



INFORMATIONAL MEMORANDUM

To: Community Development and Neighborhoods Committee
From: Jack Pace, Director DCD
By: Moira Bradshaw, Senior Planner
Copy: Mayor Ekberg
Date: March 20, 2019
Subject: Proposed Riverton Heights Mixed Use Project and Development Agreement Request (File #L19-0031)

Issue

Should the City Council consider a Development Agreement with Rune Harkestad to develop a mixed use, 6 story building in the Tukwila International Boulevard (TIB) neighborhood?

Background

The applicant owns six parcels outlined in pink at the northwest corner of TIB and S. 144th Street. The two specific parcels to be used for the proposed project front on 37th Avenue S. and are outlined in black.

The site is zoned Neighborhood Commercial Center (NCC) and is within the Urban Renewal Overlay District.



Discussion

The Development Agreements chapter of the City's Zoning Code (TMC 18.86) stipulates the development standards that may be modified (TMC 18.66.020,) the procedures to be followed (18.86.050,) and the conditions of approval (TMC 18.86.060.) The purpose of a development agreement is to:

1. achieve public benefit,
2. respond to changing community needs, or

INFORMATIONAL MEMO

3. encourage modifications that provide the functional equivalent or adequately achieve the purposes of otherwise applicable City standards.

Proposal

The applicant's plans (Attachment B) show an approximate 250 foot deep by 64 foot wide building with 43 dwelling units. The unit mix includes 6 studios (14%), 15 - 1 bedrooms (35%); 16 - 2 bedrooms (37%) and 6 - 3 bedrooms (14%). Two below grade parking decks are proposed for parking for the residential units.

5,235 square feet of commercial space is proposed for the ground level of the building.

Standards flexibility

The project must be consistent with standards to the fullest extent possible; however, standards such as permitted uses, residential densities, building heights, setbacks, storm drainage, landscaping, recreation space, parking, etc. may be modified. The Applicant's requested modifications are attached as well as summarized below. (Attachment A)

Height			
NCC	URO	Request	Notes
4 stories/45'	65' subject to criteria ¹	6 stories/70'	
Recreation Space			
200 sq. ft. per unit (8,600 sq. ft.)	Same as NCC	30 sq. ft. per unit (1,290 sq. ft.)	
Residential Parking			
2 per unit (86 stalls)	1 per bedroom + .5 for every additional bedroom subject to criteria (57 stalls)	1 stall per unit (43 stalls)	Applicant has provided a Parking Utilization Study (Attachment C)
Retail Parking			
1 per 400 sq. ft. (14 stalls)	1 per 400 sq. ft.	1 per 400 sq.ft.	
Landscaping			
Front – 10' Side – 0' Rear – 0'	All setback areas shall be landscaped	Front – 5' Side - 0' Rear - 0'	
Lot Area required per unit			
None	None ²	none	No action required

¹ URO criteria – at least 100 feet of frontage on TIB; the ground floor along TIB contains active uses and design and amenities that encourage pedestrians, such as sidewalks through site, art, landscaping; adherence to a transportation management plan; car sharing program; secure covered bicycle parking for every 4 dwellings; 75% of required parking in a structure that is screened from view;

² The number of dwelling units is determined by other building standards subject to a limit on studio unit average size of at least 500 square feet with none smaller than 450 square feet and no more than 40% studios.

Setbacks			
6' front 10' side 10' rear (increase to 10' – 20' when any part of yard is within 50' of LDR, MDR, HDR)	6' front 10' side 10' rear	6' front (west edge) 0' side (north and south edges) 0' rear (east edge)	The closest residential district is across the street, 37 th Avenue S., which is 55 feet wide.

Conditions Imposed

The Council may impose any conditions to mitigate impacts or procedural requirements, such as phasing, that it deems appropriate.

Discretionary, Legislative Act

The Council may approve, condition, or reject the proposal, must hold a public hearing and decide on the proposal through an ordinance.

Required Elements

- An ordinance
- A site plan for the entire project showing: any sensitive areas, required open space, perimeter buffers, location and density of dwellings, and location and size of any commercial uses;
- The time frame for build-out
- Project specific mitigation conditions such as streets, utilities, schools, parks
- Dimensional standards
- Any other item considered necessary by the City Council

Financial Impact

The value of the project has not been provided to evaluate the financial impact.

Next Steps

1. If the CDN Committee agrees, the Department of Community Development will negotiate the details of the proposed agreement with the applicant and prepare a recommendation for the City Council on the standards to be modified. Staff will draft a development agreement and accompanying ordinance.
2. CDN would then review the proposed modifications, development agreement and draft ordinance and when they are satisfied, forward to Committee of the Whole for a public hearing, deliberation, and decision.

Recommendation

CDN Committee approval to proceed with a development agreement for the site and the project.

Attachments

- A. Development Agreement Request
- B. Project conceptual plans
- C. Parking Study



PL 19 - 0019
L 19 - 0031

February 25, 2019

Moira Bradshaw
City of Tukwila
Department of Community Development
6200 Southcenter Blvd
Tukwila, WA 98188

**RE: *Riverton Heights Mixed Use Development Agreement
PRE17-0012 37th Ave S, / 14223 Tukwila Int'l Blvd, Tukwila, WA 98168
Request for Modifications of Standards***

Dear Moira,

This letter is to discuss the Riverton Heights Mixed use project and identify a short list of modifications of standards we would like to pursue in preparation of developing the referenced project.

