



INFORMATIONAL MEMORANDUM

TO: **Planning and Community Development**

FROM: **Brandon J. Miles, Business Relations Manager**

CC: **Mayor Ekberg**

DATE: **August 10, 2021**

SUBJECT: **Wadajir Development Agreement Update**

ISSUE

Forterra is requesting the City enter into a Development Agreement (DA) for the old Knight's Inn property at 14110 Tukwila International Blvd. Staff would like to provide a briefing on the various issues related to the DA and discuss next steps.

BACKGROUND

In September of 2020 the Department of Community Development (DCD) was provided an overview of the Wadajir project to the Planning and Economic Development committee. Wadajir will be a 154,500 square foot mixed use project on the old Knight's Inn motel property, focused on supporting the environmental, social, and economic sustainability of Tukwila's East African immigrant community. A total of 100 owner occupied units will be constructed.



Figure 1, Project Site and Surrounding Area.

The project aims to provide affordable, cooperatively owned, housing for community members having annual income levels below the area median income. To achieve this affordability goal, the project proposes to use Cross Laminated Timber (CLT) technology and prefabricated modules created as a standardized set of building units. In addition to building construction

technology, the applicant is also requesting certain deviations from the City's design and zoning standards to improve the projects financial feasibility.

DA's are permitted under Tukwila Municipal Code 18.86 and are discretionary, legislative acts of the City Council. Major development and zoning issues requested to be modified by the applicant as part of a DA for the Wadajir project include:

1. Structured Parking. The applicant is asking that the requirement to provide structure parking for the residential uses be waived.
2. Minimum Required Parking. The applicant is requesting that the required number of parking stalls required for the development be reduced from 203 total spaces to a total of 69 stalls on site and 32 spaces in adjacent city right of way.
3. Building Setbacks. The construction method of CLT and prefabricated modules creates issues with modulation. The project would not be able to meet the tiered setbacks required for the upper floors of the project.
4. Recreation Space. To meet the recreation space requirements, the applicant is requesting that they be allowed to count the required setback areas into the square footage requirement for recreation space.
5. Design Review Process. Staff is requesting that the design review process be amended for this project, should it move forward.

Note, there are other minor issues that will also need to be addressed as part of the DA. Staff wanted to highlight the major issues for the council discussion since they impact project feasibility.

The applicant has also requested that the City reenact its Multi-Family Tax Exemption (MFTE) project to accommodate the project. The MFTE cannot be reenacted via a DA and would require a separate City Council action.

DISCUSSION

Wadajir provides an opportunity to expand the number of owner, occupied affordable housing units in south King County. As outlined above, the applicant is requesting deviations from several development standards for the project. Additional context on the request is provided below.

1. Structured Parking Requirements

TMC 18.43.070 requires that 75% of the required residential parking be in a structure, similar to what occurred at Tukwila Village. The Wadajir is proposing to provide parking via a surface parking lot. As shown in the site plan below, the parking will be located in the rear of the building along 42nd Ave South. The applicant has indicated that structured parking could make the project financially unfeasible.

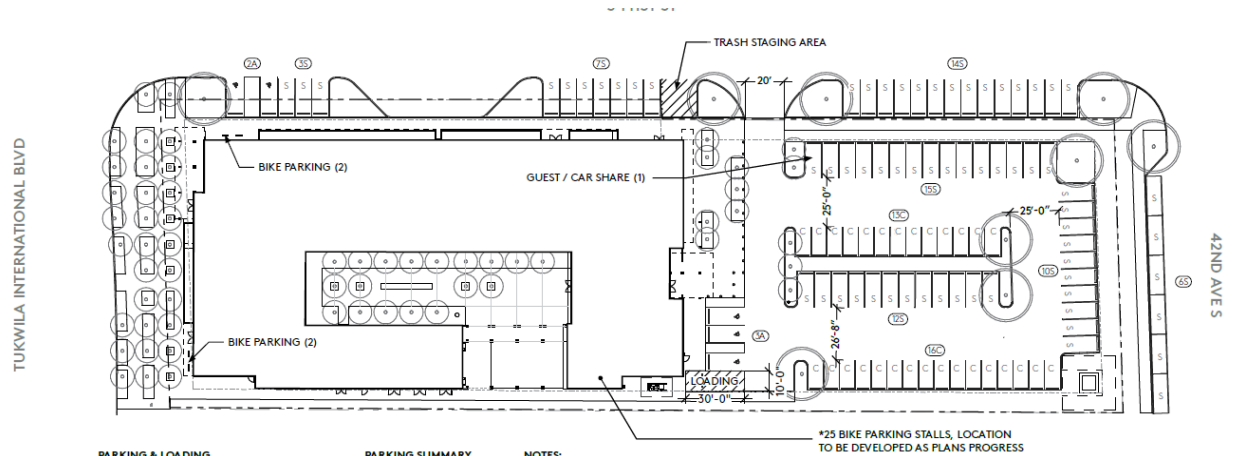


Figure 2. Site Plan and Parking Layout.

Staff Response

Structured parking can add additional development costs to a project, with a rough estimate of the cost being \$30,000 to \$40,000 per stall. Thus, a 100-stall garage adding between \$3 and \$4 million to a projects cost. The goal of the structured parking is to reduce the visual impacts of large surface parking lots on Tukwila International Blvd and to allow more dense development. By locating the building along Tukwila International Blvd. the applicant is screening the parking lot from the street. However, a large parking area would be visible from 42nd Ave South.

Through the DA the City could waive 100% of the requirement that the parking be structured or waive a portion of this requirement.

Both Tukwila Village and Bellwether Housing provided structured parking for the residential components of their projects.

2. Minimum Required Parking

Per TMC 18.43 and 18.53, the project is required to meet the following standards for parking:

- 1 stall per dwelling unit per 1 bedroom, plus
- 0.5 spaces for every bedroom in excess of 1 bedroom in a dwelling units.

With 100 units, including a mix of unit types, the Wadajir project is required to have 153 stalls for the residential portion of the project.

In addition to the residential parking requirements, an additional 1 stall is required for each 100 square feet of usable floor area for the proposed restaurant and 2.5 stalls for every 1,000 usable square feet for the retail uses. Thus, the required parking stalls for the commercial uses on site is 50 stalls.

Based upon the proposed project and parking standards outlined above, the project is required to have a total of 203 stalls. The applicant is requesting a reduction of the onsite parking to 69 total on site. In addition, the applicant is requesting to get credit for 32 parking along S. 141st Street to the north.

The applicant provided a Parking Study prepared by TranspoGroup, dated March 8, 2021. The Parking Study concluded that 92 vehicle staff would be needed during peak demand, with any

overflow being accommodated by on-street parking. Additional on-street parking is also available within three to four miles of the project site, with a utilization rate of 20% during a typical weekday.

Staff Response:

Staff has concerns that a 66% reduction in the onsite parking on the site could significantly impact adjacent uses and the adjacent neighborhoods. While the City has granted parking reductions for other housing projects, such as Washington Place, Tukwila Village, and Bellwether, Wadajir proposed reduction in higher than those projects. Bellwether was required to provide one stall for each unit in the development. This one-to-one requirement would not be met with the Wadajir project. In addition, as the Council is aware, the City has been dealing with addressing significant parking complainants at Tukwila Village since the first phase opened.

