



CHAIR, NHAN NGUYEN; VICE-CHAIR, DENNIS MARTINEZ; COMMISSIONERS, MIGUEL MAESTAS, SHARON MANN, MIKE HANSEN, LOUISE STRANDER AND HEIDI WATTERS

**PLANNING COMMISSION
PUBLIC HEARING AGENDA
MAY 24, 2018 - 6:30 PM
TUKWILA CITY HALL COUNCIL CHAMBERS**

Presentation on the City’s Strategic Plan and the 2019-2020 budget – Mia Nivarro

- I. CALL THE MEETING TO ORDER
- II. ATTENDANCE
- III. ADOPTION OF 3-8-18 MINUTES

- IV. CASE NUMBER: L18-0032 (Code Amendment)
APPLICANT: Segale Properties LLC
REQUEST: Zoning Code amendments to adopt residential development standards and guidelines for Tukwila South Overlay (TSO) zone.
LOCATION: Portion of TSO zone that immediately adjoins land located in the City of SeaTac to the east of Interstate 5

- V. DIRECTOR’S REPORT
 - Commissioner Nguyen share APA Conference highlights



BOARD OF ARCHITECTURAL REVIEW(BAR) MINUTES

Date: March 8, 2018
Time: 6:30 PM
Location: Council Chambers

Present: Chair, Nhan Nguyen; Vice Chair, Dennis Martinez; Commissioners, Sharon Mann, Miguel Maestas, and Mike Hansen, and Heidi Watters

Absent: Commissioner Louise Strander

Staff: Minnie Dhaliwal, Planning Supervisor; Max Baker, Assistant Planner, and Wynetta Bivens, Planning Commission Secretary

Chair Nguyen called the public hearing to order at 6:30 PM.

Adoption Commissioner Mann made a motion to adopt the 2/15/18 minutes.

of Minutes: Commissioner Martinez seconded the motion. Motion passed.

Chair Nguyen swore in those wishing to provide testimony and opened the public hearing.

CASE NUMBER: PL17-0048
APPLICANT: Duncan Wallace, PM Design Group
REQUEST: **Design Review approval** of a new 10,000 sq. Ft. Two-story convenience store, fuel tanks, permanent drive-thru coffee kiosk, and six island fuel station with canopy.

Zoning Variance approval to: 1) Consider the front yard setback from Interurban Ave S and second front yard setback from 48th Ave S as the proposed fueling station and existing truck fueling station are an integrated site with Seattle City Light parcel lying in between the subject site and Interurban Ave S; 2) Allow front yard landscaping to be installed on Seattle City Light property (parcel number 0003000032); 3) Allow the drive-through coffee kiosk in the front yard setback as long as it is minimum 25 feet away from the west property line of the SCL parcel (street edge of Interurban Ave), and set back 5' away from the shared property line of SCL parcel 0003000032 and parcel 0003000113 to comply with International Building Code setback requirements.

LOCATION: 13310 Interurban Ave S, Parcel 0003000113

Max Baker, Assistant Planner, Department of Community Development, asked the Commissioners the appearance of fairness questions, there were no disclosures. He gave the presentation for staff. He provided an overview of the review process, provided background information on the site and project, as well as review of the Zoning Variance Permit criteria and Design Review criteria. Noted: The Seattle City Light parcel is being partially leased by the applicant, because they do not have the option to purchase the property. Review of Zoning

Variance and Design Review are usually conducted separately. However, due to the project's need for a zoning variance for the district in which the site is located the BAR have requested review of both together.

Staff also addressed questions for the Commission.

RECOMMENDATIONS:

- Approval of the three Zoning Variance Permit requests, with the following condition;
- Approval of the Design Review application with the following condition:

Condition: If the agreement between Seattle City Light and Peterson's 76 expires and is not renewed, landscaping on SCL property and the drive-through coffee kiosk will need to be relocated to meet the landscape and setback requirements of the Tukwila Municipal Code at the time of expiration. (This condition applies to both the Zoning Variance and Design Review approvals)

Duncan Wallace, PM Design Group, for the applicant, responded to questions from the Commission. He noted that the applicant felt they could improve the phase facing 48th street. Therefore, they are proposing adding some glazing on the second floor above the tree. He said he spoke to the applicant regarding the landscape issues that came up, and they are concerned with security in the truck area. Due to problems in the past they feel it would be better to keep the area open to help with loitering. However, they are open to the idea of adding a significant conifer tree to the landscaping for the proposed development.

Suggestions the Commission would like the applicant to consider:

- Commissioner Mann is interested in a tall tree or screening by the truck fueling on 48th.
- Commissioner Watters said she encourages the applicant to plant one large native conifer tree.
- Commissioner Watters said she would like to see a wider vegetation buffer by the coffee kiosk and less grass.
- Commissioner Hansen suggested some landscaping on the triangular parcel with the one tree on Tukwila International Blvd.
- Commissioner Watters suggested minor pruning for attractiveness.

There was no public testimony.

The public hearing was closed.

DELIBERATION:

- Commissioner Mann said that the applicant has done a great job of presenting a great looking building on a difficult site, and she agrees with staff's findings and recommendations.
- Commissioner Martinez said what strikes him as interesting is how the management team, design team, and the providers actually went out and did a little extra to get the foliage we are so fond of with the Tukwila canopy. Leasing the property from Seattle City Light really shows a commitment to the area and to Tukwila's vision.
- Commissioner Maestas said he appreciates the job done by the applicant. The facility is improved and raises an architectural design standard for the area. He was supportive of Commissioner Watter's suggestion regarding planting a tree on the property, he said perhaps the south side of the property.
- Commissioner Nguyen said you can see the intentional investment in the property, and the beautiful design, and he appreciates the applicant taking into consideration the suggestion for the landscaping in front of the fueling station. He said it could really turn into a destination station.

MOTIONS:

Commissioner Mann moved to approve Case Number L18-0009, Zoning Variance request based on staff's findings, conclusions, recommendations and one condition. Commissioner Martinez seconded the motion. Motion passed.

Commissioner Mann moved to approve Case Number L17-0055, Design Review based on staff's findings, conclusions, recommendations and one condition. Commissioner Martinez seconded the motion. All were in favor.

DIRECTOR'S REPORT:

- No Meeting on March 22nd.
- Commissioner Martinez asked when staff will schedule the Commission for the annual tour of projects they have approved.
- Commissioner Mann asked when the Commission would be able to tour Washington Place. Staff said they will pass their interest on to the developer.

ADJOURNED: 7:50 PM

Submitted by: Wynetta Bivens
Planning Commission Secretary



STAFF REPORT TO THE PLANNING COMMISSION Prepared May 15, 2018

- FILE NUMBERS: PL18-0023, L18-0032 Code Amendments
E18-0006 SEPA Checklist
- REQUEST: Zoning Code amendments to adopt residential development standards and guidelines for Tukwila South Overlay zone. Planning Commission will hold a public hearing on the proposed amendments and make recommendations to the City Council for review and adoption.
- PUBLIC HEARING: May 24, 2018. The Notice of Public Hearing was published in the Seattle Times, posted on site and mailed to surrounding property owners.
- LOCATION: Portion of the Tukwila South Overlay District (TSO) which immediately adjoins land located in the City of SeaTac to the east of Interstate 5.
- STAFF: Minnie Dhaliwal, Planning Supervisor
- ATTACHMENTS:
- A. Zoning map of the area
 - B. Map showing city boundary and proposed area for residential development
 - C. Multifamily Design Manual
 - D. HDR development Standards
 - E. Underline/strikeout version of the proposed code amendments
 - F. Applicant's justification for recreation/open space requirements
 - G. Applicant's justification for parking requirements

BACKGROUND

Segale Properties LLC, the applicant, requests amendments to Title 18, Zoning Code of the Tukwila Municipal Code (TMC) to set standards for residential uses. The proposed amendments are to adopt development standards and guidelines for residential uses in that portion of the Tukwila South Overlay District (TSO) which immediately adjoins land located in the City of SeaTac to the east of Interstate 5.

The entire Tukwila South Project area consists of approximately 400 acres generally bounded by S 180th Street on the north, S. 204th Street on the south, Orillia Road and I-5 on the west and the Green River on the east. The property owner, Segale Properties, intends to develop the property consistent with the Tukwila South Master Plan (Ordinance 2234) as adopted with the Development Agreement (Ordinance 2233). The plan calls for approximately ten million square feet of development that would be accommodated in a combination of a campus style research and office environments with a mix of other supporting uses such as retail, residential, commercial, hotel and flex tech. The property owner is constructing the first phase of the Master Plan, which involves clearing and grading the developable areas of the site and constructing infrastructure necessary to serve any future development.

The Tukwila South area contains several zoning designations, which include: Low Density Residential (LDR); Tukwila Valley South (TVS); Heavy Industrial (HI); and Mixed-Use Office (MUO). The entire Tukwila South area includes an overlay which supersedes the underlying zoning (TMC 18.41.010). As referenced in TMC 18.41.010, "the [overlay] may be applied by the City Council to any property lying within the Comprehensive Plan's Tukwila South Master Plan. Residential development is anticipated in the area zoned LDR with TSO overlay, which adjoins the City of SeaTac. See Attachment A and B for the location and the underlying zoning.

When TSO zone and standards were adopted in 2009, it was expressly contemplated that development standards regarding residential uses would be adopted in the future.

At this time the property owner has filed an application for Zoning Code text amendments to adopt residential standards and design guidelines for the portion of Tukwila South Project area that is zoned LDR with TSO overlay and adjoins the City of SeaTac. It is anticipated that multi-family development will straddle both cities. Currently Tukwila has standards and design guidelines that apply to multi-family development in the High Density Residential (HDR) zone. The current proposal is to adopt Tukwila's Multi-family Design Manual and development standards such as setback, height, density, landscaping, and development area similar to those in the HDR zone. However, the request for parking and recreation space standards is to adopt standards similar to the City of SeaTac.

See Attachment C for Multi-family Design Manual for development in the HDR zone. It is also available online at <http://www.tukwilawa.gov/wp-content/uploads/DCD-Planning-Multi-Family-Design-Manual.pdf>

Attachment D is the development standards of the HDR zone. Attachment E is the underline/strikeout version of the proposed code amendments; Attachment F and G are applicant's justification for recreation/open space and parking requirements. Discussion below includes staff's analysis of the proposed amendments.

DISCUSSION OF PROPOSED CHANGES

I. Multi-family Design Manual

Tukwila currently has Multifamily Design Manual for any multifamily development in the HDR zoning district. The maximum density in HDR zone is 22 dwelling units per acre and the current Multi-family Design Manual includes design guidelines for the form of development envisioned for that density. Per note 14 of the land use table, multifamily development in the TSO zone is only allowed after residential design manual with criteria for approval is adopted by ordinance. The land zoned TSO with the underlying zoning of LDR that adjoins the City of SeaTac is being considered by a developer for multifamily development similar to the type of development allowed in HDR. See Attachment C for the Multifamily Design Manual. Staff recommends adopting it for this portion of TSO.

II. Multifamily Development Standards

Staff is recommending adopting the development standards of HDR zone for the portion of TSO that adjoins the City of SeaTac, except for open space/recreation and parking regulations. These include:

- a) 2000 square feet lot area per unit (density of 22 dwelling units per acre);
- b) Maximum height of 45 feet;
- c) Development area coverage of 50% maximum;
- d) Tiered front yard setbacks of 15 feet for first floor/20 feet for second floor/30 feet for third floor/45 feet for fourth floor;
- e) Tiered side and rear setbacks of 10 feet for first floor/20 feet for second & third floor/30 feet for fourth floor;
- f) Maximum building length of 50 feet, but allowed up to 200 feet with modulation;
- g) Landscaping standard of 15 feet in front and 10 feet along side and rear; interior parking of 20 square feet per stall and 15 square feet per stall if placed behind buildings.

However, the developer has requested that the city consider adopting standards for open space/recreation space and parking similar to those of City of SeaTac since the proposed development will straddle both jurisdictions.

III. Recreation Space Requirements

HDR zone has recreation space requirement of 400 square feet per unit with a minimum of 1000 square feet. SeaTac's recreation space requirements are: 120 square feet for a studio, 160 square feet for a one-bedroom unit and 200 square feet for 2 or more bedroom unit. See Attachment F for the developer's rationale for adopting standard similar to SeaTac.

Tukwila Municipal Code defines recreation space as follows:

18.06.665 Recreation Space means 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.

18.06.670 Covered Recreation Space means an area of ground covered or overlaid by an artificial or manmade surface, such as rooftops or pavement.

18.06.675 Uncovered Recreation Space means an area of ground characterized by a natural surface, such as lawn, forests, or sandboxes (for children's play).

Additionally, HDR has the following regulations for recreation space requirements:

18.14.030 Recreation Space Requirements

In the HDR zoning district, any proposed multiple-family structure, complex or development shall provide, on the premises and for the use of the occupants, a minimum amount of recreation space according to the following provisions:

1. Required Area.

- a. For each proposed dwelling unit in the multiple family development and detached zero-lot-line type of development, a minimum of 400 square feet (100 square feet for senior citizen housing) of recreation space shall be provided. Any multiple-family structure, complex or development shall provide a minimum of 1,000 square feet of total recreation space.
- b. Townhouse units shall provide at least 250 square feet of the 400 square feet of recreation space as private, ground level open space measuring not less than 10 feet in any dimension.
- c. The front, side and rear yard setback areas required by the applicable zoning district shall not qualify as recreation space. However, these setback areas can qualify as recreation space for townhouses if they are incorporated into private open space with a minimum dimension of 10 feet on all sides.

2. Indoor or Covered Space.

- a. No more than 50% of the required recreation space may be indoor or covered space in standard multi-family developments. Senior citizen housing must have at least 20% indoor or covered space.
- b. The Board of Architectural Review may grant a maximum of two square feet of recreation space for each one square foot of extensively improved indoor

recreation space provided. Interior facility improvements would include a full range of weight machines, sauna, hot tub, large screen television and the like.

3. Uncovered Space.

- a. A minimum of 50% of the total required recreation space shall be open or uncovered, up to 100% of the total requirement may be in open or uncovered recreation space in standard multi-family developments. Senior citizen housing allows up to 80% of recreation space to be outdoors and has no minimum outdoor space requirement.
- b. Recreation space shall not exceed a 4% slope in any direction unless it is determined that the proposed space design clearly facilitates and encourages the anticipated use as endorsed by the Director.
- c. The Board of Architectural Review may grant a maximum credit of two square feet of recreation space for each one square foot of outdoor pool and surrounding deck area.

4. General Requirements.

- a. Multiple-family complexes (except senior citizen housing, detached zero-lot-line and townhouses with nine or fewer units), which provide dwelling units with two or more bedrooms, shall provide adequate recreation space for children with at least one space for the 5-to-12-year-old group. Such space shall be at least 25% but not more than 50% of the total recreation space required under TMC Section 18.14.030 (1), and shall be designated, located and maintained in a safe condition.
- b. Adequate fencing, plant screening or other buffer shall separate the recreation space from parking areas, driveways or public streets.
- c. The anticipated use of all required recreation areas shall be specified and designed to clearly accommodate that use.

Options for recreation space requirements:

1. Adopt standards similar to HDR of 400 square feet with at least 50 percent of the required space as outdoor space and minimum 25 percent of the total recreation space for children aged 5-12 years.

Under this option a studio that is 550 square feet would have a disproportionate amount of recreation space requirement of 400 square feet. The amount of space required for a 96 unit development would be close to an acre (38,000 square feet or .88 acre).

2. Adopt standards similar to the City of SeaTac, with a graduated scale depending on the size of the unit: 120 square feet for a studio, 160 square feet for a one-bedroom unit and 200 square feet for 2 plus bedroom unit.

Under this option a 96 unit development that consists of 3 studios, 60 one-bedroom units, 30 two-bedroom units and 3 three-bedroom units would be required to provide approximately 16,000 square feet (.4 acre).

Tukwila's recreation space requirements differ based on zone. For instance, in HDR zone requires 400 square feet per unit; in NCC, RC, RCM, MUO, and TVS zones it is 200 square feet per unit; and in TUC zone it is 10% of the floor area, which is more appropriate for a more urban type of development.

Recreation space requirements in other cities vary as well. For instance, in the City of Renton for multifamily zone that allows density of 14 dwelling units the recreation space requirement is 350 square feet per unit, but the developer can pay fee in-lieu of common open space. Tukwila currently has Park Impact Fees in the amount of \$2325 per dwelling unit.

Staff recommends Option 2.

IV. Parking Requirements

Multi-family dwellings in HDR zone are required to provide 2 spaces for each dwelling unit that contains up to 3 bedrooms, 1 additional space for every 2 bedrooms in excess of 3 bedrooms in a dwelling unit. For instance, a 3-bedroom unit requires 2 parking spaces and a 5-bedroom unit requires 3 parking spaces.

SeaTac's parking requirements are one stall per studio unit, 1.5 stalls per one-bedroom unit and 2 stalls per two or more bedrooms.

Additionally, King County Metro undertook the Right Sized Parking (RSP) Project, where they assembled information on local multifamily residential parking demand to guide parking supply and management decisions in the future. As part of this project the RSP Multi-Family Residential Parking Calculator was designed to estimate parking demand at a given location based on a set of context-based variables. As such, the RSP calculator could be used as a tool for municipalities to help determine context-based minimums for development projects on a case-by-case basis. The calculator is available online at <http://www.rightsizeparking.org/> Right size parking calculator for this area generates standard of 1.6 per unit which is similar to SeaTac's standards.

Other suburban cities have graduated scale standard for multi-family units. For instance, Federal Way requires 1.25 stalls per studio; 1.5 stalls per 1-bedroom unit; and 2 stalls per 2-bedroom unit (Federal Way Revised Code 19.205.040).

The City of Renton (attached dwellings outside of the Center Downtown Zone) require a minimum of 1 parking stall per unit and a maximum allowable off-street parking ratio of 1.75 parking stalls per dwelling unit (Renton Municipal Code 4-4-80.F.10(d))

Options for parking requirements

1. Adopt parking standard similar to HDR zone of 2 spaces for each dwelling unit.
2. Adopt parking standard similar to the City of SeaTac standard of one stall per studio unit, 1.5 stalls per one-bedroom unit and 2 stalls per two or more bedrooms.

Staff recommends option 2.

REQUESTED ACTION

Hold the public hearing on the proposed changes, review each proposed change, choose an option if multiple choices are given, and make recommendations to the City Council.



Tukwila South Overlay area that abuts City of SeaTac to the east of I-5



SEGALE PROPERTIES
 A LIMITED LIABILITY COMPANY
 COMMERCIAL • INDUSTRIAL • AGRICULTURAL • NATURAL RESOURCES
 P.O. BOX 48028 • TUKWILA, WA 98148-0028
 5811 SEGAL PARK DRIVE, C • TUKWILA, WA 98148-4788
 T 206-575-2000 • F 206-575-1837
 www.segaleproperties.com

DATE: _____
 REV. / REVISION INFORMATION:

PROJECT INFORMATION:
SEGALE PROPERTIES LLC
SEATAC AND TUKWILA
MULTIFAMILY PARCEL MAP

PROJECT NUMBER:
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 DRAWING NUMBER:
V1
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MULTI-FAMILY DESIGN GUIDELINES

10/13/92

John W. Rants, Mayor

Tukwila City Council

Allan Ekberg, President
Joe Duffie
Joan Hernandez
Steve Lawrence
Steve Mullet
Dennis Robertson
Charles Simpson

Tukwila Planning Commission

George Malina, Chairperson
Scott Clark
Jack Flesher
George Gomez
Jim Haggerton
Gerald Knudsen
Vern Meryhew

**Private Development Advisory
Focus Group**

Colin Quinn, Lincoln Properties
Carl Bloss, Schneider Homes
Everett Foster, Rosewood Co.
Randy Brealey, Developer
Joe Alhadeff, Meridian Mortgage
Jim Potter, Seattle-King County Master
Builders Assoc.