1. Building Height: Increase the maximum building height from NCC zone standards of 45 feet to 70 feet as measured from the grade plane to be consistent with Building Code standards and ordinance 2330. Increase stories to 6 with 5 residential stories over 1 commercial story with below grade garage under the commercial.
2. Recreation Space standards: Provide 30 s.f. per unit of interior recreation / amenity space. Exterior recreation space is available across the street to the west. Proximity to recreation space to include existing park amenities, similar to parking analysis taking into account available transit and light rail infrastructure proximity.
3. Parking Supply Standard: 1 stall per residential dwelling unit.
2.5 stalls / 1000 s.f. for retail space.
The proximity of the site to light rail and transit support the concept of parking reduction for this project.
4. Landscaping: North Property line – 0'
East Property line – 0'
South Property line – 0'
West Property line – 5' (street)

8383 158th Ave NE, Suite 250
Redmond, WA 98052
425-636-8006



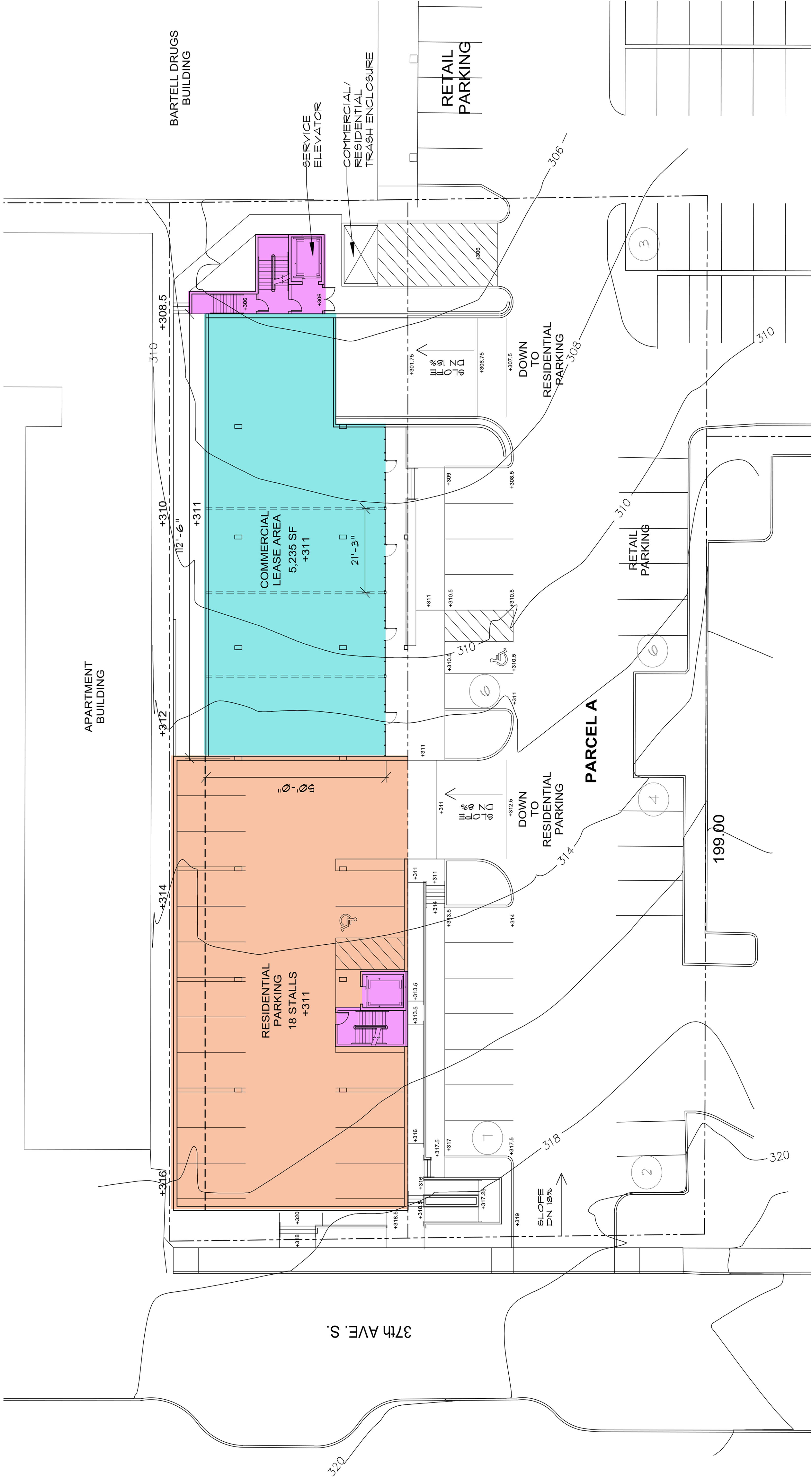
5. Lot area per Unit: no minimum; density to be determined by other standards, such as parking, height, landscaping, etc.
6. Setbacks:
 - North: Underground Parking Garage up to 6'-0" above adjacent residential finished floor elevation: 0 feet
Retail and Residential above ground: 10'-0"
 - East: Underground Parking Garage up to 6'-0" above the adjacent residential finished floor elevation: 0 feet
Retail and Residential above ground: 10'-0"
 - South: Underground Parking Garage: 0 feet
Retail and Residential above ground: 0 feet
 - West: Underground Parking Garage up to 6'-0" above adjacent residential finished floor elevation: 0 feet
Retail and Residential above ground: 10'-0"

Do not hesitate to call should you have any questions on these items.

