



**Staff Report to the Board of Architectural Review**

Design Review for Greenwood Heating

Prepared July 13, 2020

**Hearing Date:** July 23, 2020

**File Number:** L20-0011 Design Review

**Associated Permits:** E20-0002 SEPA Decision  
L20-0016 Special Permission

**Applicant:** Greenwood Heating

**Request:** Proposal to construct a new 2 story office, 1 story warehouse building with associated parking, truck maneuvering areas, landscaping, storm drainage and utility improvements.

**Location:** 14027 Interurban Ave S, Tukwila WA 98168  
Parcel #s 3365900830, 3365900845, 3365900850 and 3365900855

**Comprehensive Plan/  
Zoning Designation:** Regional Commercial Mixed Use (RCM)

**Environmental Review:** Determination of Non-Significance provided June 11, 2020

**Public Notice:** Notice of Application was posted on site and mailed to surrounding property owners, tenants, and agencies with jurisdiction on February 28, 2020. Notice of BAR public hearing was posted in the Seattle Times and mailed to property owners and tenants within 500 feet of the property and agencies with jurisdiction on July 9, 2020.

**Public Comment:** The Duwamish Tribe provided a letter on March 12, 2020 following review of the cultural report indicating that the findings and recommendations of the document were acceptable. No additional comments were received.

**Recommendation:** Staff recommends approval of L20-0011 Design Review.

**Staff Contact:** Max Baker, Senior Planner

**Attachments:**

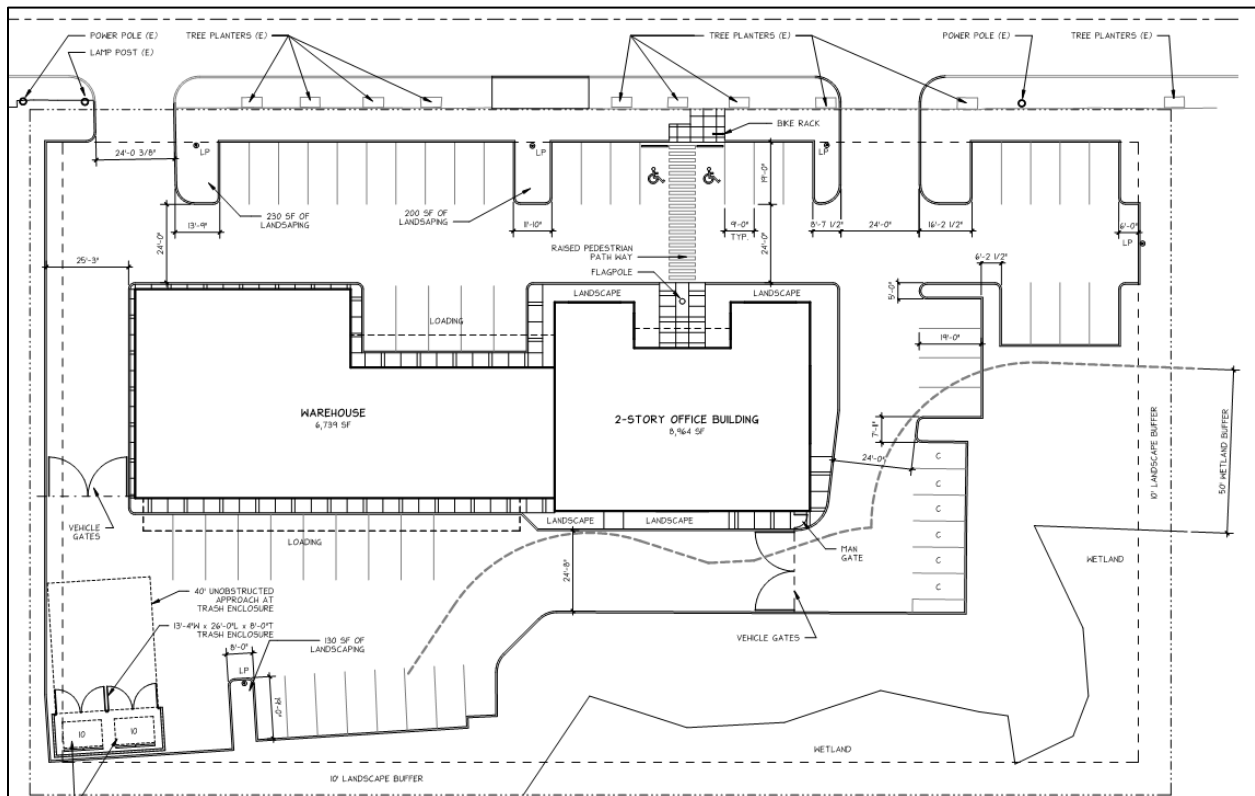
- A. Site Plans
- B. Landscaping Plan
- C. Lighting Plan
- D. Building Elevations and Renderings
- E. Duwamish Tribe Response to Review of Cultural Report

**FINDINGS**

**Project Description**

The applicant is proposing an office and warehouse project. The 15,703 square foot building will consist of a one story warehouse (6,739 sf) and a two story office space (8,964 sf) with 53 parking spaces, 13 of which are flexible spaces to be used as loading docks for the warehouse, as needed. The project will be located on a 73,500 square foot lot. The site currently consists of four parcels that are to be consolidated (the permit for which has not been applied for at date of this staff report): 3365900830, 3365900845, 3365900850 and 3365900855. The existing vacant building on parcel 3365900830 will be demolished.

