



**Staff Report**  
**Board of Architectural Review for Vietnamese Martyrs Expansion**  
**Prepared for the October 25, 2018 Meeting**

**FILE NUMBERS:** L18-0026 Design Review  
L18-0027 Conditional Use Permit

**APPLICANT:** Sean Hill of Broderick Architects on behalf of Vietnamese Martyrs Parish

**REQUEST:** The applicant proposes a 7,000 sf<sup>2</sup> addition to an existing office building to create a learning center, partial demolition of and construction of an addition to the main church building (67,500 sf<sup>2</sup>), and related improvements including restriping and expanding the parking lot and interior remodeling.

**LOCATION:** 6841 and 6847 S. 180th St. Tukwila, WA  
**COMPREHENSIVE PLAN AND ZONING** Tukwila Urban Center- Workplace (TUC-WP) with portions of Public Recreation Overlay

**SEPA DETERMINATION:** A Determination of Non-Significance (DNS) was issued on October 17<sup>th</sup>, 2018.

**NOTIFICATION:** A Notice of Application was mailed on May 11, 2018 to property owners within 500' of the site and agencies with jurisdiction and was also posted on site. Comments were received from the Muckleshoot Indian Tribe. A Determination of Non-Significance was issued on October 17<sup>th</sup>, 2018. A Notice of Hearing was mailed on October 10, 2018 and published in the Seattle Times on October 11, 2018.

**RECOMMENDATION:** Approval with conditions

**STAFF:** Lindsay Brown, Assistant Planner

**ATTACHMENTS:**

- A. Large Plan Sheets- Site and Landscaping Plans
  - Survey Site Plan
  - Exhibit C Trees to be Removed
  - Sheet A4 Proposed Site Plan
  - Sheet A4.1 Luminaire Plan
  - Sheet A5 Landscaping Plan
  - Exhibit D Shoreline Public Access
  
- B. Large Plan Sheets- Floor Plans and Elevations
  - Sheet A7 Church Ground Floor
  - Sheet A8 Church Second Floor
  - Sheet A6 Leaning Center Floor Plan and Elevations
  - Sheet A9 Church- North and West Elevations
  - Sheet A10 Church- South and East Elevations
  
- C. Hearing Examiner's decision approving the Conditional Use Permit on May 15, 2013.
  
- D. Applicant's response to Conditional Use Criteria
  
- E. Church attendance report dated 9/25/2018 prepared by Broderick Architects
  
- F. Traffic Management Plan dated 9/25/2018 prepared by Broderick Architect
  
- G. Applicant's response to Design Review Criteria
  
- H. Exterior Material information dated 10/16/2018 prepared by Broderick Architects
  
- I. Tukwila Municipal Code sections TMC Table 18-1 Summary of applicable review process and standards/guidelines; TMC Table 18-3 Tukwila Urban Center District Standards; TMC Figures 18-25 and 18-27, Commercial Corridor and Workplace Standards
  
- J. Public Comments and Applicant's response
  
- K. Materials Board will be presented at the meeting

## **REPORT ORGANIZATION**

Following a detailed project description for the expansion of the Vietnamese Martyrs Church, the report is divided for analysis of the conditional use permit and design review requests. In both of these sections, the proposal will be compared to the criteria for permit approval.

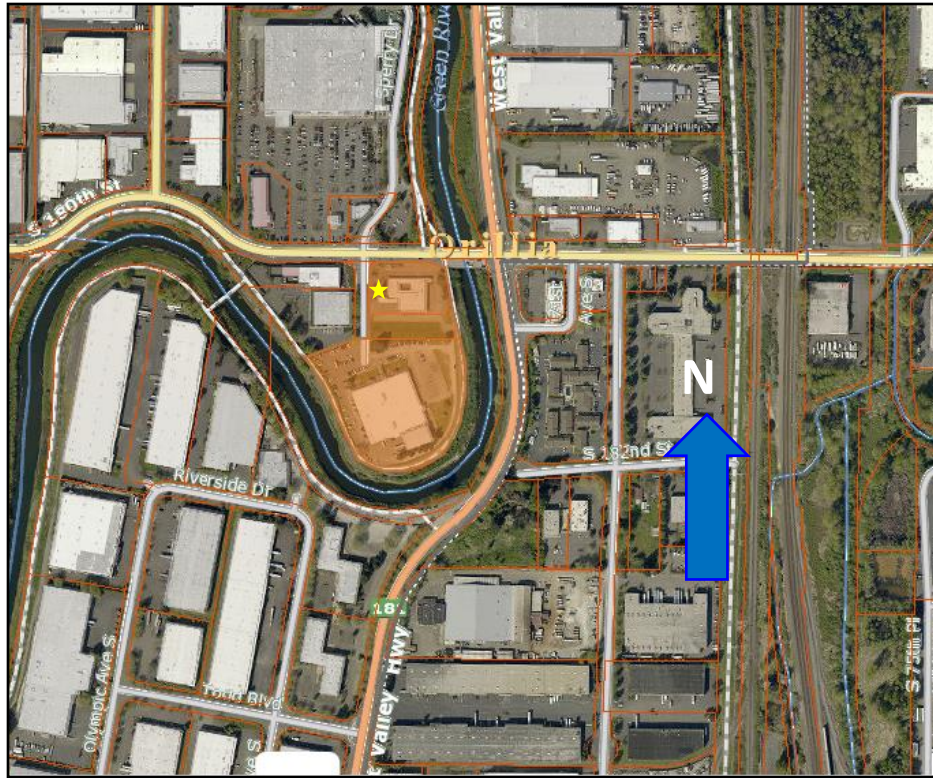
TMC 18.104.030 allows for all permit applications related to a single project to be bundled together in a consolidated hearing and approval procedure, using the highest numbered land use decision type applicable to the project application. Conditional Use Permits are Type 3 land use decisions made by the Hearing Examiner. Design Review is a Type 4 decision made by the Board of Architectural Review. The Conditional Use Permit and Design Review requests will both be decided by the Board of Architectural Review. An open record public hearing is scheduled on October 25, 2018.

A SEPA Determination of Non-Significance (DNS) was issued on October 17<sup>th</sup>, 2018 the comment period for SEPA determination shall end on October 31, 2018. Per WAC 197-11-340 an agency cannot act on a proposal for 14 days after the issuance of DNS if there is another agency with jurisdiction. Since the project is subject to Shoreline Substantial Development permit, the Department of Ecology is another agency with jurisdiction. Therefore, the Board of Architectural Review could hold the hearing on October 25, 2018 but will need to keep the hearing open until the next meeting on November 8, 2018 to make a decision on the design review and conditional use permit for the project.

## **FINDINGS**

### **Site Information**

The Vietnamese Martyrs church expansion is planned for three parcels at the terminus and east side of Sperry Drive, in the Tukwila Urban Center- Workplace District. The Green River Trail is routed atop a bermed levee maintained by the King County Flood Control District, forming the western, southern, and eastern edges of the development site. The Public Recreation Overlay zone covers approximately 100' of the east, west, and south edges of the site measured from the landward bottom of the levee. There is an access road used by the Flood District running from the southeast edge of the church building along the bottom of the levee to about midway along the site's eastern edge. Vehicular access to the site is from Sperry Drive; there are no other driveways onto S. 180<sup>th</sup> Street. A steep bank divides the mostly flat developable area of the site from S. 180<sup>th</sup> Street.



The area including this site and across the river west of West Valley Highway was annexed to Tukwila in 1958 under Ordinance 258. The current Shoreline Master Program, adopted in 2011, establishes a Shoreline buffer width of 125 feet for areas within the Urban Conservancy Environment protected by levees, measured from the Ordinary High Water Mark (OHWM). The area within the Shoreline Overlay but outside of the buffer comprises an additional 75 feet from the buffer edge.