Tukwila Principal Staff Members

L. Rick Beeler, Director
Jack P. Pace, Senior Planner
Vernon Umetsu, Project Planner
Stacia Norris, Document Processing
Chris Collins, Word Processing
Sharon Dibble, Graphics

Consultants

William Kreager, Mithun Group
Architects
Tom Rengstorf, Rengstorf and
Associates Landscape Architects
Michael Aipersbach, Aipersbach &
Ryan Planners

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INTRODUCTION

Guideline Use

Fig. 1: SUMMARY DESIGN REVIEW PROCESS

Recognize that all projects must reflect high design quality which are harmonious with the natural and manmade environments (TMC 18.60.010).



Review required multi-family design criteria (TMC 18.60.053) for general requirements on project design quality.



Review the illustrative Multi-family Design Guidelines herein for specific design examples and orientations.



Project Architect reviews all criteria and guidelines then:

a. adapts the illustrative design concepts to the specific site

or

b. develops an alternative design approach with results in a similar level of design quality.



Planning staff reviews and works with Project Architect.



Tukwila Board of Architectural Review evaluates the development and ensures that only well designed projects which maintain neighborhood livability are approved.

The City of Tukwila has adopted a policy that all multi-family developments must reflect high design quality; regardless of whether the project is oriented toward the low, middle, or high cost housing market. This does not mean that only high cost projects will be permitted in Tukwila. However, it does mean that maintaining livable neighborhoods requires architectural focus, design symmetry, and neighborhood harmony in low cost housing as well as high cost housing.

Tukwila's Zoning Code includes various development standards to reflect basic minimum requirements such as density, building setbacks, and parking. Board of Architectural Review (BAR) approval is the basis for ensuring high design quality (TMC 18.60).

BAR approval does not focus on required "numbers" to define quality design. Instead, it relies on overall results as generally defined in TMC 18.60.053.

This Design Manual is provided to help the applicant understand the City's general desired level of quality, and to provide the BAR with a further basis for determining the needed level of design quality.

These design guidelines are not requirements nor are they a substitute for competent work by design professionals on a site specific basis. The City encourages innovative design alternatives which better reflect site specific conditions and opportunities. The City recognizes that there are many techniques and architectural forms which can be used to reflect a design quality equivalent to these guidelines.

In some cases such as high density projects on sensitive or prominent sites, the design quality reflected in these guidelines must be exceeded in order to maintain the existing level of neighborhood livability.

When using these Design Guidelines to review senior citizen housing developments the following items shall not apply because they do not address the density, use or other characteristics of senior housing:

- I. Site Planning
Figure 3
- II. Building Design
Items 2 and 6
- III. Landscape/Site Treatment.
Figures 31 and 32
Items 30, 31, 32, 33 34, and 35

The remaining introductory section discusses a vision for Tukwila's neighborhoods. This is followed by specific design guidelines which have been grouped to generally reflect the BAR review criteria (TMC 18.60) that they illustrate.

I. SITE PLANNING

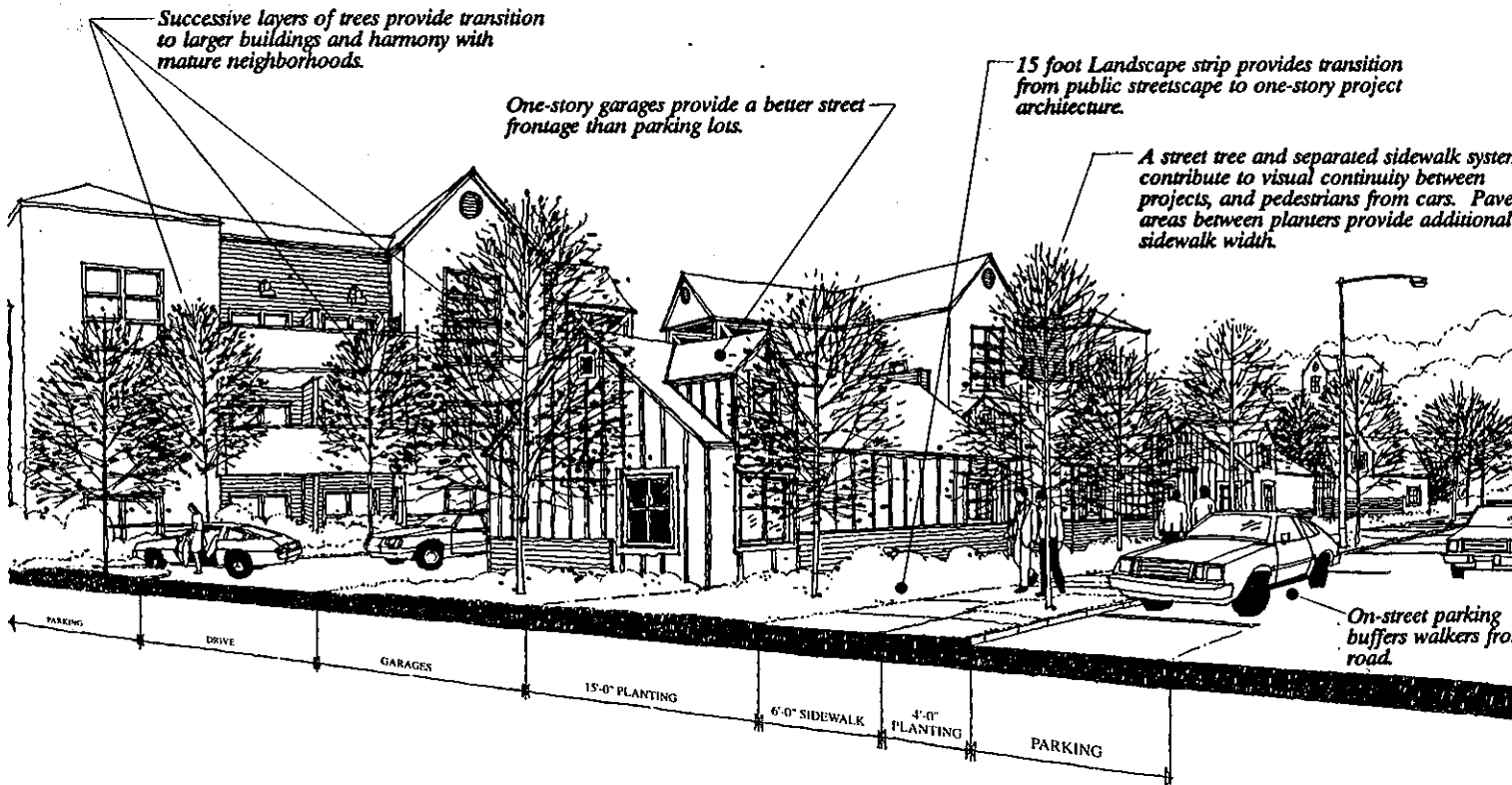
Streetscape

The transition from public to private spaces

1. "The challenge facing builders in the 90's ... is to develop pedestrian atmosphere reducing the impact of the automobile. Many developments in the last twenty years have produced streetscapes often dominated by garage doors and driveways creating an environment with less neighborhood interaction: an environment discouraging pedestrian activity." ("Development Digest"; Winter, 1990.)

2. A streetscape which is safe and reflects a high quality coordinated design, is essential in multi-family neighborhoods. This overlay of street front design harmony is important to maintaining the sense of "community" which can be lost in an environment of diverse, sometimes sterile/mediocre project designs and automobiles.

Fig. 2: Project siting, architecture and landscaping provide a sense of high quality design from road to interior spaces, design harmony between projects, and complement desirable neighborhood elements.



I. SITE PLANNING

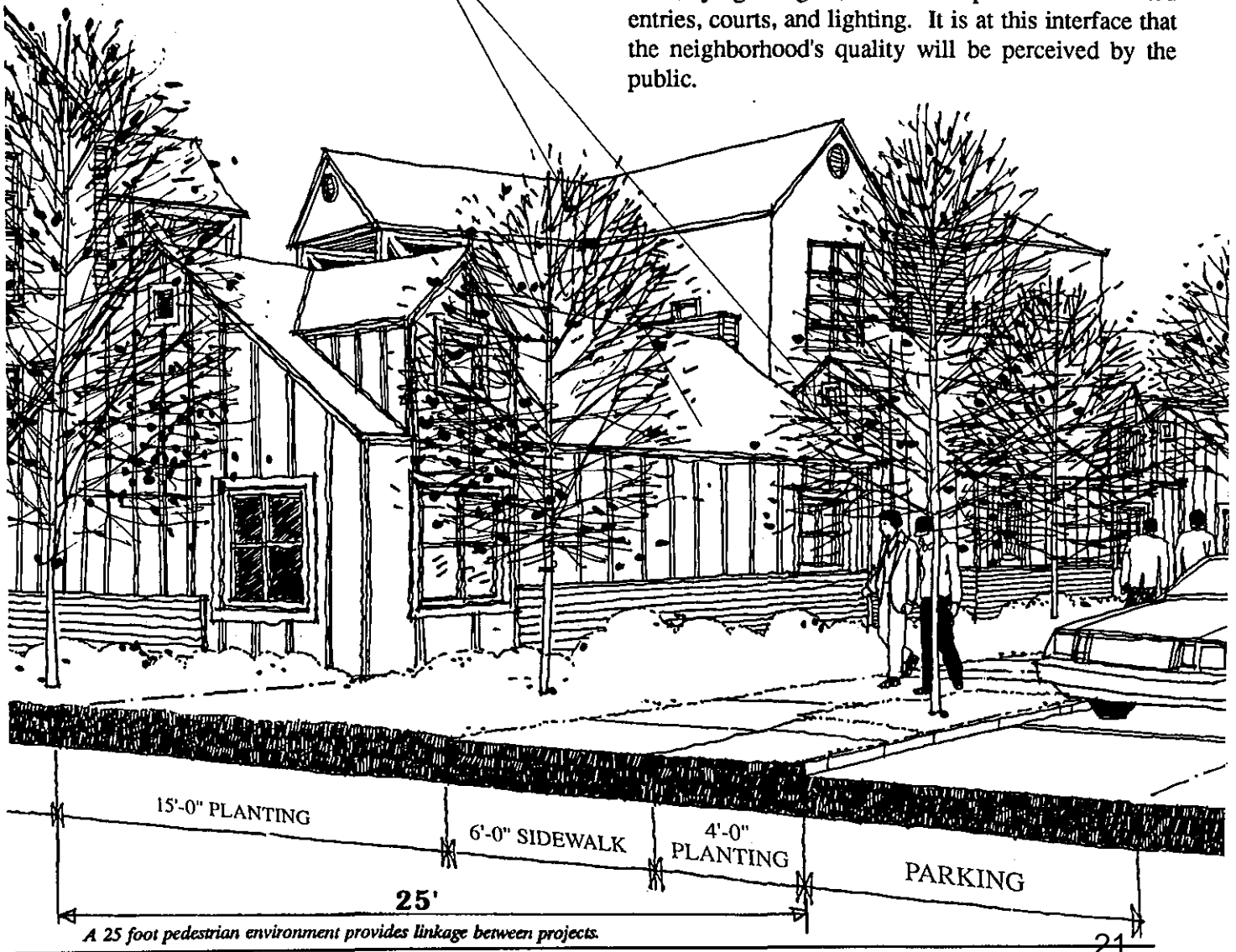
3. The public oriented elements of a well designed, pedestrian streetscape include separated sidewalks; coordinated placement and retention of large stature trees; coordinated street furniture, signage, and lighting; and integrated recreational facility links. Curb-line sidewalks may be acceptable on cul-de-sacs or local access loops with low traffic volumes (i.e., generated by 20 housing units)

4. The private site elements of a well designed pedestrian streetscape include buildings which use siting, scale, and materials to provide a sense of quality design and enclosure without overwhelming the pedestrian with building mass.

5. There should be a gradual, high quality transition from a pedestrian oriented streetscape to multi-story buildings. The transition should emphasize quality pedestrian scale architecture and materials, plantings of varying heights, and use pedestrian oriented entries, courts, and lighting. It is at this interface that the neighborhood's quality will be perceived by the public.

Fig. 3: Street trees and one story pitched roof buildings are used to help enclose the pedestrian streetscape without dominating it.

One-story pitched roof building are used to enclose the pedestrian streetscape without dominating it.



I. SITE PLANNING

Site Design Quality

Fig. 4: Buildings and landscaping are sited to reduce the prominence of large paved areas.

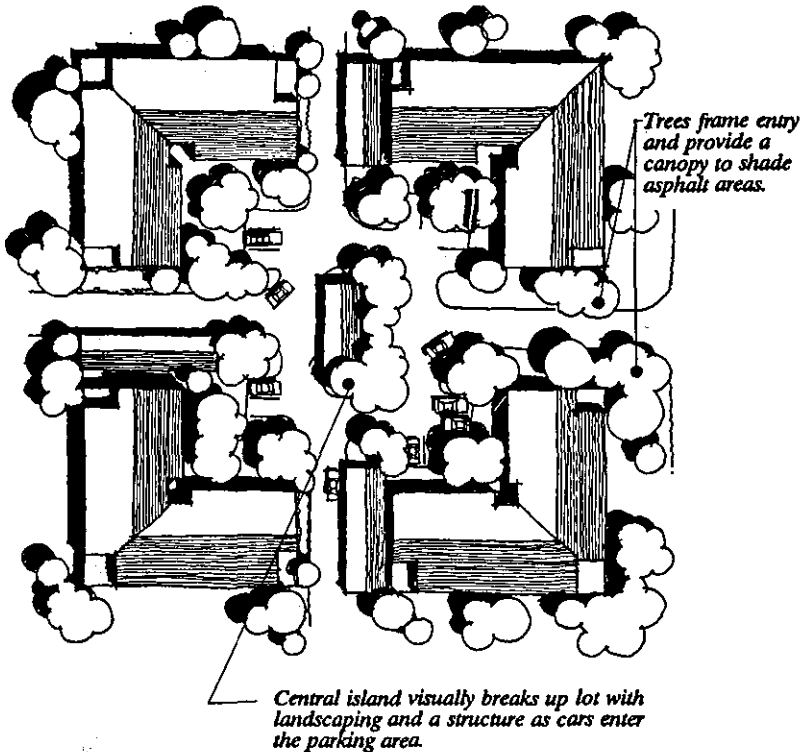


Fig. 5: Parking is located to the side of the project to minimize an auto dominated streetscape.



6. Site planning and building architecture must provide a high quality project design. Landscaping should not be needed to hide mediocre building design, but further enhance an already good design, and result in a high quality project.

7. Site design should be integrated with the neighborhood. Project design integration should include coordination of circulation, landscaping, recreation spaces, and building location with the surrounding area. A visual distinction using landform, landscaping, or materials may separate a project from the general neighborhood. However, high "fortress" walls should be avoided and buildings should not turn their backs to the street.

8. Walls, shrubs, and other visual obstructions between street frontage and building architecture should be limited to a maximum 3.5 ft. height to allow easy surveillance by Police Department car patrols. Higher fencing may be installed if it uses visually open materials such as wrought iron bars and 3 inch spaced grape stake fences.

9. Minimize the prominence of street front parking areas by using architecture and landscaping to break up or screen these sterile asphalt pads, moving parking to the side or rear, and breaking up large parking areas into smaller (i.e., 20-40 space) groupings. Vehicles should be treated as a means of transportation; not emphasized as a prominent design feature. (Fig. 11, 12, and 23)

I. SITE PLANNING

Natural Environment

Fig. 6: Site buildings to group open space in significant areas, retain mature trees, and create opportunities for residents to meet and recreate.

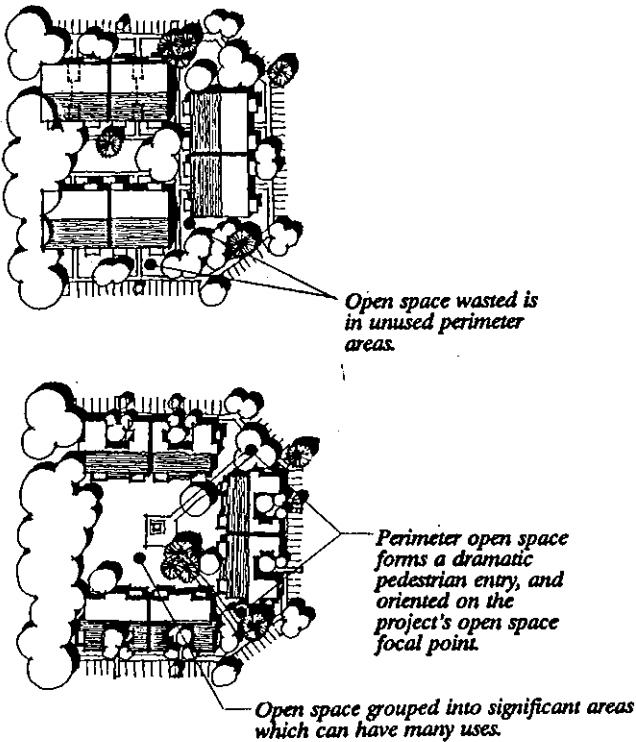
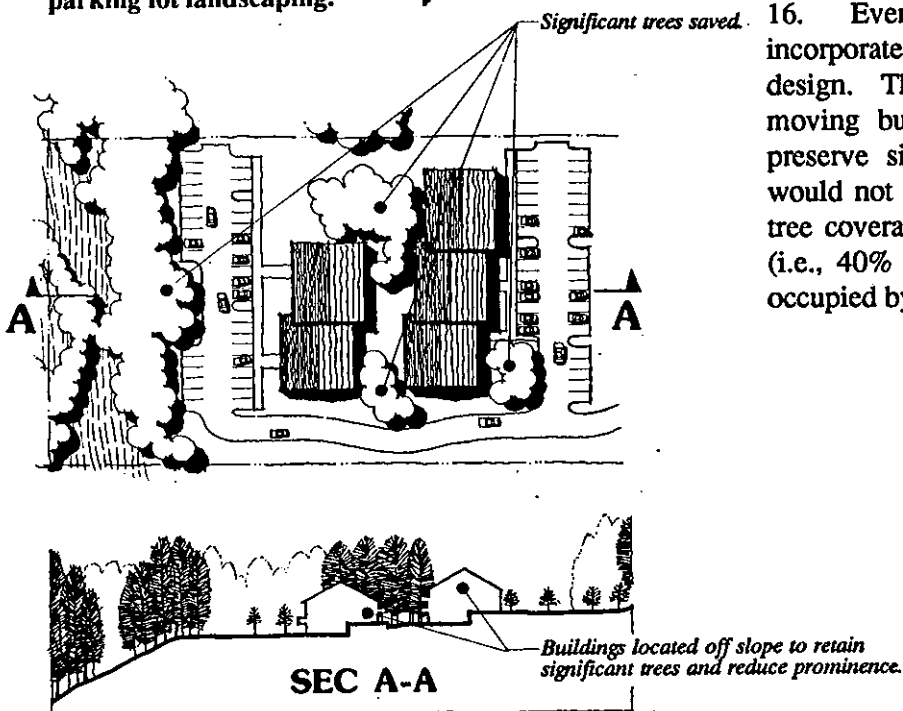


Fig. 7: Significant trees are retained through building siting and use of required interior parking lot landscaping.



