINGLE-FAMILY	A50	2,300 SF	2,300 SF



South Elevation
 1/4" = 1'-0"



East Elevation
 1/4" = 1'-0"

DATE	12.12.2009
PROJECT	Taco Time Restaurant
CLIENT	Taco Time Restaurant International Bhd
LOCATION	Tukwila, WA
SCALE	AS SHOWN
DESIGNER	H.S. Kimura Architect
DATE	03.10.17.2012
PROJECT	Taco Time Restaurant
CLIENT	Taco Time Restaurant International Bhd
LOCATION	Tukwila, WA
SCALE	AS SHOWN
DESIGNER	H.S. Kimura Architect