### **Existing Development**

The site is developed with two older buildings, each partially surrounded by surface parking areas, and separated from each other by a grassy undeveloped area.

At the northeast corner of the site sits a 17000 sf<sup>2</sup> former Wells Fargo bank building constructed in 1968, with one row of parking between the building and S. 180<sup>th</sup> Street and two rows of parking between the east side of the building and the levee. The exit for the parking area routes parallel to the west side of the building before intersecting with Sperry Drive, a private street.

The church building of 62,250 sf<sup>2</sup> was built in 1973. It is located near the southern edge of the developable site, with a grouping of mature evergreen trees located between the southern edge of the church and the landward edge of the levee. There is asphalt parking west, north and east of the building, and a small parking area and loading area located at the southwest corner of the building. The church area of the site forms the terminus of Sperry Drive.

### **Surrounding Land Uses**

West of the Sperry Drive but east of the Green River is two parcels owned and used by Wells Fargo bank. North of the site across S. 180<sup>th</sup> Street are other commercial uses- a Taco Time restaurant, oil change business, and Home Depot. All of these sites are zoned TUC-WP, and the Wells Fargo parcel also has the Public recreation Overlay along the river trail at the western property line.

South of the site and across the river is an office park zoned commercial/light industrial (CLI). East of the church and across the river is a small strip commercial center and a Residence Inn, both located in the City of Kent.

### **Environmentally Sensitive Areas**

The Shoreline Overlay comprises 200' landward of the Ordinary High Water Mark (OHWM), along the site's western, southern, and eastern boundaries. There is a small strip of steep slopes at the northern edge of the site, sloping sharply up to S. 180<sup>th</sup> Street.

### **Topography**

The majority of the site is flat; the edges of the site sit above the developable area, formed by levees of three sides and a steep slope on the northern site edge.

### **Vegetation**

Streetscape landscaping along Sperry Drive consists of five large, healthy trees on the west side of the street and grassy lawn underneath. This landscaped area begins 120' south of S. 180<sup>th</sup> St. and runs for 140', ending at the vehicular ingress for Wells Fargo. On the east side of Sperry Drive is a landscape strip with five ornamental trees with gravel underneath the canopies, ending approximately 160' south of S. 180<sup>th</sup> Street at the egress for the Wells Fargo building.

There are mature evergreen trees on the northeast edge of the site on a steep slope/levee berm between the parking lot edge of the office building and the river, and between the church's southern wall and the levee. Additionally, there are three large evergreens between the church and office buildings, one evergreen at the northwest corner of the church, six cherry trees in front of the church, and one small deciduous tree east of the church.

### **Project Description**

The project proposes an expansion of the existing main church building, expanding and converting a former bank building into classrooms, expanding and restriping the parking lot, and

other site changes including additional landscaping and pedestrian access. These improvements are divided into three phases. The renovations and expansions planned are to accommodate the existing church congregation; an increase in the congregation and demand for classroom space, parking spaces, etc. is not anticipated with project approval.

Phase I will add 7,000 sf<sup>2</sup> to the existing 17,000 sf<sup>2</sup> office building fronting S. 180th street, to create a Learning Center with classrooms. Phase I includes expanding the parking area south of the proposed Learning Center and east of the church, and installing perimeter parking lot landscaping, marked pedestrian paths of pervious pavement, and a small bioswale for natural filtration of stormwater runoff.

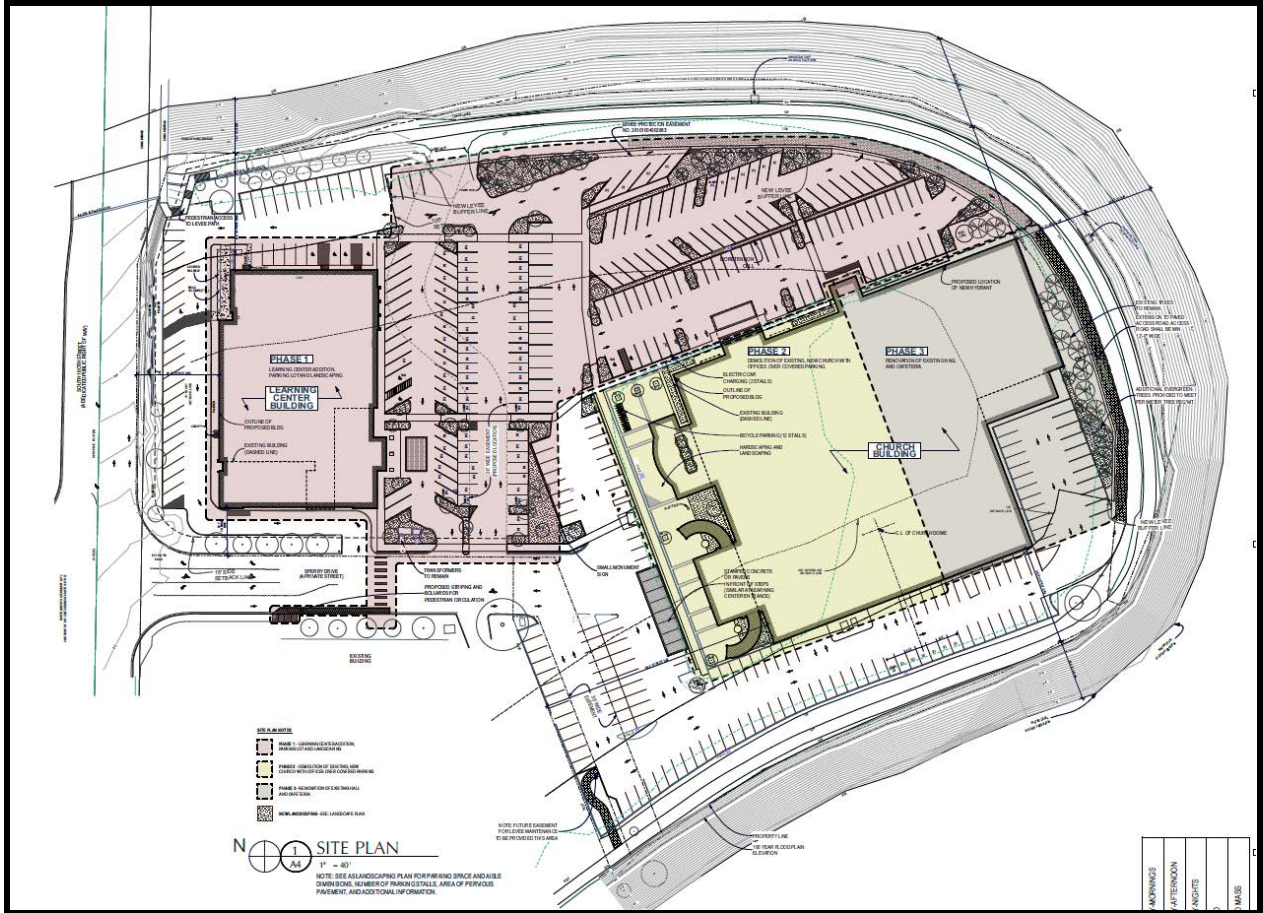
Phase II consists of partial demolition of the church and an expansion; total construction area will cover approximately 67,500 sf<sup>2</sup>. Phase II will demolish about 50% of the existing building on the northern side, constructing a sanctuary, chapel, administrative offices and six classrooms over a ground-level parking garage.

Phase III consists of interior renovations to the southern half of the existing church. Approximately 27,000 sf<sup>2</sup> will be renovated, improving the kitchen and cafeteria and creating an auditorium.