10. Minimize a project's visual prominence and enhance the harmony with its natural setting. (Fig. 7)

11. Open space should be designed as a series of connected, natural woods and formal garden areas, each serving a precise functional and aesthetic purpose. Diversity in organizing these spaces is important since monotonous housing developments are as often the result of repetitive spatial organization as they are repetitive building masses.

12. One or more open space focal points should be incorporated as a basic site planning element.

13. Building scale and materials should provide a sense of human scale, enclosure and warmth in defining these spaces. Small, isolated planters alone are not adequate to break up paved areas and building mass, separate structures, and define spaces.

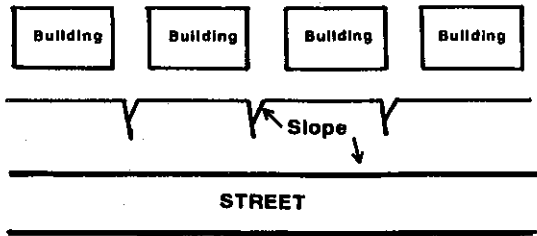
14. Buildings should be located to maximize significant tree retention on slopes, retain tree stands, and minimize disturbing sensitive areas.

15. Retaining large stature trees and tree stands on site, very significantly improves the integration of new developments into Tukwila's mature neighborhoods. Significant trees would include trees with over a six inch diameter as measured five feet above grade.

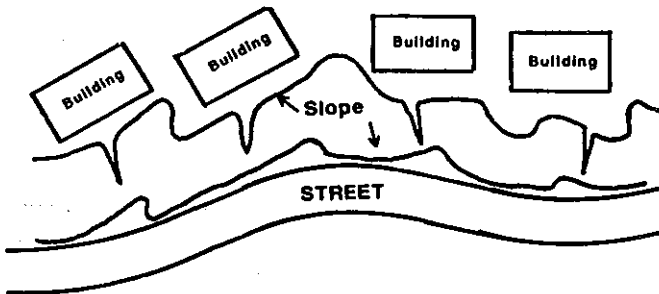
16. Every possible effort should be made to incorporate existing natural vegetation into project design. This should include, but not be limited to moving buildings or reducing project densities to preserve significant stands of mature trees. This would not include preserving a higher percentage of tree coverage than required in landscaping standards (i.e., 40% horizontal tree coverage of all areas not occupied by a building).

I. SITE PLANNING

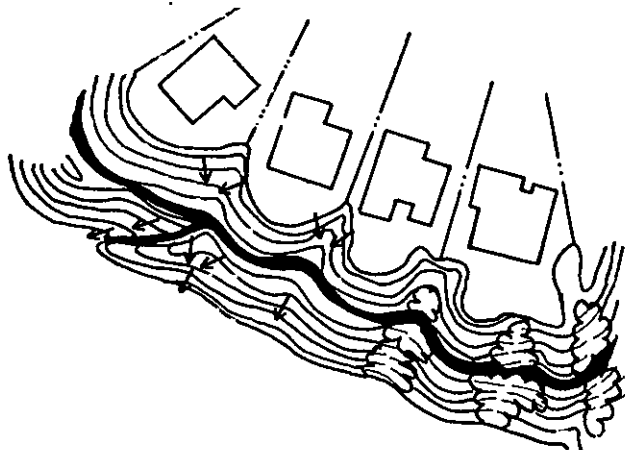
Fig. 8: The topographical representation below shows radical water flow, foliage placement in swales, and lots that conform with the landform configuration. The shaded area is a concrete terrace drain required by building codes. The sketch contrasts site planning for conventionally graded and landform graded slopes.



Conventional Site Planning



Landform Site Planning

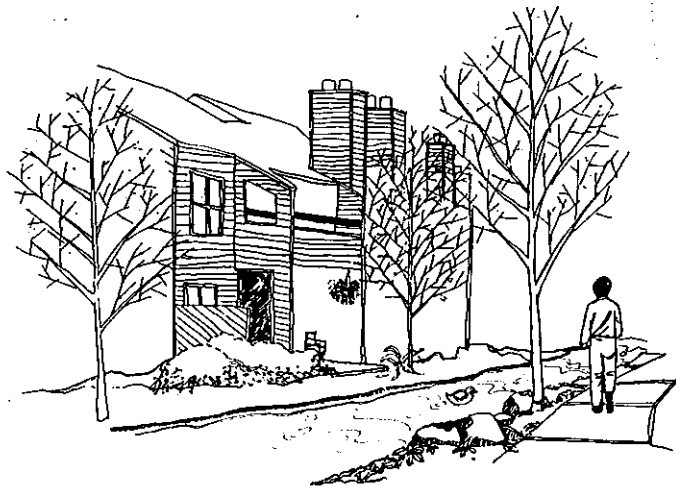


17. Site coverage on slopes should be minimized to reduce visual impact. Site coverage limitations are not as significant on flat sites where lower buildings may be preferable to maximize architectural harmony with nearby structures and the streetscape.

18. Landform grading should be used when feasible to reflect the natural topography and retain mature trees.

19. Creative design should be applied to turn natural site "problems" into project amenities. (Fig. 9)

Fig. 9: Creative site planning can turn a drainage problem into an open space amenity.



I. SITE PLANNING

Circulation

Fig. 10: Key sidewalk intersections and segments are marked with contrasting pavers.

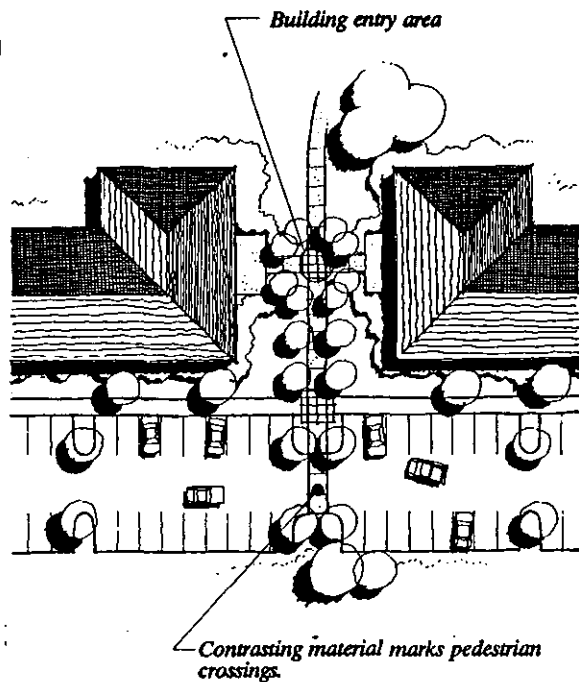
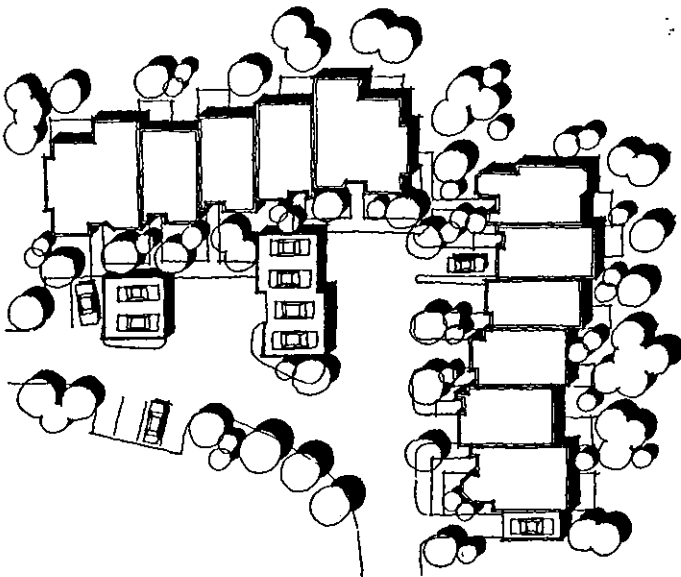


Fig. 11: Detached garages and cul de sacs reduce parking area prominence on the streetscape.



20. The project entry should reflect a high level of quality using distinctive materials, landscaping and structures.

21. A comprehensive system of pedestrian sidewalks should link all building entries, parking lots, recreation areas and the project entries; with the area-wide sidewalk system.

22. Sidewalks should be a minimum of six feet wide between public roadway and the junction where pedestrian traffic begins to disperse. This would allow one pedestrian to pass another and remain on the sidewalk. A minimum four foot wide sidewalk may then be acceptable.

23. Sidewalk crossings of on-site roadways should be distinguished by a different material and slightly raised to prevent runoff from flowing across them.

24. The on-site vehicle circulation system should be designed as follows:

- A maximum of two vehicle access points, depending on parcel characteristics and difficulty of access, to reduce traffic impacts and the site area devoted to roads instead of architecture and landscape/recreation space,
- Create very low volume cul-de-sacs to allow multiple use as street oriented social/recreation areas, and
- Stress shared driveways between adjacent developments.

25. Driveways should avoid crossing pedestrian walkways and paths from residence to children's play area.

I. SITE PLANNING

Parking

Fig. 12: Site design incorporates scattered, less dominating parking areas.

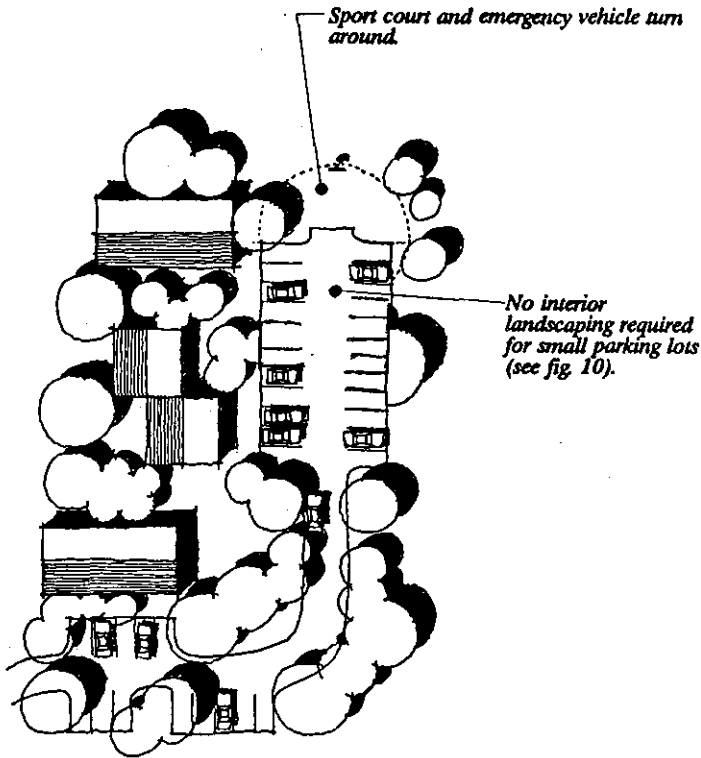
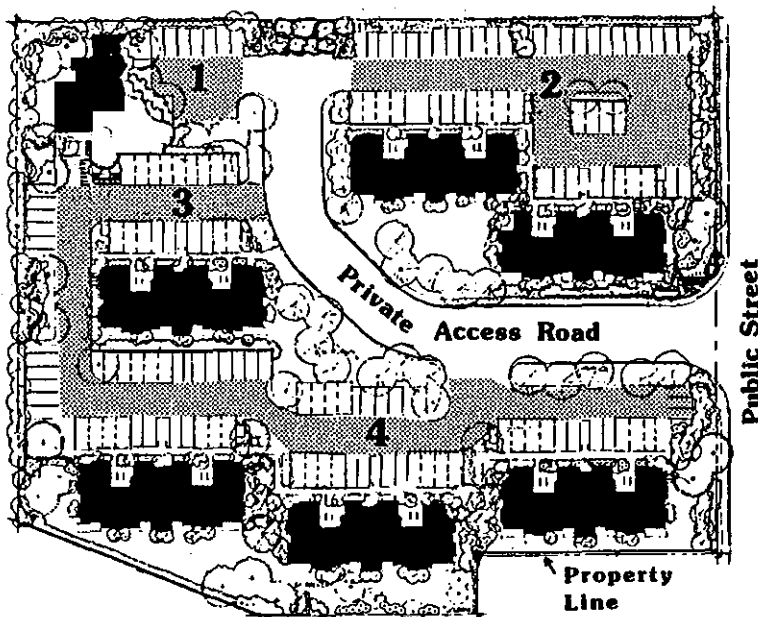


Fig. 13: A site plan with four parking areas, an access road and parking circulation aisle.



26. The prominence of parking areas should be minimized by building siting, under building and tandem parking, and interior perimeter landscaping. Parking areas should not dominate the buildings they are intended to serve.

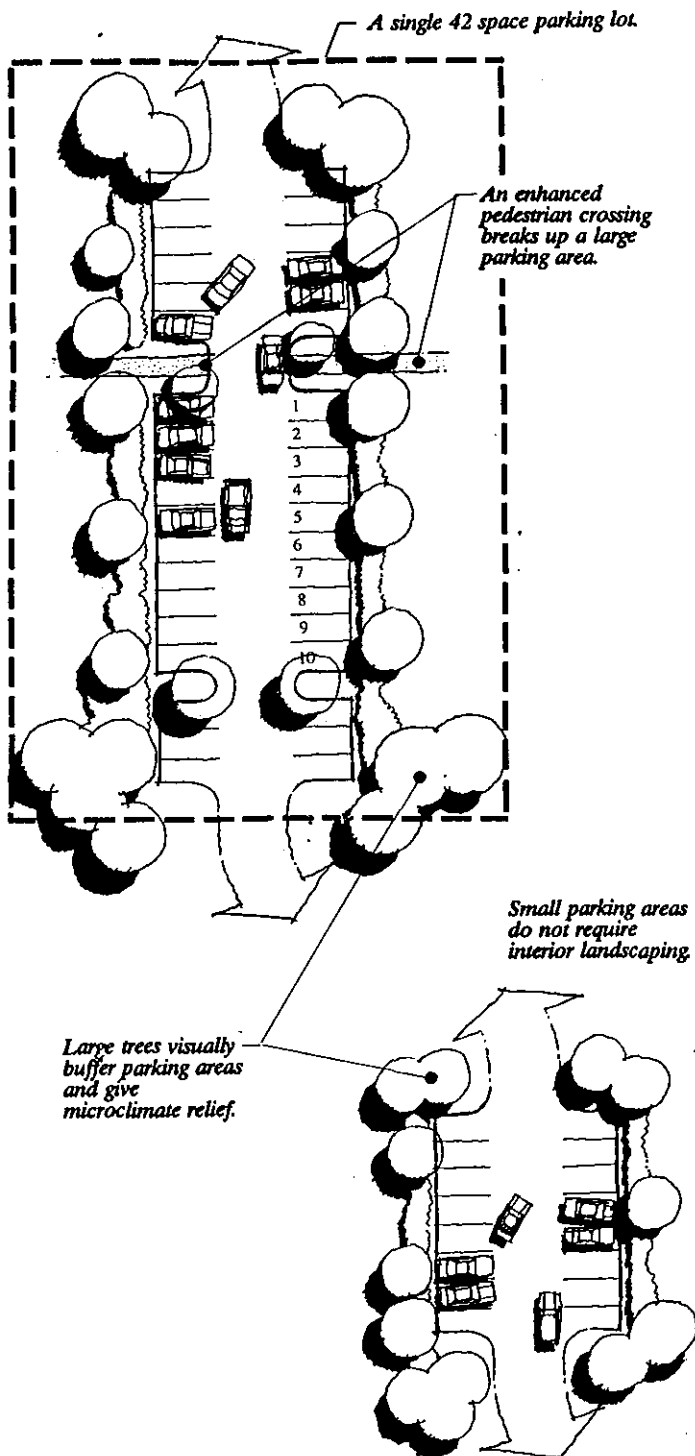
27. Parking areas should be located within 200 feet of the farthest dwelling unit for the convenience of residents. It is also desirable in many instances to use several smaller parking areas rather than a few large lots.

28. The optimum design for a parking area is not necessarily the one which parks the maximum number of vehicles, but the one that also provides ample stall and aisle widths, pedestrian walks, adequate turning radii, reasonable grades, efficient movement of traffic, pleasant appearance, and convenient location.

29. In apartment and row house developments, it is desirable to locate parking where conflicts between autos and pedestrians are minimized. In large parking lots, pedestrian walkways allowing people to move safely should be used. In small parking areas, walkways between lines of parked cars may be difficult to justify in light of economy and proximity to adjacent walks. Walkways lend a pleasant visual pattern to the parking area, especially when planted. Additional space should be provided where cars overhang curbs.

I. SITE PLANNING

Fig. 14: Interior and perimeter landscaping reduce the visual affects of large paved parking areas. Interior landscaping should be increased as parking lots get larger.



30. When do parking lots become too big? Four to six spaces, is pedestrian and human in character, while over twelve cars becomes "car dominated territory." The critical number seems to be ten. This marks the breaking point between a human lot and a sea of cars. Small lots can be accomplished by breaking large parking areas into sections divided with landscape areas. Each section should serve not more than 10 to 12 cars. Landscape islands and areas should be located to protect cars as well as to break up seas of asphalt.

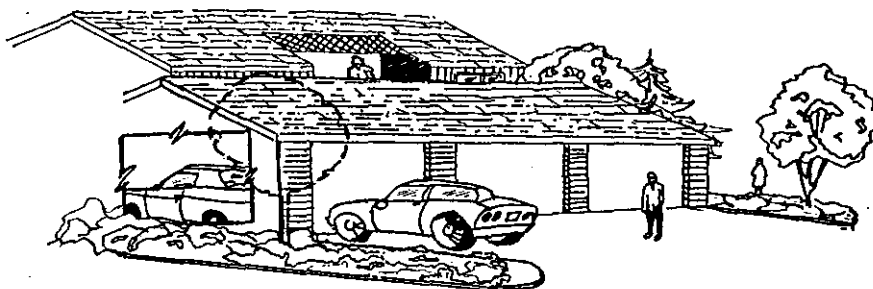
31. A landscaped area shall be placed at the end of each interior row in the parking area with no more than 10 stalls between the landscape areas.

Parking area design should also incorporate the following:

- All driveways onto public streets should be located a minimum of 50 feet from the intersection.
- All maneuvering needs should be provided for entirely on-site.
- All areas not necessary for vehicular maneuvering or parking should be landscaped.
- Landscape areas within parking lots should not be less than 5 feet in width and protected with curbing.
- An average 15 square feet of interior landscaped area per parking space for parking areas with more than 40 spaces should be provided as a general rule. The minimum 12 square feet per parking space is intended to be applied only in unusual situations where site constraints severely limit developable area or where superior site design effectively break up the effects of large paved areas and create a pedestrian friendly design.