Wadijar is also proposing to get credit for on-street parking adjacent to the project. Since on-street parking is not reserved for any specific property or project, the City does not give a project credit for adjacent on-street parking. In addition, Wadijar would require that the owners implement and manage a parking plan for the foreseeable future. This presents concerns with ongoing monitoring and enforcement by the City should the project not be in compliance with the parking management plan.

Staff and the applicant have considered possible mitigation measures to address a reduction in required onsite parking. These are provided for information only and neither the City nor the applicant are proposing any specific mitigation measures at this time.

Proposed Mitigation Measure	Impact	Staff Comments
Vacate S. 141 st Street.	This mitigation measure would allow for the on-street parking to be incorporated into the Wadajir property, thus the parking would be considered "onsite." The total onsite parking would now be 101. Additional parking may be able to be installed along the north side of S. 141 st Street, providing more parking.	<p>The project's onsite parking would still be reduced 50% from what is required by code. The project could meet the one staff per unit.</p> <p>The property owner to the north, the mobile home park, would likely receive half of any street vacation. The project applicant and the City would need to work with the mobile home park owner to acquire the mobile home park's portion of S. 141st Street and to address any access issues to the mobile home park.</p> <p>It may be possible to add additional parking along the north edge of S. 141st street once vacated.</p>
Leased parking	The applicant could examine securing an additional 25 long term leased offsite parking spaces near the project. This	Typically, when offsite parking needs to be secured for the project the City requires the parking to be an easement.

	would be an ongoing cost for the future residents and businesses.	This allows the parking to remain indefinitely. A concern with a lease approach is that either party would have the ability to terminate the agreement. Staff has concerns with the enforcement of this provision after the project is completed.
Car share service	Up to five parking spaces would be reserved for a car share service for residential use.	Per code, one ride share stall is required to be on site. Additionally, the code states that the rideshare spaces are to be in addition to the required onsite parking.
Reduce the project scale	Reducing the total number of units and/or square footage of the commercial space would reduce the total parking demand for the project.	Forterra has expressed concerns that any reduction in total unit count could impact the project's feasibility.
Residential Parking Zone (RPZ).	RPZ's are common in parts of Seattle to manage on-street parking in dense neighborhoods, such as Capital Hill and First Hill. Parking permits are provided to residents in the area and parking is time restricted for non-residents. Residents typically pay a fee for their annual permits.	At this time, it does not appear that a RPZ is needed. The Parking Study submitted by the applicant indicates that daytime usage for on-street parking in the area is about 20%. As the area grows the City may want to consider the creation of a RPZ.
Parking Improvement District	Washington State law allows cities to create Parking Improvement Districts to manage and finance parking in neighborhoods. The District generates revenue with a parking tax and/or assessment on businesses. This revenue could be used for the acquisition and management of parking facilities or improvement of existing streets to include better managed parking.	A Parking Improvement District would need to apply to a larger area and could not apply to just one property. This could be a longer term strategy to address parking in the Tukwila International Blvd Neighborhood. It would take a significant amount of time to create a parking improvement district and to use the funds to mitigate any parking impacts associated with the Wadijar project. This would not provide immediate relieve for any parking impacts associated with the project.
Parking Mitigation Fee	Require the applicant to provide a onetime payment to allow the City to better enforce and manage existing on-street	The applicant's Parking Study notes that during the day only 20% of the current on-street parking is utilized. With

	parking in the area.	funding, the City could provide better signage along streets in the area that provide on-street parking, such as 42 nd Ave South. This funding could also be used to help with staffing for a limited amount of time and to help set up the RPZ program discussed above.
Structured Parking	The applicant has requested that the requirement for structured parking be waived. The City could choose not to waive this requirement.	Structured parking would allow the project to meet its density goals while ensuring that sufficient parking is available onsite. It would also add a capital cost to the project. Both Tukwila Village and Bellwether housing have structured parking.
<i>Mitigation measures would likely include several of the options listed above.</i>		



Figure 3, Portion of S. 141st Street that could be vacated to provide more onsite parking.

3. Building Setbacks.

The City's design standards require tiered setbacks to provide modulation for residential projects in the Neighborhood Commercial Center (NCC) zoning. The applicant has noted that the use of modular mass timber construction hinders the ability to meet this requirement.



Figure @, Proposed Massing.

Figure 4 above shows the proposed massing for the building.

Staff response:

No comments at this time. Staff suggest this item be addressed as part of design review.

4. Recreation Space.

The project is required to provide 200 square feet of recreation space per unit. With a proposed unit count of 100 units, this results in a total of 20,000 square feet of recreation space required for the project. The applicant is proposing that just over 20,000 square feet of outdoor recreation space and just over 4,500 of indoor recreation space. Up to 50% of the required recreation space can be indoors.

The City's recreation space requirements do not allow required landscaped areas to count towards the required minimum recreation space requirements. The applicant has requested that this limitation be eliminated.

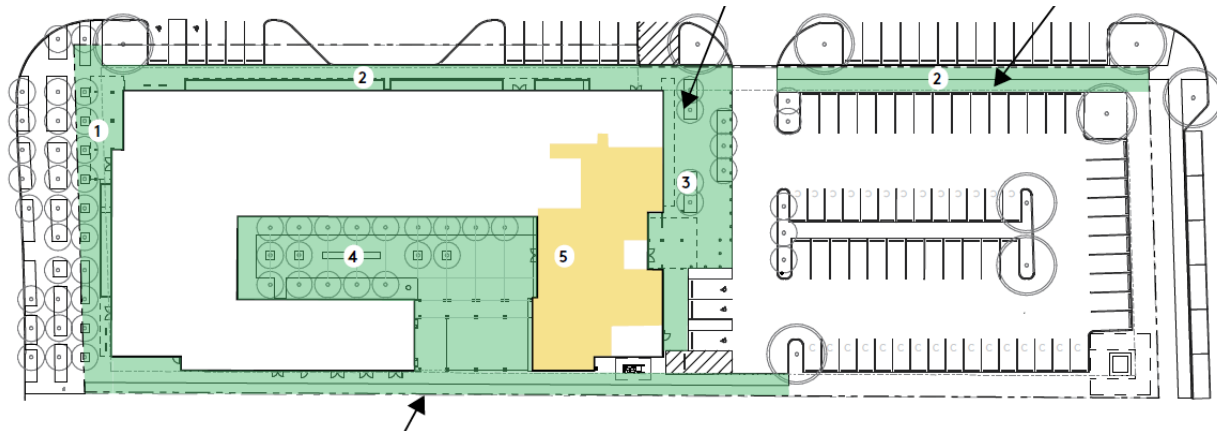


Figure 5, Recreation Space Layout.

Staff Response:

At this time staff does not know if a waiver for the landscaped area to count as recreation space is needed. Based upon the information provide it appears that the combination of both indoor and outdoor recreation space may exceed the minimum standards. If additional recreation space is needed, staff suggest that the City require a fee in lieu of instead of allowing the landscaped areas to count as recreation space. The landscaped areas are not always designed in a manner to accommodate recreation activities.

5. Design Review Process

A project of this size would require a public hearing design review process. However, since the City may approve a DA for this project, staff is requesting that the project be approved at the staff level through administrative design review.

Staff Response:

Many of the design elements such as parking, landscaped, modulation, and recreation space are being addressed through the DA, thus the scope of the design review would be limited. To assist moving this project forward, should the Council choose to approve a DA, staff recommends that design review be administrative. The public would have the opportunity to comment on the project since the DA requires a public hearing before the City Council can take final action.