In addition to building construction the project will include grading activities, stormwater facilities, water and sanitary sewer connections, new paved vehicular parking and truck loading areas and franchise utility improvements. A Category IV wetland area is located on the southwest corner of the site. An existing paved parking area encroaches into the 50' wetland buffer and will be maintained but not be expanded as part of the project; a Special Permission – Sensitive Areas permit to waive the 15' wetland buffer building setback has been approved by the DCD Director under permit L20-0016. A boundary line adjustment or lot combination will be processed to configure lots to conform with the proposed site development.

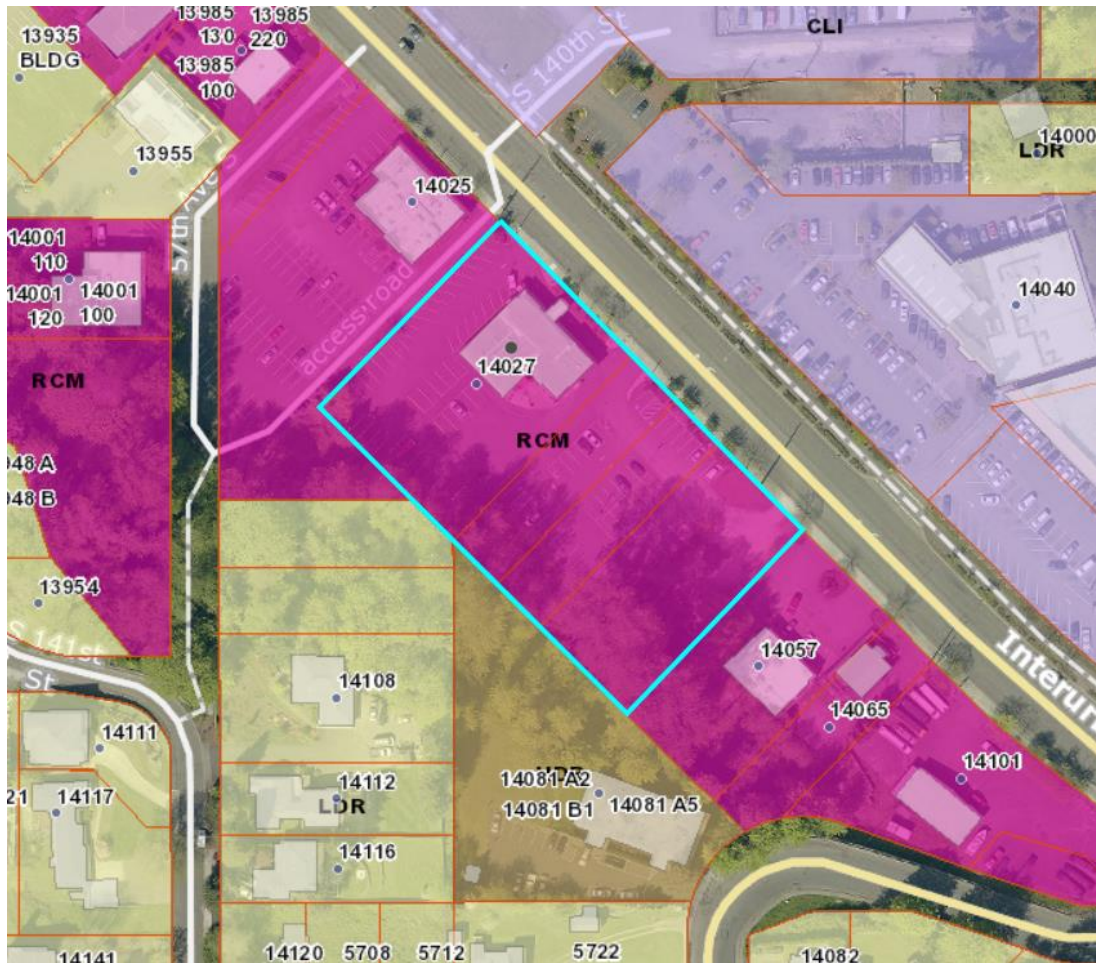


*Fig. 1: Proposed site plan*

**Zoning**

The proposed site is located within the Regional Commercial Mixed Use (RCM) district. The subject property is in a mixed commercial and warehouse area along Interurban Ave S. To the west of the parcel and at a higher elevation,

the area is zoned for low density residential (LDR) and high density residential (HDR). The proposed uses, Office and Warehouse, are permitted without conditions in the RCM district.