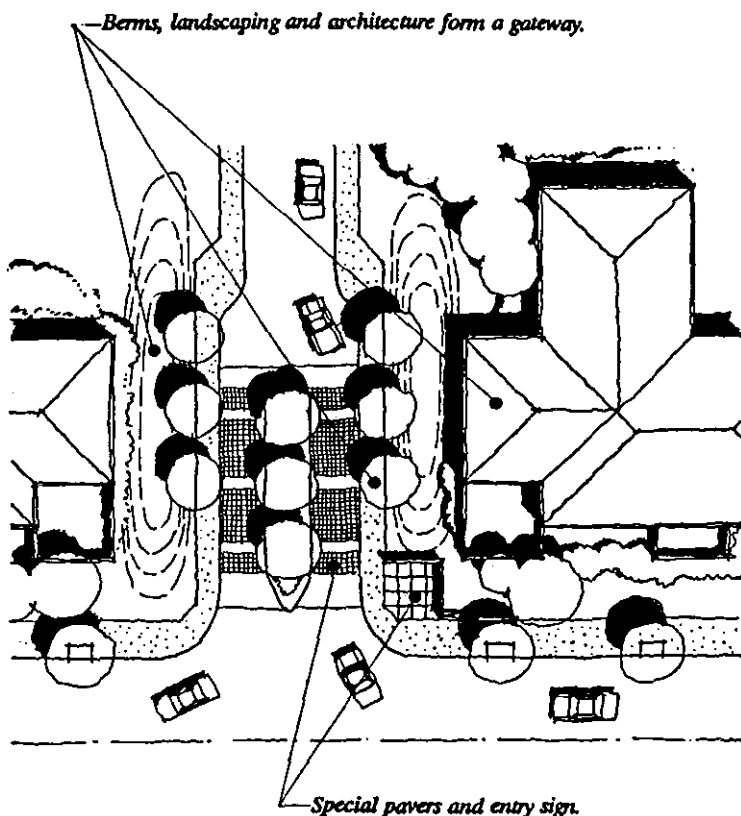
I. SITE PLANNING

Fig. 15: Tandem parking spaces should only be used in conjunction with under structure parking.



Entrance Areas

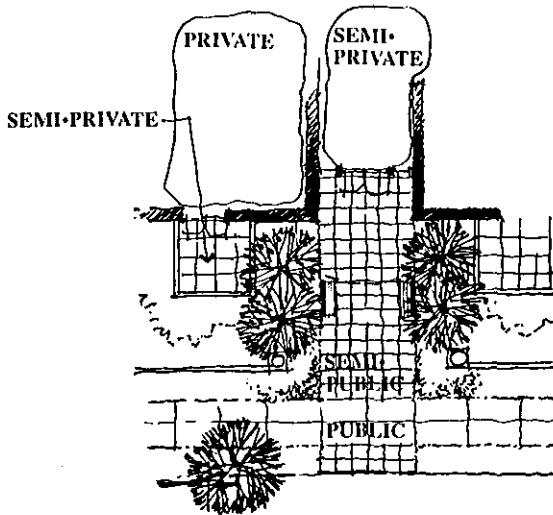
Fig. 16: Project entry provides an immediate sense of high quality design.



32. The entrance to the site, building and individual unit creates a transition between the outside public world and a successively less public inner world. Living units, with a graceful transition between the outside and inside, are more tranquil than those which open directly off the street or parking area. The experience of entering a building influences the perception of interior spaces. If the transition is too abrupt, there is no feeling of arrival and the inside of the home fails to be as private.

I. SITE PLANNING

Fig. 17: A high quality pedestrian entry is given equal weight with auto entries.

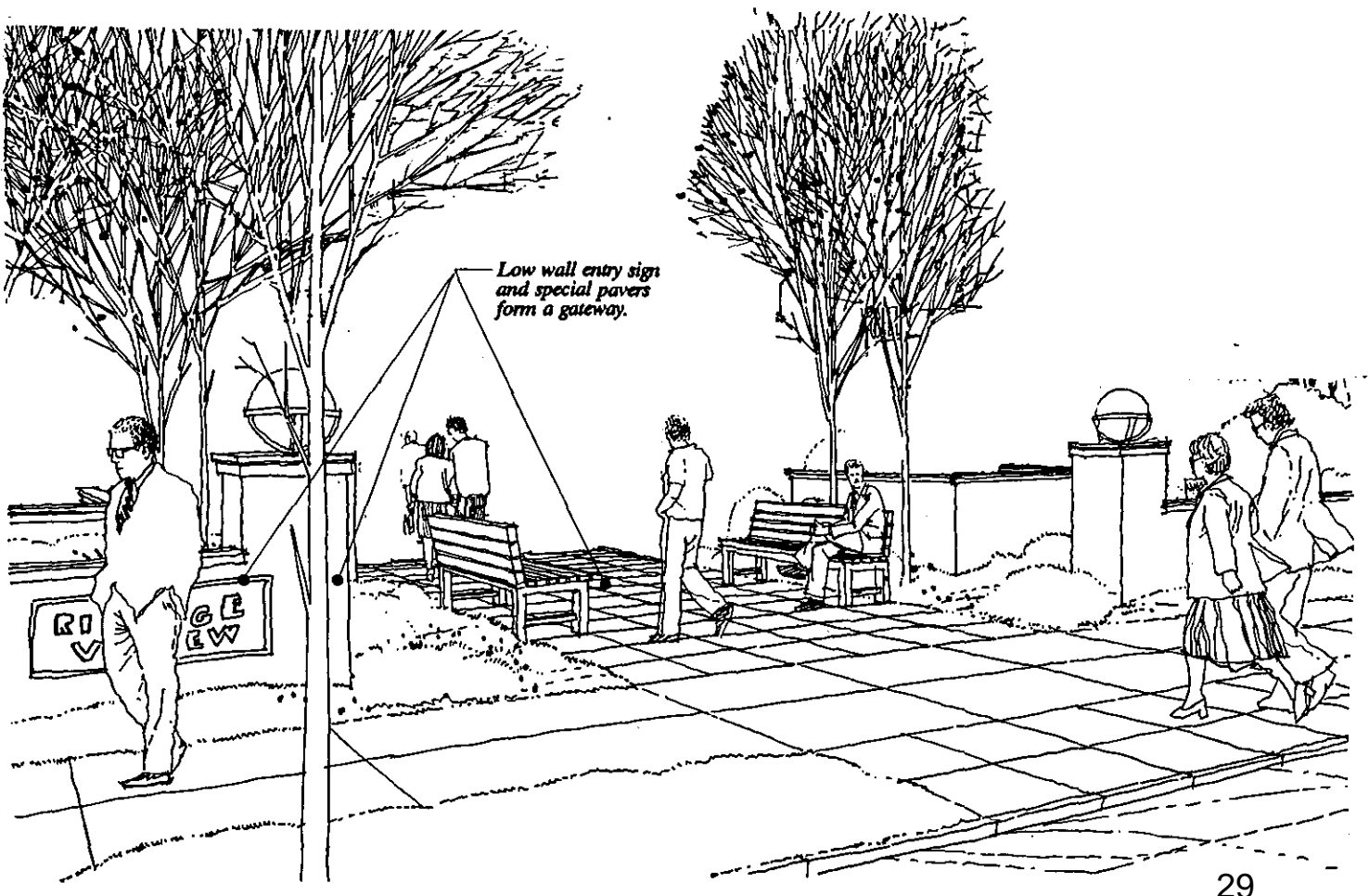


33. It is possible to make the transition in many different physical ways. In some cases, for example, it may just be inside the front door— a kind of entry court, leading to another door or opening that is more definitely inside. In another case, the transition may be formed by a bend in the path that then moves through a gate. Transition might also be provided by changing the texture of the path, so that one steps off the sidewalk onto a gravel path, and then up a step or two under a trellis.

Some entry elements include:

- An accent tree which defines area with overhead branches.
- A low wall for plants or draping vines.
- A trellis or arbor.
- A change in level.
- A change in path texture.

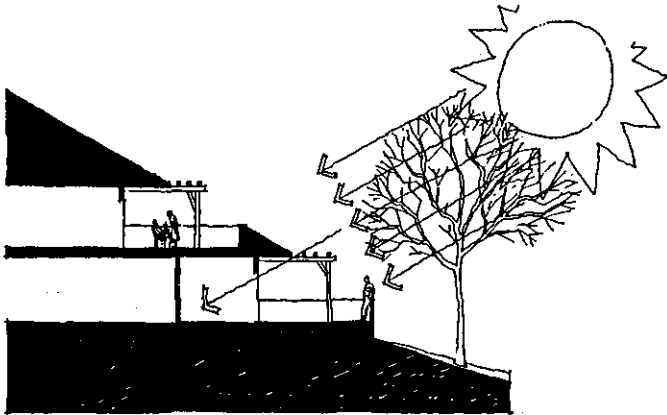
34. The most successful solution will consist of a combination of the above suggested symbolic definers or other comparable mechanisms.



I. SITE PLANNING

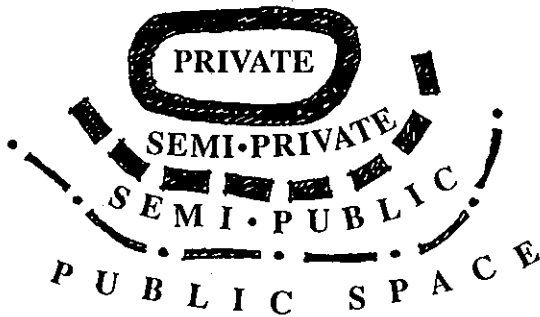
Solar Orientation

Fig. 18: Outdoor oriented recreation areas maximize solar exposure.



Crime Prevention

Fig. 19: Site planning should create varying degrees of privacy.



35. To maximize the warming effect of solar radiation in winter months and maximize shade in the summer months:

- Utilize deciduous trees for summer shade and winter sun.
- Orient active living spaces to the south.
- Design building overhangs to shield the high summer sun and expose the area to the lower winter sun.

36. If possible, all buildings should be located and oriented to take advantage of natural energy saving elements such as the sun, landscape, and landform.

37. The opportunity (or invitation) for crime can be greatly reduced through physical design and site layout. Considerations for crime control should be included at the project's inception. Where hardware afterthoughts have been too heavily depended upon, crime opportunities have continued to exist and crime prevention has failed.

38. The Concept of Defensible Space should be employed to reduce opportunities for crime. "Defensible space" is a term used to describe a series of physical design characteristics that maximize resident control of behavior--particularly crime. A residential development designed under defensible space guidelines clearly defines all areas as either public, semi-private or private. In so doing, it determines who has the right to be in each space, and allows residents to be confident in responding to any questionable activity or persons within their complex. Residents are thus encouraged to extend their private realms, establish their zone of influence which inevitably results in a heightened sense of responsibility towards the care and maintenance of these outdoor areas.

I. SITE PLANNING

Fig. 20: Cul de sacs create semi-private "courts" to provide increased security and informal play areas.

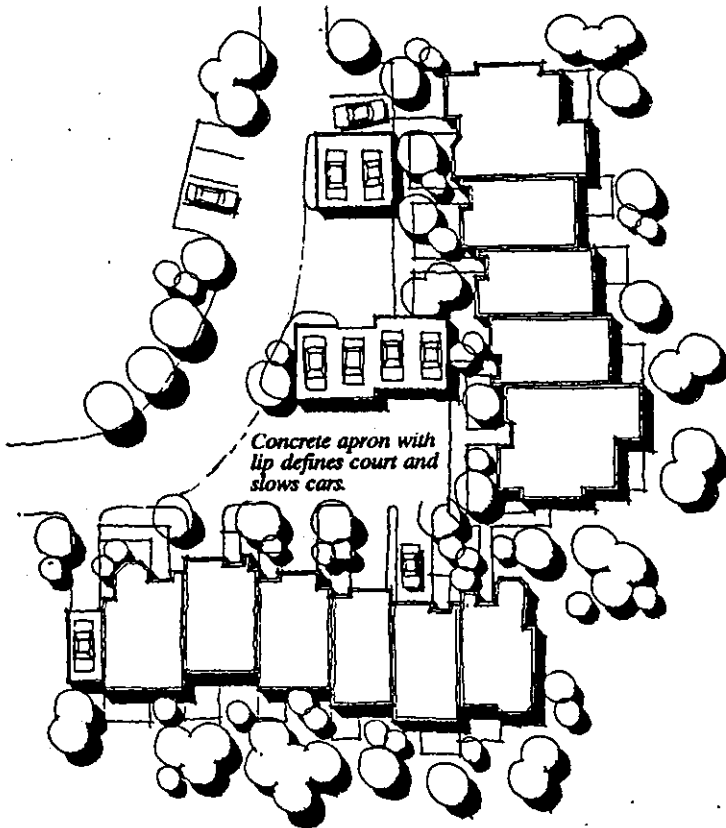
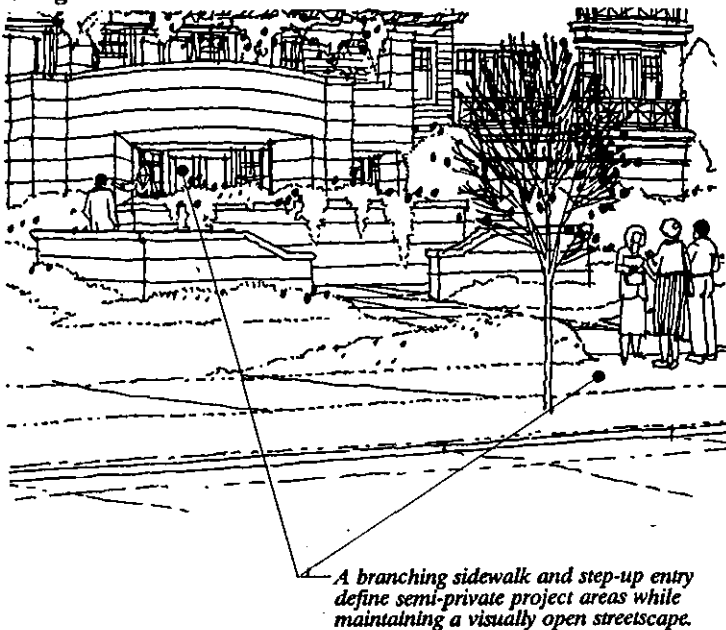


Fig. 21: Semi-private project areas are separated from general public areas using transitional spaces which are visually open in design.



39. A series of techniques can be used to create defensible space and consequently reduce crime. They are summarized in the following:

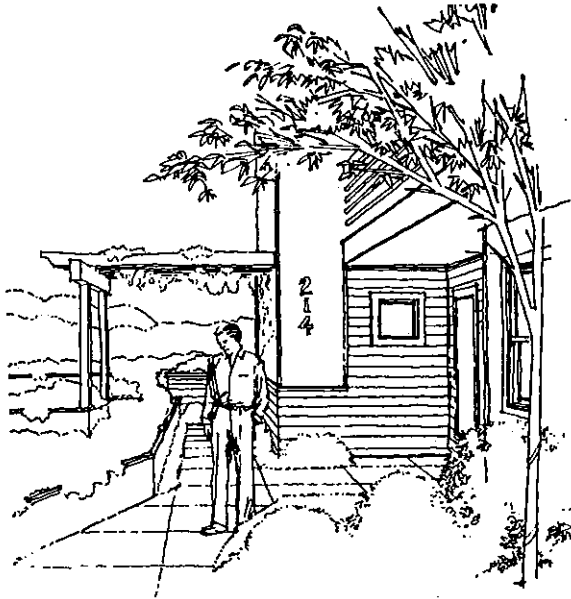
- Defining zones of privacy (public, semi-private, private) with real or symbolic barriers. This allows residents to identify "strangers".
- Establishing perceived zones of influence (allowing residents to extend their private realms).
- Providing surveillance opportunities.

Additional design considerations include the following:

- **Parking Layout.** Parking for residents should be located so that distances to dwellings are minimized and allow easy surveillance from nearby areas and windows.
- **Orientation of Windows.** Windows should be located so that areas vulnerable to crime can be easily surveyed by residents.
- **Location of Service and Laundry Areas.** Laundry rooms should be located in such a way that they are observed by others.
- Windows and lighting should be incorporated to assure surveillance opportunities.
- Mailboxes should not be located in dark alcoves out of sight.
- **Barriers to Police.** In semi-public and semi-private areas, barriers which would hinder police patrol, such as confused parking patterns and tall shrubs, should be avoided.

I. SITE PLANNING

Fig. 22: A transition from semi-private to private spaces with low volume paths, trellises and alcoves.



- **Identity.** A system for identifying the location of each residential unit and common facilities at the project entry should be established.
- **Hardware.** Police department should be contacted for information regarding appropriate hardware such as door locks, window latches, etc.
- **Lighting.** More light is not necessarily indicative of better and safer lighting. Lighting levels should be carefully selected and oriented so that points and areas vulnerable to crime are accented.

Lighting should be provided in areas of heavy pedestrian or vehicular traffic and in areas which are dangerous if unlit, such as stairs and ramps, intersections or where abrupt changes in grade occur. Areas that have high crime potential should be well lighted so that people traveling through them at night may feel secure.

- **Landscaping.** Plant materials such as high shrubs, should not be located so that surveillance of semi-public and semi-private areas is blocked. This will provide the opportunity for crime.

40. Sticker shrubs may discourage crime activities. Low shrubs and umbrella trees (where the canopy is maintained above 5 feet from the ground) will allow surveillance opportunities, hence reducing the potential for criminal behavior.

II. BUILDING DESIGN

Fig. 23: Multi-family building line and proportions are harmonious with surrounding single family dwellings.

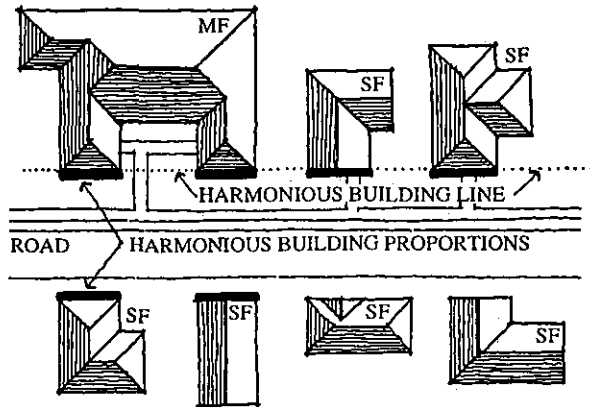
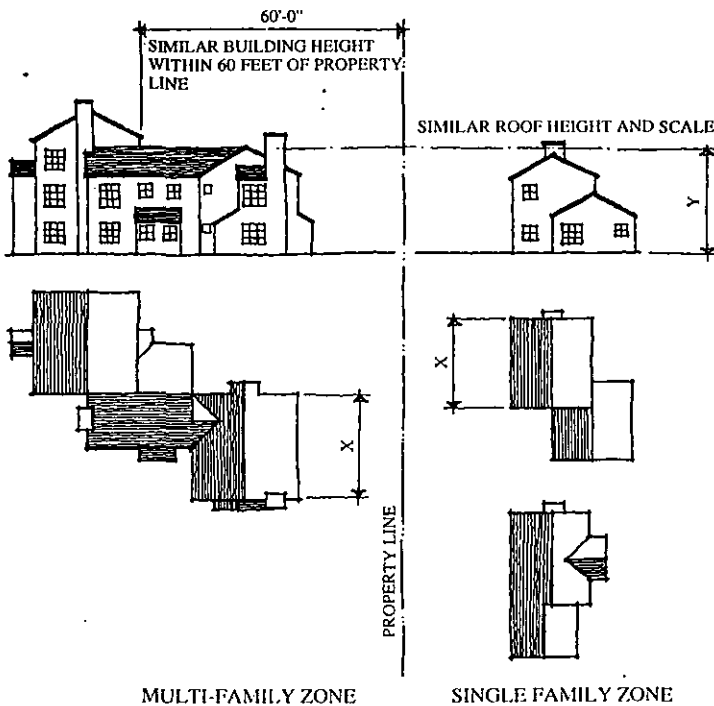


Fig. 24: Multi-family building shape, height and length are similar to adjacent single family buildings.