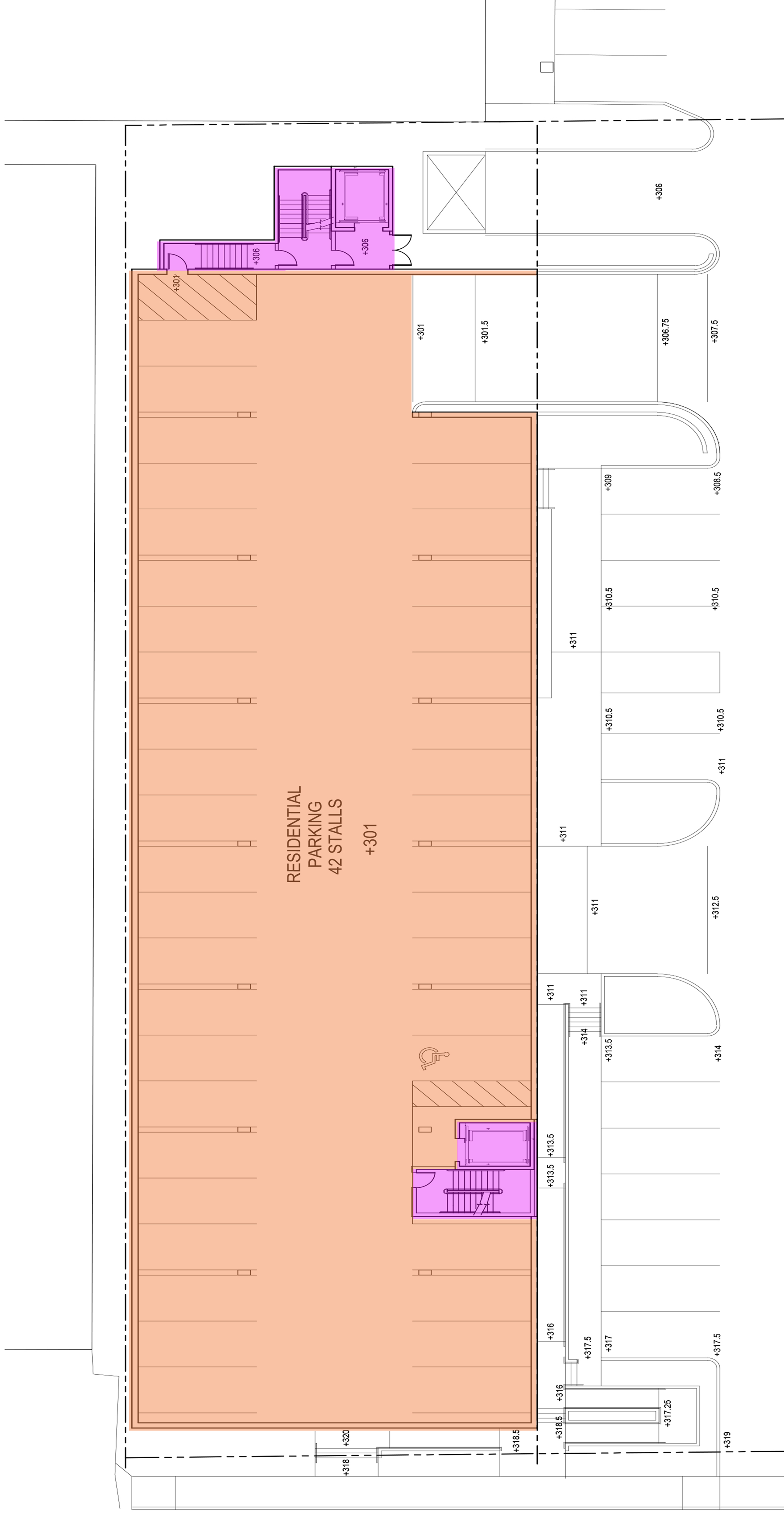
Sincerely,

Partners Architectural Design Group, Inc.

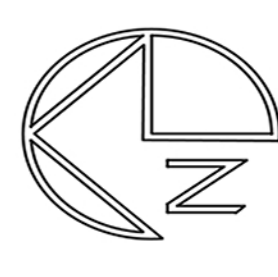
Eric E. Koch
Principal



LEVEL P-1
N.T.S.



LEVEL P-2

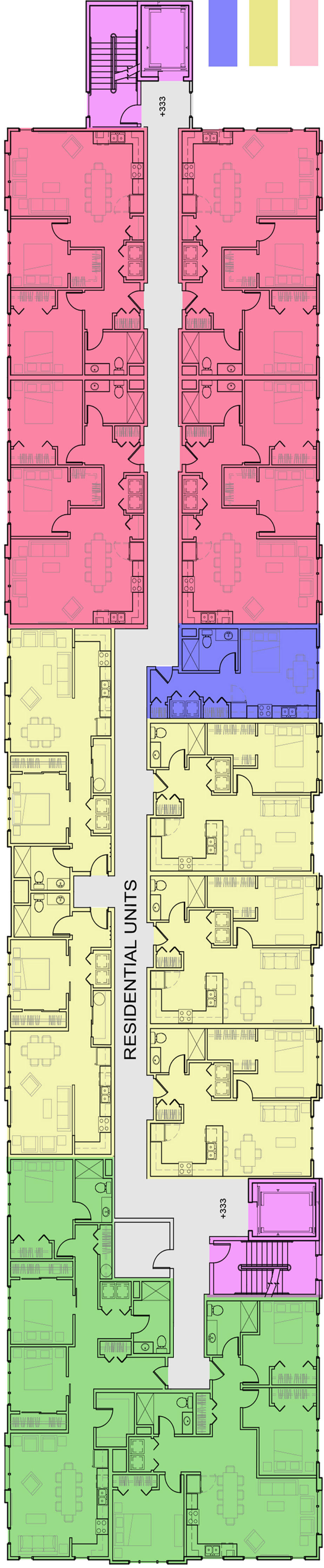


N.T.S. 0' 2' 10' 20'

RIVERTON HEIGHTS - LEVEL P-2 FLOOR PLAN



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Architectural Design Group, Inc.