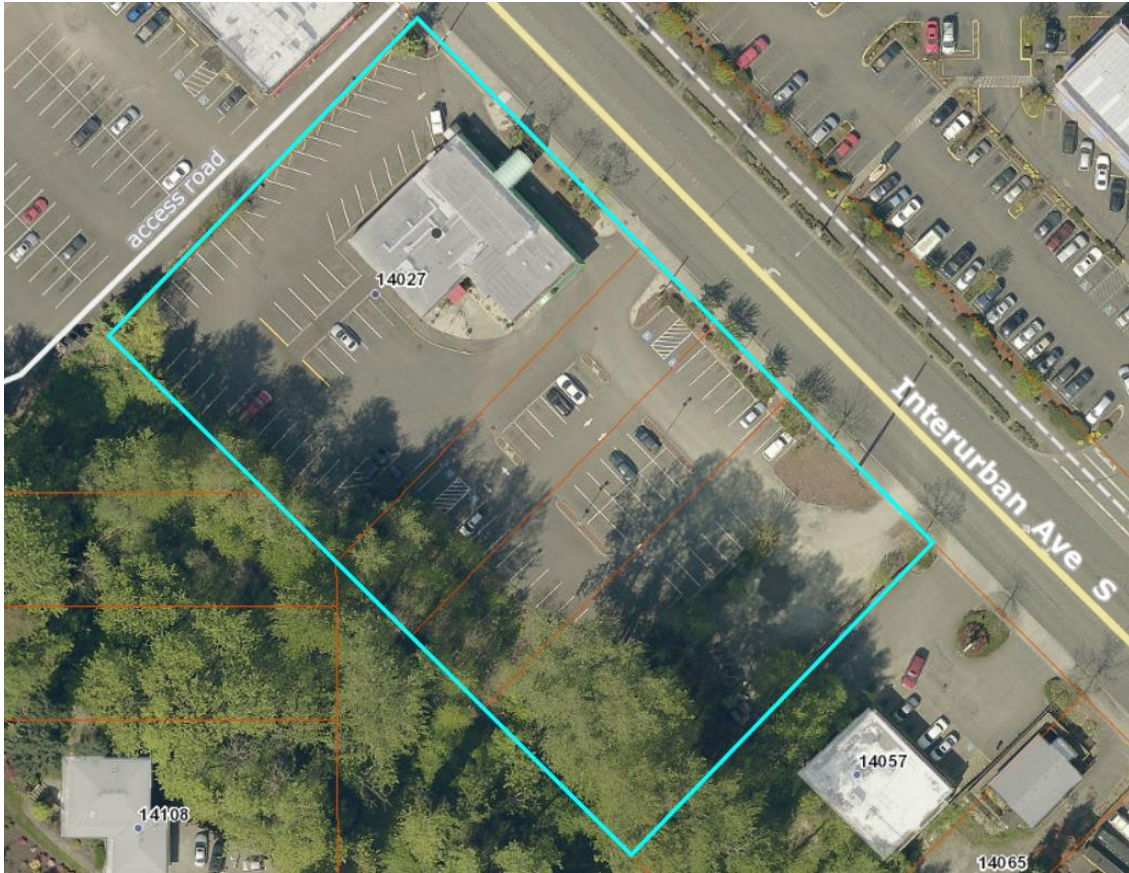


**Fig. 2: Zoning Map**

### **Existing Conditions**

The site was most recently used for the Horizon Ford auto dealership but has been vacant since 2019; the existing building on parcel 3365900830 was previously used for Horizon Ford's offices and will be demolished. The site is generally flat with the steepest slope being about 5%. The site currently has three access points off Interurban Ave S; these will be consolidated into two access points as part of the redevelopment project. King County Metro bus stops are located to the east on Interurban Ave S, near S 151<sup>st</sup> St.

To the south and west of the project parcel are patches of undeveloped forest within a steep slope area. The remaining topography on the site is generally flat with an elevation of 21 feet.



*Fig. 3: Aerial of project site. Existing building located at northern corner of site. Forested area and wetland located along southwest corner.*



*Fig. 4: View of existing development/site looking southeast from Interurban Ave S.*

**Development Standards - Regional Commercial Mixed Use**

The following standards apply to projects within the Regional Commercial Mixed Use for which the site is zoned. A discussion of project compliance or non-compliance follows:

- Setbacks, minimum:
  - Front: 20' - **Complies**

- Second Front: 10' – **Complies**
- Sides: 10' – **Complies**
- Sides, if any portion of the yard is within 50 feet of LDR, MDR, HDR: First Floor 10', Second Floor 20', Third Floor 30' – **Complies**
- Rear: 10' – **Complies**
- Rear, if any portion of the yard is within 50 feet of LDR, MDR, HDR: First Floor 10', Second Floor 20', Third Floor 30' – **Complies**
- Height, maximum: 3 Stories or 35' – **Complies**
- Off Street Parking – **Complies**
  - Warehousing: 1 per 2,000 square feet usable floor area. Proposed 6,739 sf warehouse requires 3 parking spaces.
  - Office: 3 per 1,000 sq. ft. usable floor area minimum. Proposed 8,964 sf office requires 26 parking spaces.
  - Total of 29 parking spaces required. Project will provide 59 parking spaces onsite.
- Landscaping (see Attachment B):
  - Front: 10' – **Complies.**
  - Side: 5' – **Complies**
  - Rear: 10' – **Complies**
  - Parking Lot Landscaping: 20 per stall adjacent to street; 15 per stall if parking is placed behind building – **Complies.**