Behind the elevated levee which routes along the western, southern, and eastern edges of the parcels, the ground is generally flat with a steep slope up to S. 180th from the northern parking area of the proposed Learning Center. The Flood Control District requires 30' wide access easements for levee maintenance at the eastern edge of the site between existing Learning Center parking and a proposed landscaped planting area, and on the northwestern corner of the church parcel site. Additionally, an existing levee access road along the landward edge of the berm along the southern and eastern edges of the site will be paved to provide the District and the Tukwila Fire Department access for their needs.

Almost half of the project site is within the 200-foot shoreline jurisdiction of the Green River, in the Urban Conservancy Shoreline Environment, protected by levees. The work occurring within the 125- foot buffer zone and within the 200 ft. Shoreline Overlay includes parking lot restriping and expansion and installation of landscaping and lighting. No lighting or glare from proposed improvements will reach the Ordinary High Water Mark (OHWM) (Luminaire Plan, Attachment A). No work will occur waterward of the OHWM or on the levee banks or top.





**Figure 1. Proposed Site Plan**

**Building Design**



**Figure 2. Rendering of the site from Sperry drive and S. 180<sup>th</sup> Street**

The architectural renderings and description of the church building expansion and remodel show a French colonial design reminiscent of the architecture of Saigon, with towers topped by spires framing the main entrance and forming the narthex. The processional doors to the sanctuary are centered by a series of steps flanked by ADA-accessible ramps rising from a courtyard surfaced in brick-colored stamped concrete. Doorways are arched, but this main façade is peaked over the second-story circular stained glass window.

The church building's roof material is primarily red clay roofing tiles, with ribbed metal roofing forming the spires, color matched to the clay tiles. The exterior wall treatment is Nichiha Fiber Cement in Sandstone Desert Beige, a pale tan color. Portions of the base will have a stone veneer treatment applied approximately 4' from ground level, as will the Learning Center façade.



**Figure 3. Northern elevation and church entrance**

Looking left of the main entrance, you see the shorter 2-story section of the building housing offices and classrooms. This portion of the building has an exterior arcade running across the length of the second story, and the eastern edge is framed by a taller arched roof over a ground-floor east-facing exterior stage. There is a secondary entrance along this section, also accessed by stairs ascending from the plaza, but the entrance is recessed and smaller than the principal entrance.

Behind the northern façade but visible and prominent behind the principal entrance is a large dome with clerestory windows forming the roof directly over the sanctuary. The dome and all portions of the building taller than 45' are non-habitable, religious architectural features integral to the church design.





**Figure 4. West elevation; renovated portion only**

The renovated northernmost section of the church building seen above in Figure 4 is designed with a single story of conditioned space (sanctuary, chapel, offices and classrooms) over a ground-floor garage with 105 parking spaces, storage space, and two vehicular entries each on the western and eastern sides of the building.

The learning center will be expanded slightly to the west and south, and all facades will be renovated to match the church's warm beige coloring and clay roofing tiles. The Learning Center will have Hardie Panel Vertical Siding in Sail Cloth, a pale tan color matching the church's façade. The Learning Center will have the same stone veneer treatment applied to the bottom 4' of all facades (precast stone veneer- El Dorado Autumn Leaf) and will be reroofed in red clay roofing tiles (Boral Clay Tile- El Camino Blend). The applicant has proposed Stucco as an alternate material for Hardie Panel Vertical Siding. Also, Met Tile Metal Roofing Tile in Mission Clay color is proposed as an alternate material for roofing. See Attachment H for photos of the proposed materials. Materials board shall be provided at the meeting.

### **Site Plan**

The project expands the building footprints and parking areas of the site without expanding the developable area defined as the flat expanse landward of the levee berms. The existing nonconforming parking areas will remain, but the parking area will be increased by paving the flat areas of patchy grass and dirt between the Learning Center and the church and between the church's eastern façade and the levee. A stormwater treatment and detention tank will be buried underneath some of the parking spaces created by paving the area between the two buildings.

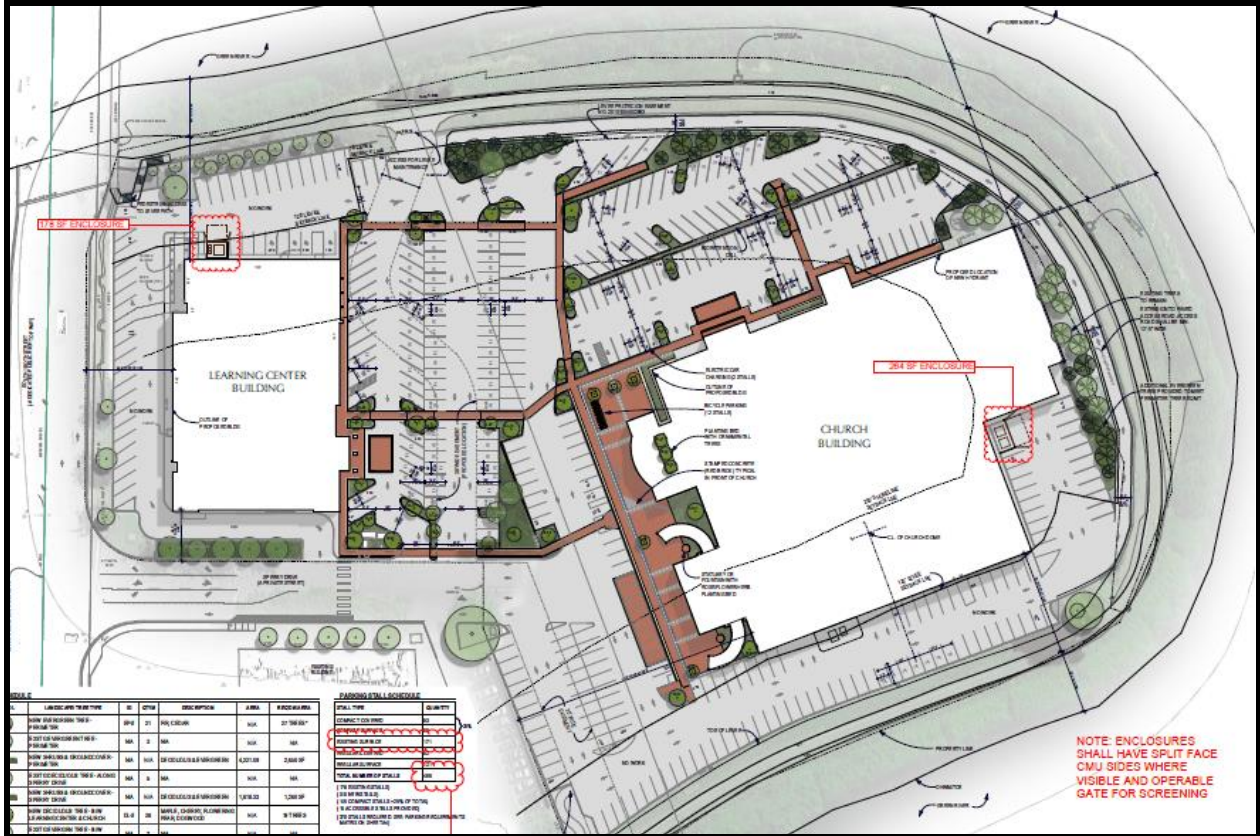


Figure 5. Proposed site plan showing pedestrian pathways

Vehicular and pedestrian circulation will be improved with project approval. The existing parking areas are devoid of landscaping islands, integrated site lighting, and pedestrian pathways. Vehicular circulation will be improved via the paving of an existing gravel pathway following the levee berm around the southern and eastern edges of the development area, marked and defined drive aisles and clear traffic patterns, and shielded, directed parking lot lighting. The expanded parking lot areas meet all landscaping and lighting requirements and feature 6' wide pedestrian paths to the buildings easily identifiable by colored pervious pavement and framed by pedestrian lighting fixtures. The section of pedestrian pathway adjacent to the Learning Center's southern wall from Sperry Drive to the trail will be accessible to the public via a recorded public access easement, marked with appropriate signage, and maintained for the life of the project by the applicant. When selecting a route that could be used for public shoreline access, several routes were considered including a stairway descending from the S. 180<sup>th</sup> St. bridge terminus at the northeast corner of the site down to the trail, and a sidewalk extension on the east side of Sperry Drive. The sidewalk extension on the west side of Sperry Drive, crossing over and continuing east in a straight line was selected because of problems identified with the other two options by the Flood Control District, Tukwila Parks Department, and Public Works staff. Additionally, it was noted that the large deciduous trees on the west side of Sperry Drive are lush and healthy while the trees on the east side are over pruned and struggling. The proposed public access route saves the healthy trees, improved pedestrian circulation to and throughout the site, and replaces unhealthy and struggling landscaping.