Multi-Family Tax Exemption (MFTE)

The applicant has requested that the City reenact it's MFTE program in order to help with the financial feasibility of the project. The City had a limited MFTE in place for the Southcenter District in order to encourage housing in the Transit Oriented Development area of the District. The Southcenter MFTE program sunset at the end of 2019 and the City is no longer accepting applications.

MFTE programs can provide either an 8-year property tax exemption on the residential improvements for a property or up to 12 years if an affordability component is provided. The property tax exemption would apply only to the residential portion of the structure, not the commercial portion or the land value. The City has significant flexibility in designing a MFTE and using it to encourage certain development types. For example, in the Southcenter District the City required a minimum average size for units and limited the number of studios in a project

requesting the MFTE. For example, the City could create a program just to apply to owner occupied housing within a specific area of the City.

A MFTE program cannot be created via a DA and would require a separate legislative action by the City Council. The program would also need to be developed that applies to specific development types and/or geographical areas of the City.

FINANCIAL IMPACT

N/A.

RECOMMENDATION

Discussion only. Staff would like to work with the applicant to begin public outreach in the neighborhood about the project. The outreach would include information about the project, impacts to the neighborhood, and possible mitigation measures.

ATTACHMENTS

- Letter, dated August 4, and draft plans from Forterra for the Wadajir project.



Date: August 4, 2021

To: City of Tukwila – City Hall
6200 Southcenter Boulevard
Tukwila, WA 98188
Attn: Nora Gierloff
Community Development Director

Planning and Economic Development (PED) Committee
6300 Southcenter Boulevard
Tukwila, WA 98188

From: Forterra NW
PO Box 4189
Seattle, WA 98194

Subject: Development Agreement (L20-0034) Update for 14110 Tukwila International Blvd.

Dear Mayor Ekberg, City Councilmembers, Director Gierloff and PED Staff,

Forterra shares the City of Tukwila’s commitment to increasing the amount of affordable housing stock available in the community while also supporting the type of micro-retail that is desired by residents. That was the only reason Forterra arranged in 2018 for the purchase of the former Knight’s Inn property at 14110 Tukwila International Blvd. by its affiliated social impact fund. Since that time, Forterra has expended over \$500,000 on pre-development work for what has become known as the Wadajir Residences and Souq, trying to find both a design and construction method that would enable this goal to be achieved.

As explained in more detail below, we are now at a crossroads with Wadajir. Proceeding with the project will require a Development Agreement with the City. We know that Mayor Ekberg and the Council will only consider approving a Development Agreement after receiving public input. As we understand the current status, Planning Staff is asking the PED Committee for direction on whether or not to begin the public input process. We encourage the Committee to give Planning Staff that direction.

As you know, Forterra is a Washington-based nonprofit and our mission is to work together with communities to support sustainability in all its dimensions – environmental, social, and economic. Working with our partners, Forterra creates community-led development projects that strive to link equitable urban development to rural employment through building affordably priced housing constructed with innovative and environmentally proactive modular mass timber technology.

The chosen construction method - using sustainable mass-timber modular technology – will enable Wadajir to provide beautiful, attainable and equitable homes and small-business ownership opportunities for the Tukwila community. The current design will provide 100 attainable, co-operative

homeownership units and a 15,000 square feet (sf) marketplace for up to 60 micro-retailers and a small restaurant. Wadajir's homes will be priced to be affordable to households at an average of 80% of Area Median Income (AMI). The Wadajir project will continue the activation and revitalization along Tukwila International Boulevard and create new ownership opportunities for local small business owners and residents.

As noted above, providing attainable homeownership and small business space for Tukwila residents and business owners at risk of displacement is Forterra's reason for taking on this project. To that end, maintaining the attainability of this development is vital both to Tukwila and to Forterra. To achieve our goal requires an efficient design that maximizes land use and the quantity of units provided while minimizing cost. We cannot do that and still meet all of the Tukwila Development Code requirements. In order to make Wadajir a reality with all that it offers to the City and its residents, Forterra requests the Council's consideration of the following critically essential items:

1. Parking

Code parking rules require more stalls than can be accommodated on a surface lot. Above grade or underground parking to meet Code requirements places a significant financial burden on the project and will put our 80% AMI goal, and therefore the Wadajir development, out of reach. However, we aim to reduce the impact of the requested parking reduction on the surrounding community and the future Wadajir residents and businesses, while maintaining the affordability by proposing the following community-focused solution:

Solution: Forterra is requesting a reduction of the required parking from the code required 206 combined residential and commercial parking spaces to a parking mitigation strategy. The Wadajir development will provide 101 new parking spaces, of which 69 spaces will be located onsite and 32 spaces will be newly created on the two streets adjacent to the property. See pg. 10 of the Design Package. In addition, Forterra will provide either or both of the following:

- a. Up to 25 long-term leased offsite parking spaces near the project for Wadajir resident/staff use. This would be an ongoing operating expense for future Wadajir residents and businesses.
- b. Wadajir Cooperative Residences will reserve up to 5 parking spaces onsite to a car share service for residents' use.

Benefit: The new street parking, created at Forterra's expense, will include new street improvements to 141st Street and 42nd Avenue and will bring additional inventory of public parking for the community. Providing leased offsite parking would lessen the impact of additional parking on neighboring streets and businesses. The carshare option is a much less expensive and more sustainable option for those who use their car only sporadically. Additionally, studies show that each carshare vehicle leads to a decrease of 9-13 privately owned vehicles and reduces up to 18% of greenhouse emissions by replacing less efficient vehicles with more fuel-efficient vehicles.

We believe our combined parking mitigation strategy of onsite parking, additional street parking, leased offsite parking spaces, and/or onsite carshare, will meet the needs and intent of the Tukwila community and Wadajir's future owners while preserving the critical affordability of the development.

2. Multifamily Tax Exemption Program

Property tax incentives help support the attainability goal of the project. The City of Tukwila, however, has elected to end its State-authorized Multifamily Tax Exemption (MFTE) program.

Solution: Forterra is requesting that Tukwila reinstate the MFTE program, which is critical to the goal of providing 100 new homes for Tukwila that will be attainable to households at an average 80% of AMI.

Benefit: The Multifamily Tax Exemption ("MFTE") program has been very effective in increasing affordable housing development by incentivizing the private development of affordable housing at a much lower cost to local communities than traditional direct subsidy. Tukwila could utilize this program to increase affordable housing in the community. In addition, Wadajir offers a unique opportunity to use the MFTE program to provide attainable home ownership – which can help stem the flow of displacement of Tukwila residents.

Tukwila may also choose to combine MFTE with LCLIP and thereby receive up to 75% of Tukwila owners' portion of the King County real estate tax on the incremental assessed value for 18 years. LCLIP is a state-level program signed into law in 2011 (RCW 39.108) that gives cities new revenue to pay for infrastructure while simultaneously conserving farms and forest land. This option would offset the MFTE with this additional income to the City. If the Council has interest in this option, Forterra can provide more information about assistance and grant funding that could pay for City Staff time to put the necessary policies in place.

3. Building Stepback

Wadajir is able to provide 100 new attainable homes to Tukwila, including a large number of three-bedroom family units, by utilizing modular mass timber construction. This innovative construction technology will allow for efficient construction, affordability, and faster project delivery. However, this unique type of construction does not allow for a tiered setback without significantly impacting the quantity of homes and the affordability of the remaining homes.

