



Staff Report
Board of Architectural Review for Element by Westin
Prepared August 14, 2018

HEARING DATE: August 23, 2018

FILE NUMBERS: L18-0022 Design Review

APPLICANT: Will Ralph, Braxton Development
Seth Terry, Johnson Braund

REQUEST: Board of Architectural Review approval for an Element Hotel by Westin, proposed for the vacant site at 515 Industry Dr. The hotel will be five stories, with 177 hotel rooms.

LOCATION: 515 Industry Dr (APN 0223400070)

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

SEPA DETERMINATION: Exempt – SEPA Urban Center Project

NOTIFICATION: A Notice of Application was distributed to agencies that may have an interest in the project on April 9, 2018. The Notice of Application was also posted on the project site and mailed to surrounding residences/property owners. There were no comments received in response to the Notice of Application.

STAFF: Max Baker

ATTACHMENTS: A. Plan Set
B. Materials Board (presented at hearing)
C. Element Westin Exterior Lighting Models
D. Element Westin Outdoor Furniture Models
E. TMC 18.28.130 Neighborhood Corridor and Workplace corridor summary sheet
F. Suggested Landscaping Revisions

FINDINGS

VICINITY/SITE DESCRIPTION

Project Description

This project seeks to transform a vacant lot into a 114,212 sq. ft. five-story, 177-unit Element by Westin hotel located at 515 Industry Dr. (the SE corner of Tukwila Parkway and Andover Park East). The project includes frontage improvements along Andover Park E and Industry Drive, 178 parking spaces, and landscaping. The site will be accessed by one driveway on Andover Park East and one on Industry Dr. (see Attachment A).



Figure 1. Project Location

Existing Development

The lot is currently vacant and has no existing development. Previous structures on this site consisted of single-story office buildings. All structures associated with the previous use were demolished in 2008. The parcel contains 3.22 acres and is zoned Tukwila Urban Center-Transit Oriented Development (TUC-TOD). Andover Park E is classified as a Workplace Corridor along the western stretch of the property, and Industry Dr. is classified as a Neighborhood Corridor along the northern stretch.



Figure 2. Existing Conditions – Project site looking SE from Andover Park E and Industry Dr. intersection

Surrounding Land Use

Adjacent development and land uses include a one-story warehouse to the south, two one-story office buildings to the north (across Industry Dr.), and two one-story office buildings to the southeast (across unutilized BNSF railway parcels). West of the site across Andover Park E is a one-story structure housing a small deli and restaurant, and a two-story office/industrial building occupied by Fatigue Technologies. To the northwest across the intersection of Andover Park E and Industry Dr. is a one-story Wells Fargo bank with associated drive-through kiosks.

Topography & Vegetation

The parcel is generally flat. No significant vegetation exists onsite.

DESIGN REVIEW

This project is subject to Board of Architectural Review approval under Tukwila Municipal Code (TMC) 18.28.030.D. As a large scale project, the project is subject to the applicable district-based standards, corridor-based standards, and supplemental standards in TMC Chapter 18.28 and the guidelines set forth in the Southcenter Design Manual. This discussion below is grouped into four sub-sections: District Based Standards; Corridor Based Standards; Supplemental Standards; and Southcenter Design Manual.

I. District-Based Standards

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

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

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

II. Corridor-Based Standards

Andover Park East south of Industry Dr. is classified as a Workplace Corridor while Industry Dr. is classified as a Neighborhood Corridor. See Attachment E for Neighborhood Corridor standards summary sheet.

Public Frontage Standards (TMC 18.28.150):

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

Building Orientation/Placement & Landscaping (TMC 18.28.160-.190):

The proposed project meets building orientation standards (Industry Dr. requires building orientation while Andover Park East does not). The building will be oriented to Industry Dr. as well as Andover Park East, and parking will be provided on the rear of the building. Along Andover Park E, no parking is proposed between the building and the street.