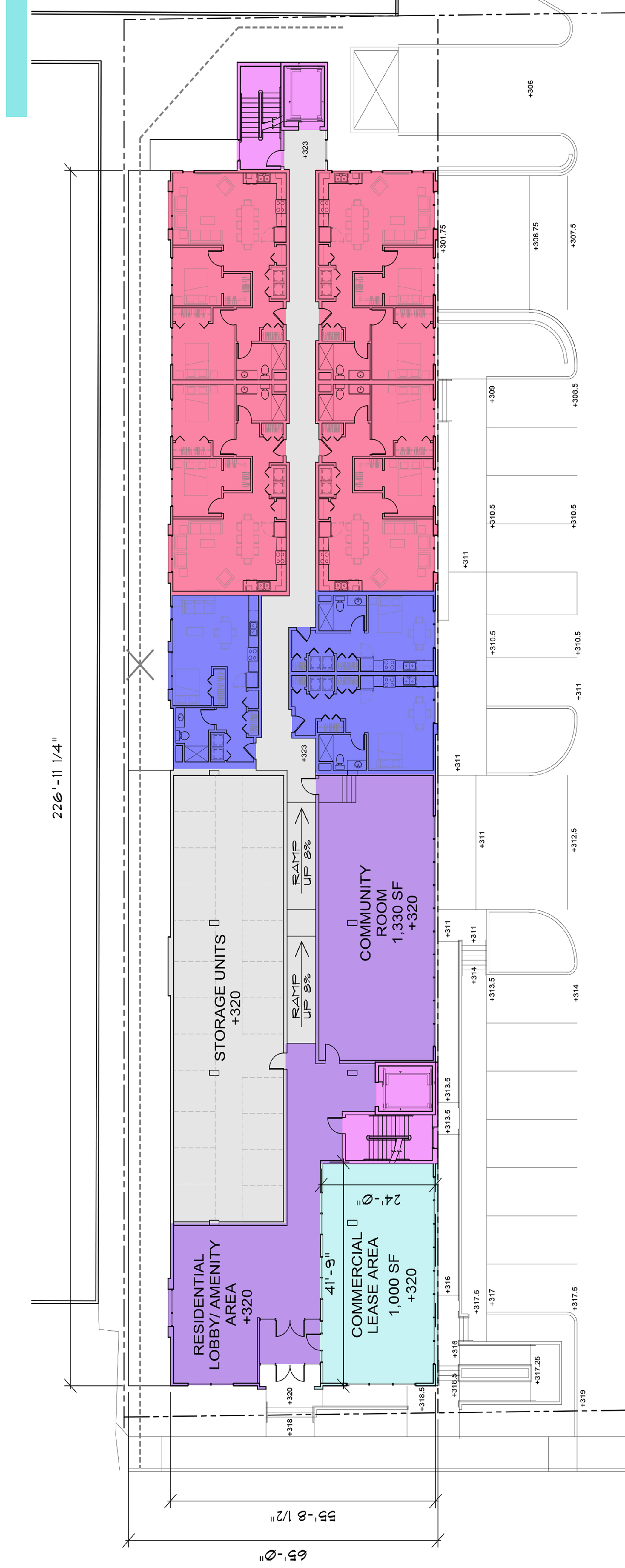
LEVEL L-2 THRU L-5



N.T.S.

0' 2" 10' 20'

RESIDENTIAL	
7 = 1 x	(7) STUDIO
20 = 1 x	(20) 1 BEDROOM
30 = 1.5 x	(20) 2 BEDROOM
16 = 2 x	(8) 3 BEDROOM
PARKING REQ'D - 73 55 UNITS	
PARKING PROVIDED - 59 (GARAGE)	
- 14 (ON-SITE)	



LEVEL L-1



N.T.S.

0' 2" 10' 20'

COMMERCIAL	
6,235 SF X 4/1000 SF	
PARKING REQ'D = 25 STALLS	
PARKING PROVIDED = 28 STALLS	

MATERIAL SCHEDULE

1. COMPOSITE TRIM
2. COMPOSITE PANEL
3. HR-36 METAL PANELS (VERTICAL)
4. COMPOSITE WINDOW TRIM
5. METAL CORNICE / COPING
6. HR-36 METAL PANELS (HORIZONTAL)
1. CONCRETE
8. STEEL CHANNEL
9. STEEL GUARDRAIL
10. VINYL WINDOW
11. ANODIZED ALUMINUM STOREFRONT SYSTEM
12. HOLLOW METAL DOOR
13. GARAGE DOOR
14. INTEGRAL COLOR GROUND FACE CMU
15. HORIZONTAL STEEL CANOPY

PAINT COLOR

- P1 - SYCAMORE TAN, SW 7885
- P2- UNIVERSAL KHAKI, SW 6150
- P3- MATTE BLACK

CMU

- M1 - KHAKI (GROUNDFACE)