1. Building design harmony with the surrounding neighborhood should be emphasized. Building design elements should include scale/mass, modulation, height, the proportions of entries, windows and other openings (fenestration), color, materials, and shapes.

This is not to require mimicry or that creativity is prohibited. Only that the creative act be sensitive to the neighborhood context. The City recognizes that its neighborhoods are in constant change and that the creative response to change is necessary in retaining its valuable residential areas.

2. Portions of multi-family developments adjoining Comprehensive Plan "Single Family Residence" areas should maintain a scale, facade and orientation similar to single family uses for compatibility with existing structures. Surrounding single family neighborhood building patterns may be used when adjacent single family lots are vacant. A project site plan and cross-sections should show the footprint of all adjacent structures within 100 feet of the property line to help evaluate compatibility.

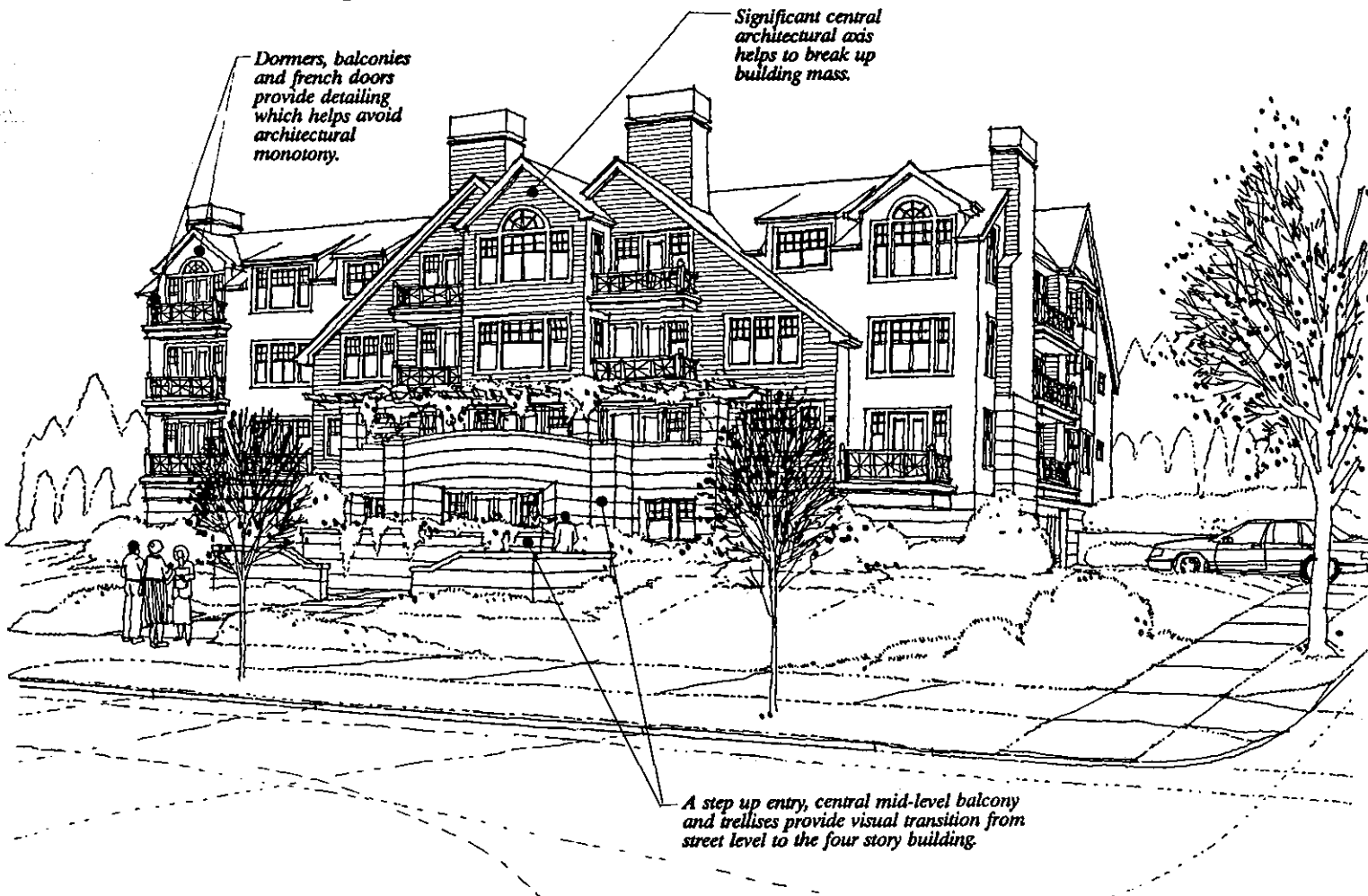
3. Sloped roofs, minimum 5 ft. rise over 12 ft. run, should be used on multi-family buildings to enhance design harmony with surrounding single family neighborhoods, and on steep slopes to enhance design harmony with surrounding land forms. A 4-1/2 foot rise may be appropriate in combination with wide (i.e., 24 inch) overhangs, as may be mansard roofs in special circumstances to lower buildings below the tree or ridgeline.

II. BUILDING DESIGN

4. More prominent sites and architecture require a higher level of design quality. This would include projects which are located near hill tops or intersections, or which include large visible building masses.

5. Building design and siting should define a visual focal point associated with each structure. A building entry or open space often fulfills this role. Such a focal point is denoted by structural articulation, materials, and color for identity and interest. Shapes, materials, colors and landscaping should also be used to create a transitional sequence to the focal point. Abrupt, design band aids, such as tacked on entry alcoves and insignificant walks, should be avoided.

Fig. 25: No particular architectural design is specified. However, the sum of a structure's shape, fenestration, fine detailing and colors should be superior architectural design which is harmonious with the neighborhood.



II. BUILDING DESIGN

6. Structures should be separated by a distance equal to one-half the sum of the adjacent building heights.

Where a building has varying heights, each portion of that building shall satisfy the separation requirement (Fig. 25). The effect of topographic changes may be considered.

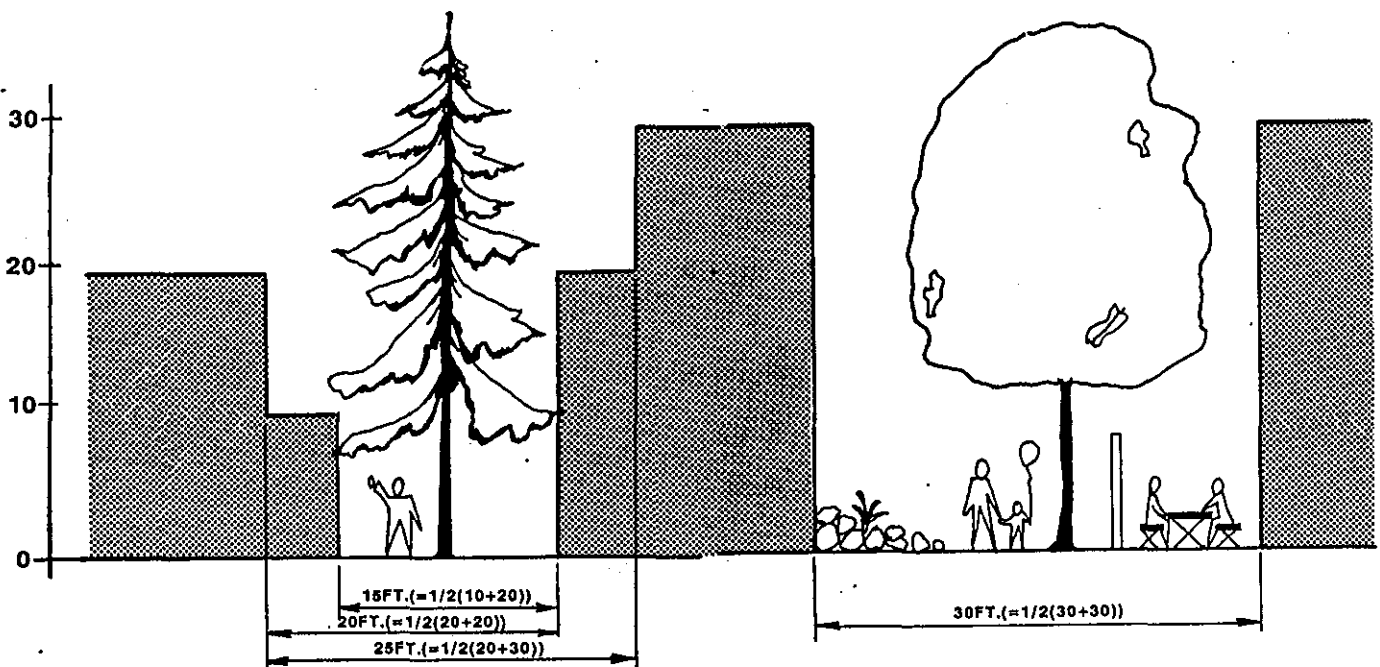
7. Where building height exceeds 35 feet, the Board of Architectural Review should apply the Design Criteria to establish a building separation distance not less than 35 feet.

8. Buildings should be separated at least 8 feet from driveways and parking spaces where facing windowed walls (but not the entry) of ground units and have a minimum 13 foot separation when facing the entry of ground units.

9. Buildings should be separated from common walkways by at least 8 feet in the structure's front and rear, and a minimum 4 feet on its side.

10. Separation guidelines should not apply to incidental structures such as trellises, 18 inch roof eaves, chimneys, covered walks, and pedestrian oriented amenities.

Fig. 26: Minimum building separation.



II. BUILDING DESIGN

Fig. 27: Design details need not be costly to significantly improve architectural quality.



11. A 3-story blank wall, even if at the narrow end of a building, does not reflect acceptable design quality. Architectural relief and fine detailing should be used to break up monotonous surfaces.

12. Avoid applied ornamentation which is not related to building structure or architectural design. This would include arbitrary, inconsistent forms and decoration; uninterrupted floating horizontal elements; and large blank surfaces.

13. All exterior maintenance equipment, including HVAC, equipment, storage tanks, satellite dishes, and garbage dumpsters should be screened from off-site and on-site common area view, in an architecturally integrated manner.

II. BUILDING DESIGN

Exterior Elevations

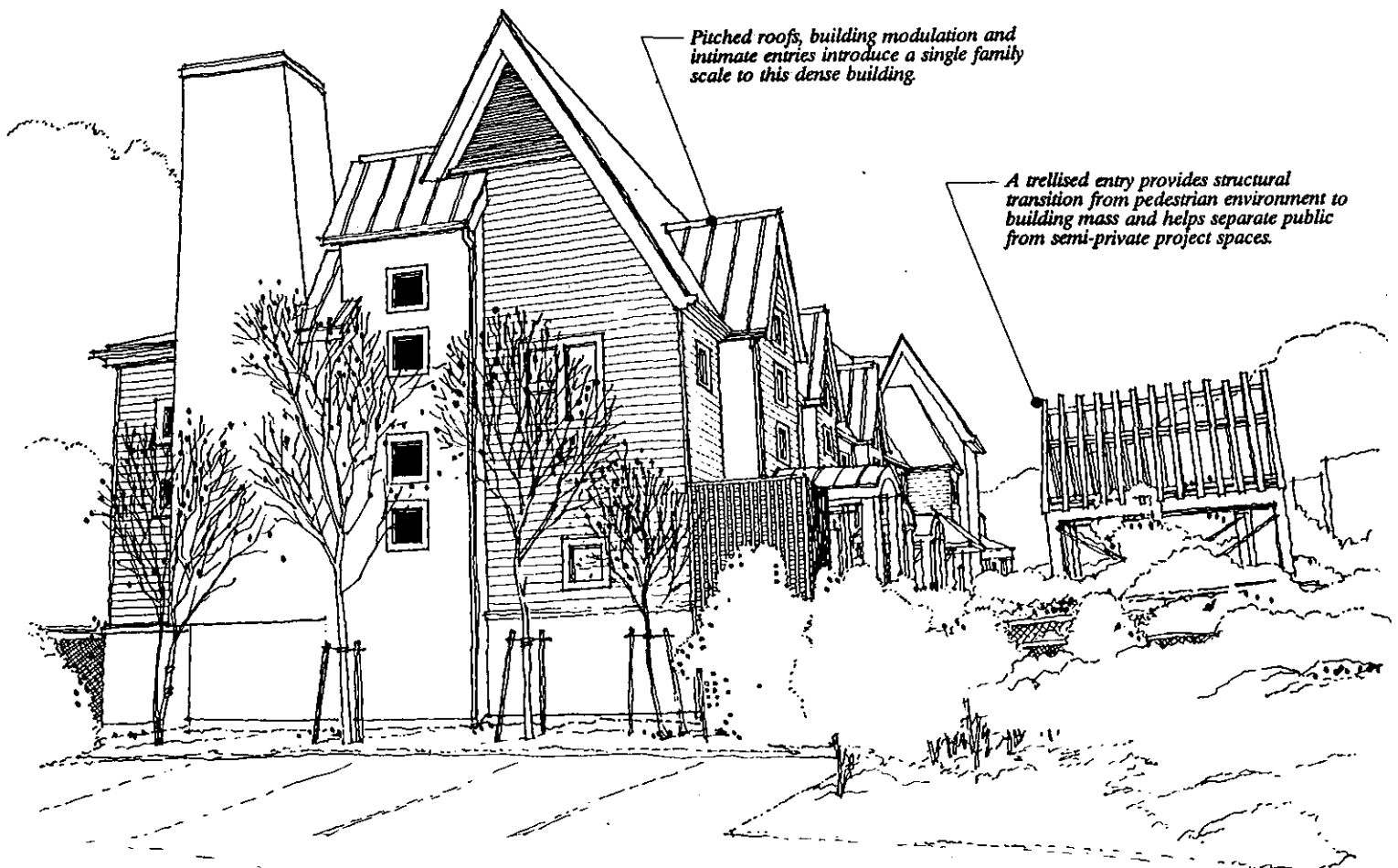
14. The exterior elevations of buildings should incorporate design features such as offsets, changes in materials and shapes, to preclude large expanses of uninterrupted building surfaces.

Additionally:

15. Structures shall not have an unbroken wall longer than 60 feet.

16. Site design should avoid the dominance of large individual building walls or the cumulative effect of successive smaller building wall repetition. Building separation and modulation should be sufficient to visually break up wall masses. The measures needed to visually break up wall masses will increase as a project increases in size and cumulative building mass. The minimum standards for this guideline are specified in TMC 18.50.

Fig. 28: Offsets, changes in materials, and other fine detailing are used to provide architectural interest.



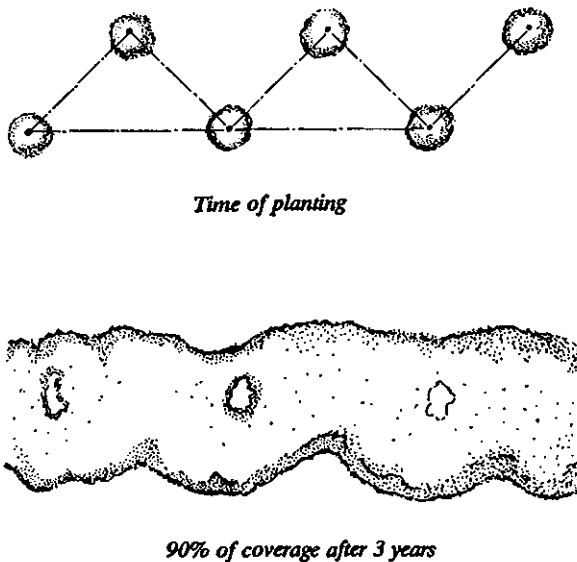
III. LANDSCAPE/SITE TREATMENT

Landscape Design

Fig. 29: Landscaping shown at 5 years after planting.



Fig. 30: Live groundcover is planted to achieve 90% coverage within 3 years from installation.



1. Plants can be used to curtail erosion, to soften the built environment, define or emphasize open space, give privacy, block wind and lessen the effects of solar radiation.

2. Although the landscape plan should reflect plants at maturity, landscaping should be considered as a design element harmonizing site plans and building design only to the extent of its effect in five years. This could mean using significantly larger initial plant stock for those project designs which rely heavily upon landscaping to provide relief for building and site design or screen the project.

4. Transition areas adjacent to buildings and parking lots should be landscaped with a combination of trees, shrubs, and ground cover. This provides a tiered visual transition between the open and built environments, and breaks up wall masses.

5. The design orientation for landscaped areas is largely discussed in Section I: Site Plan guidelines. This section focuses on the technical standards to be recognized in designing such landscape areas.

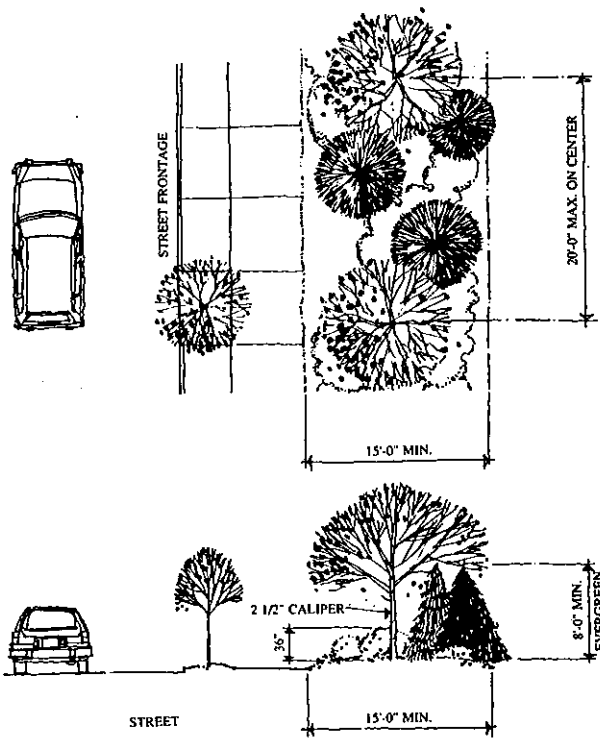
6. In general, landscape materials should be selected and sited to produce a hardy and drought-resistant landscape area consistent with project design. Selection should include consideration of soil type and depth, spacing, exposure to sun and wind, slope and contours of the site, building walls and overhangs, and compatibility of new plant material with existing vegetation to be preserved on the site.

All plant materials should be installed to current nursery industry standards which would include, but not be limited to the following or equivalent:

- Landscape plant material should be properly guyed and staked to current industry standards.
- Deciduous trees should be fully branched.
- Evergreen trees should be a minimum of 8 feet in height at the time of planting.
- All plant rows should be staggered for effective covering.
- Ground cover should be supplied at the time of planting in minimum of 4-inch containers as appropriate to achieve 90% coverage in 3 years, or as sod.
- Planting of trees in compacted soils should be prohibited unless minimum 12 inch gravel drain

III. LANDSCAPE/SITE TREATMENT

Fig. 31: Landscaping along street frontages should be high quality and reflect three tiers of plants.



sumps are installed under each tree to a minimum 36 inch depth, or the subgrade soil beyond the planting pit is rototilled to a 9 inch depth to the drip line or edge of planter, whichever is less.