Solution: Develop the project without a stepback as shown in the Design Package on pgs. 8 and 9.

Benefit: A variance for the upper floors of Wadajir will not detract from the project's overall aesthetic appeal to community members but will significantly improve the ability of the development to achieve the goal of providing as many attainable homes for the community as possible.

4. Partial Use of Building Setback for Recreational Space

Wadajir has been designed to respond to community-requested amenity spaces. In a survey conducted during the Wadajir community meeting in December 2019, community members requested a playground, fitness options, indoor and outdoor places to gather, a formal garden, and a community kitchen.

Solution: In response to the community's desires, we have designed the development to include 20,225sf of recreational space, which meets the amount required by Code. A portion of this recreational space is within the building setback area as shown in the Design Package on p11.

Benefit: Using the setback space our design increased the available recreational opportunities onsite, including outdoor dining, interactive walking pathways for exercise, play and reflection. This is in addition to a dedicated children's play area, a large courtyard for community gatherings, a formal garden with water feature, an indoor gym and a large community room with kitchen. This creates amenity space requested by the community and that few, if any, attainable developments achieve.

Our goal with this design is to respond to provide to future residents a balance between passive and active spaces, giving unique opportunities for community members of all ages and abilities to enjoy the Wadajir project and improved outdoor amenities.

Conclusion:

The goal for Wadajir is to provide a new development for Tukwila and its residents with 100 much-needed attainably priced homes for community ownership priced at an average of 80% of AMI. Wadajir will also provide affordable market space for small and micro businesses. Providing attainable home ownership and small business spaces is the reason Forterra and its Strong Communities Fund have chosen to invest in the development. Achieving this goal requires partnership with the City in balancing development requirements and affordability to achieve the best result for the Community. We believe the creative solutions presented here can advance our shared goal of providing attainable housing in a way allow the project to go forward, while maintaining the purpose and intent of the code.

We understand that any Development Agreement is a big ask and truly appreciate the time that Mayor Ekberg, the Council and City Staff have already spent in connection with Wadajir. Forterra and its social impact fund want to remain involved with this project, which is why we are pursuing a Development Agreement. Without a means to construct an affordable and sustainable development, Forterra's non-profit status would preclude it from continued involvement with the project necessitating a sale of the property to a conventional developer.

Thank you for the opportunity to update the Council and PED Staff on the current design relating to the development of Wadajir located at 14110 Tukwila International Blvd. We look forward to working with Mayor Ekberg, the City Council and PED Staff on Wadajir's Development Agreement. We believe the request for the above terms regarding parking, recreational space, building setbacks, and the tax exemption will help us achieve our goal to provide beautiful, attainable and equitable home and small-business ownership opportunities for the Tukwila community.

Please let us know if you have any questions or if you need additional information.

Sincerely,



Dan Grausz
Senior Director of Strategic Projects

Attachments: Design Package dated August 4, 2021

cc: Nancy Eklund
Brandon Miles
Michelle Connor
Tobias Levey

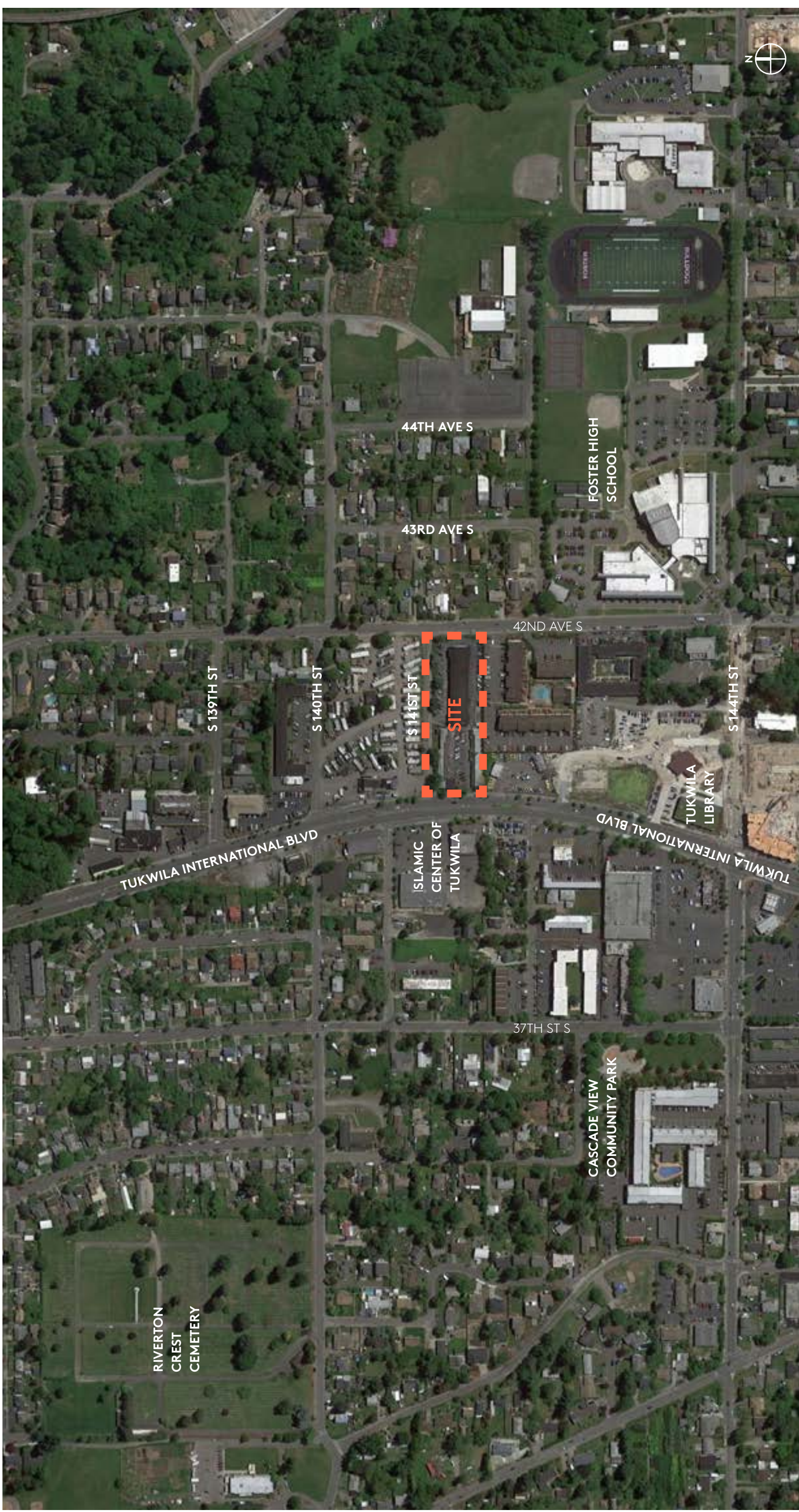
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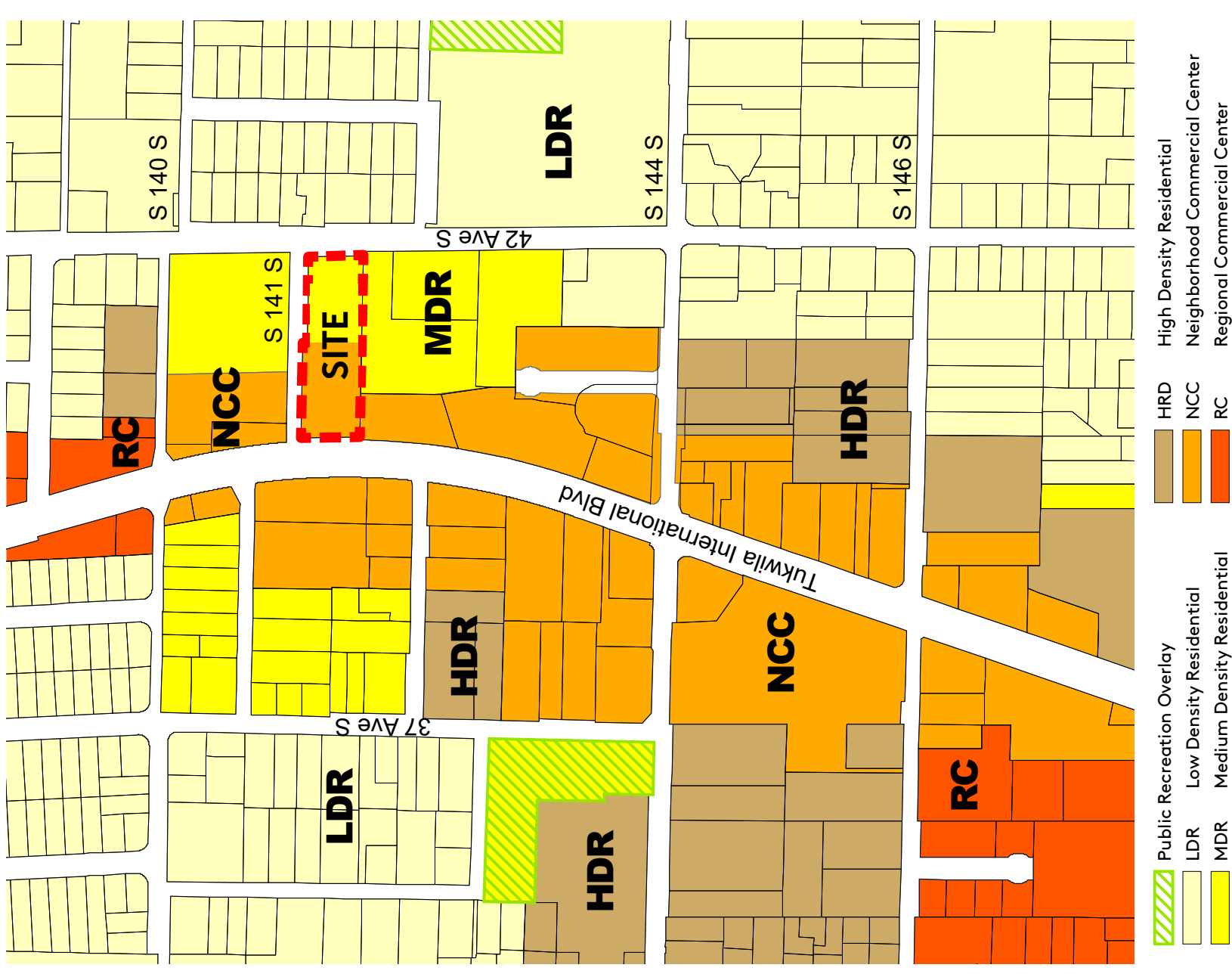
DRAFT DESIGN UPDATE FOR CITY OF TUKWILA