CONCRETE

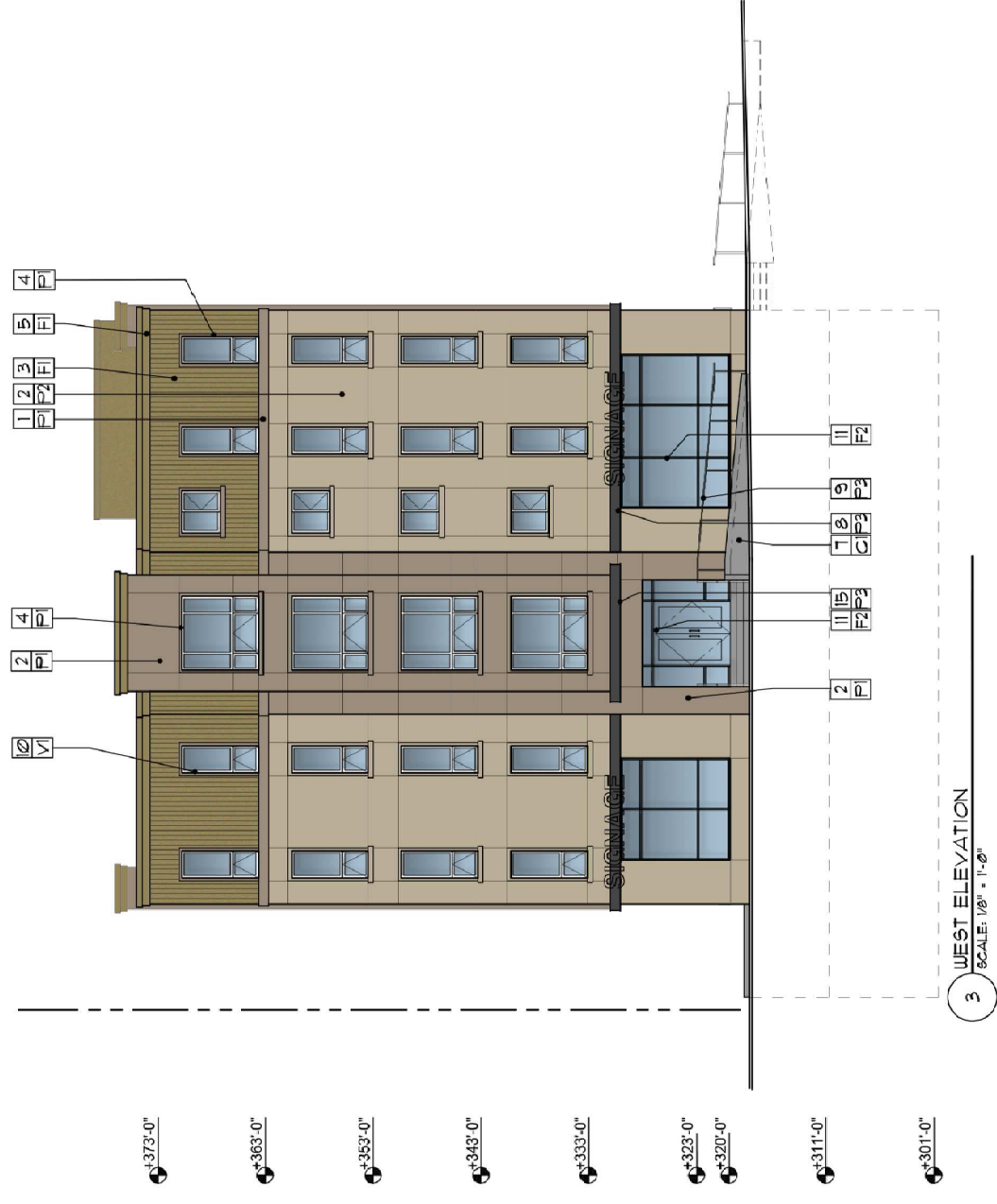
- C1 - NATURAL GRAY

PREFINISHED METAL

- F1 - AEP BRN, COOL METALLIC CHARTRAGNE
- F2 - BLACK ANODIZED ALUMINUM

VINYL

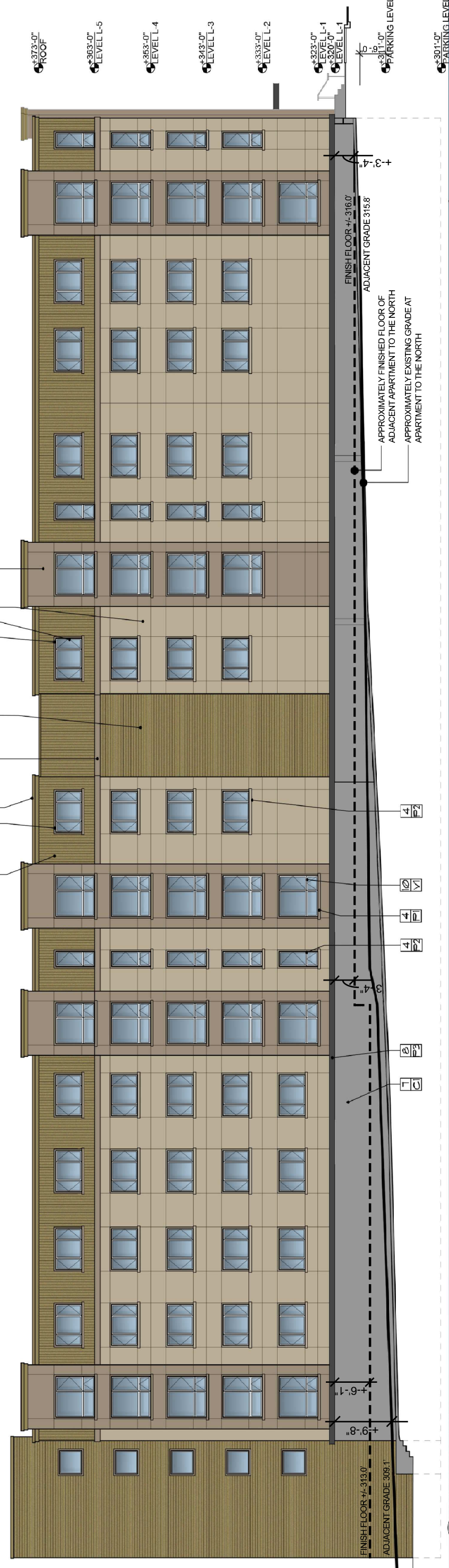
- V1 - BLACK



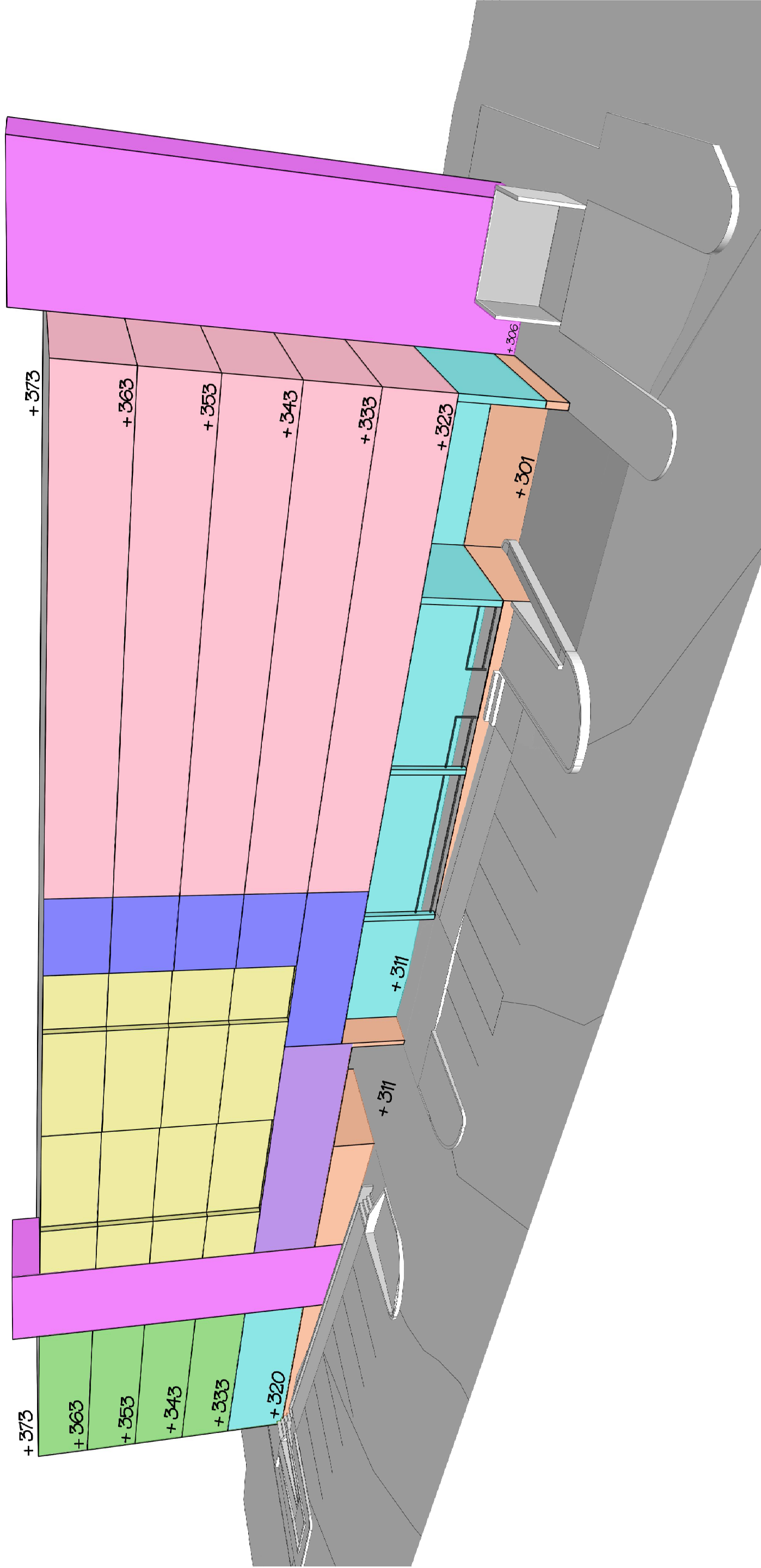
RIVERTON HEIGHTS - ELEVATIONS



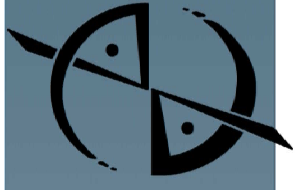
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Architectural Design Group, Inc.



RIVERTON HEIGHTS - ELEVATIONS



RIVERTON HEIGHTS - MASSING MODEL



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PARKING OCCUPANCY AND UTILIZATION STUDY

Riverton Heights



14227 Tukwila International Blvd, Tukwila, WA 98168

Ab INVESTMENT AND CONSULTING GROUP

www.abicg.com

Aklilu Gebreyesus, CPP

aklilu@abicg.com

January 4, 2019

INTRODUCTION

SEG 56th LLC has retained Ab Investment & Consulting Group, to assess the parking lot located at 14227 Tukwila International Blvd, Tukwila, WA 98168 (Riverton Heights). The goal of this study was to document the current demand and utilization of parking lot.

Ab Investment & Consulting group conducted parking occupancy surveys three days a week for four weeks between the hours of 10 AM to 10 PM. These collection periods provided data from different demand times so that the study group can establish a peak, weekday and weekend utilization period for the study area.

The total parking supply is defined as the number of available stalls within the study area.

A total of 158 stalls were included in the survey for this study – designated loading stalls were not surveyed.

Parking occupancy rates are calculated in this report for an average weekday and weekends. A parking occupancy rate can be defined as the percentage of the parking supply that is observed to be occupied during a given period. Parking occupancy is reported on an hourly basis.

PARKING OCCUPANCY STUDY

The purpose of this study was to derive a comprehensive and objective understanding of parking occupancy and utilization in the study area during peak days.

METHODOLOGY

A complete survey of parking use (occupancy) was conducted on three “typical days” representing parking activity when the lot is busy. The study was conducted in December 2018, and 84 sample data were collected (table 1)

BASICS OF PARKING UTILIZATION

PARKING UTILIZATION LOOKS AT THE NUMBER OF PARKING SPACES THAT ARE OCCUPIED VERSUS THOSE AVAILABLE AT CERTAIN POINTS OF THE DAY. THIS IS GENERALLY DESCRIBED USING THE PERCENT OF PARKING CAPACITY THAT IS OCCUPIED. FOR INSTANCE, A PARKING LOT WITH 100 PARKING SPACES AND 30 PARKED VEHICLES HAS PARKING UTILIZATION RATE OF 30-PERCENT.