## **Landscaping**

When there is a change of use or expansion proposed that would increase the required parking spaces by less than 100% of existing, the new parking areas only must comply with current development standards; the existing areas may remain legally nonconforming. Outside of the Shoreline Overlay, Per TMC 18.70.080 Nonconforming Parking Lots, parking lots need only come into compliance with current code requirements (stall size, drive aisle width, interior landscaping requirements) if a change of use is proposed, or if additional parking is required to support building additions. As the proposed building expansions do not change the use of the site and no increase in parishioners is anticipated, the landscaping requirements for parking lot islands in the existing parking areas onsite do not apply.

The existing levee berms maintained by the Flood Control District provide screening for the proposed expanded parking areas located between the river and buildings. No plantings or structures including fencing are allowed on the levee berms. The Flood Control District and the Tukwila Fire Department both require the applicant to pave the access road that runs along the interior edge of the levee berm, preventing plantings or fencing to reduce visual impacts.

Landscape plans show significant clustering of evergreen trees with shrubs and groundcover between the proposed expanded parking areas east and northeast of the church building. 28 evergreen trees (Douglas Fir and Western Red Cedar) will be planted in the perimeter landscaping areas. The applicant has agreed to give the 5 trees that will be removed from the Shoreline Overlay to King County for use as large woody debris for riverine habitat.

Throughout the new parking areas, landscaped islands are positioned no more than 150 feet apart. These landscaped areas are planted with deciduous trees, shrubs and groundcover. The plans show 4,457 sf<sup>2</sup> of new landscaping proposed with project approval. East of the church between two rows of parking, a bioretention area will accept runoff from the adjacent parking spaces, naturally filtering it through the landscaping and soil.

There are small landscaped areas framing the church's northern facade adjacent to the ramps to the sanctuary, between the two entrances, and hugging the building's northeast corner. Streetscape landscaping proposed is a replanting of the 15' wide landscaping strip on the eastern side of Sperry Drive adjacent to the Learning Center with a mix of deciduous and evergreen trees, with shrubs and groundcover planted underneath.

## **Public Comments**

Notice was sent to property owners and tenants within 500' of the site and agencies with jurisdiction. No comments were received from the general public regarding the proposed work. Comments were received from the Muckleshoot Indian Tribe related to SEPA and Shoreline permit. These comments were forwarded to the applicant, who replied to each comment and

submitted revisions incorporating some of the Tribe's concerns. These comments and applicant's response are included as Attachment J. The applicant has incorporated several suggestions from the Tribe into the site, landscaping and luminaire plans. In response to concerns about artificial lighting, the applicant has submitted design specification sheets for lighting fixtures showing that light sources will be shielded to minimize light spillover and glare, and a luminaire plan showing that no light generated from the project will reach the ordinary high water mark. The Tribe requested tree species substitutions of tall conifer trees (that could provide shade over part of the river) for the mostly deciduous trees initially proposed as perimeter landscaping. The applicant has since revised the landscaping plan showing Douglas Fir and Western Red Cedar in the perimeter landscaping areas, in addition to significantly expanding the size of landscaping areas within the Shoreline Overlay. The applicant has agreed to give the 5 trees that will be removed from the Shoreline Overlay to King County for use as large woody debris for riverine habitat.

## CONDITIONAL USE PERMIT L18-0027

Vietnamese Martyrs Parish requests approval of a conditional use permit to allow the church to operate and expand in the TUC-WP zone. Conditional use permits are utilized as a way to establish review and permit approval procedures for unusual or unique types of land uses which due to their nature, require special consideration of their impact on the neighborhood and land uses in the vicinity. There was a conditional use permit approved by the Hearing Examiner in 2013, for establishing this church use in an existing manufacturing building at 6801 S 180<sup>th</sup> Street. Expansion of the church use requires a new conditional use permit. See Attachment C for the Hearing Examiner's decision issued in 2013.

### Criteria for Approval

The proposed project must comply with criteria detailed in the Conditional Use Permit Chapter of the Tukwila Municipal Code (TMC 18.64.050). The applicant's response to the conditional use permit criteria is Attachment D to this staff report. Staff makes the following findings using the Code's conditional use permit criteria (TMC 18.64.050) listed in italics:

1. *The proposed use will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity of the proposed use or in the district in which the subject property is situated.*

The project will improve the appearance of the church building and provide site improvements such as water quality measures and additional parking spaces needed to adequately serve the existing church congregation. The improvements planned will improve vehicular and pedestrian circulation, create additional access to the trail and shoreline, and improve the quality of development significantly while maintaining the site's use as a church serving the Catholic Vietnamese community in Tukwila and environs.

2. *The proposed use shall meet or exceed the performance standards that are required in the district it will occupy.*

The Tukwila Urban Center- Workplace District (TUC-WP) is intended to provide a wide range of distribution, warehousing, light industrial, "big box" retail, and furniture outlets, with incremental infill by office and other complementary commercial uses. S. 180<sup>th</sup> Street is designated as a Commercial Corridor in the Tukwila Urban Center. Commercial corridors are designed to provide greater capacity for vehicles, and attractive streetscapes along heavily travelled roadways serving auto-oriented commercial uses, with modest improvements for pedestrian safety. Sperry Drive is a private street but designated as a Workplace Corridor. Workplace Corridor standards are designated to provide streets serving truck loading and parking access for primarily warehouse/distribution uses in the southern part of the Southcenter area, with modest improvements for pedestrian safety.



The following relevant standards exist in the TUC-WP District (TUC-WP), Commercial Corridors (S. 180<sup>th</sup> St.) and Workplace Corridors (Sperry Dr.) and are found in the identified section of the Tukwila Municipal Code:

Setbacks (Table 18-3; Figures 18-25 and 18-27): Side and rear- 5 feet. Front yard setback for properties along Sperry Drive and S. 180<sup>th</sup> Street is 15 feet.

Off-street parking (TMC Figure 18-7): Religious facilities are required to provide 1 parking space for each 4 fixed seats. The closest use to the educational facilities proposed as an accessory use of the site is a high school, with required parking determined as 1 space for each staff member plus 2 for every 5 students or visitors. Bicycle parking minimums are set at 1 space for every 50 required vehicular parking spaces for both religious facilities and high school uses.

Landscaping (TMC Table 18-3; Figure 18-27): There are no side or rear landscaping requirements of the District. Front yards are required to have 15 feet of landscaping based on the corridor standards for Sperry Drive. The public frontage standard for both Sperry Drive and S. 180<sup>th</sup> Street is street trees planted 30-50 feet apart in a continuous landscaped strip 9 feet wide at the back of the curb. The parking lot and perimeter landscaping requirements in the Shoreline Chapter of the Tukwila Municipal Code also apply.