### Design Review and Decision Criteria

#### 1. *Relationship of Structure to Site*

- ***The site should be planned to accomplish a desirable transition with streetscape and to provide for adequate landscaping and pedestrian movement:***

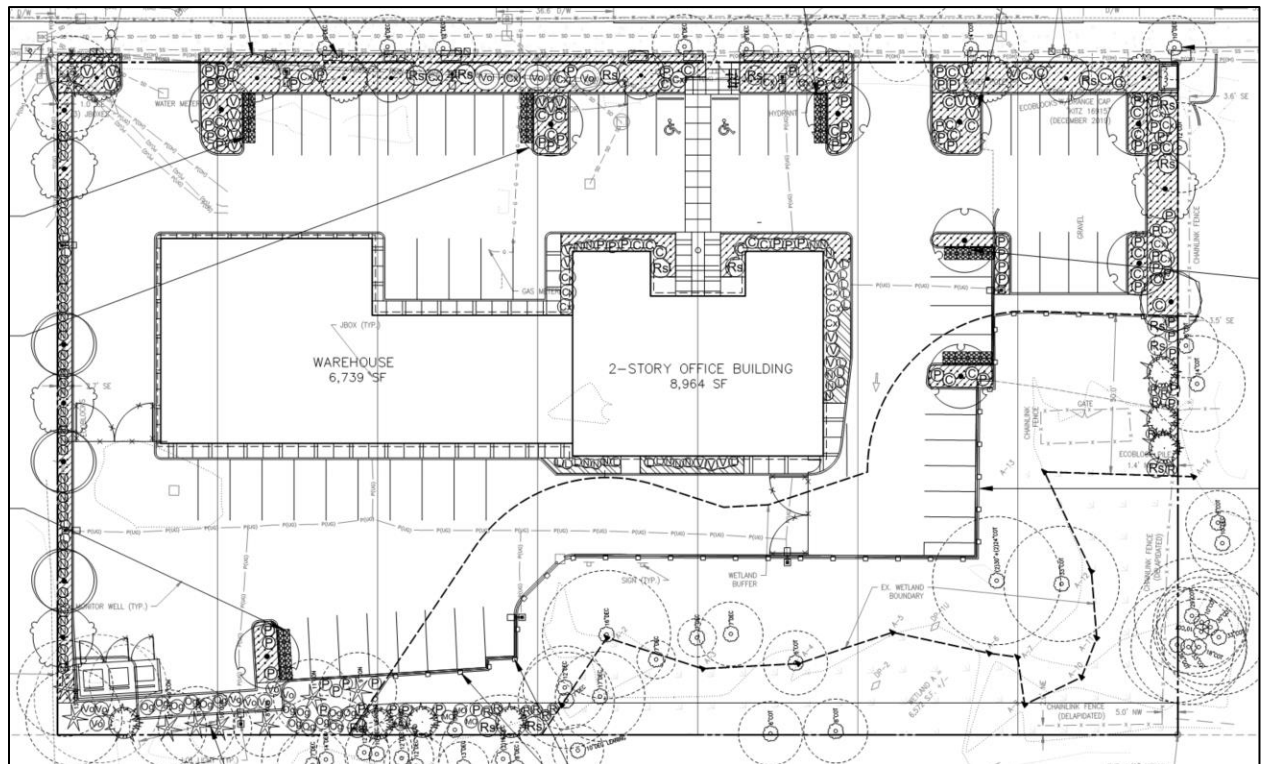
The project will provide a direct pedestrian connection from Interurban to the main building entrance. As required by Per TMC 18.56.040.7.e, where pedestrian walks are used in parking lots for the use of foot traffic only, they shall be curbed or raised six inches above the lot surface; the applicant has provided a raised pathway that will effectively act as a speed bump for cars moving through the parking lot, see Fig. 5.



***Fig. 5: Building main entrance and raised concrete walkway connecting to Interurban Ave S through front parking area.***

- **Parking and service areas should be located, designed and screened to moderate the visual impact of large paved areas:**

The proposed project's site design and landscaping effectively conceals large paved areas. A large portion of the parking is located on the western portion of the site and screened by the proposed building, see Fig. 6. Parking areas to the south and east include perimeter and interior landscaping as required by TMC 18.52, breaking up the appearance of large paved areas in these locations. Landscaping along the eastern property line between Interurban Ave S and the parking lot will also provide sufficient screening from the streetscape while still providing views into the site.



**Fig. 6: Landscaping Plan**

- **The height and scale of each building should be considered in relation to the site:**  
Per TMC 18.26.080, the height limit for Regional Commercial Mixed-Use is 35 feet or 3 stories; the proposed structure is to be two stories and 28 feet at its highest point, meeting the district development standards. The height and scale of the proposed building is also similar to neighboring buildings on the block, all of which are 1-2 stories in height.