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AERIAL CONTEXT MAP





ZONING MAP

URBAN RENEWAL OVERLAY DISTRICT & COMMERCIAL REDEVELOPMENT AREAS

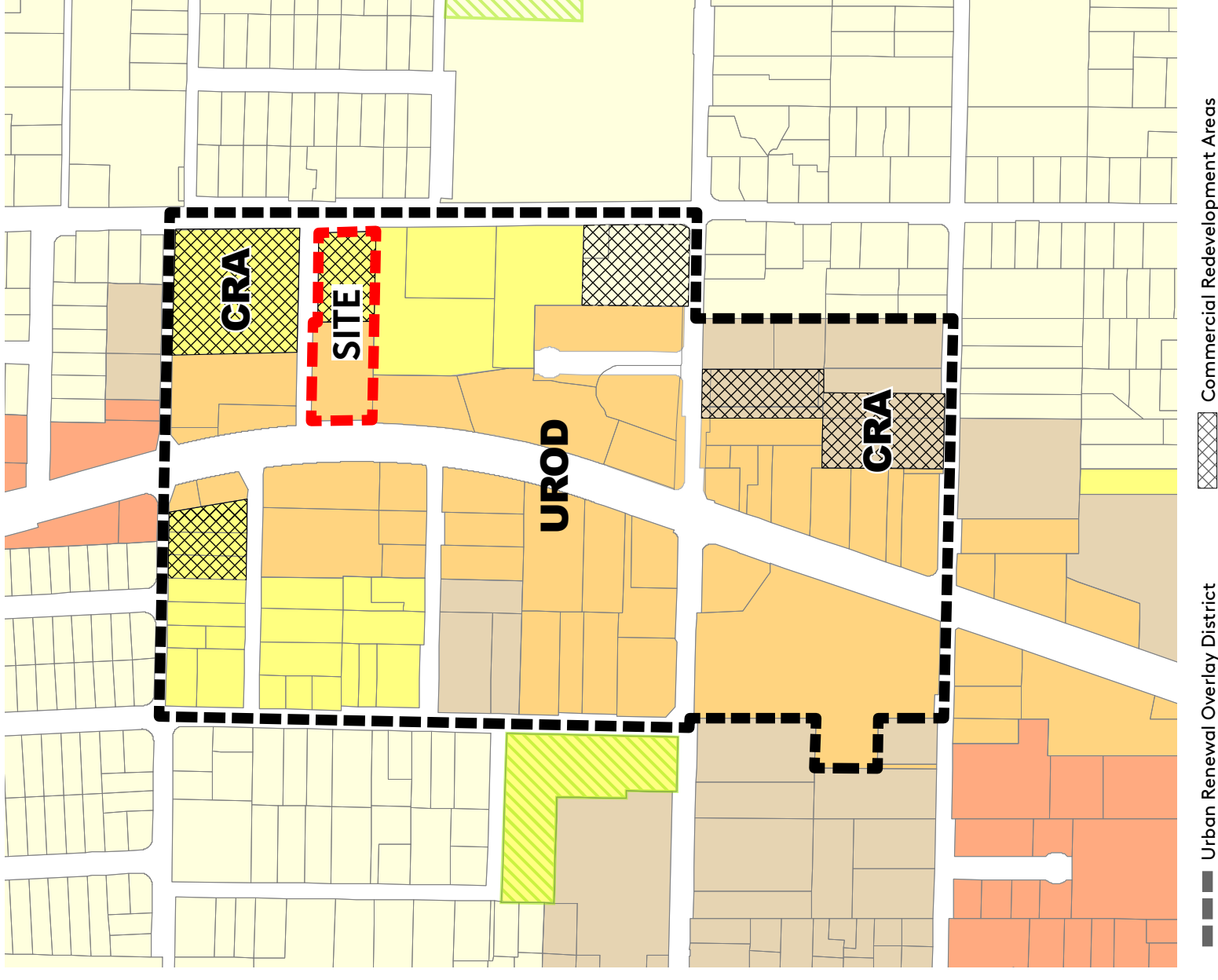
UROD | URBAN RENEWAL OVERLAY DISTRICT [APPLIES TO NCC SITE]

- For certain NCC properties located in the Urban Renewal Overlay District, the overlay provides additional alternate development standards that may be applied to development within the Urban Renewal Overlay.
- Urban Renewal Overlay district standards would implement the Tukwila International Boulevard Revitalization Plan through more intensive development.