Front yard plant material should reflect the following:

- shrubs, 2 gallons at time of planting
- deciduous trees to be minimum 2 1/2 inch caliper at time of planting, balled and burlapped
- evergreen trees to be 8 - 10 feet in height at time of planting, root balled and burlapped
- or equivalent per Board of Architectural Review.

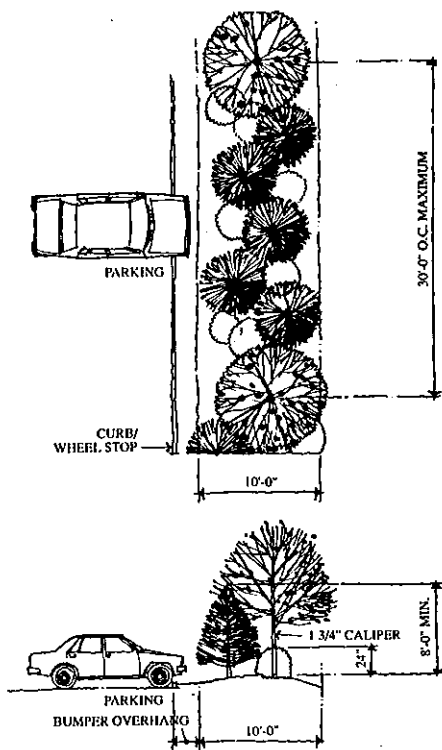
Side and rear yard plant materials should reflect the following:

- shrubs, 2 gallons at time of planting
- deciduous trees (i.e. maples and ash) to be spaced an avg. of 30 feet on center and 2-1/2 inch caliper at time of planting, balled and burlapped
- evergreen trees (i.e. pine and fir) to be spaced an avg. of 25 feet on center and 7 feet in height at time of planting, balled and burlapped
- or equivalent per Board of Architectural Review.

Perimeter landscaping around parking areas should reflect the following:

- tree planting 20 - 30 ft. on center depending upon size (i.e., smaller species such as Japanese flowering cherry should have 20 ft. o.c. spacing)
- perimeter shrub screen
- shrubs to be 2 gallons at time of planting, spaced to achieve year-round screening to a 3 ft. height in five years
- or equivalent per Board of Architectural Review.

Fig. 32: Perimeter landscaping along the side and rear lot lines provide year-round buffering and transition.



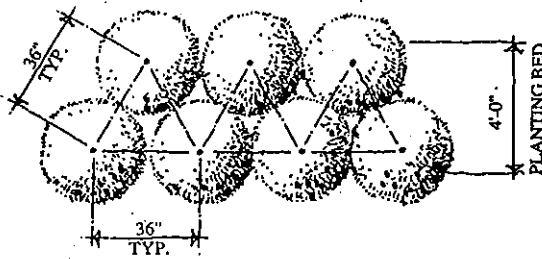
Plant materials within parking areas should reflect the following:

- evergreen trees to be 8 feet at time of planting, balled and burlap
- deciduous trees to be 2 inch caliper at time of planting
- 2 gallon shrubs.

Plants used for screening outdoor storage should consist of shrubs, minimum of 18 inches in height (1 gallon or larger) at the time of planting, spaced a minimum of 24 inches on center (or greater if larger plant material used).

III. LANDSCAPE/SITE TREATMENT

Fig. 33: A typical shrub hedge separating use areas with standard nursery stock.



7. Grass seeding should only be permitted between April 1st and October 15th to assure germination. Some form of erosion control will be necessary if seeding is not completed during this period. Hydro-seeding or mechanical spreading should be used on slopes.

8. Shrubs planted to define spaces or separate environments should be planted as a staggered double row whenever possible. This provides the significant depth especially necessary to separate environments such as parking areas from grassed fields and building entries.

These shrubs should be spaced to provide a lush continuous band within 3 years. This could be reflected in a double staggered row of plants for typical nursery stock spaced a maximum of 36 inches on center, depending on the specific material.

9. Shrub beds should be no more than a two feet wide per typical row of nursery stock plants, in order to minimize barked area and maximize live ground cover. A typical five foot wide barked planting bed for a single row of shrubs is not acceptable.

10. Plant materials should generally include native drought resistant species.

11. The native character of hillsides, ravines and wetlands should be protected and enhanced to provide habitat for a wide range of wildlife. Invasion and takeover by more vigorously growing non-native species such as English ivy, St. John's wort, and Himalayan blackberry tend to exclusively promote habitat for various rodent species.

12. Only native species which enhance a diverse habitat should be planted on the remaining natural hillsides, ravines, and wetlands. Plant buffer areas where the selection of introduced species is carefully reviewed for potential invasion of such natural areas should be recognized on a site-by-site basis by the landscape architect.

III. LANDSCAPE/SITE TREATMENT

Trees

13. Trees should be planted at an average rate of 1 per 30 linear feet of transition area (grouping is an option), shrub beds should be designed as a staggered double row, and ground cover should achieve 90% coverage in 3 years except for minimum (i.e., 2 foot) planter beds. Figures 35-37 show various options for separating uses.

14. Landscape design guidelines for required front, side and rear perimeters are illustrated in figures 31 and 32.

15. Trees should generally be specimen quality, balled and burlapped, and have a minimum size at planting as shown below. This minimum tree size may be increased based on the amount of buffering demanded, prominence of location, and size necessary to realize the applicant's assertion of landscape prominence within five years.

16. An example of increasing tree size should be along the street frontage when large paved areas are being moderated or where dominating wall masses are being softened. An example of decreasing tree size would be where a stand of trees is being planted and only a few specimen quality trees are needed to define the planting area and provide visual planting depth. Typical planting sizes are shown below:

<u>Tree Type</u>	<u>Minimum Planting Size</u>
Large stature deciduous (i.e. maple, ash, oak)	2 1/2 inch caliper
Large stature evergreen (i.e. pine or fir)	8 ft. height
Small stature tree (i.e. Japanese pear or flowering dogwood)	1 3/4 inch caliper

III. LANDSCAPE/SITE TREATMENT

Protection of Existing Trees

Fig. 34: Tree wells can help save hillside trees only to a depth of 4 feet.

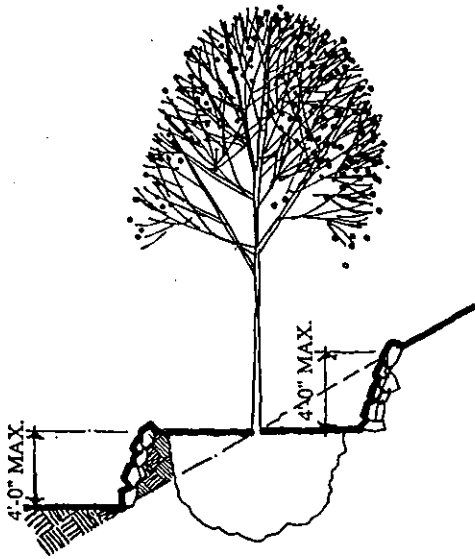
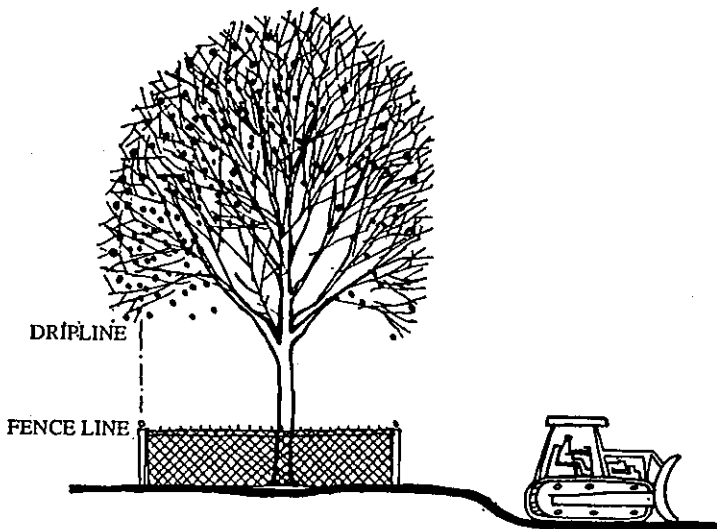


Fig. 35: Trees protected with a chain link fence at the drip line during construction.



17. Significant existing trees should be protected as discussed under Site Planning.

18. The survival and general health of a tree depends as much on the condition of its root system as it does on the factors influencing the above-ground portion. This vital root system extends out to, and sometimes beyond the tree's drip line (the outermost reach of branches).

Any significant disturbance to the root area, such as high surface compaction, root severing, over-watering and/or removal of organic material in which the tree has composted over several years, will almost certainly kill the tree. Tree removal and replacement would be required after a few seasons of progressive deterioration.

Based upon identification and examination, an evaluation can be made to determine which trees will prove valuable to the site design. This evaluation is an important factor in the placement and design of buildings, circulation patterns and other site elements.

19. Significant trees should be protected during construction with a chain-link fence or plastic vinyl construction fence at the drip line. The protection fence should be installed prior to issuance of grading permit. Removal or destruction of fencing should be cause for a Stop Work Order until reviewed by City staff.

III. LANDSCAPE/SITE TREATMENT

Design for Screening and Separation

Fig. 36: Separation of marginally compatible uses with only plants.



20. Landscape design for screening and separation can be oriented toward full privacy, separation of uses, or screening unsightly elements such as dumpsters, etc.

21. Full privacy should require an opaque fence or evergreen barrier at least six feet high or above eye level, depending on the angle of view. Noise reduction requires a dense fence (i.e., concrete/masonry) wall or berm in addition to plantings.

22. Area separation requires a continuous physical barrier not less than three feet high. A greater degree of separation would require a higher opaque barrier. A separation planting strip could be deciduous or evergreen.

23. Landscape design for screening should reflect the degree of concealment desired. Plants are not often effective in providing full screening; they should be used in combination with a wall or landform. Plant screens are most effective when used to soften or provide soft transition to a screen wall or break up the visual lines of a partially concealed structure.

24. A privacy fence should be required along side and rear yards if adjoining single family zones as specified below:

- 6 feet high
- sight-obscuring wood (or equivalent) fence
- exterior materials and colors shall be consistent with building architecture.

25. The following are alternative design solutions for various degrees of screening and separation:

Alternative 1. Using only plantings for partial separation of marginally compatible uses such as parking from residences or recreational sites.

Area: Width not less than 15 feet.

At least one row of deciduous and evergreen trees staggered and spaced not more than 15 feet apart.

At least one row of evergreen shrubs spaced not more than five feet apart which will grow to form a continuous hedge at least five feet in height within three years of planting.

Lawn, low growing evergreen shrubs, and evergreen ground cover covering the balance of the area.

III. LANDSCAPE/SITE TREATMENT

Fig. 37: Separation of marginally compatible uses with fencing and plants.

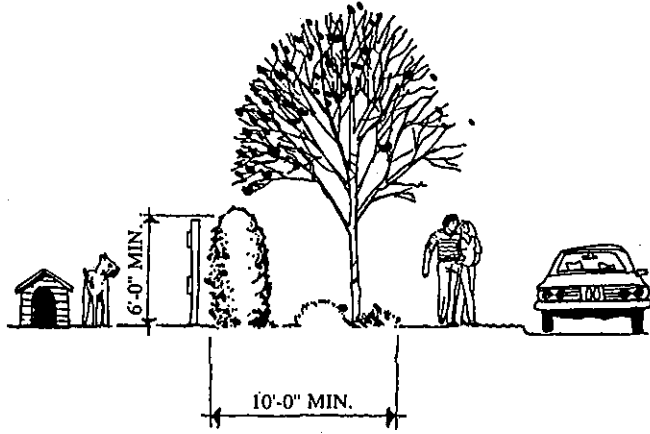
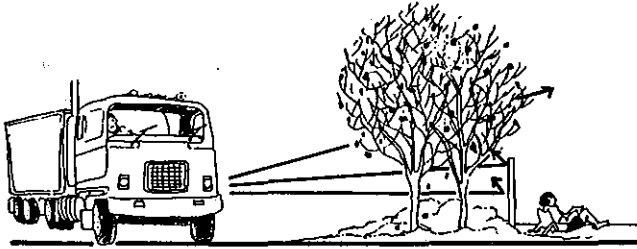


Fig. 38: Full separation of incompatible uses with masonry wall and plants.



Alternative 2. Using a fence and planting for full visual separation of marginally compatible uses.

Area: Width not to be less than 10 feet.

At least one row of deciduous and/or evergreen shrubs spaced not more than 5 feet apart.

Lawn, low growing evergreen shrubs, and evergreen ground cover over the balance of the area.

Alternative 3. Using a wall and planting for full separation of incompatible uses. This structural approach is often the only effective mitigation of impacts such as high freeway noise on outdoor recreation areas.

Area: Width not to be less than 5 feet.

A masonry wall not less than 6 feet in height and no less than 5 feet of landscaping transition.

III. LANDSCAPE/SITE TREATMENT

Interior Parking Area Landscaping

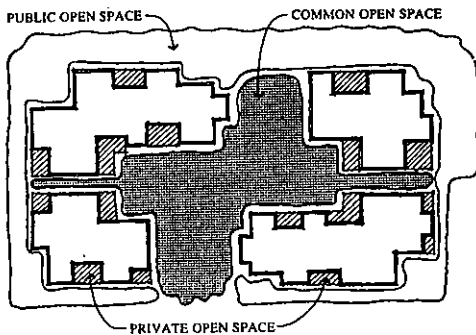
26. Minimum parking area landscaping at the perimeter and interior areas are specified in Chapter 18.52 of the Tukwila Zoning Code. Design concepts for these areas are shown in figures 11, 12, 13 and 32.

Usable Outdoor Space

27. As much design emphasis should be put into developing outdoor spaces as the buildings themselves. Outdoor space tends to be unusable when it is simply the "leftovers" after buildings are placed on the land. (See Fig. 6)

Recreation Area Design

Fig. 39: Recreation area design for safety includes siting the children's play lot in a central or easily observed area.



28. Buildings or other substantial structures should be used to reduce the impact of noise sources when such noise would interfere with normal conversation as identified in Federal Environmental Protection Agency guidelines (i.e., 55-65 dBa).

29. Outdoor spaces should have a definite functional shape, be internally designed to fulfill that function, and be functionally associated with a specific unit or unit group (see "Defensible Space" in Site Plan guidelines).

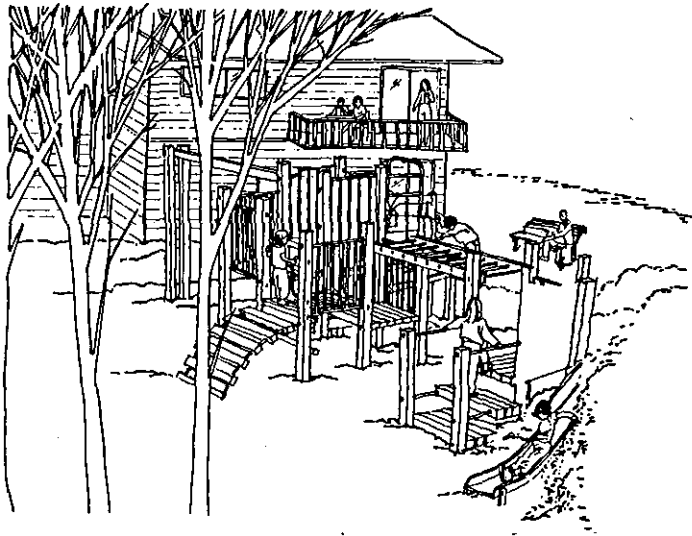
30. A full range of active and passive recreation opportunities should be provided for the various resident age groups: infant (0-4), child (5-12), teen (13-18), and adult.

31. Infant needs may be satisfied by passive spaces and overlap with child facilities.

32. The child group is the critical group for on-site recreation design since members tend to use facilities independent of parental supervision, are not necessarily old enough to travel streets to relatively distant public parks, and make complex demands of recreation spaces.

III. LANDSCAPE/SITE TREATMENT

Fig. 40: A recreation space for the 5-12 year old group which facilitates group interaction and skill testing.



33. At least one on-site play area designed for the child group should be provided. This area design should be characterized by interactive group equipment which tests skills. The Parks and Recreation Director should be consulted in the review of acceptable design proposals.

34. The child play area should reflect the design elements below:

- Visually accessible to casual surveillance by passersby and residents. This is a key element in facility safety and generally requires a central location.
- Care should be taken to provide separation of play areas from general impersonal passersby for security.
- Easy safe access from residence to play area(s).
- Hard surface areas for wheeled toys and tricycles.
- Equipment with zones to satisfy the specific sensory and skill needs up to age 12.
- Use water and sand if limited to two materials. These provide more possibilities for play and fun than all asphalt deserts combined. The ability to move over, under, around or through something affords a child control. He can change his relationship to it.
- A child should be able to control his level of involvement with others. Make small sheltered areas for solitary play, larger spaces for group play.
- An adjacent sitting area for monitoring the children.

35. Teen and adult on-site recreation facility demand may be satisfied with active recreation fields and sport courts, recreation rooms, pools and passive recreation trails. Linkages with existing public trail and park facilities should be made where possible, either through immediate construction or agreement to jointly participate in the coordinated provision of such a linkage at a later date.

IV. MISCELLANEOUS STRUCTURES/STREET FURNITURE

Lighting

Fig. 41: Maximum parking area light standard height is 20 feet or the building height; whichever is less.

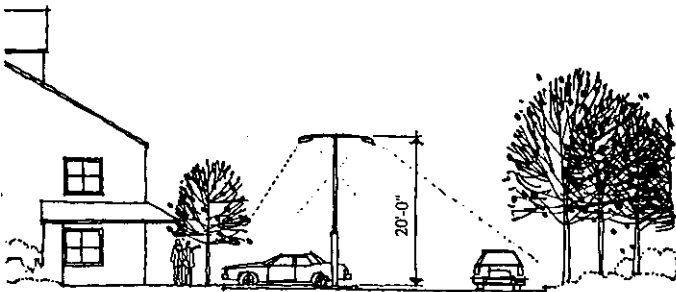


Fig. 42: Maximum grounds lighting standard height is 15 feet.



1. All exterior lighting (i.e., distribution, intensity, and pattern) should reflect project architectural design.

2. Exterior lighting should be provided in parking areas and along internal pedestrian walkways to assure adequate and safe pedestrian circulation for residential activities and guests.

3. Maximum parking area light standard height should be 20 feet or the height of the building; whichever is less.

4. Maximum walkway and grounds lighting should be 15 feet. Light fixture height is limited to enhance a sense of scale and enclosure for common areas at night.

5. All lighting standards should have glare cut-off features to avoid off-site spill-over.

6. Fixtures should be placed so that light patterns overlap at a height of 7 feet which is sufficiently high to vertically illuminate a person's body. This is particularly important consideration now that lighting fixture manufacturers are designing luminaries with highly controlled light patterns.