## 2. Relationship of Structure and Site to Adjoining Area

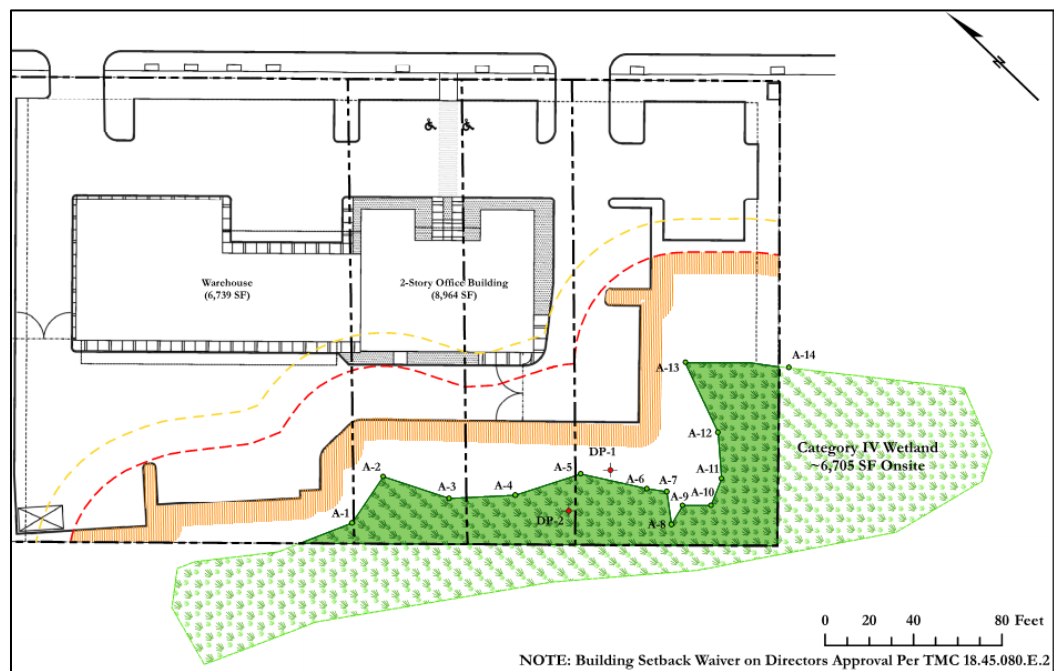
- **Harmony of texture, lines and masses is encouraged:**  
The mass and scale of the building is consistent with the surrounding commercial area. The proposed structure will be 19' tall along the one story warehouse section and 28' tall along the two-story office building section. The building lines and masses of the neighboring structures are similar to those of the proposed 15,703 sf building; Riverside Casino and Great American Casino across Interurban from the site

are one-story buildings with square footages of 16,460 and 15,657 sf, respectively. The neighboring Fortune Casino to the north of the project site is also a one-story building, at 4,280 sf.

- **Appropriate landscape transition to adjoining properties should be provided:**

The project is required to comply with the requirements of TMC 18.52.030: Perimeter and Parking Lot Landscaping Requirements by Zone District. For projects in the RCM district, 10' of Type I front yard landscaping, 6' of Type II side yard landscaping (increased to 10' if any portion of the yard is within 50' of LDR, MDR, or HDR), and 0' of Type II rear yard landscaping (increased to 10' if any portion of the yard is within 50' of LDR, MDR or HDR) is required.

The proposed project provides Type II perimeter landscaping along the southeastern side yard (10' due to proximity to LDR zoning) and northwestern side yard (5') consisting of small trees and shrubs, providing an appropriate transition between the property and adjacent properties. The southwestern boundary line provides 10' of landscaping at the parking area's edge within the wetland buffer that consists of native plants (Sitka spruce trees and native grasses).



**Fig. 7: 10' native landscaping area colored in orange.**

- **Public buildings and structures should be consistent with the established neighborhood character:**

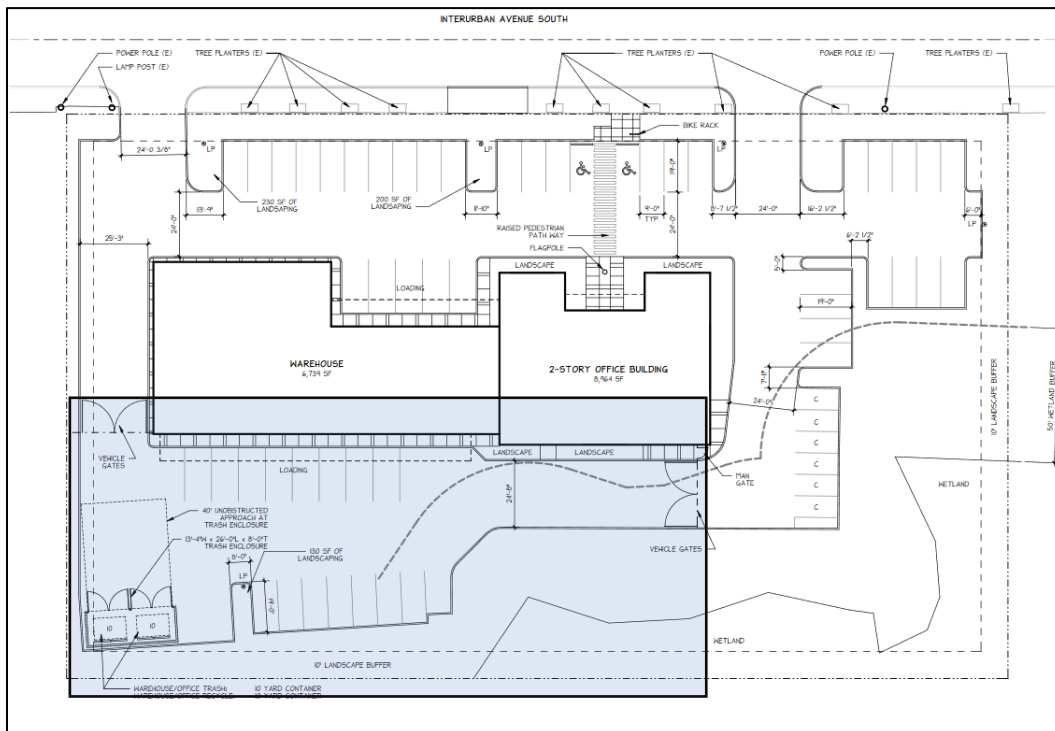
The proposed project is consistent with the established neighborhood character.