CRA | COMMERCIAL REDEVELOPMENT AREA [APPLIES TO MDR SITE]*

- For certain MDR properties located in the Urban Renewal Overlay District, the overlay provides additional alternate development standards that may be applied to development within the Urban Renewal Overlay.
- Urban Renewal Overlay district standards would implement the Tukwila International Boulevard Revitalization Plan through more intensive development.
- The permitted and accessory uses as well as basic development standards of these areas shall be those of the adjacent commercial district to which the residentially zoned properties are being aggregated.

*Note: Proposed Development Agreement clarifies that underlying NCC zone is to be applied across entire site.



ZONING ANALYSIS

PROJECT DATA

Address & Parcel Number

West Parcel: 14110 Tukwila Int'l Blvd (Parcel# 1610000335)*

East Parcel: Parcel# 1610000355 *

* Note: both parcels to be developed as one site.

Lot Areas

West Parcel: 0.91 acres (39,622 sf)

East Parcel: 0.79 acres (34,234 sf)

Existing Use

West Parcel: hotel/motel

East Parcel: hotel/motel

Special District or Overlay

NCC – applies to west parcel (per TMC) and east parcel per Development Agreement

MDR – superseded by provisions of UROD per TMC 18.43.060 and clarified in proposed DA provisions

UROD – applies to entire site

Community Redevelopment Area – applies to east parcel

Land Use Review

Tukwila International Blvd Corridor per TMC Fig 18-9, applies to entire site

Design Review required by Board of Architectural Review (BAR), see 1999 TIB Design Manual

Environmentally Designations

None

ZONE

MDR.....Medium Density Residential

NCC.....Neighborhood Commercial Center

UROD...Urban Renewal Overlay District

USES

Table 18-6 (permitted uses listed below)

Beauty or barber shops

Daycare (not home-based)

Dwelling-Multi-family

Dwelling-Multi-family units above office and retail uses*

Electrical Vehicle Charging Station – Level 1 and 2

Restaurant (sit down, cocktail lounges in conjunction w/restaurant)*

Retail sales (see tables for specific types)*

***Proposed use, complies.**

Table 18-6 (accessory uses listed below)

Parking areas

RECREATION SPACE (PER TMC 18.22)

200 sf/dwelling unit* [200 sf x 100 units = 20,000 sf recreation area required]

*** 20,225 sf exterior plus 4,475 sf interior recreation space proposed. Recreation space complies. To clarify, the project will provide the required recreation space with the intent of maximizing this in outdoor areas. If the area cannot be met outdoors, the additional recreation space will be accommodated indoors in resident amenity spaces such as the communal gathering rooms.**

HEIGHT & SETBACKS (PER TMC 18.43)

Table: Building Height & Setbacks'

Height: **65 ft max*** [65 ft height provided]

Front if along Tukwila International Blvd (TIB): **12 ft*** [setback provided varies from 12'-0" to 16'-11"]

First front if adj. to LDR zone developed w/ single family dwelling (42nd Ave S):

1st floor: **10 ft min/max**(v) [218'-4" ft setback requested]

2nd floor: **10 ft – 30 ft min*** [218'-4" ft setback provided]

3rd floor and higher: **30 ft min*** [218'-4" ft setback provided]

Note: Buildings over two floors must have at least one tier. To achieve tiers, setbacks will be both minimum and maximum.

Second front (S 141st St):

1st floor: **10 ft min*** [10'-2" ft setback provided]

2nd floor and above: **20 ft min**(v) [20'-6" ft setback provided, except 10'2" setback requested at northwest corner as identified on plan set]

Sides if yard is within 50 ft of MDR zone (south):

1st floor: **10 ft min*** [10'-3" ft approx. setback provided]

2nd floor: **20 ft min**(v) [10'-3" ft setback requested]

3rd floor and higher: **20 ft min**(v) [10'-3" ft setback requested]

[1]: rooftop appurtenances such as stair overruns, elevator towers, mechanical equipment to comply with requirements of TMC 18.50.080 Exemption of Rooftop Appurtenances.

PARKING & LOADING (PER 18.56 & 18.43)

Automobile Standard

Multi-family & mixed use residential

- 1 space per dwelling unit up to 1 bedroom, plus
- 0.5 spaces for every bedroom in excess of 1 bedroom in a dwelling unit. (v) [153 spaces required, see summary below for detailed count]
- 1 car share space for every 50-200 units, additional space if over 200 units, or provide equiv. number of guest stalls* [1 stall required, 1 guest/car share stall provided]

Summary of required parking count for residential use:

1-bed: 25 units.....25 x 1 = 25 stalls required

2-bed: 45 units.....45 x 1.5 = 68 stalls required

3-bed: 30 units.....30 x 2 = 60 stalls required

Total: 100 units.....153 stalls required

Restaurant

- 1 per 100 sf of usable floor area (v) [1,260 sf = 13 spaces required, see below for request]

Retail sales, general

- 2.5 per 1,000 sf of usable floor area (v) [14,669 sf = 37 spaces required, see below for request]

(v) 203 total spaces required. Request to provide a total of 101 spaces with 32 spaces serving restaurant and retail uses and remaining 69 stalls (onsite) serving residential use.

ZONING ANALYSIS

GARBAGE & RECYCLING (PER TMC 18.50)

Recycling Storage Space for Residential Uses

- 1-1/2 sf of recycling storage space per dwelling unit*, which shall be located in collection points as follows:
- No dwelling unit within the development shall be more than **200 ft** from a collection point. (v) [distance from upper level dwelling units exceeds 200 ft length, no trash chutes provided]
 - Collection points shall be located so that hauling trucks do not obstruct pedestrian or vehicle traffic on-site, or project into any public right-of-way. (v)
 - Collection points shall not be located in any required setback or landscape area.

Recycling Storage Space for Non-Residential Uses

- 5 sf per every 1,000 square feet of building gross floor area in retail developments.*
- Outdoor collection points shall not be located in any required setback or landscape area.*
 - Collection points shall be located in a manner so that hauling trucks do not obstruct pedestrian or vehicle traffic on-site, or project into any public right-of-way. (v)

*** 240 sf total trash & recycling space required for residential and non-residential uses, 605 sf provided. Complies.**

(v) Variances requested from 200 ft max distance from collection points to dwelling units and for hauling trucks to project into public right-of-way.

Design of Collection Points for Garbage and Recycling Containers

Residential and non-residential collection points shall be designed as follows:

- An opaque wall or fence to provide complete screening shall enclose any outside collection point. (v)
- Collection points shall be identified by signs not to exceed 2 sf.

(v) No permanent exterior collection points proposed. A space for intermittent trash staging has been allocated north of the trash room, within the right-of-way.