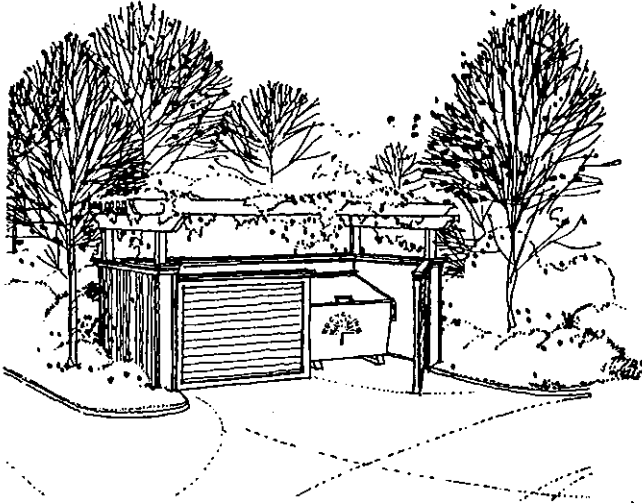
7. At hazardous locations, such as changes of grade, lower level supplemental lighting or additional overhead units should be used. Where low-level lighting (below 5 feet) is used, fixtures should be placed in such a way that they do not produce glare. Most eye levels occur between 3 feet 8 inches for wheelchair users and 6 feet for standing adults.

8. The walkway lighting is provided primarily by low fixtures, there should be sufficient peripheral lighting to illuminate the immediate surroundings. Peripheral lighting contributes to a feeling of security in an individual because he can see into his surroundings to determine whether or not passage through an area is safe. Such an area should be lighted so that the object or person may be seen directly or in silhouette.

IV. MISCELLANEOUS STRUCTURES/STREET FURNITURE

Fencing, Walls, and Screening

Fig. 43: Dumpsters are sited and screened to minimize prominence.



Street Furniture

9. All fencing, walls, and screening should reflect building architecture and be harmonious with adjacent project designs. This should include consideration of proportion, color, texture, and materials. Perimeter fencing should be designed to be attractive from both sides.

10. Fencing and walls along street frontages should define space but be designed to be visually open and inviting to support a lively pedestrian environment.

11. All exterior mechanical equipment including HVAC, electrical equipment, storage tanks and satellite dishes, must be screened from on-site and off-site view.

12. Several small dumpsters adjacent to buildings such as garages are preferable to a single large free standing site. Dumpsters should have solid architectural wall screening only to the container height to minimize its prominence.

13. Recycling containers and areas should conform to King County standards or as amended by Tukwila standards.

14. All garbage container lids should be light weight and designed for operation by physically frail persons.

15. Street furniture should be coordinated to carry out the project's design concept.

16. Opportunities for social gathering by residents in shared open spaces should be enhanced by the provision of seating and other amenities. The use of bollards and other barrier features should be provided to separate vehicular traffic from pedestrian-oriented areas.

ACKNOWLEDGEMENTS

No set of design standards can be done without heavy reliance on past studies and documents. The following is a partial list of documents which were heavily used or contained the basis of design standards, concepts or illustrative graphics.

American Planning Association, Chicago, IL; "Planning News"

City and County of San Francisco, CA; 07/89; "Residential Design Guidelines"

City of Seattle, WA; 01/92; "Proposed Design Review Process and Guidelines for the City of Seattle" (Draft)

City of San Jose, CA; 11/86; "Residential Design Guidelines for the City of San Jose"

City of Anaheim, CA; 12/91; "Residential Design Guidelines" (Draft)

Greenman Group (The), Hollywood, FL; "Development Digest"

Irvine Company (The), CA; 01/87; "Tustin Ranch Design Guidelines"

National Association of Home Builders, Wash. D.C.; 1986; Higher Density Housing: Planning, Design, Marketing

National Association of Home Builders, Wash. D.C.; 1990; Seminar and Materials on "Making Small Lots Work: Innovative Land Use for Single Family Homes"

Newman, Oscar; 1975; Design Guidelines for Creating Defensible Space

Multnomah County, OR; 11/77; "A Developer's Handbook"

Urban Land Institute, Wash. D.C.; "Urban Land"

18.14.070 Basic Development Standards

Development within the High-Density Residential District shall conform to the following listed and referenced standards:

HDR BASIC DEVELOPMENT STANDARDS

Lot area, minimum	9,600 sq. ft. (Applied to parent lot for townhouse plats)
Lot area per unit (multi-family, except senior citizen housing)	2,000 sq. ft. (For townhouses the density shall be calculated based on one unit per 2000 sq. ft. of parent lot area. The "unit lot" area shall be allowed to include the common access easements).
Average lot width (min. 20 ft. street frontage width), minimum	60 feet (Applied to parent lot for townhouse plats)
Setbacks, minimum:	(Applied to parent lot for townhouse plats)
• Front - 1st floor	15 feet
• Front - 2nd floor	20 feet
• Front - 3rd floor	30 feet (20 feet for townhouses)
• Front – 4th floor	45 feet (20 feet for townhouses)
• Second front - 1st floor	7.5 feet
• Second front - 2nd floor	10 feet
• Second front - 3rd floor	15 feet (10 feet for townhouses)
• Second front – 4th floor	22.5 feet (10 feet for townhouses)
• Sides - 1st floor	10 feet
• Sides - 2nd floor	20 feet (10 feet for townhouses unless adjacent to LDR)
• Sides - 3rd floor	20 feet (30 feet if adjacent to LDR; 10 feet for townhouses unless adjacent to LDR)
• Sides – 4th floor	30 feet (20 feet for townhouses unless adjacent to LDR)
• Rear - 1st floor	10 feet
• Rear - 2nd floor	20 feet (10 feet for townhouses unless adjacent to LDR)
• Rear - 3rd floor	20 feet (30 feet if adjacent to LDR; 10 feet for townhouses unless adjacent to LDR)
• Rear – 4th floor	30 feet (20 feet for townhouses unless adjacent to LDR)
Townhouse building separation, minimum	
• 1 and 2 story buildings	10 feet
• 3 and 4 story buildings	20 feet
Height, maximum	45 feet
Development area coverage	50% maximum (except senior citizen housing; 75% for townhouses)
Landscape requirements (minimum): (Applied to parent lot for townhouse plats) See Landscape, Recreation, Recycling/Solid Waste Space requirements chapter for further requirements	

• Front(s)	15 feet
• Sides	10 feet
• Rear	10 feet
Recreation space	400 sq. ft. per dwelling unit (1,000 sq. ft. min.)
Recreation space, senior citizen housing	100 sq. ft. per dwelling unit
Off-street parking:	
• Residential (except senior citizen housing)	See TMC Chapter 18.56, Off-street Parking & Loading Regulations.
• Accessory dwelling unit	See Accessory Use section of this chapter
• Other uses, including senior citizen housing	See TMC Chapter 18.56, Off-street Parking & Loading Regulations
Performance Standards: Use, activity and operations within a structure or a site shall comply with (1) standards adopted by the Puget Sound Air Pollution Control Agency for odor, dust, smoke and other airborne pollutants, (2) TMC Chapter 8.22, "Noise", and, (3) adopted State and Federal standards for water quality and hazardous materials. In addition, all development subject to the requirements of the State Environmental Policy Act, RCW 43.21C, shall be evaluated to determine whether adverse environmental impacts have been adequately mitigated.	

(Ord. 2199 §14, 2008; Ord. 1976 §27, 2001; Ord. 1830 §3, 1998; Ord. 1758 §1 (part), 1995)

TMC 18.09.010, Table 18-6, note 14

~~14. Allowed after residential design manual with criteria for approval is adopted by ordinance~~
Allowed on those lands located in the TSO with underlying zoning of LDR, which immediately adjoin lands located in the City of SeaTac to the east of Interstate 5. Allowed on all other lands in the TSO after residential design manual with criteria for approval is adopted by ordinance.

18.41.80 Design Review

E. All design review applications for development within the Tukwila South Overlay district shall be reviewed in accordance with the following criteria. When two or more of the criteria listed below conflict, the Director shall evaluate the applicability and importance of each based on the intent of the Tukwila South Master Plan and reasonably balance any conflicting criteria in reaching a design review decision.

1. Substantial conformance with the Tukwila South Master Plan, including but not limited to, fostering the vision and guiding principles of the Master Plan.
2. Compliance with the applicable district standards in this title, and other applicable City regulations. Modifications to the development standards may be requested as part of design review per TMC Section 18.41.100.
3. Substantial consistency with Tukwila Comprehensive Land Use Plan goals and policies.
4. Substantial conformance with the provisions of any applicable development agreement.
5. Substantial conformance with all applicable mitigation measures identified in the associated EIS or other SEPA documents.
6. Adequate public services and facilities necessary to accommodate the proposed use and density are or will be made available.
7. The site is physically suitable for the type of development and for the intensity of development proposed.
8. Approval of the application will not be significantly detrimental to the public health, safety or welfare, or be injurious to the property or improvements of adjacent properties and public facilities.
9. Substantial conformance with the criteria contained in the Tukwila South Design Manual or other Design Manual as stipulated by TMC 18.60-
10. Substantial conformance with the Master Open Space and Trails Plan, if applicable

18.41.90 Basic Development Standards

A. Residential Uses: Standards for residential uses will be developed at a later date.

- Residential development on those lands located in the TSO with underlying zoning of LDR, which immediately adjoin lands located in the City of SeaTac to the east of Interstate 5 shall conform to the following development standards:

BASIC DEVELOPMENT STANDARDS

<u>Lot area, minimum</u>	<u>9,600 sq. ft.</u>
<u>Lot area per unit (multi-family, except senior citizen housing)</u>	<u>2,000 sq. ft.</u>
<u>Average lot width (min. 20 ft. street frontage width), minimum</u>	<u>60 feet</u>
<u>Setbacks, minimum:</u>	
• <u>Front - 1st floor</u>	<u>15 feet</u>
• <u>Front - 2nd floor</u>	<u>20 feet</u>
• <u>Front - 3rd floor</u>	<u>30 feet</u>
• <u>Front - 4th floor</u>	<u>45 feet</u>
• <u>Second front - 1st floor</u>	<u>7.5 feet</u>
• <u>Second front - 2nd floor</u>	<u>10 feet</u>
• <u>Second front - 3rd floor</u>	<u>15 feet</u>
• <u>Second front - 4th floor</u>	<u>22.5 feet</u>
• <u>Sides - 1st floor</u>	<u>10 feet</u>
• <u>Sides - 2nd floor</u>	<u>20 feet</u>
• <u>Sides - 3rd floor</u>	<u>20 feet</u>
• <u>Sides - 4th floor</u>	<u>30 feet</u>
• <u>Rear - 1st floor</u>	<u>10 feet</u>
• <u>Rear - 2nd floor</u>	<u>20 feet</u>
• <u>Rear - 3rd floor</u>	<u>20 feet</u>
• <u>Rear - 4th floor</u>	<u>30 feet</u>
<u>Height, maximum</u>	<u>45 feet</u>
<u>Development area coverage</u>	<u>50% maximum (except senior citizen housing)</u>

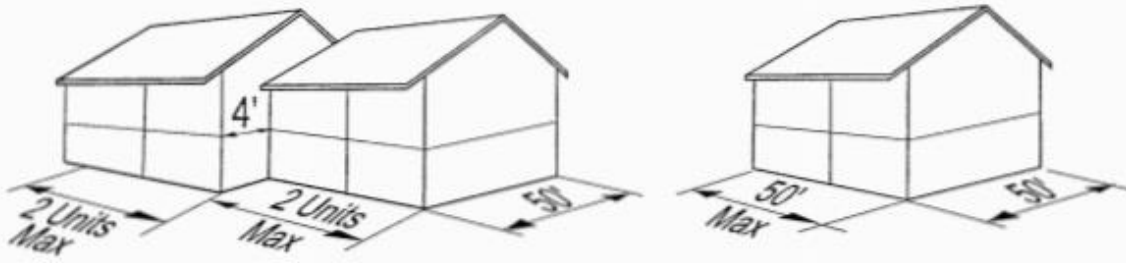
<u>Landscape requirements (minimum):</u> <u>See Landscape, Recreation, Recycling/Solid Waste Space requirements chapter for further requirements</u>	
• <u>Front(s)</u>	<u>15 feet</u>
• <u>Sides</u>	<u>10 feet</u>
• <u>Rear</u>	<u>10 feet</u>
<u>Recreation space</u>	<u>120 square feet for a studio, 160 sf for a 1 bedroom, 200 sf for 2 or more bedrooms.</u>
<u>Maximum building length</u>	<u>50 feet; 200 feet if modulated, 125 feet for townhomes. See TMC 18.50.083 for modulation requirements</u>
<u>Off-street parking:</u>	
• <u>Residential</u>	<u>1 stall per studio unit, 1.5 stalls per 1-bedroom unit, and 2 stalls per 2 or more bedrooms.</u>
• <u>Accessory dwelling unit</u>	<u>See Accessory Use section of this chapter</u>
• <u>Other uses, including senior citizen housing</u>	<u>See TMC Chapter 18.56, Off-street Parking & Loading Regulations</u>
<u>Performance Standards: Use, activity and operations within a structure or a site shall comply with (1) standards adopted by the Puget Sound Air Pollution Control Agency for odor, dust, smoke and other airborne pollutants, (2) TMC Chapter 8.22, "Noise", and, (3) adopted State and Federal standards for water quality and hazardous materials. In addition, all development subject to the requirements of the State Environmental Policy Act, RCW 43.21C, shall be evaluated to determine whether adverse environmental impacts have been adequately mitigated.</u>	

2. Standards for residential uses on lands not included in the scope of TMC 18.41.090 (A)(1) above shall be developed at a later date.

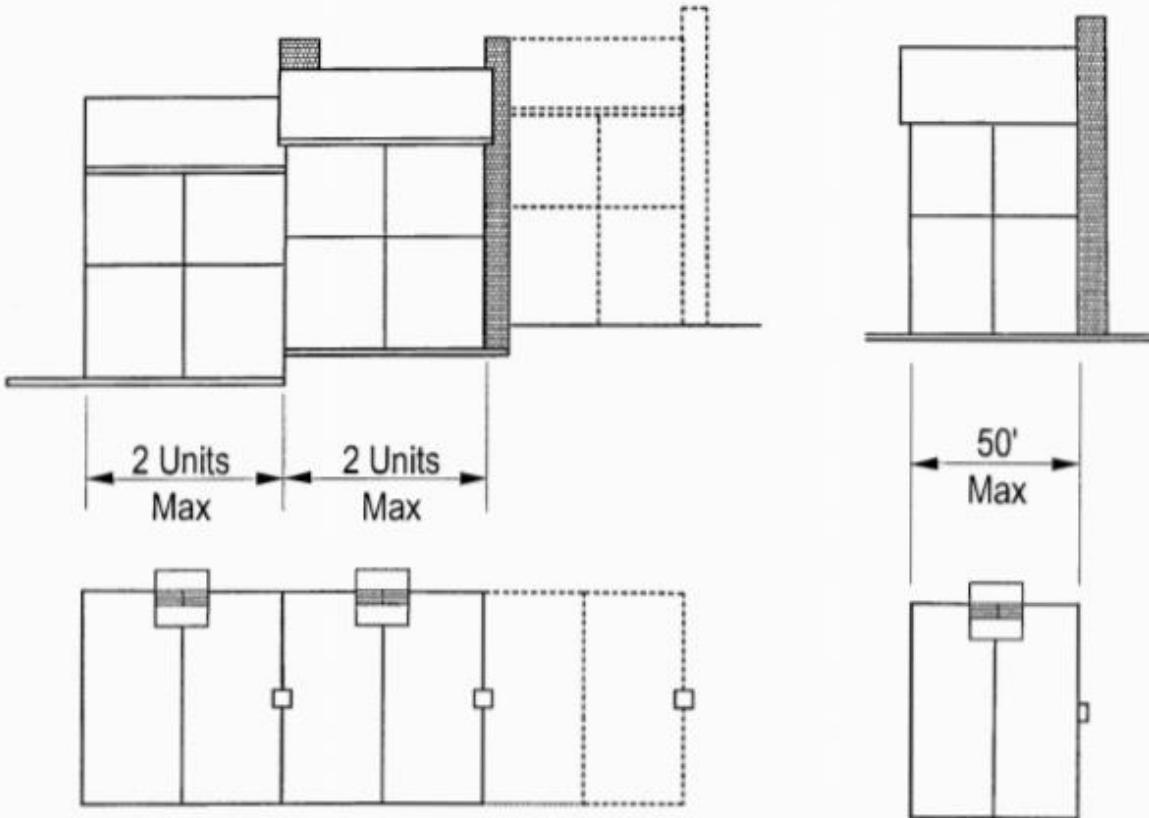
18.50.083 Maximum Building Length in the MDR, ~~and~~ HDR and TSO zone with underlying zoning of LDR on land that adjoins City of SeaTac, the maximum building length shall be as follows:

For all buildings except as described below:	MDR.....50 ft HDR50 ft <u>TSO with underlying LDR zone on land that adjoins City of SeaTac.....50 ft</u>
<i>Maximum building length with bonus for modulating off-sets:</i>	
• For structures with a maximum building height of 2 stories or 25 ft., whichever is less, and having horizontal modulation or a minimum vertical change in roof profile of 4 feet at least every two units or 50 feet, whichever is less	MDR....100 ft HDR.....200 ft <u>TSO with underlying LDR zone on land that adjoins City of SeaTac.....200 ft</u>
• For structures with a building height over 2 stories or 25 ft., whichever is less, with a horizontal & vertical modulation of 4 ft. or an 8 ft. modulation in either direction	MDR....100 ft HDR.....200 ft <u>TSO with underlying LDR zone on land that adjoins City of SeaTac.....200 ft</u>
• For townhouse structures with horizontal modulation or a minimum vertical change in roof profile of 4 feet at least every two units or 50 feet, whichever is less	MDR.....80 ft HDR.....125 ft

Maximum building length with bonus for modulating off-sets: Modulation shall be required for every 2 units or 50 feet, whichever is less, as measured along the building's length. Grouping of offsets in maximum four unit modules may be permitted only with BAR approval (see Figure 18-5).



Vertical Modulation



Horizontal Modulation

Figure 18-5
Multi-Family
Design Guideline

18.52.030 Perimeter and Parking Lot Landscaping Requirements by Zone District

In the various zone districts of the City, landscaping in the front, rear and side yards and parking lots shall be provided as established by the various zone district chapters of this title.

These requirements are summarized in the following table (Table A), except for Tukwila Urban Center (TUC) requirements, which are listed in TMC Chapter 18.28.