Building height (Table 18-3): Buildings may be a maximum of 45 feet high, excluding portions of buildings extending beyond the primary building mass such as cupulas, bell towers, other architectural features, and non-habitable spaces. The building height provisions in the Shoreline Chapter of the Tukwila Municipal Code also apply.

Both buildings meet the minimum setbacks of the Tukwila Urban Center Workplace District and Commercial and Workplace Corridors.

The proposal will add 314 parking spaces west of the church and between the church and learning center, providing a total of 485 off-street parking spaces. Religious uses have a parking requirement of 1 space per every 4 fixed seats. There is no parking standard for the education activities to be held on the site, but the high school standard seems to be the closest equivalent use, with parking needs expected of staff and some students.

The applicant has submitted an attendance report (Attachment E) showing the activities hosted by the parish, their days of the week and times, and attendance numbers. Because activities and events at the church take place on different days and times, parking demand should be calculated based on the site's uses and the time of greatest demand. The event with the largest attendance (and greatest demand for parking) is Sunday mass held at 9:30 am, with an estimated 1200 attendees. Mass is held in the church sanctuary, which will have 1,318 fixed seats, requiring 330 parking spaces. Weekday 11am mass has the lowest attendance of 50 parishioners.

There are 20 classrooms in the Learning Center and the church building, with an estimated 20 staff members requiring 30 parking spaces under the high school land use parking requirement. The parking requirements of religious facilities and high school uses are met even if educational

classes and the largest mass service are held simultaneously. Additional parking has been provided onsite and a Traffic Management Plan (Attachment F) has been submitted for consideration because the parish occasionally hosts large events such as the Summer Festival held in August, which replaces some of the parking areas with stages and temporary shade structures while larger attendance numbers increase the demand for parking.

General landscaping requirements are discussed in detail in the Design Review section later in the staff report. TMC 18.44.130.E regulates nonconforming parking and landscaping areas within the Shoreline Overlay. When there is a change of use or expansion proposed that would increase the required parking spaces by less than 100% of existing, the new parking areas only must comply with current development standards; the existing areas may remain legally nonconforming. Outside of the Shoreline Overlay, Per TMC 18.70.080 Nonconforming Parking Lots, parking lots need only come into compliance with current code requirements (stall size, drive aisle width, interior landscaping requirements) if a change of use is proposed, or if additional parking is required to support building additions. As the proposed building expansions do not change the use of the site and no increase in parishioners is anticipated, the landscaping requirements for parking lot islands in the existing parking areas onsite do not apply.

A portion of the church building is located in the Shoreline Overlay, outside of the buffer. The development standards for the Urban Conservancy Environment, non-buffer areas restricts building height to 45 feet. The Learning Center and the habitable portions of the expanded church building meet the 45 feet maximum height allowed in the TUC-WP zone. The dome, bell towers, and all portions of the church building taller than 45' are non-habitable, religious architectural features integral to the church design. TMC 18.50.080 Exemption of Rooftop Appurtenances states "The height limitations specified in this chapter shall not apply to church spires, monuments, chimneys, water towers, elevator towers, mechanical equipment, and other similar rooftop appurtenances usually required to be placed above the roof level and not intended for human occupancy or the provision of additional floor area; provided, that mechanical equipment rooms or attic spaces are set back at least 10 feet from the edge of the roof and do not exceed 20 feet in height." The proposed development meets the Tukwila Urban Center and Shoreline development standards regarding building height.

3. *The proposed use shall be compatible generally with the surrounding land uses in terms of traffic and pedestrian circulation, building and site design.*

Traffic from the church will be most noticeable during Sunday mornings and at the occasional festival or large event held on a weekend. The parking lot will be expanded with project approval, and vehicular and pedestrian circulation patterns significantly improved. Parking management for the occasional large event or festival is provided via agreements with the owners of three nearby sites. The Traffic Management Plan (Attachment F) shows the location of these three areas. Two are private properties and the third location is on street parking on Olympic Ave S, Cascade Ave S and Riverside Dr. No on street parking is allowed on these

streets unless a street use permit is obtained from the City's Public Works Department and traffic control plan approved by the City. The applicant has previously obtained this permit for past events. The church has a fleet of three vans and two busses that will transport parishioners and festival attendees between these overflow parking areas and the church property. Pedestrian circulation within and access to the site will be improved via a sidewalk extension along Sperry Drive, marked crosswalk, distinctive pedestrian pathways from the parking areas to the Learning Center and church buildings, and a marked route and dedicated easement providing pedestrian public access to the shoreline.

Outdoor noise associated with traffic or events held at the church could be heard from the adjacent Wells Fargo bank parcels and potentially across the river, where the primary uses are offices and warehouses operating during weekdays only. As the church has existed in its current location and design for many years with minimal conflicts with the neighborhood and no additional increase in parishioners is anticipated, approval of the CUP will not decrease the church's compatibility within the neighborhood.

4. *The proposed use shall be in keeping with the goals and policies of the Comprehensive Land Use Policy Plan.*

The proposed church expansion implements several goals and policies in the Tukwila Urban Center and Shoreline chapters of the 2015 Tukwila Comprehensive Plan.

#### Chapter 10- Tukwila's Urban Center

*10.2.4 Pedestrian Accessibility. Ensure that pedestrians have safe, convenient and comfortable paths from adjacent public ways to key building entrances. This could include utilizing driveways or internal streets with sidewalks for access to primary entrances, or by providing clearly marked pathways through large parking lots from the public sidewalks and from parked cars to key building entrances. There should be minimum interruption to the pedestrian pathway by driveways and other vehicular conflicts.*

#### Chapter 5- Shorelines

*5.4.2 Design and locate public access in a way that is appropriate for the site, depending on site conditions and private property concerns.*

*5.5.1 Require that shoreline development outside of the MIC: • Ensures no net loss of shoreline function; • Is designed to be consistent with Tukwila river design guidelines; • Reflects principles of high-quality design in such areas as site planning, architecture and landscaping; and • Includes setbacks, bulk, height, density, landscape buffers and provisions for open space that enhance the shoreline environment*

The proposed redevelopment of the site includes dedicated public access and meets the design guidelines of the zone where its situated and the Shoreline, as well as the no net loss criteria of

the Shoreline Master Plan. Improvements proposed to fulfill the above Tukwila Urban Center and Shoreline Comprehensive Plan policies include enhanced landscaping, better stormwater drainage design and a new stormwater detention tank, and sidewalk and pedestrian crossing upgrades.

5. *All measures shall be taken to minimize the possible adverse impacts which the proposed use may have on the area in which it is located.*

The possible adverse impacts stemming from the church's expansion are minor and primarily limited to the parking impacts associated with the occasional large event or festival, and removal of trees in the Shoreline. As the parking spaces provided exceed code requirements for the church and school uses, the parking impacts are limited to the occasional events or festivals hosted by the church onsite. During these events or festivals, the site experiences a temporary increased demand for parking while the supply of parking spaces is decreased due to the construction of temporary stages and structures supporting the festival. The applicant has submitted a traffic management plan that utilizes offsite parking areas and the Church's fleet of vehicles to transport festival attendees to and from the property; an additional 359 parking spaces are available to event attendees via these overflow parking spaces. The applicant shall be responsible for obtaining and recording a Shared or Covenant Parking Agreement between the subject property and the adjoining overflow parking area properties if either: the seating is expanded such that site does not meet the requirement of one parking space per four seats, or if the parking demand cannot be met on the property and there are off-site parking impacts as determined by the City. The language of the Shared or Covenant Parking Agreement shall be approved by the City and shall be consistent with TMC 18.56.070. Also, the applicant shall be responsible for obtaining a street use permit from the City's Public Works Department to use on street parking on Olympic Ave S, Cascade Ave S and Riverside Drive.