LANDSCAPE REQUIREMENTS (PER 18.43 & 18.52)

Table: Landscape Requirements

Fronts (TIB): 12 ft per building setback (Type I and pedestrian improvements)*

1st Front (42nd Ave S): 10 ft (Type II and pedestrian improvements)*

2nd Front (S 142nd St): 10 ft (Type II and pedestrian improvements)*

Sides if within 50 ft of MDR zone (south): 10 ft (Type II) (v)

(v) To allow for specific uses within the required building setback for access walkway, Type II landscape will be provided where possible. See Landscape Requirements plan for clarification of proposed quantity and location of landscaping.

For parking lots:

20 sf/stall adj. to street* [see Landscape Requirements plan for proposed location and quantity of required landscaping.]

Trees in landscape islands:

Minimum of (1) large stature evergreen or deciduous trees or (2) medium stature trees for every 100 sf of landscaped island, with the remaining area to contain a combination of shrubs, living groundcover, and mulch. (v)

(v) 14 large or 28 medium trees required, 9 large trees proposed.

Screening

- Screening of outdoor storage, mechanical equipment and garbage storage areas and fences:
 - Outdoor storage shall be screened from abutting public and private streets and from adjacent properties.*
 - Ground level mechanical equipment (v) and garbage storage areas shall be screened.

(v) Request to omit screening of utility at transformer located in southeast corner of site. Equipment can only be screened on right-of-way side, but not on side yard.

*** Project complies with screening requirements except where noted.**

Significant Tree Retention

A. All significant trees located within any required landscape area that are not dead, dying, diseased, or a nuisance species, shall be retained and protected, as appropriate to the site and following Best Management Practices for tree protection (see TMC Chapter 18.54).*

*** Per the arborist report referencing Andrea Cummins' findings on October 14th, 2020, "As this is a redevelopment, trees that are rated poor or even fair, could be replaced if the applicant would like to do so."**

Tree Replacement

Table C

4-6 inches (single trunk) or 2 inches (any trunk of a multi-trunk tree): 3 replacement trees required

Over 6-8 inches: 4 replacement trees required

Over 8-20 inches: 6 replacement trees required

Over 20 inches: 8 replacement trees required

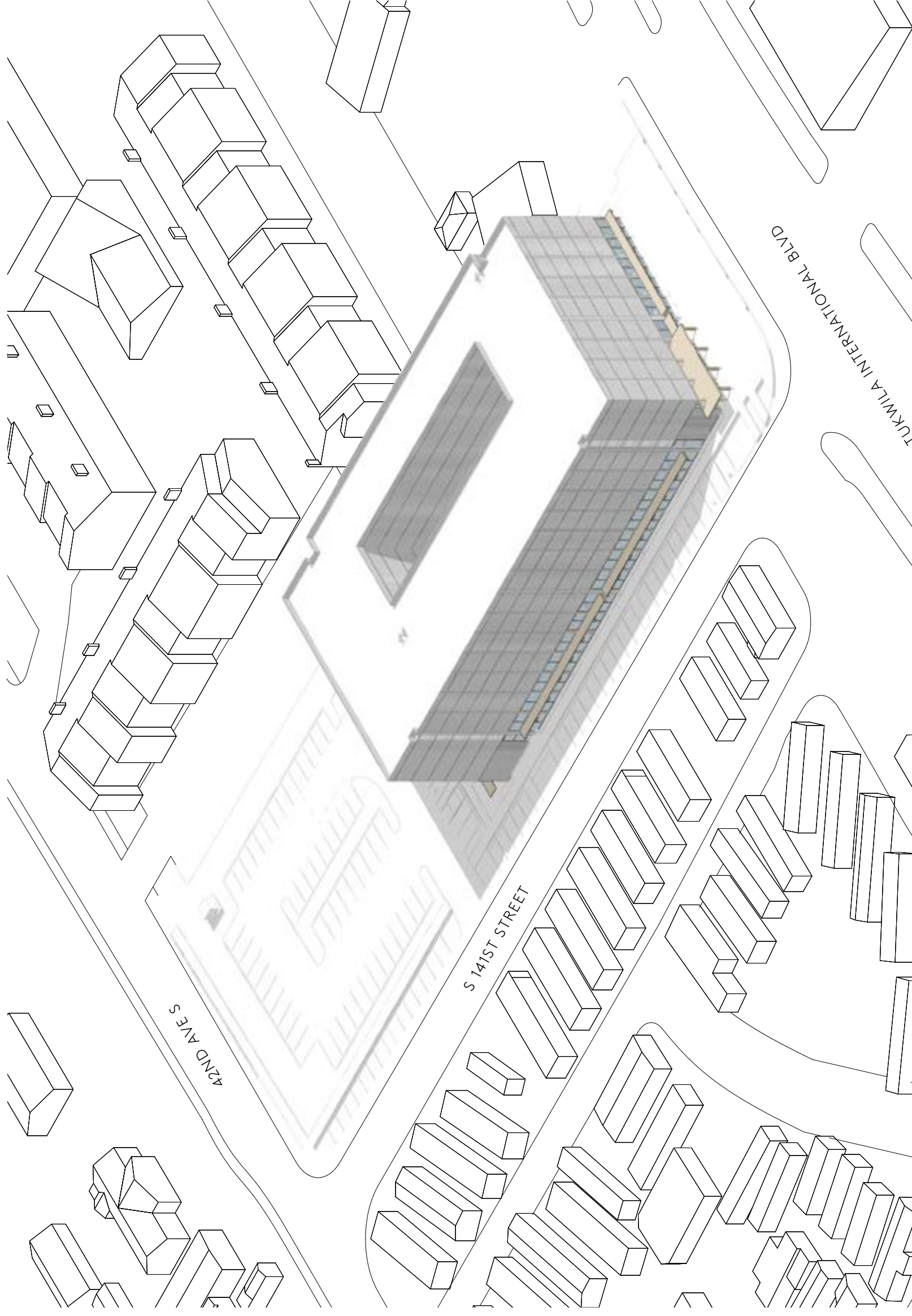
Per arborist report:

The combined input received leads us to the conclusion that Tukwila tree protection code requires replacement for a total of seven (7) existing trees on the site, as follows:

- Two (2) trees with trunk diameters >12-18 inches (tree IDs 571 and 575)
- Five (5) trees with trunk diameters >6-8 inches (tree IDs AV1 thru AV5)

Based on the new replacement calculation model, **we conclude that 11 replacement trees** will be required for this site, assuming that all existing trees are removed. As stated by Andrea Cummins, additional trees may be replaced at the property owner's discretion.