IN THE CASE OF OFF-STREET PARKING, THE OPTIMAL UTILIZATION RATE IS GENERALLY ACCEPTED TO BE 90-PERCENT. THE EXAMPLE LOT DESCRIBED ABOVE WOULD HAVE 10 EMPTY SPACES. ABOVE 90-PERCENT, PARKING IS BEYOND THE FUNCTIONAL CAPACITY OF THE LOT AND MANY DRIVERS WOULD CONSIDER IT FULL.

THE ON-STREET PARKING OPTIMAL UTILIZATION RATE IS 85- PERCENT. AT THIS POINT, A DRIVER CAN EXPECT TO FIND 1 FREE SPACE FOR EVERY 7 OCCUPIED. ABOVE 85-PERCENT, OCCUPANCY IS BEYOND FUNCTIONAL CAPACITY CAUSING DRIVERS TO CIRCLE IN SEARCH OF A VACANT SPACE

In order to ensure the 'snapshot' acquired through this study was a representative of general parking conditions, field assessment was conducted by our senior staff to select an appropriate and representative time and days before the data collection phase started.

STUDY AREA

The map below provides a layout of the parking locations. The lot has 158 available parking stalls and is utilized by the patrons and employee of the business.

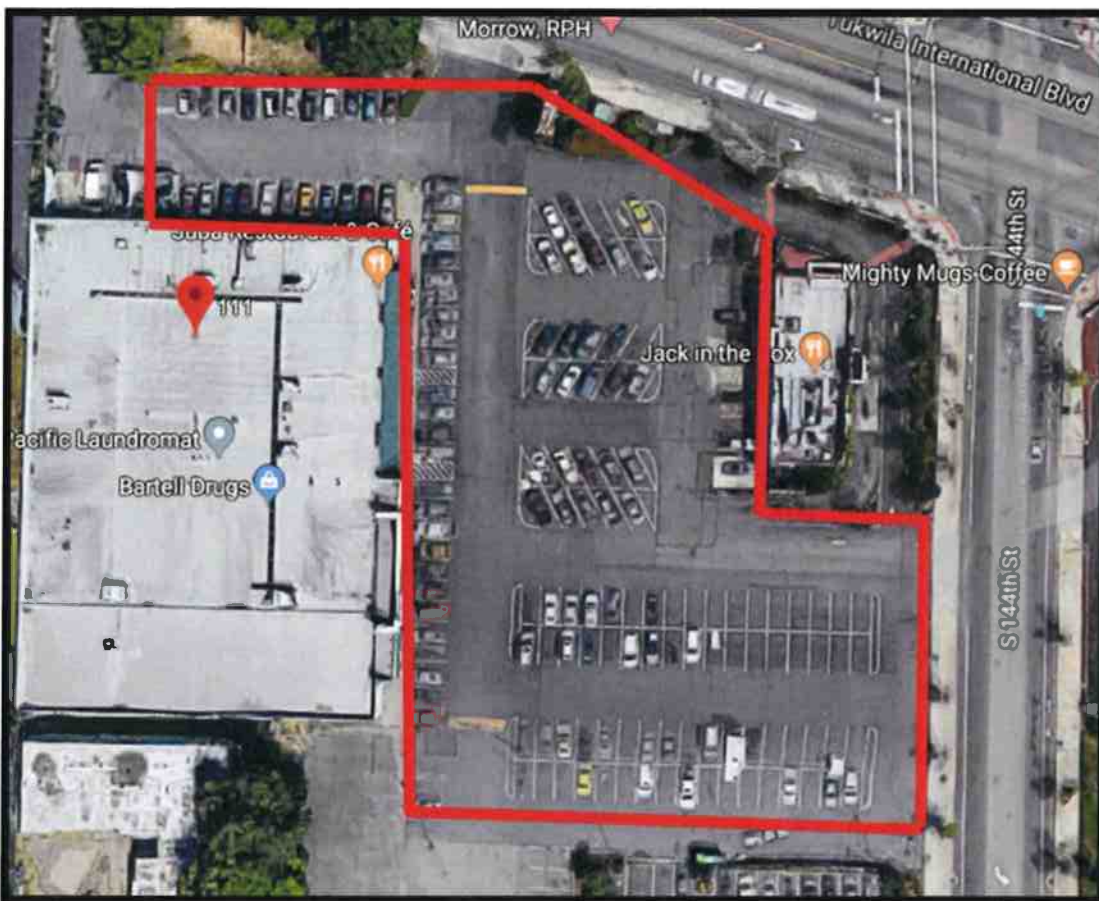


Image - shows the study area

DATA COLLECTION

Parking occupancy counts were performed over a four-week period between December 5, 2018, and December 29, 2018, during the following times:

- Wednesday through Saturday, between 10:00 A.M. and 10:00 P.M.,

In addition, the parking supply of the study area was confirmed.