The block is zoned Regional Commercial Mixed-Use, a district type that is intended to promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. The redevelopment of the site to current standards will significantly improve Interurban Ave's streetscape while also providing vegetated buffers between neighboring properties.

Nearby properties across Interurban Ave S are zoned Commercial/Light Industrial (CLI). This zone is intended to provide for areas characterized by a mix of commercial, office, or light industrial uses. The

development of the site for Greenwood's office and warehouse needs will also align well with uses intended for the CLI district.

- **Compatibility of vehicular pedestrian circulation patterns and loading facilities in terms of safety, efficiency and convenience should be encouraged:**  
Vehicular circulation patterns are designed for safety, efficiency and convenience; most of the office traffic will be in the front of the building and majority of the loading/vehicles will be in the rear. Pedestrian pathways are clearly indicated with raised pathways through the parking area.
- **Compatibility of on-site vehicular circulation with street circulation should be encouraged:**  
The existing three curb cuts along Interurban Ave S have been consolidated into two, effectively reducing the potential for traffic conflicts for cars entering and exiting the site. Service trucks will mainly be directed to the rear of the building (blue area, Fig. 8) while the front of the building will be reserved for office traffic and parking.



**Fig. 8: Traffic layout (service parking area shaded in blue)**

### Landscaping and Site Treatment

- **Where existing topographic patterns contribute to beauty and utility of a development, they should be recognized, preserved and enhanced:**  
The site is relatively flat throughout development area; no changes to site topography outside of the existing paved area and/or along the steep slope along the southwestern boundary line are proposed. Existing vegetation in the rear will be preserved and maintained, with a 10' landscaping/buffer enhancement area consisting of native plant species provided along the edge of the parking area within the wetland buffer.



- ***Grades of walks, parking spaces, terraces and other paved areas should promote safety, and provide an inviting and stable appearance:***  
The pedestrian pathway connecting to the front entrance of the building from the sidewalk along Interurban Ave S will be constructed of concrete to contrast with the asphalt areas of the parking lot, adequately delineating travel paths for all users. This walkway will also be raised 6" above the drive-aisle elevation to provide a safe pathway through the parking lot.
- ***Landscape treatment should enhance architectural features, strengthen vistas and important axis, and provide shade:***  
Landscaping within employee/public parking area signifies the northeastern elevation of the structure as the main entrance. The main pedestrian pathway through this area is framed with landscaping on either side and paved with contrasting concrete to help guide users to the building's public and office entrance.
- ***In locations where plants will be susceptible to injury by pedestrian or motor traffic, mitigating steps should be taken:***  
Landscaping areas, both along the perimeter and within the parking lot, will be protected from pedestrian and motor traffic by curbs throughout. A pedestrian walkway connecting the main entrance to the sidewalk on Interurban Ave S is located to provide the shortest connection possible to help prevent users from cutting through landscaped areas to access the building.
- ***Where building sites limit planting, the placement of trees or shrubs in paved areas is encouraged:***  
The site does not limit planting ability; the project will provide trees and shrubs within and adjacent to parking areas at required ratios as set forth in TMC 18.52.
- ***Screening of service yards and other places that tend to be unsightly should be accomplished by use of walls, fencing, planting or combination:***  
The service yards/loading area for service trucks will primarily be located to the rear of the building and will be secured with chain link fencing and vehicle gates, see Fig. 9. Chain link fencing will include black vinyl screening to better screen the service yard.



***Fig. 9: Chain link fence to be used around service yard.  
Black vinyl screening to be installed to provide visual screening.***

- ***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:***  
Structural soils are required to support plant health within paved areas while also protecting the public sidewalks and site pavement areas from buckling and lifting due to root growth. Irrigation throughout landscaping areas will ensure plant survival during dry season (see Attachment B). A split-rail fence with signage indicating the presence of a wetland will be constructed along the edge of the paved area on the western portion of the development to signify the area's environmental significance and ensure that the wetland area is not disturbed as required under Special Permission – Sensitive Areas permit L20-0016.
- ***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:***  
Exterior lighting design is compatible with the industrial modern design of the overall building. Lighting along the entrance will work to accentuate the pedestrian pathway and main entrance. Lighting to the rear of building will be shielded and located to reduce spillover impacts to the adjacent wetland and its buffer. See Attachment C for lighting plan.