Architectural Design Standards (TMC 18.28.200):

Neighborhood Corridor Architectural Design Standards	Design Response			Not applicable
	Acceptable	Partial	Unresponsive	
Façade articulation Increment				
Commercial/mixed use maximum – 50'	X			
Major vertical modulation maximum – 120'	X			
Ground level Transparency				
Commercial-use minimum – 50%	X			

Table 1. Architectural Design Standards for the Neighborhood Corridor

Workplace Corridor Architectural Design Standards	Design Response			Not applicable
	Acceptable	Partial	Unresponsive	
Façade articulation Increment				
Non-residential Maximum 140'	X			
Major vertical modulation maximum – 280'	X			
Ground level Transparency				
Commercial-use minimum – 50%	X			

Table 2. Architectural Design Standards for the Workplace Corridor

III. Supplemental Standards

Special Corner Feature (TMC 18.28.220): The building is located on the corner of Andover Park E and Industry Dr. The northwest corner of the hotel from the second floor to the roofline features a modulated façade set a few feet from the plane of the rest of the building. The ground floor at the corner is set further away from the floors above it, and includes an awning over the sidewalk and

entrance into the building. These features differentiate the northwest corner from the other corners of the building, creating a feature that draws attention to the entrance and corner.

Landscaping Types and General Landscaping Requirements (TMC 18.28.230-.240):

The setbacks are planted with sufficient shrubs and groundcovers to fulfill the landscaping requirements. Perimeter and interior landscaping square footage requirements have been satisfied. The majority of landscaping islands and trees provided within the landscape islands are consistent with the code requirements. The City's Urban Environmentalist has reviewed and approved proposed plant material to ensure appropriate species selection and spacing.

In working to accommodate required pedestrian pathways through the parking area, the southwest portion of the parking lot traded out a landscape island with a tree for a landscaped pathway without a tree. TMC 18.28.240.B.6.b(3) provides for such accommodation: *"Flexibility is allowed for the layout of parking lots and landscaped areas, but the goal is to provide shade from trees that are evenly distributed throughout the parking lot."* In working to meet the intent of providing shade throughout the parking lot, the DCD recommends conditioning the following alterations (see Attachment F for a notated site plan):

1. Removal of pedestrian pathway islands along the perimeter of the parking lot and replacement with a landscape island containing a tree. The pathway islands in these locations provide little utility and can be easily reconfigured to provide additional shade trees in the parking lot.
2. An addition of two to three large trees along the southern perimeter landscaping area. These trees should be staggered with the aforementioned landscape island trees. Locating additional trees along the southern side yard will provide significantly more shade within the parking area.

Irrigation plans have not been submitted nor approved by the urban ecologist as part of this design review. Applicant will need to provide irrigation plans with the development permit as a condition of approval.

Open Space Regulations (TMC 18.28.250):

The building footprint of approximately 22,500 square feet requires 1,125 square feet of open space. The open space provided on site includes the patio (2,600 sq. ft.) and lawn area on the western portion of the lot. 32 individual movable seats have been provided.

It appears that gates are proposed separating the patio space from Andover Park E. TMC 18.28.250 require that "Pedestrian spaces shall be publicly accessible during the hours of operation of the use. Pedestrian spaces, except for passages, shall be a minimum of 500 square feet or the required amount of open space (whichever is less) in size, contain seating areas, and open on to pedestrian generators such as entrances to offices, stores, or restaurants." Planning staff recommends conditioning the removal gates from patio area along Andover Park E.

General Parking Requirements and Guidelines (TMC 18.28.260-.270):

The proposed project provides 178 parking stalls, which is sufficient to fulfill the parking requirements for the hotel (a minimum of one stall per room). The parking lot meets requirements for compact car stalls, stall dimensions, setbacks, curb cuts, access, and provision of pedestrian walkways. Parking lot landscaping, layout, and bicycle parking are provided per code requirements.

TMC 18.28.260.D.5.b. requires that pedestrian pathways be separated from vehicular parking and travel lanes by use of contrasting paving material, curbing, or landscaping and may be raised above the vehicular pavement. Staff recommends conditioning the installation of contrasting paving materials for pathways through drive-aisles.

Site Requirements (TMC 18.28.280):

Pedestrian pathways through the parking area have been provided to facilitate pedestrian circulation and reduce plant damage from pedestrian traffic. The pedestrian crosswalks within the parking lot shall be finished with the same stamped concrete as that used in the plaza in order to enhance pedestrian safety, comfort, and the attractiveness of the site.

IV. Southcenter Design Manual

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

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

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

A. Site Design/Elements

1. Site Design

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

The project meets the design criteria.

Frontage improvements along both Andover Park E and Industry Dr. provide a significantly improved pedestrian environment. Weather protection in the form of awnings and building overhangs provide an

area of refuge for passersby which also helps to direct traffic and visual interest to the entrance along Industry Dr. A patio area and lawn along the southern portion of Andover Park E provides open space for the hotel while engaging the public realm along the street's edge. Additional sidewalks between the parking lot and the hotel provide a continuous pathway around the entirety of the building.