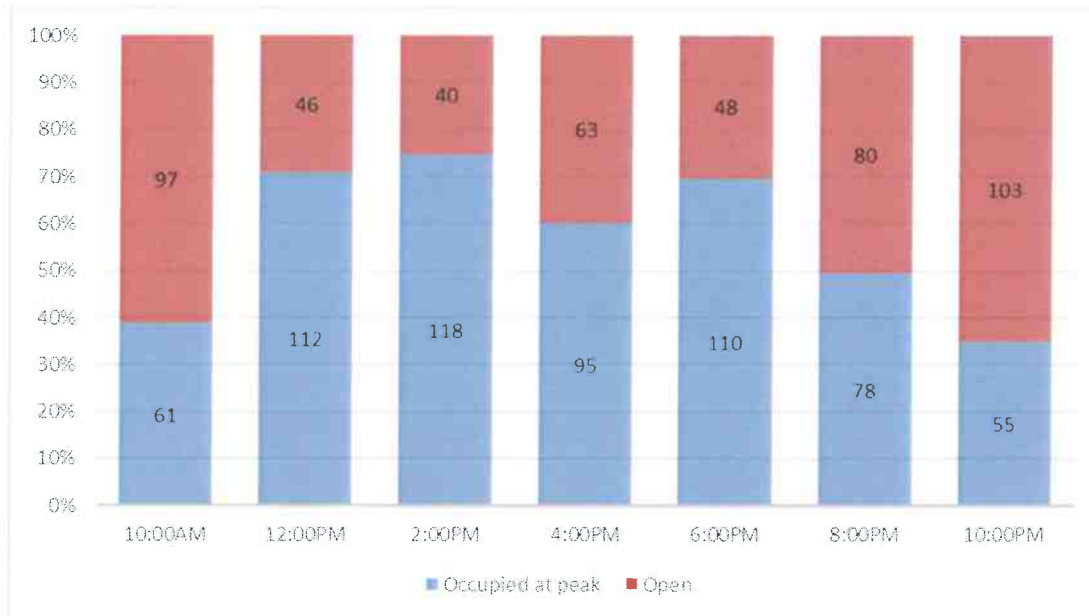
PARKING UTILIZATION

Occupancy surveys were conducted from December 5th – December 29th during different hours for the designated area. The average hourly counts (occupancy) are summarized below in table1.

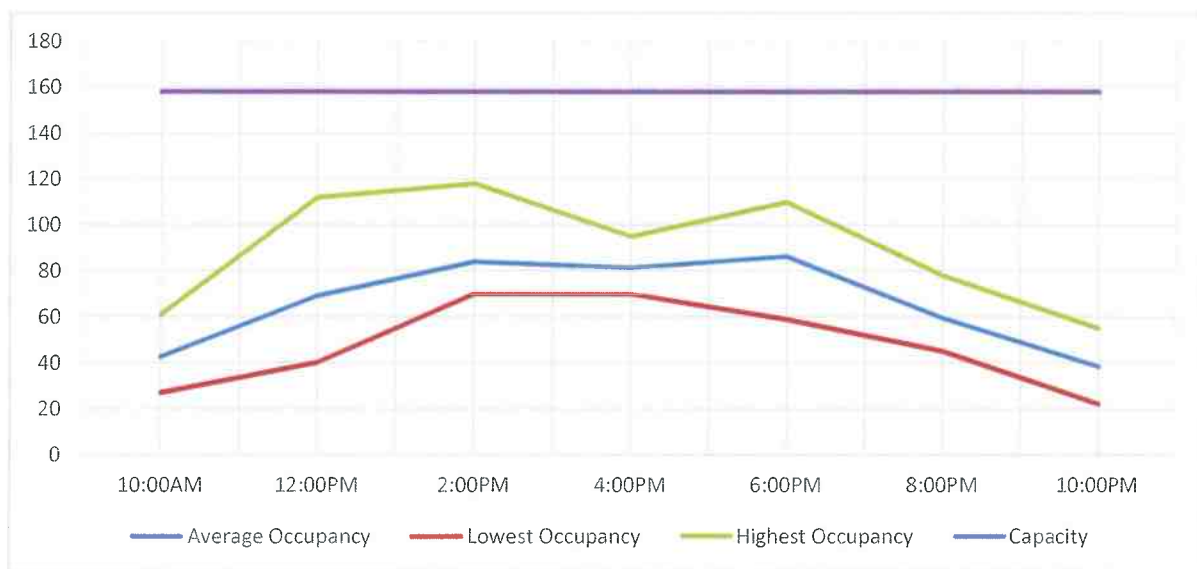
Date	10:00AM	12:00PM	2:00PM	4:00PM	6:00PM	8:00PM	10:00PM
12/5/2018	51	40	71	78	102	50	33
FRI SAT 12/7/2018	61	112	118	76	83	56	37
12/8/2018	31	59	71	83	96	49	29
12/12/2018	55	77	80	70	59	56	32
FRI SAT 12/14/2018	40	85	94	71	63	45	27
12/15/2018	59	89	83	95	110	78	55
12/19/2018	31	72	74	85	86	68	42
12/21/2018	27	64	70	83	87	70	46
12/23/2018	40	61	93	88	106	62	54
12/26/2018	54	70	96	70	83	56	37
FRI SAT 12/28/2018	31	48	83	93	72	66	22
12/29/2018	31	52	75	84	89	58	46
Average Occupancy	43	69	84	81	86	60	38
Lowest Occupancy	27	40	70	70	59	45	22
Highest Occupancy	61	112	118	95	110	78	55

Table1- shows data collected during the duration of the study.

Occupancy levels reached their peak at 2 PM, where 118 of the 158 total spaces (75%) were occupied.



The utilization profiles subsection explores and compares utilization based on the time of day and day of the week through parking utilization profile charts (below). These profiles show how many spaces are occupied and how many are available, providing a visual representation for comparing occupancy and availability at different points in the day



CONCLUSION

The parking occupancy for the lot was observed to be occupied at the peak of approximately 75 percent during 2:00 p.m. period on Friday. Based on this study the occupancy is well below the demand on a peak day.

AN 85% OCCUPANCY RATE IS A WIDELY-ACCEPTED INDUSTRY STANDARD FOR OPTIMAL ON-STREET PARKING OCCUPANCIES AND 90% FOR OFF-STREET PARKING FACILITIES. THESE ARE TARGET RATES FOR PREVENTING THE ADDITIONAL AND UNNECESSARY TRAFFIC CIRCLING FOR A SPACE WHILE STILL MAKING GOOD USE OF THE PARKING SUPPLY AND ATTRACTING CUSTOMERS.