Additionally, the applicant shall adopt a Parking Management Program for special events that shall include the following:

- a) Information and education: Educate the congregation families to encourage them to carpool, use transit, bike, or walk to the church.
- b) Demand Reduction Strategies: Establish a preferred parking area for families and groups that carpool with four or more persons per car;
- c) Demand Management Strategies: Continue to implement measures to ensure that sufficient parking is available. These measures could include agreements with the surrounding businesses; shuttles; establishing a team of parking attendants to help direct drivers to available parking locations.

The impact the removal of 5 trees may have on riverine habitat has been compensated for by planting 28 new evergreen plantings close to the levee (along the parking lot perimeter and between the church's southern façade and the levee) and additional deciduous trees planted inside the parking areas and within the Shoreline Overlay.

## CONCLUSIONS

1. Criteria 1: The improvements planned will improve vehicular and pedestrian circulation, create additional access to the trail and shoreline, and improve the quality of development significantly while maintaining the site's use as a church serving the Catholic Vietnamese community in Tukwila and environs. *The proposed use will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity of the proposed use or in the district in which the subject property is situated.*
2. Criteria 2: The proposed church expansion meets the setback, landscaping, parking and building height standards of the Tukwila Urban Center- Workplace District, Commercial and Workplace Corridor standards for streets in the Tukwila Urban Center, and development standards required of projects within the Shoreline Overlay. *The proposed use shall meet or exceed the performance standards that are required in the district it will occupy.*
3. Criteria 3: As the church has existed in its current location and design for many years with minimal conflicts with the neighborhood and no additional increase in parishioners is anticipated, approval of the CUP will not decrease the church's compatibility within the neighborhood. *The proposed uses shall be compatible generally with the surrounding land uses in terms of traffic and pedestrian circulation, building and site design.*
4. Criteria 4: The project's enhanced landscaping, better stormwater drainage design, new stormwater detention tank, and sidewalk and pedestrian crossing upgrades implement several Tukwila Urban Center and Shoreline Comprehensive Plan Policies. *The proposed use shall be in keeping with the goals and policies of the Comprehensive Land Use Policy Plan.*
5. Criteria 5: The potential for parking impacts related to occasional events and festivals and habitat impacts stemming from the removal of 5 trees near the levee have been alleviated by a traffic management plan providing an additional 359 parking spaces and shuttle service via overflow parking lots, and the planting of 28 trees near the levee in and deciduous trees planted throughout the Shoreline parking areas. In order to alleviate any potential offsite parking impacts the applicant shall be responsible for obtaining and recording a Shared or Covenant Parking Agreement between the subject property and the adjoining overflow parking area properties if demand cannot be met onsite. Also, the applicant shall be responsible for obtaining a street use permit from the City's Public Works Department to use on street parking on Olympic Ave S, Cascade Ave S and Riverside Drive. Additionally, the applicant shall adopt a Parking Management Program for special events. *All measures have been taken to minimize the possible adverse impacts which the proposed use may have on the area in which it is located.*



## RECOMMENDATION

Staff recommends adoption of the above findings and conclusions and approval of the conditional use permit including Attachments A and B with the following conditions:

1. The applicant shall be responsible for obtaining and recording a Shared or Covenant Parking Agreement between the subject property and the adjoining overflow parking area properties if either: the seating is expanded such that site does not meet the requirement of one parking space per four seats, or if the parking demand cannot be met on the property and there are off-site parking impacts as determined by the City. The language of the Shared or Covenant Parking Agreement shall be approved by the City and shall be consistent with TMC 18.56.070. Also, the applicant shall be responsible for obtaining a street use permit from the City's Public Works Department to use on street parking on Olympic Ave S, Cascade Ave S and Riverside Drive.

2. The applicant shall adopt a Parking Management Program for special events that shall include the following:

- a) Information and education: Educate the congregation families to encourage them to carpool, use transit, bike, or walk to the church.
- b) Demand Reduction Strategies: Establish a preferred parking area for families and groups that carpool with four or more persons per car;
- c) Demand Management Strategies: Continue to implement measures to ensure that sufficient parking is available. These measures could include agreements with the surrounding businesses; shuttles; establishing a team of parking attendants to help direct drivers to available parking locations.

Additionally, staff recommends that the expiration date of the conditional use permit be extended to match the expiration of the underlying shoreline substantial development permit. Under WAC 197-27-090, construction shall commence within two years of the effective date of the shoreline permit; and substantial development be complete within 5 years. One year extension can be granted by the Department of Community Development Director based on reasonable factors

## DESIGN REVIEW L18-0038

Tukwila Municipal Code Table 18-1 specifies which criteria apply to developments meeting certain thresholds within the Tukwila Urban Center. The proposed church redevelopment is classified as “Other large-scale new construction or exterior expansions” in the Workplace District, so the below criteria are applicable to the Design Review application.

Tukwila Municipal Code 18.70.090 Nonconforming Landscape Areas requires all projects undergoing Design Review to comply with current landscaping requirements. The Board of Architectural Review may modify the requirements in circumstances where strict compliance would create substantial practical difficulties, the existing and proposed additional landscaping and screening materials together will adequately screen or buffer possible use incompatibilities, soften the barren appearance of parking or storage areas, and/or adequately enhance the premises appropriate to the use district and location of the site.

In the following discussion, the District standards of the Workplace zone are described and the project’s adherence to the standards is discussed. Following the District standards, the project proposal is assessed for compliance with the Tukwila Urban Center’s Corridor Standards for Workplace and Commercial Corridors, the Supplemental Standards, and other parking and landscaping requirements.

Finally, the Design Review criteria for commercial and light industrial projects from TMC Section 18.60.050(B) are shown below in italics, followed by Staff’s comments on how the church redevelopment proposal compares to the guidelines.

### District-Based Standards

#### I. District-Based Standards

**Structure Height (TMC 18.28.070):** The Learning Center’s height is single-story and well below the 45 ft. height limit. The proposed church building reaches a maximum height of 45 feet for the habitable areas, which is in conformance with the building height restriction of 45 feet for the TUC-WP zone. Footnote 1 on *Table 18-3- District Standards* states “portions of the building that extend above the primary building mass, such as non-habitable space (clock towers, roof-top cupolas, elevator and mechanical equipment enclosures), unenclosed space (roof deck trellises, gazebos), and other special architectural features, shall not exceed the maximum height requirement by more than 20 feet, provided they are set back a minimum of 10 feet from the edge of the roof (see also TMC 18.50.080).

**Maximum Block Face Length (TMC 18.28.080):** The site does not propose any new streets, and Sperry Drive is less than 900 linear feet long.

**Side and Rear Setbacks and Landscaping Requirements (TMC 18.28.100-.110):** Both the Learning Center and church buildings meet the 5-foot rear and side yard setback requirements. There are no landscaping requirements for side and rear yard setbacks in the TUC-WP District.

## **II. Corridor-Based Standards**

S. 180<sup>th</sup> Street is classified as a Commercial Corridor and Sperry Drive is a Workplace Corridor. S. 180<sup>th</sup> Street is a public street maintained by the City while Sperry Drive is a private street; a tract jointly maintained by the church and Wells Fargo.