Protected and marked pathways within the hotel's parking help to provide safe travel routes for pedestrians. However, some pathways through drive aisles do not appear to be marked. TMC 18.28.260.D.5.b. requires that pedestrian pathways be separated from vehicular parking and travel lanes by use of contrasting paving material, curbing, or landscaping and may be raised above the vehicular pavement. Staff recommends conditioning the installation of contrasting paving materials for pathways through drive-aisles.

2. Service Areas and Mechanical Equipment

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

The project meets the design criteria, with conditions.

The refuse and disposal area is accessible and properly screened by appropriate enclosures and landscaping. Waste Management has confirmed that the proposed site design provides sufficient access to this area. Appropriate vegetative screening has been indicated on the landscaping plan to obscure mechanical equipment. Rooftop equipment is set in center of structure, eliminating its visibility from the streetscape.

No elevations have been provided to show materials for trash enclosure at this time. Recommend conditioning applicant to provide elevations for waste area enclosure with building permit. Enclosure will need to be designed in accordance with the Southcenter Design Manual and utilize materials and detailing consistent with primary structures on-site.

3. Lighting

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

The project meets the design criteria.

The style of the exterior lighting fixtures fits the more contemporary building design, and the fixtures are appropriately spaced. Two different types of building-mounted fixtures are proposed. Gray, downward facing sconces will be used to provide lighting for walkways, entrances and public areas adjacent to building. Recessed LED lighting will be used on the ceiling of the porte cochere to enhance visibility of the main entrance.

Upward facing lights will be used to cast lights on the flagpoles adjacent to the patio along Andover Park E. Bollards with LED lights along the top will provide additional lighting along walkways. 185 W area lights will be utilized to provide lighting within the parking lot (see Figure 3 and Attachment C).



Figure 3. *Proposed Lights. Fixtures left to right: upward flag pole light, downward sconce, LED bollard, parking lot area light, recessed pot light.*

4. Walls and Fences

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

The proposed building meets the design criteria, with conditions. The entrance facing the parking area features pilasters that help announce the “gateway” to the hotel. Design plans for enclosure of waste collection area were not provided; walls and fences enclosing the waste enclosure will need to be designed to match the overall design of the hotel as a condition of approval.

5. Open Space

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

The proposed building meets the design criteria, with conditions. The proposed design features a patio area adjacent to the lobby/dining area along Andover Park E. Landscaping and stamped concrete will improve the aesthetics of the area. The patio will serve as an inviting public space along Andover Park E, enhancing the character of the western sides of the building.

It appears that gates are proposed separating the patio space from Andover Park E. TMC 18.28.250 require that “Pedestrian spaces shall be publicly accessible during the hours of operation of the use. Pedestrian spaces, except for passages, shall be a minimum of 500 square feet or the required amount of open space (whichever is less) in size, contain seating areas, and open on to pedestrian generators such as entrances to offices, stores, or restaurants.” Planning staff recommends conditioning the removal of patio gates adjacent to Andover Park E.

The applicant shall submit stamped concrete detail/photo for planning approval with building permit materials.

B. Building Design

1. Architectural Concept

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

Project meets the criteria.

The façades include notable elements of modulation, a distinct base and top, variation in the roofline, and elements of detail such as weather-protection awnings which satisfy the design criteria (see Attachment A).

2. Entrances and Doors

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

The project meets the design criteria.

The primary entrance on the eastern side of the building has high visibility (with a covered port cochere) and is consistent with the building's architectural details (Figure 4). A secondary pedestrian-oriented public entrance is located on the north side of the building to provide access from Industry Drive (Figure 5). The western façade features an additional keyed entrance for hotel guests that is visually consistent with the other entrances but more discrete.



Figure 4: Main entrance on eastern elevation.



Figure 5: Building Entrance on Industry Dr.

3. Building Façade – Base & Top

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

Building design meets design criteria.

The first floor facade is finished with a brick veneer to provide horizontal articulation and a durable and distinct base. Metal awnings on the first floor along Andover Park E and above the entrance along Industry Dr. further establish a pedestrian scale experience. The top floor and eaves are finished with a lighter beige E.F.I.S., which distinguishes the top of the building and contrasts with the black metal banding along the top of building. The roof is significantly modulated at the corner and includes a wood

soffit that matches the soffit of the pedestrian overhang along the first floor of the building. Significant vertical modulation elements are set significantly higher than adjacent roof lines, breaking up the roof line and providing visual interest that is reflected in the corner element.