*Fig. 10: Proposed exterior lighting designs.*

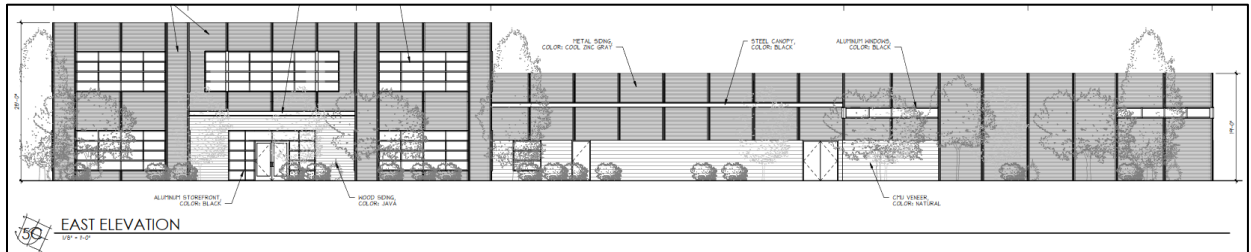
## Building Design

- ***Architectural style is not restricted; evaluation of a project should be based on quality of its design and relationship to its surroundings:***  
The proposed design is described as industrial modern and implements quality materials such as metal panels, manufactured wood material, and concealed fasteners to enhance horizontal lines. The new structure and site improvements will enhance the corridor by redeveloping and bringing into conformance a site that has not seen many improvements in recent years.
- ***Buildings should be to appropriate scale and in harmony with permanent neighboring developments:***  
The building use is permitted in this zone. The height, lot coverage and setbacks meet basic developments standards as well as fit in with the characteristic of the neighborhood. The proposed structure will be 19' tall along the one story warehouse section and 28' tall along the two-story office building section. The building lines and masses of the neighboring structures are similar to those of the proposed 15,703 sf building; Riverside Casino and Great American Casino across Interurban from the site are one-story buildings with square footages of 16,460 and 15,657 sf, respectively. The neighboring Fortune Casino to the north of the project site is also a one-story building, at 4,280 sf.

- **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:**

The windows of the office portion of the building are located to provide symmetry. The second and third floor windows are of the same size and located directly above/below one another except for the second story window above the main entrance; this window will be slightly wider than the others and aligned directly above the main entrance, accentuating the significance of the entrance itself.

The warehouse section will utilize narrower horizontal windows to provide natural lighting into the space while reducing exterior views into this more industrial portion of the structure. Awnings along this section will also emphasize the horizontal design of this portion of the building while providing weather protection on the ground for users loading materials into vehicles from warehouse.



**Fig. 11: Building elevation, main entrance.**

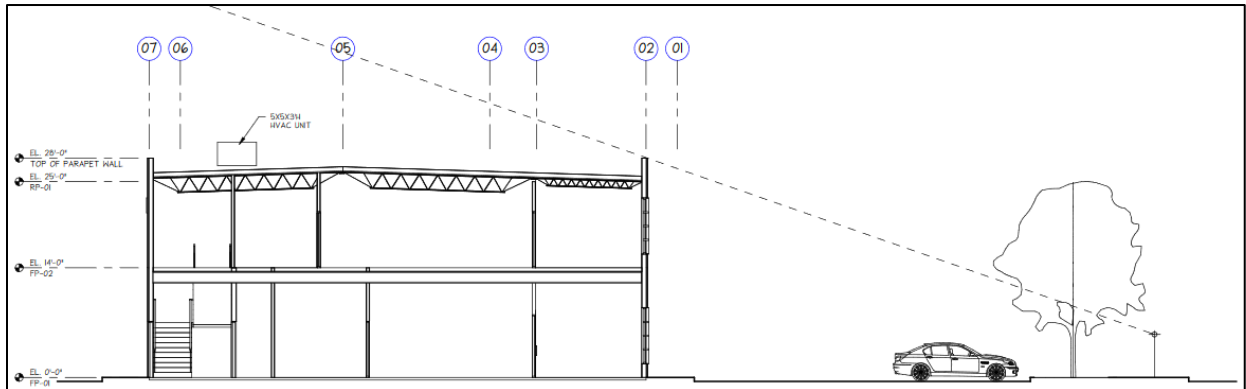
- **Colors should be harmonious, with bright or brilliant colors used only for accent:**  
The proposed structure utilizes a combination of materials and colors reminiscent of the Pacific Northwest; manufactured wood and zinc gray metal siding, black window frames, and composite stone concrete masonry units. No bright colors are proposed.



**Fig. 12: Material and colors board.**

- **Mechanical equipment or other utility hardware on roof, ground or buildings should be screened from view:**

Rooftop mechanical equipment will be placed toward back of building and screened with parapets to reduce visibility from Interurban Ave S, see Fig. 13.