### **Public Frontage Standards (TMC 18.28.150):**

Unfortunately, the steep slope forming the site's northern boundary prevents construction of a sidewalk along S. 180<sup>th</sup> Street. There is currently no sidewalk here, and discussions with Public Works staff revealed there is no reasonably feasible alternative allowing for a sidewalk along this section of the street. Because there is no reasonable way to install a sidewalk along S. 180<sup>th</sup> Street, the 6' wide requirement can be waived. The landscaped steep slope from the Learning Center's northern parking area to the street exceeds the 9 ft. of landscaping required of Commercial Corridors.

The 15 ft. wide landscaping strip along the east side of Sperry Drive exceeds the 9 ft. of landscaping required of Workplace Corridors. The over pruned and struggling existing trees and gravel surface will be replaced by a mix of deciduous and evergreen trees, shrubs and groundcover. The sidewalk extension and pedestrian crossing along Sperry Dr. meet the frontage standards of Workplace Corridors. The infeasibility of a sidewalk along S. 180<sup>th</sup> Street, the presence of healthy trees on the west side of Sperry Drive and struggling trees on the east side of the street all combined to influence the proposed pedestrian improvements. The proposed configuration preserves the healthy, mature streetscape landscaping along the Wells Fargo parcels while improving mobility and connectivity.

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

Neither S. 180<sup>th</sup> Street nor Sperry Drive require building orientation to the street. Both Commercial and Workplace Corridors allow parking in the front, rear or side yard. The proposed project has parking along S. 180<sup>th</sup> Street and Sperry Drive, and in front of, on the side and in the rear of buildings.

## **III. Supplemental Standards**

**Special Corner Feature (TMC 18.28.220):** No special corner feature is planned; the criterion is not applicable.

**Landscaping Types and General Landscaping Requirements (TMC 18.28.230-.240):** There is no requirement for landscaping in the setbacks, but both S. 180<sup>th</sup> Street and Sperry Drive corridor types require a 9' wide landscaping strip at the back of the curb. Perimeter and interior landscaping square footage requirements of the Tukwila Urban Center and areas within the Shoreline have been satisfied. Landscaping islands and trees provided within the landscape islands are consistent with the code requirements. The City's Urban Environmentalist has reviewed and approved the proposed plant material to ensure appropriate species selection and spacing. The applicant will need to provide irrigation plans and planting details in conformance with the TMC 18.28 with the building permit application as a condition of approval.

The spacing of landscape islands in the parking lot is slightly modified for a section of parking just south and west of the Learning Center. A 30' wide easement for the Flood Control District is required to route through this general area to the levee bank for levee maintenance purposes. An additional reason is that historically during the church's Summer Festival, a stage has been placed in this area of the parking lot. The parish would like this area to remain free of structures and impediments not just for the easement but also to maintain the flexibility of placing a temporary stage here. Accordingly, the landscaped islands are placed a little further apart than in other parking areas, yet still are placed no further than 150' apart per a requirement of areas within the Shoreline Overlay. 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."

**Open Space Regulations (TMC 18.28.250):** Only multifamily residential and office uses are required to provide open space in the Workplace District; this criterion is not applicable.

**General Parking Requirements and Guidelines (TMC 18.28.260-.270):** The proposed project provides 415 parking stalls, which is above the 360 number of parking stalls required for religious use and high school parking standards per number of classrooms. 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. The site plan shows that the pedestrian pathways are 6' wide, have small sections of concrete but are mostly comprised of warm-colored pervious pavement.

**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 pervious pavement as that used in the plaza in order to enhance pedestrian safety, comfort, and the attractiveness of the site.

**Commercial and Light Industrial Design Review Criteria.** *The following criteria shall be considered in all cases, except that multi-family and hotel or motel developments shall use the multi-family, hotel and motel design review criteria; developments within the MUO, NCC and RC districts of the Tukwila International Boulevard corridor (see Figure 18-9) shall use the Tukwila International Boulevard design review criteria of this chapter; and developments within the TSO district shall use the Tukwila South design review criteria instead:*

**1. RELATIONSHIP OF STRUCTURE TO SITE.**

- a. *The site should be planned to accomplish a desirable transition with streetscape and to provide for adequate landscaping and pedestrian movement.*
- b. *Parking and service areas should be located, designed and screened to moderate the visual impact of large paved areas.*

*c. The height and scale of each building should be considered in relation to the site.*

Frontage improvements along Sperry Drive provide a significantly improved pedestrian environment, allow for public access to the Shoreline, and save the mature landscaping existing along the east side of the street. Protected and marked pathways within the site's parking help to provide safe travel routes for pedestrians.

The principle refuse and disposal area will remain in the same location after redevelopment, but with redevelopment, this area will be enclosed behind a split cmu wall with a door. This refuse area is behind the church in the loading and small parking area at the building's southwest corner; it will be screened from the river by the existing grove of mature evergreen trees and the additional evergreens proposed to be planted between this parking and refuse area and the levee. The refuse area for the Learning Center is on the eastern elevation, on the southern side of the building. This refuse area will also be enclosed, with materials to match the Learning Center's exterior building finishes.

The project utilizes decorative awnings, roofline differentiation, variation in materials, vertical and horizontal modulation, and architectural details including weather-protection awnings for a second floor arcade and a stage to reduce the perceived scale and add visual interest. The proposed project meets the site design criteria.

## **2. RELATIONSHIP OF STRUCTURE AND SITE TO ADJOINING AREA.**

- a. Harmony of texture, lines and masses is encouraged.*
- b. Appropriate landscape transition to adjoining properties should be provided.*
- c. Public buildings and structures should be consistent with the established neighborhood character.*
- d. Compatibility of vehicular pedestrian circulation patterns and loading facilities in terms of safety, efficiency and convenience should be encouraged.*
- e. Compatibility of on-site vehicular circulation with street circulation should be encouraged.*

The French colonial architectural style of the church has easily identifiable entrances, unifying the massing and notable architectural elements such as the dome and the bell towers and spires. Landscape transition to the river is provided with interior and perimeter parking lot landscaping improvements proposed, adding to the existing mature evergreen trees located on the site's northeast and southern edges. The proposal's vehicular traffic patterns will be modified and more organized with project approval, all paved areas will have the direction of traffic indicated by markings on the pavement. The vehicular entrances to the site are clearly defined by landscaping improvements, and loading facilities are appropriately located behind the Learning Center and church buildings, screened from the street. The design criteria are met.

## **3. LANDSCAPING AND SITE TREATMENT.**

- a. Where existing topographic patterns contribute to beauty and utility of a development, they should be recognized, preserved and enhanced.*



- b. Grades of walks, parking spaces, terraces and other paved areas should promote safety, and provide an inviting and stable appearance.*
- c. Landscape treatment should enhance architectural features, strengthen vistas and important axis, and provide shade.*
- d. In locations where plants will be susceptible to injury by pedestrian or motor traffic, mitigating steps should be taken.*
- e. Where building sites limit planting, the placement of trees or shrubs in paved areas is encouraged.*
- f. Screening of service yards and other places that tend to be unsightly should be accomplished by use of walls, fencing, planting or combination.*
- g. In areas where general planting will not prosper, other materials such as fences, walls and pavings of wood, brick, stone or gravel may be used.*
- h. Exterior lighting, when used, should enhance the building design and the adjoining landscape. Lighting standards and fixtures should be of a design and size compatible with the building and adjacent area. Lighting should be shielded, and restrained in design. Excessive brightness and brilliant colors should be avoided.*

The site is bordered on three sides by the Green River and the Green River Trail. This significant amenity will be enhanced with the landscaping improvements and public access provided for by the redevelopment proposal. The potential for shading along the river's edge in particular has increased substantially by the proposal, with 28 large western red cedar and Douglas Fir trees proposed for the area about 125' from the OHWM; the closest area to the river that the church may plant trees due to the restriction of vegetative plantings on the levee berm.