4. Corner Treatments

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

The project meets the design criteria.

The northwest corner of the hotel features a 1-story area housing an indoor pool (Figure 6). Adjacent to this area is an indoor dining area that is also set closer to the ROW than the rest of the building. The stepped back nature of the building at this corner differentiates it from the other corners of the building, opening the area up and creating an inviting, human-scale public space. Above the first story the corner of the building features a modulated metal band set approximately three feet away from the building wall which connects to an overhanging roof element that includes a wood-grain soffit, reminiscent of the pedestrian overhang along the ground floor. This helps to further set the corner of the building apart and draws attention to this area, especially at the intersection of Andover Park E and Industry Dr.



Figure 6: Corner Treatment

5. Building Massing

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

The project meets the design criteria.

The project utilizes decorative awnings, roofline differentiation, variation in materials, vertical and horizontal modulation, and architectural details including weather-protection awnings and metal banding to reduce the perceived scale and add visual interest. While the Neighborhood Corridor of Industry Dr. is the only right-of-way that requires Major Vertical Modulation (MVM), both street-facing elevations incorporate a MVM in the form of a 41' wall section that pulls materials utilized in the base of the building up to the roofline, providing a change in materials and colors in the upper floors (see Figure 7). A black metal band set 3' from the wall plane wraps the entirety of these two elements, further breaking up the façade.



Figure 7: Major Vertical Modulation Elements

6. Building Details and Elements

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

The project meets the design criteria.

The project employs recessed window frames, custom-designed metal awnings, decorative building-mounted light fixtures, an interesting assortment of building materials, and brick design elements to provide texture and sculptural relief.

7. Building Materials and Colors

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

The project meets the design criteria.

Facade materials and colors will be neutral and subdued. A variety of building materials are incorporated in the design, including E.F.I.S, painted metal, glass, cherry wood-look panels, and building-brick (see Attachment B).

8. Windows

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

The project meets the design criteria.

Windows along ground floor utilize window frames and sills that add textural relief and detailing to the facade (Figure 8). The project includes metal awnings above windows adjacent to the patio area and a

covered area with wood-look soffit above the first-floor windows along the walkway. Upper floor and hotel room windows are set back from wall plane to provide additional articulation to the windows.



Figure 8: Window treatments along Andover Park E

9. Weather Protection

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

The project meets the design criteria.

A continuous overhang is provided for the entrance from Industry Dr., the corner of the building, and along Andover Park E to the patio/open space on the western side of the building (Figure 9). Additional decorative awnings are provided within the patio area. No weather protection is provided along the remainder of the building facing Industry Dr. due to the location of hotel rooms on the ground floor. A porte cochere provides cover for the passenger loading zone at the main building entrance on the eastern façade.



Figure 9: Covered areas at corner of Andover Park E and Industry Dr., patio

10. Blank Walls

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

The project meets the design criteria. The proposed project includes a pattern of windows and trellises to cover blank walls and is consistent with the blank wall requirements (Figure 10).



Figure 10 : Trellises covering blank walls between windows along Industry Dr.

11. Parking Structures

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

V. Public Comments

A Notice of Application was distributed to agencies that may have an interest in the project on April 9, 2018. The Notice of Application was also posted on the project site and mailed to surrounding

residences/property owners. There were no comments received in response to the Notice of Application.

CONCLUSIONS

1. District-Based Standards

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

2. Corridor-Based Standards

Public frontage, building orientation and landscaping, façade articulation, blank wall, and transparency requirements have been fulfilled in accordance with the Neighborhood Corridor and Workplace Corridor standards.

3. Supplemental Standards

Landscaping is largely in compliance with TUC-TOD requirements. The City's Urban Environmentalist has reviewed and approved proposed plant materials to ensure appropriate species selection and spacing. However, in working to accommodate required pedestrian pathways through the parking area, the southwest portion of the parking lot traded out landscape islands with a tree for landscaped pathway islands without a tree. TMC 18.28.240.B.6.b(3) provides for such accommodation: "Flexibility is allowed for the layout of parking lots and landscaped areas, but the goal is to provide shade from trees that are evenly distributed throughout the parking lot." In working to meet the intent of providing shade throughout the parking lot, staff recommends replacement of pathway at the perimeter with landscape islands that can accommodate a tree, and the addition of three trees along the southern side yard landscape area to provide additional shade within the parking lot (see Attachment F).