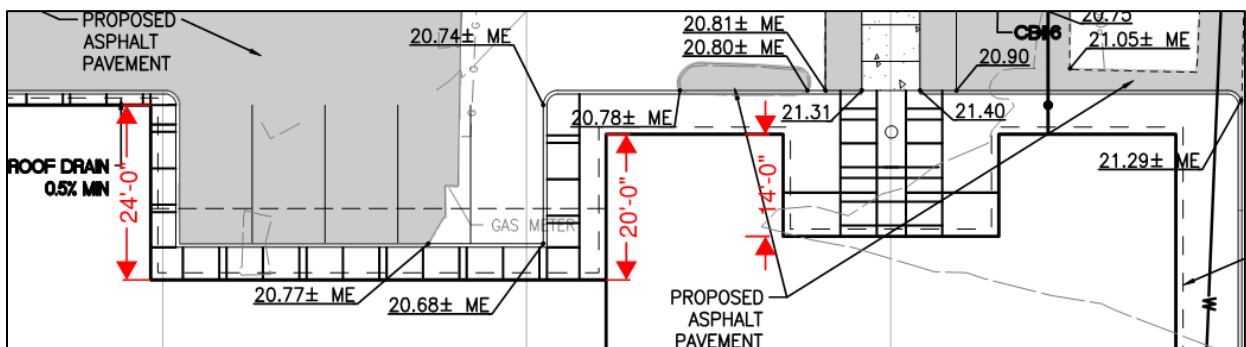
**Fig. 13: HVAC location.**

- **Exterior lighting should be part of the architectural concept. Fixtures, standards, and all exposed accessories should be harmonious with building design:**

Exterior lighting design is compatible with industrial modern design of overall building, see Fig. 10.

- **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 proposed structure provides visual interest in multiple ways. Vertical modulation has been incorporated by setting the main entrance 14' back and half of the warehouse façade 20-24' back from the rest of the building, see Fig. 14. Materials are varied along the building façade, with zinc gray metal siding used as the primary siding material, java wood siding used as an accent around the main entrance, CMU natural veneer used along extent of parking area adjacent to the warehouse, and black steel and aluminum used for awnings and window trims.



**Fig. 14: Building Modulation.**

**Miscellaneous Structures and Street Furniture**

- **Miscellaneous structures and street furniture should be designed to be part of the architectural concept of design and landscape. Materials should be compatible with scale should be appropriate, colors should be in harmony with buildings and surroundings, and proportions should be to scale:**

A concrete masonry unit (CMU) block trash enclosure with steel tube framed gate leaf and posts is proposed. Enclosure size and design is based on the recommendation of Waste management. The gate leaf will be finished with a corrugated metal face, CMU blocks will match the building, and post will be finished with a black finish. However, no elevations/images have been provided as part of the design review application; an elevation of the trash enclosure will be required as part of the development permit to ensure enclosure design is consistent with overall building design.

- ***Lighting in connection with miscellaneous structures and street furniture should meet the guidelines applicable to site, landscape and buildings:***

Lighting is proposed to provide a safe pathway for those accessing waste enclosure from building without creating offsite impact, see Attachment C.

### **PUBLIC COMMENTS**

The Duwamish Tribe provided a letter on March 12, 2020 following review of the cultural report indicating that the findings and recommendations of the document were acceptable. No additional comments were received.

### **CONCLUSIONS**

#### **Commercial and Light Industrial Design Review Criteria**

##### **Relationship of Structure to Site**

- The existing site is relatively flat; no major changes to site topography are proposed.
- Drive aisles and landscaping help to separate the employee/visitor parking area from the service yard at rear of building.
- Proposed landscaping on all sides of the building help to soften the built environment, provide screening, and are consistent with TMC requirements for RMC zoning district.

##### **Relationship of Structure and Site to Adjoining Area**

- The site design provides an easily understood arrangement of structures, landscaping, and circulation.
- A raised concrete pathway is provided between Interurban Ave S and main building entrance through parking area to better denote pathways and to provide a continuous level surface for users.

##### **Landscaping and Site Treatment**

- Landscaping is in compliance with the relevant Tukwila Municipal Code standards. The City's Urban Environmentalist has reviewed and approved proposed plant species, siting and materials to ensure appropriate spacing. The perimeter landscaping follows a coherent design concept, which will soften the impact of the development on surrounding properties.
- Existing vegetation in the rear will be preserved and maintained, with a 10' landscaping/buffer enhancement area consisting of native plant species provided along the edge of the parking area within the wetland buffer as required by Special Permission - Sensitive Areas permit L20-0016.
- A black chain link fence with vinyl slats will be installed to screen service yard at rear of building.

##### **Building Design**

- Structure height, length, and setback requirements are in compliance with the RCM development standards.

- Mechanical equipment is adequately screened from Interurban Ave A S.
- The color palette features neutral colors with accent colors that are appropriate to their intended use and location. Materials are varied between siding, awnings, and the loading canopies while keeping the visual impact on surrounding properties to a minimum.
- The design of windows and entrance canopies along Interurban Ave S elevation adequately emphasize the office structure and main building entrance.

**Miscellaneous Structures and Street Furniture**

- Trash enclosure matches overall building design and utilizes resilient materials.
- Lighting is proposed to provide a safe pathway for those accessing waste enclosure from building without creating offsite impacts.

**RECOMMENDATION**

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

1. Elevations of the trash enclosure will need to be submitted as part of the development permit to ensure enclosure design is consistent with overall building design.

**INFORMATIONAL**

Development Permit and/or Public Works permit may not be issued until Lot Consolidation Permit is recorded with King County.