Throughout the new parking areas, landscaped islands are positioned no more than 150 feet apart. These landscaped areas are planted with deciduous trees, shrubs and groundcover. The plans show 4,457 sf<sup>2</sup> of new landscaping proposed with project approval. There are small landscaped areas framing the church's northern facade adjacent to the ramps to the sanctuary, between the two entrances, and hugging the building's northeast corner, enhancing the church's architectural features. The landscaping plan submitted at this time does not include planting, soil and irrigation details. At the time of building plan submittal, applicant shall submit irrigation and planting details in conformance with the requirements of TMC 18.28; Tukwila Urban Center.

Frontage improvements along Sperry Drive provide a significantly improved pedestrian environment, allow for public access to the Shoreline, and save the mature landscaping existing along the east side of the street. Protected and marked pathways within the site's parking help to provide safe travel routes for pedestrians. A pervious pavement open plaza along the church's northern entrances provides open space for parishioners to mingle and gather before and after services.

The principle refuse and disposal area will remain in the same location after redevelopment, but with redevelopment, this area will be enclosed behind a split cmu wall with a door. This refuse area is behind the church in the loading and small parking area at the building's southwest

corner; it will be screened from the river by the existing grove of mature evergreen trees and the additional evergreens proposed to be planted between this parking and refuse area and the levee. The refuse area for the Learning Center is on the eastern elevation, on the southern side of the building.

The exterior pole-style lighting fixtures are compatible with the building design, and are designed to shield the river from artificial light from the site. Building-mounted fixtures are proposed. Downward-facing sconces will be used to provide lighting for walkways, entrances and public areas adjacent to the church and Learning Center.

#### **4. BUILDING DESIGN.**

- a. Architectural style is not restricted; evaluation of a project should be based on quality of its design and relationship to its surroundings.*
- b. Buildings should be to appropriate scale and in harmony with permanent neighboring developments.*
- c. Building components such as windows, doors, eaves, and parapets should have good proportions and relationship to one another. Building components and ancillary parts shall be consistent with anticipated life of the structure.*
- d. Colors should be harmonious, with bright or brilliant colors used only for accent.*
- e. Mechanical equipment or other utility hardware on roof, ground or buildings should be screened from view.*
- f. Exterior lighting should be part of the architectural concept. Fixtures, standards, and all exposed accessories should be harmonious with building design.*
- g. Monotony of design in single or multiple building projects should be avoided. Variety of detail, form and siting should be used to provide visual interest.*

The project meets the design criteria, with conditions. The French colonial architectural style of the church has easily identifiable entrances, unifies the massing and notable architectural elements such as the dome and the bell towers and spires. The primary entrance to the church on the north side of the building has high visibility (large concrete steps to the entrance, framed by tall bell towers) and is consistent with the building's architectural style. The Learning Center is a secondary building on the site and is appropriately designed to be less prominent than the church, including the location and design of the entrances.

The project utilizes decorative awnings, roofline differentiation, variation in materials, vertical and horizontal modulation, and architectural details including weather-protection awnings for a second floor arcade and a stage to reduce the perceived scale and add visual interest. The ground floor facade of both the church and Learning Center is finished with a stone veneer (first 4' of building height) to provide horizontal articulation and a durable and distinct base. The clay tile of the church and Learning Center and metal ribbed roofing materials of the church are distinctive in color and materials from the façade finishes, distinguishing the tops of the buildings from the exterior walls. Additionally, the religious architectural features of bell towers and a

dome articulate distinctive rooflines for the church building. All facades of the Learning Center will be renovated to match the church's warm beige coloring and clay roofing tiles. The Learning Center will have Hardie Panel Vertical Siding in Sail Cloth, a pale tan color matching the church's façade. The Learning Center will have the same stone veneer treatment applied to the bottom 4' of all facades (precast stone veneer- El Dorado Autumn Leaf) and will be reroofed in red clay roofing tiles (Boral Clay Tile- El Camino Blend). The applicant has proposed Stucco as an alternate material for Hardie Panel Vertical Siding. Also, Met Tile Metal Roofing Tile in Mission Clay color is proposed as an alternate material for roofing. The church building will use Nichiha Fiber Cement Panel in sandstone desert beige color with precast stone veneer- El Dorado Autumn Leaf along the base. Asc Ribbed metal roof is proposed for the dome and spires. Boral Clay Tile- El Camino Blend is proposed for the roof. The applicant has proposed Stucco as an alternate material for Hardie Panel Vertical Siding and Fiber Cement panel. Also, Met Tile Metal Roofing Tile in Mission Clay color is proposed as an alternate material for clay roofing. See Attachment H for photos of the proposed materials. Materials board shall be provided at the meeting.

As no mechanical equipment or screening of equipment is shown on plans, the applicant will need to provide appropriate screening or renderings showing that all mechanical equipment will be screened from view at the time of building permit submittal. Staff recommends a condition requiring the applicant to provide appropriate screening or renderings showing that all mechanical equipment will be screened from view at the time of building permit submittal. The project is also subject to Shoreline Substantial Development permit and the design guidelines for properties within the shoreline zone are listed under TMC 18.44.110. These guidelines require screening of blank walls along the river. The landscape plan shall be revised to include trellises and vines or other vegetative screening to break up the massing of the large wall with no window openings on the south side of the church building.

##### **5. MISCELLANEOUS STRUCTURES AND STREET FURNITURE.**

- a. Miscellaneous structures and street furniture should be designed to be part of the architectural concept of design and landscape. Materials should be compatible with buildings, scale should be appropriate, colors should be in harmony with buildings and surroundings, and proportions should be to scale.*
- b. Lighting in connection with miscellaneous structures and street furniture should meet the guidelines applicable to site, landscape and buildings.*

Miscellaneous features onsite are limited to the signage required for the designated public access, whose design is limited by conditions of the Shoreline Substantial Development Permit and the requirements of the Shoreline code, TMC Chapter 18.44. The lighting proposed along pedestrian pathways internal to the site is sufficient for the use of pedestrians using the public access pathway. This design criteria is met.

## **CONCLUSIONS**

1. The proposed project complies with the applicable District Based Standards; Corridor Based Standards and Supplemental Standards of the TMC 18.28 for the subject property; which lies in the TUC-WP zone.
2. The proposed project complies with the design review criteria listed under TMC 18.60.050 B.
3. The project complies with design guidelines for buildings in the shoreline zone as listed under TMC 18.44.110; provided additional vegetative screening is included to break up the massing of the blank wall on the south side of the church building.
4. The landscape plan submitted with the design review application needs additional details including irrigation, planting and soil details. A complete landscaping plan that includes all the details in conformance with the requirements of TMC 18.28 shall be submitted with the building permit.
5. Screening details for the mechanical equipment shall be required as part of the building permit submittal.

## **RECOMMENDATION**

Staff recommends adoption of the above findings and design review approval for the Vietnamese Martyrs expansion with the conditions below:

1. At the time of building plan submittal, submit a complete and detailed landscaping plan that includes irrigation, planting and soil details in conformance with the requirements of TMC 18.28; Tukwila Urban Center. The landscape plan shall be revised to include trellises and vines or other vegetative screening to break up the massing of the large wall with no window openings on the south side of the church building.
2. At the time of building plan submittal, submit plans for screening mechanical equipment for the Learning Center and the church buildings, or create elevations and renderings showing that mechanical equipment will be screened from view.

Additionally, staff recommends that the expiration date of the design review be extended to match the expiration of the underlying shoreline substantial development permit. Under WAC 197-27-090, construction shall commence within two years of the effective date of the shoreline permit; and substantial development be complete within 5 years. One year extension can be granted by the Department of Community Development Director based on reasonable factors.