TMC 18.28.260.D.5.b. requires that pedestrian pathways be separated from vehicular parking and travel lanes by use of contrasting paving material, curbing, or landscaping and may be raised above the vehicular pavement. Staff recommends conditioning the installation of contrasting paving materials for pathways through drive-aisles.

An irrigation plan has not been provided at this time. An irrigation plan will need to be provided with submittal of a building permit that meets the requirements set forth in Tukwila Municipal Code 18.52. and 18.28.240.

The site design mostly provides sufficient open space, parking, and pedestrian access to meet code requirements. Additional features, such as a cut-through path in the middle of the landscape island within the parking lot, serve to increase the utility and durability of the site. It appears that gates are proposed separating the patio space from Andover Park E. TMC 18.28.250 requires that "Pedestrian spaces shall be publicly accessible during the hours of operation of the use. Pedestrian spaces, except for passages, shall be a minimum of 500 square feet or the required amount of open space (whichever is less) in size, contain seating areas, and open on to pedestrian generators such as entrances to offices, stores, or restaurants." Planning staff recommends conditioning the removal gates from patio area along Andover Park E.

4. Southcenter Design Manual

A. Site Design Elements

The project meets the design criteria.

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

The proposed development meets the minimum setback requirement and creates a pedestrian-scale environment on Andover Park E. Applicant shall submit stamped concrete detail/photo for patio area for planning approval with building permit materials.

The refuse and disposal area is accessible and properly screened by appropriate enclosures and landscaping. However, no elevations have been provided to show materials for trash enclosure at this time. Staff recommends that applicant provide elevations for waste area enclosure with the building permit. Enclosure will need to be designed in accordance with the Southcenter Design Manual and utilize materials and detailing consistent with primary structures on-site.

B. Building Design

The proposed building achieves a contemporary architectural design that is in harmony with nearby buildings such as the Fatigue Technology building, helping to continue the improvement of the architectural character of the TUC-TOD District. The renderings demonstrate a cohesive style and high-quality design with ample modulation, articulation, and attention to detail. The color palette features saturated warm neutral hues with wood accents and darker metal awnings. Materials are varied, adding visual interest. The black metal banding, modulated roofline, and dramatic overhang at the corner will create a strong but harmonious “top” to the building.

The scale of the proposed five-story building is larger than neighboring structures, however recent developments in other areas of the TUC-TOD district (e.g. Washington Place and Marvelle along Andover Park E to the north) have steadily increased the overall height of the district, making the Element by Westin appropriately scaled to modern-day developments.

RECOMMENDATIONS

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

1. Applicant shall submit stamped concrete detail/photo for planning approval with the building permit application.
2. Applicant shall provide elevations for waste area enclosure with the building permit. Enclosure will need to be designed in accordance with the Southcenter Design Manual and utilize materials and detailing consistent with primary structures on-site.
3. Gates between patio area and sidewalk along Andover Park East shall be removed.
4. Pedestrian pathway along the perimeter of the parking lot shall be removed and replaced with a landscape island containing a tree.
5. Three large trees shall be added along the southern perimeter landscaping area. These trees should be staggered with parking lot landscape island trees.

6. Contrasting paving materials shall be used for pathways through drive-aisles and revised civil plans submitted with the building permit.

Informational Items

1. Any signage for the property shall be reviewed through submittal of a separate sign permit application.
2. This project will have to comply with Tukwila Municipal Code 16.46 (Fire Protection in Mid-Rise Buildings) and/or 16.05 (Five-Story Type V-A Buildings).
3. The Porte-cochere will need to have a minimum of 13'6" of vertical clearance if this drive lane is to meet Aerial Access requirements.
4. Applicant shall fill out Traffic Concurrency Certificate Application and pay \$2,500.00 fee to the Public Works Department.
5. Project is subject to Transportation Impact fees at the time the building permit is being issued.
6. Underground detention vault shall be designed to maintain loads of FD apparatus outrigger.
7. A separate building permit is required for the underground vault.
8. Parking pavement markings "UG Vault Below-No Outrigger Placement". Exact wording and letter sizing shall come from the Fire Dept.
9. Construction Storm Water (NOI) from WA DOE required since over 1 acre will be disturbed during construction.