TABLE A – Perimeter and Parking Lot Landscaping Requirements by Zone District

ZONING DISTRICTS	FRONT YARD (SECOND FRONT) (linear feet)	LANDSCAPE TYPE FOR FRONTS	LANDSCAPE FOR SIDE YARD (linear feet)	LANDSCAPE FOR REAR YARD (linear feet)	LANDSCAPE TYPE FOR SIDE/REAR	LANDSCAPING FOR PARKING LOTS (square feet)
LDR (for uses other than residential)	15 ²	Type I	10	10	Type I	20 per stall for non-residential uses; 15 per stall if parking is placed behind building
MDR	15 ^{1,2,11}	Type I	10	10	Type I	Same as LDR
HDR	15 ^{1,2,11}	Type I	10	10	Type I	Same as LDR
MUO	15 (12.5) ^{2,11}	Type I ⁷	6 ⁴	6 ^{4,11}	Type I ⁷	20 per stall adjacent to street; 15 per stall if parking is placed behind building
O	15 (12.5) ²	Type I ⁷	6 ⁴	6 ⁴	Type I ⁷	Same as MUO
RCC	20 (10) ^{2,3}	Type I ⁷	6 ⁴	10 ¹¹	Type II	Same as MUO
NCC	10 ^{4,11}	Type I ^{7,13}	0 ⁴	0 ^{4,11}	Type II	Same as MUO
RC	10	Type I ¹³	6 ⁴	0 ⁴	Type II ⁸	Same as MUO
RCM	10	Type I	6 ⁴	0 ⁴	Type II ⁸	Same as MUO
C/LI	15	Type I ⁶	6 ^{5,12}	0 ^{5,12}	Type II ⁸	15 per stall; 10 per stall for parking placed behind building
LI	15 ²	Type II	0 ^{4,12}	0 ^{4,12}	Type III	15 per stall; 10 per stall for parking placed behind building
HI	15 ²	Type II	0 ^{4,12}	0 ^{4,12}	Type III	15 per stall
MIC/L	10 ⁵	Type II	0 ^{5,12}	0 ^{5,12}	Type III	10 per stall
MIC/H	10 ⁵	Type II	0 ^{5,12}	0 ^{5,12}	Type III	10 per stall
TUC – See TMC Chapter 18.28						
TVS	15 ^{2,3}	Type II	0 ⁴	0 ⁴	Type III	Same as C/LI
TSO	15 ^{2,9}	Type I	0 ¹⁰	0 ¹⁰	Type III	Same as C/LI <u>for non-residential uses; Same as LDR for residential uses.</u>

Notes:

- Minimum required front yard landscaped areas in the MDR and HDR zones may have up to 20% of their required landscape area developed for pedestrian and transit facilities subject to the approval criteria in TMC Section 18.52.100.B.
- In order to provide flexibility of the site design while still providing the full amount of landscaping required by code, the front yard landscape width may be divided into a perimeter strip and one or more other landscape areas between the building and the front property line if the perimeter strip is a minimum of 10 feet and the landscape materials are sufficient to provide landscaping along the perimeter and screening of the building mass.
- Required landscaping may include a mix of plant materials, pedestrian amenities and features, outdoor café-type seating and similar features, subject to the approval criteria in TMC Section 18.52.100.B. Bioretention may also be used as required landscaping subject to the approval criteria in TMC Section 18.52.100.E. Required plant materials will be reduced in proportion to the amount of perimeter area devoted to pedestrian-oriented space.
- Increased to 10 feet if any portion of the yard is within 50 feet of LDR, MDR or HDR.
- Increased to 15 feet if any portion of the yard is within 50 feet of LDR, MDR or HDR.
- Increased to Type II if the front yard contains truck loading bays, service areas or outdoor storage.
- Increased to Type II if any portion of the yard is within 50 feet of LDR, MDR or HDR.
- Increased to Type III if any portion of the yard is within 50 feet of LDR, MDR or HDR.
- Only required along public streets.
- Increased to 10 feet for residential uses; or if adjacent to residential uses or non-TSO zoning.
- In the MDR and HDR districts and other districts where multifamily development is permitted, a community garden may be substituted for some or all of the landscaping. In order to qualify, a partnership with a nonprofit (501(c)(3)) with community garden expertise is required to provide training, tools and assistance to apartment residents. Partnership with the nonprofit with gardening expertise is required throughout the life of the garden. If the community garden is abandoned, the required landscaping must be installed. If the garden is located in the front landscaping, a minimum of 5 feet of landscaping must be placed between the garden and the street.
- To accommodate the types of uses found in the C/LI, LI, HI and MIC districts, landscaping may be clustered to permit truck movements or to accommodate other uses commonly found in these districts if the criteria in TMC Section 18.52.100.D are met.
- For NCC and RC zoned parcels in the Tukwila International Boulevard District, the front landscaping may be reduced or eliminated if buildings are brought out to the street edge to form a continuous building wall, and if a primary entrance from the front sidewalk as well as from off-street parking areas is provided.

18.60.50 Design Review Criteria

C. Multi-Family, Hotel and Motel Design Review Criteria. In reviewing any application for multi-family, hotel, motel, or non-residential development in a Low Density Residential zone, the following criteria shall be used by the BAR in its decision making, as well as the Multi-Family Design Manual or Townhouse Design Manual. Detached zero-lot-line type of developments shall be subject to the Townhouse Design Manual. Residential development on those lands located in the TSO with underlying zoning of LDR, which immediately adjoin lands located in the City of SeaTac to the east of Interstate 5 shall also use the following criteria as well as the Multi-Family Design Manual.

1. SITE PLANNING.

a. Building siting, architecture, and landscaping shall be integrated into and blend harmoniously with the neighborhood building scale, natural environment, and development characteristics as envisioned in the Comprehensive Plan. For instance, a multi-family development's design need not be harmoniously integrated with adjacent single-family structures if that existing single-family use is designated as "Commercial" or "High-Density Residential" in the Comprehensive Plan. However, a "Low-Density Residential" (detached single-family) designation would require such harmonious design integration.

b. Natural features, which contribute to desirable neighborhood character, shall be preserved to the maximum extent possible. Natural features include, but are not limited to, existing significant trees and stands of trees, wetlands, streams, and significant topographic features.

c. The site plan shall use landscaping and building shapes to form an aesthetically pleasing and pedestrian scale streetscape. This shall include, but not be limited to facilitating pedestrian travel along the street, using architecture and landscaping to provide a desirable transition from streetscape to the building, and providing an integrated linkage from pedestrian and vehicular facilities to building entries.

d. Pedestrian and vehicular entries shall provide a high-quality visual focus using building siting, shapes and landscaping. Such a feature establishes a physical transition between the project and public areas, and establishes the initial sense of high quality development.

e. Vehicular circulation design shall minimize driveway intersections with the street.

f. Site perimeter design (i.e., landscaping, structures, and horizontal width) shall be coordinated with site development to ensure a harmonious transition between adjacent projects.

g. Varying degrees of privacy for the individual residents shall be provided, increasing from the public right-of-way, to common areas, to individual residences. This can be accomplished through the use of symbolic and actual physical barriers to define the degrees of privacy appropriate to specific site area functions.

h. Parking and service areas shall be located, designed and screened to interrupt and reduce the visual impact of large paved areas.

i. The height, bulk, footprint and scale of each building shall be in harmony with its site and adjacent long-term structures.

2. BUILDING DESIGN.

a. Architectural style is not restricted; evaluation of a project shall be based on the quality of its design and its ability to harmonize building texture, shape, lines and mass with the surrounding neighborhood.

b. Buildings shall be of appropriate height, scale, and design/shape to be in harmony with those existing permanent neighboring developments that are consistent with, or envisioned in, the Comprehensive Plan. This will be especially important for perimeter structures. Adjacent structures that are not in conformance with the Comprehensive Plan should be considered to be transitional. The degree of architectural harmony required should be consistent with the nonconforming structure's anticipated permanence.

c. Building components, such as windows, doors, eaves, parapets, stairs and decks shall be integrated into the overall building design. Particular emphasis shall be given to harmonious proportions of these components with those of adjacent developments. Building components and ancillary parts shall be consistent with the anticipated life of the structure.

d. The overall color scheme shall work to reduce building prominence and shall blend in with the natural environment.

e. Monotony of design in single or multiple building projects shall be avoided. Variety of detail, form, and siting shall be used to provide visual interest. Otherwise monotonous flat walls and uniform vertical planes of individual buildings shall be broken up with building modulation, stairs, decks, railings, and focal entries. Multiple building developments shall use siting and additional architectural variety to avoid inappropriate repetition of building designs and appearance to surrounding properties.

3. LANDSCAPE AND SITE TREATMENT.

a. Existing natural topographic patterns and significant vegetation shall be reflected in project design when they contribute to the natural beauty of the area or are important to defining neighborhood identity or a sense of place.

b. Landscape treatment shall enhance existing natural and architectural features, help separate public from private spaces, strengthen vistas and important views, provide shade to moderate the effects of large paved areas, and break up visual mass.

c. Walkways, parking spaces, terraces, and other paved areas shall promote safety and provide an inviting and stable appearance. Direct pedestrian linkages to the public street, to on-site recreation areas, and to adjacent public recreation areas shall be provided.

d. Appropriate landscape transition to adjoining properties shall be provided.

4. MISCELLANEOUS STRUCTURES.

a. Miscellaneous structures shall be designed as an integral part of the architectural concept and landscape. Materials shall be compatible with buildings, scale shall be appropriate, colors shall be in harmony with buildings and surroundings, and structure proportions shall be to scale.

b. The use of walls, fencing, planting, berms, or combinations of these shall accomplish screening of service yards and other places that tend to be unsightly. Screening shall be effective in winter and summer.

c. Mechanical equipment or other utility hardware on roof, ground or buildings shall be screened from view. Screening shall be designed as an integral part of the architecture (i.e., raised parapets and fully enclosed under roof) and landscaping.

d. Exterior lighting standards and fixtures shall be of a design and size consistent with safety, building architecture and adjacent area. Lighting shall be shielded and restrained in design with no off-site glare spill-over. Excessive brightness and brilliant colors shall not be used unless clearly demonstrated to be integral to building architecture.

F. Tukwila South Design Criteria. The criteria listed below and guidelines contained in the Tukwila South Design Manual shall be used whenever the provisions of this title require a design review decision on a proposed or modified development in the Tukwila South Overlay district. Residential development on those lands located in the TSO with underlying zoning of LDR, which immediately adjoin lands located in the City of SeaTac to the east of Interstate 5 shall use the criteria as stipulated under subsection C above.

1. SITE DESIGN.

a. Site Design Concept and Site Relationships:

- (1) Organize site design elements to provide an orderly and easily understood arrangement of buildings, landscaping, and circulation elements that support the functions of the site.
- (2) Maintain visual and functional continuity between the development and adjacent properties where appropriate.

b. Site Design for Safety:

- (1) Reduce the potential for conflicts between drivers and pedestrians.
- (2) Provide building, site, and landscape designs that allow comfortable and safe navigation by employees, customers, and visitors.
- (3) Provide lighting at building entries, along walkways, parking areas, and other public areas to enhance safety and visibility.

(4) Avoid light trespass beyond the boundaries of the property lines.

c. Siting and Screening of Parking Areas:

- (1) Organize site and building designs to deemphasize vehicular circulation and parking.
- (2) Use building placement, walls, berms, and/or landscaping to create a distinct street edge.

d. Siting and Screening of Service Areas and Mechanical Equipment:

- (1) Reduce the visual, sound, and odor impacts of service areas from adjacent residential properties, public view and roadways through site design, building design, landscaping, and screening.
- (2) Ensure that larger pieces of mechanical equipment are visually unobtrusive.
- (3) Locate and/or screen roof-mounted mechanical equipment to minimize visibility from streets, trails, and adjacent properties.

e. Natural Features:

- (1) Incorporate natural features and environmental mitigation areas such as existing topography, significant wooded areas, wetlands, and/or watercourses into the overall site plan where appropriate.
- (2) Provide connections to existing and planned trails, open spaces, and parks per the Master Open Space and Trails Plan.

f. Pedestrian and Vehicular Circulation:

- (1) Provide an efficient and comprehensive internal circulation system, including motorized and non-motorized access points, parking, loading, and emergency accessways.
- (2) Create on-site pedestrian networks from streets and drives to building entrances, through parking lots to connect buildings to the street, and between sites.

g. Pedestrian Environment:

- (1) Incorporate amenities in site design to increase the utility of the site and enhance the overall pedestrian/employee environment.
- (2) Ensure that pedestrian amenities are durable and easy to maintain.
- (3) Select site furnishings that complement the building and landscape design of the development.

h. Gateways:

- (1) Designate gateways at key intersections into district and secondary gateways at major use nodes per the Tukwila South Master Plan.
- (2) Provide special treatment at designated gateway locations.

2. BUILDING DESIGN.

a. Architectural Concept:

- (1) Develop an architectural concept for structure(s) on the site that conveys a cohesive and consistent thematic or stylistic statement, and is responsive to the functional characteristics of the development.
- (2) Reduce the apparent scale of large commercial and industrial buildings located adjacent to low density residential developments.
- (3) Provide distinctive building corners at street intersections through the use of architectural elements and detailing and pedestrian-oriented features where possible.
- (4) Provide prominent rooflines that contribute to the character of the area and are consistent with the type of building function and uses.

b. Building Elements and Architectural Details:

- (1) Utilize durable, high quality building materials that contribute to the overall appearance, ease of maintenance, and longevity of the building.
- (2) Buildings and site design should provide an inviting entry orientation.
- (3) Colors used on building exteriors should integrate a building's various design elements or features.

3. LANDSCAPE AND PLANTING DESIGN.

a. Landscape Design:

- (1) Develop a landscape plan that demonstrates a design concept consistent with or complementary to the site design and the building's architectural character.

(2) Develop a landscape design concept that fulfills the functional requirements of the development, including screening and buffering.

b. Planting Design:

(1) Incorporate existing significant trees, wooded areas and/or vegetation in the planting plan where they contribute to overall landscape design.

(2) Select plant materials that reinforce the landscape design concept, and are appropriate to their location in terms of hardiness, maintenance needs and growth characteristics.

4. SIGNAGE DESIGN.

a. **Provide signage that is consistent with the site's architectural theme.**

b. Manage sign elements such as size, location and arrangement so that signs complement the visual character of the surrounding area and appear in proportion to the building and site to which they pertain.

c. Provide signage that is oriented to both pedestrians and motorists in design and placement.

d. Provide a wayfinding system within the development to allow for quick location of buildings and addresses, that coordinates with other sites and the district, where appropriate.



May 16, 2018

Minnie Dhaliwal, Planning Supervisor
City of Tukwila
6300 Southcenter Blvd., Suite 100
Tukwila, WA 98188

Dear Minnie:

Segale Properties LLC recently requested amendments to Title 18, Zoning Code of the Tukwila Municipal Code (TMC) to set standards for residential uses. The proposed amendments are intended to adopt development standards and guidelines for residential uses in the portion of the Tukwila South Overlay District (TSO) which immediately adjoins land located in the City of SeaTac to the east of Interstate 5.

The current proposal includes adoption of the City of SeaTac's off-street parking requirement for multifamily development (SeaTac Municipal Code 15.455.120), which stipulates the following:

Unit Type	Required Off-Street Parking
Studio	1 parking stall
One-bedroom	1.5 parking stalls
Two-bedroom	2 parking stalls

Under the proposed off-street parking requirement, the 96-unit development envisioned on this parcel would provide a minimum of 156 parking stalls, which translates to a minimum of 1.63 parking stalls per dwelling unit. A mix of surface stalls, carport stalls, and detached garage stalls will be provided on site.

The proposed off-street parking requirement is appropriate for the surrounding community and is consistent with the vision of the Tukwila South Master Plan. According to the Tukwila Comprehensive Plan - 2015 Element 9: Tukwila South, "Tukwila South is intended to be a multi-regional employment center containing technology, office, commercial, and residential uses". The multi-use nature of the surrounding community creates a condition in which residents will have employment, education, and entertainment centers in the immediate vicinity of the project site.

The proximity to these attractions increases the likelihood that residents can and will walk, bike, take public transit, or ride share. The project site is within half a mile walking distance of the King County Metro bus stop located at the intersection of S 180th St. and Southcenter

Pkwy. The site is also within 1.5 miles walking distance of Valley View Elementary School, Bow Lake Elementary School, Valley View Library, Seattle Christian School, Chinook Middle School, and Tye High School. Regal Cinemas Parkway Plaza 12, Southcenter Square, and Costco can all be found within 1.5 miles walking distance of the site. Moreover, the project site is 1.5 miles walking distance from the SeaTac Link Light Rail Station, providing connection north to the City of Seattle.

The proposal is also consistent with other near-by jurisdictions. Off-street parking requirements for multifamily development are as follows:

- Federal Way
 - 1.25 stalls per studio
 - 1.5 stalls per 1-bedroom unit
 - 2 stalls per 2-bedroom unit(reference Federal Way Revised Code 19.205.040)
- Renton (attached dwellings outside of the Center Downtown Zone)
 - Minimum of 1 parking stall per unit and a maximum allowable off-street parking ratio of 1.75 parking stalls per dwelling unit(reference Renton Municipal Code 4-4-80.F.10(d))

The proposed off-street parking standard is a reasonable standard to meet market demand and has been adopted by other jurisdictions. The proposed standard is adopted as stated in the City of SeaTac. As a result, the proposal will also provide a consistent development standard across the full project site.

The proposed standard will provide adequate parking on site for project residents and will not lead to an overflow parking condition in which residents need to park in nearby neighborhoods.

We look forward to working with you and with the City of Tukwila. Please do not hesitate to contact us should you have any questions or desire any additional information.

Sincerely,



Greg Van Patten
The Wolff Company

May 16, 2018

Minnie Dhaliwal, Planning Supervisor
City of Tukwila
6300 Southcenter Blvd., Suite 100
Tukwila, WA 98188

Dear Minnie:

Segale Properties LLC recently requested amendments to Title 18, Zoning Code of the Tukwila Municipal Code (TMC) to set standards for residential uses. The proposed amendments are intended to adopt development standards and guidelines for residential uses in the portion of the Tukwila South Overlay District (TSO) which adjoins land located in the City of SeaTac to the east of Interstate 5.

The current proposal includes adoption of the City of SeaTac's Recreation Space requirement for multifamily development (SeaTac Municipal Code 15.510.510), which stipulates the following:

Unit Type	Required Open Space
Studio	120 square feet
One-bedroom	160 square feet
Two-bedroom	200 square feet

The proposed development will include 96 apartment units. Subject to the above specified standards, the development would provide a minimum of 16,320 square feet of recreation space on site within the subject parcel. All recreation space is envisioned to be outdoors and programmed appropriately for a variety of age ranges.

The proposed development will be a component of a larger multifamily project spanning into the City of SeaTac. The full project will provide over 80,000 square feet of outdoor and indoor recreation space, all of which will be open to residents living within the portion of the development in the City of Tukwila. The Wolff Company, the developer of the proposed project, is investigating the feasibility of an integrated trail system that would cross the two municipalities and provide substantially more recreation space for all residents. The feasibility of a trail system is subject to additional analysis of critical areas on site. The developer fully intends to maximize the usable, open recreation space on site.

In addition to the required recreation space, the project is expected to contribute over \$22,000 to enhance and expand recreation facilities within the City of Tukwila. These funds will ensure that recreation facilities can well-serve new community residents.

The site is located within close proximity of a number of existing parks and recreation facilities, both within the City of Tukwila and the City of SeaTac, including:

- Crestview Park (1.6 miles)
- Bicentennial Park (2.3 miles)
- Crystal Springs Park (2.5 miles)
- Tukwila Park (2.8 miles)
- Valley Ridge Park (3.0 miles)

Future residents will have access to extensive recreational space, both on and off site. The proposed standards will create a consistent requirement across the development, while also ensuring that future residents have access to ample well-programmed and well-maintained recreational facilities.

The proposed recreation space requirements will allow for a livable environment, both across the full development and within the portion of the site that sits within the City of Tukwila.

We look forward to working with you and with the City of Tukwila. Please do not hesitate to contact us should you have any questions or desire any additional information.

Sincerely,



Greg Van Patten
The Wolff Company