PROPOSED MASSING

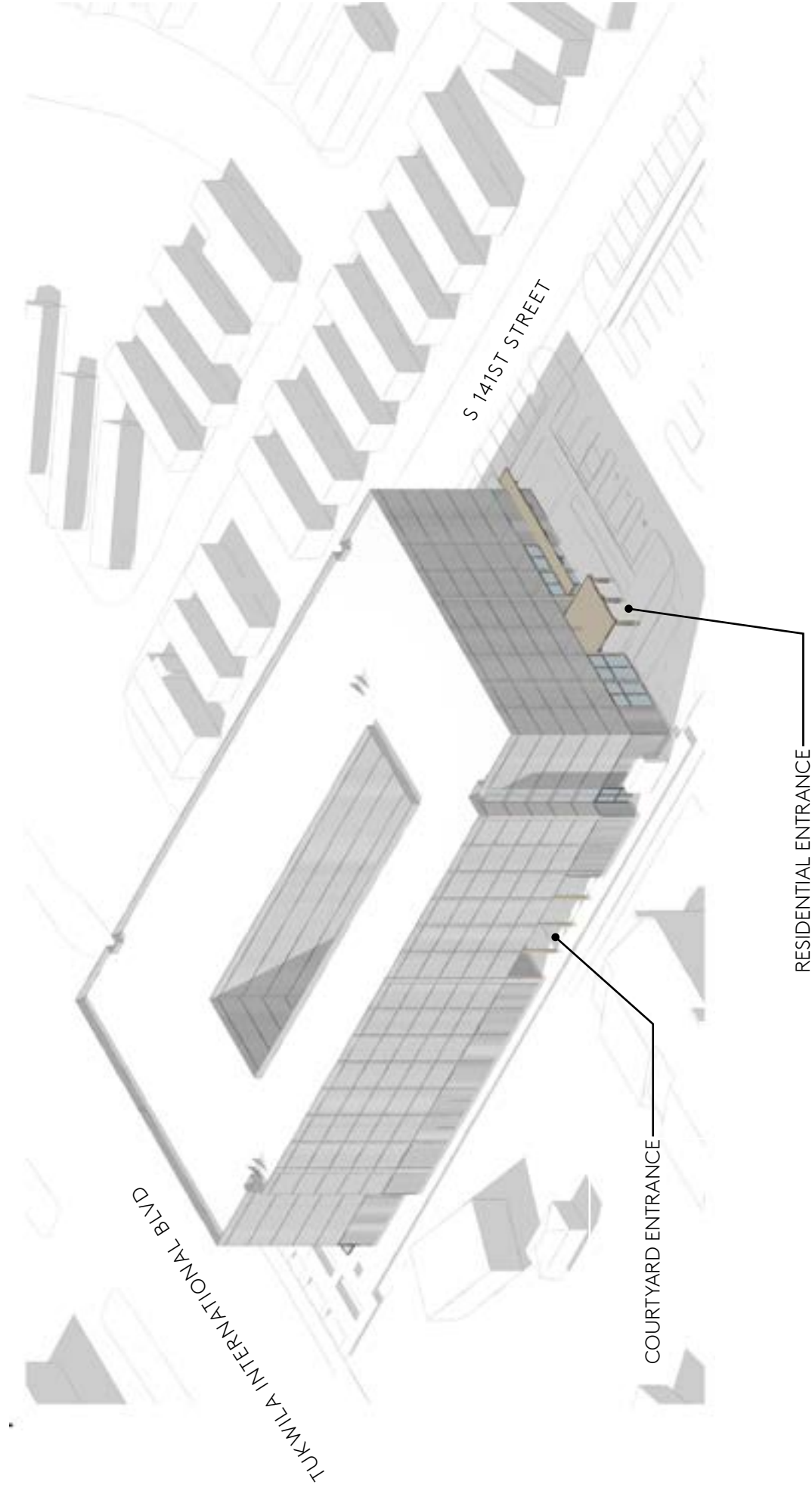


ZONING SUMMARY

73,631 SF SITE AREA
150,714 APPROX GSF
2.05 FAR
6 STORIES
65' BUILDING HEIGHT

VIEW FROM NORTHWEST

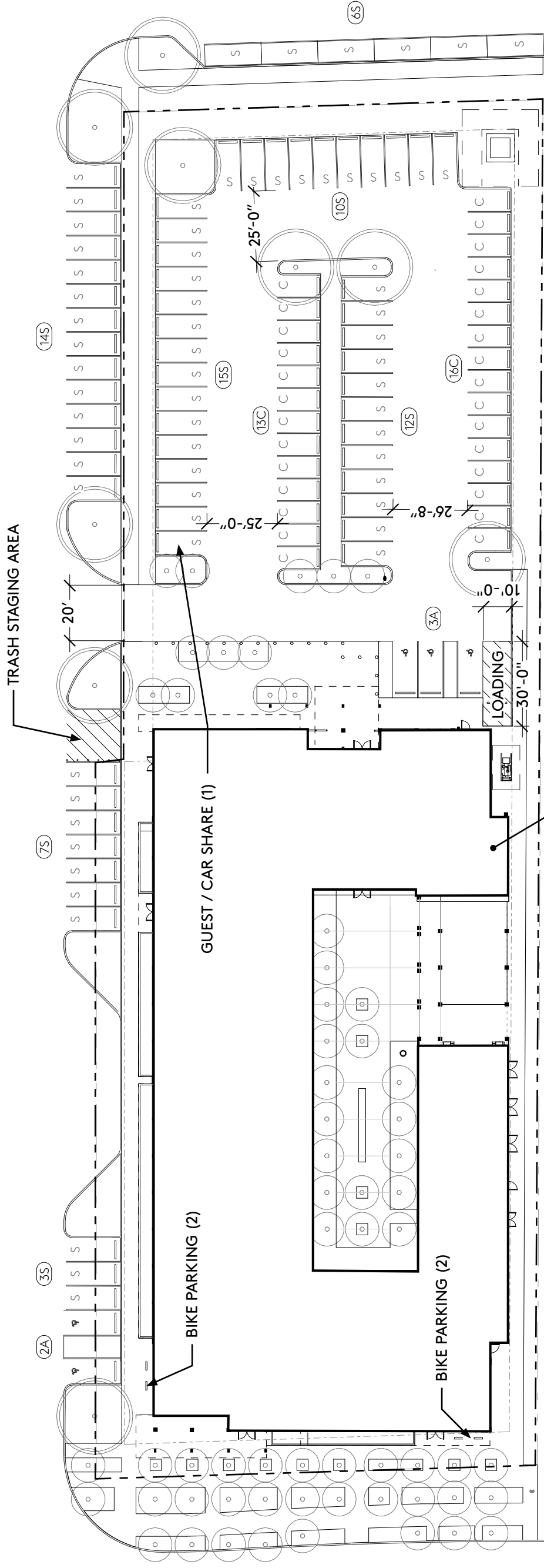
PROPOSED MASSING



VIEW FROM SOUTHEAST

PARKING AND LOADING

S 141ST ST



42ND AVE S

TUKWILA INTERNATIONAL BLVD

*25 BIKE PARKING STALLS, LOCATION TO BE DEVELOPED AS PLANS PROGRESS

PARKING & LOADING

PER 18.56 AND 18.43

203 TOTAL SPACES REQUIRED

101 PROPOSED (M)

REQUEST TO PROVIDE A TOTAL OF 101

SPACES WITH 32 STALLS OFF-SITE SERVING

RESTAURANT, RETAIL AND RESIDENTIAL, AND

69 STALLS ON-SITE SERVING RESIDENTIAL

USES.

PARKING SUMMARY

101 TOTAL STALLS

5 ACCESSIBLE

29 COMPACT

67 STANDARD

ON-SITE PARKING

3 ACCESSIBLE

29 COMPACT*

37 STANDARD*

OFF-SITE PARKING

2 ACCESSIBLE**

30 STANDARD

NOTES:

*AS PER TMC, 18.56.040 2. PARKING DIMENSIONS.

STANDARD AND COMPACT PARKING STALLS

SHALL BE ALLOWED A TWO-FOOT LANDSCAPING

OVERHANG TO COUNT TOWARDS THE STALL

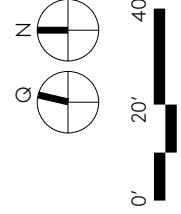
LENGTH.

** (1) VAN ACCESSIBLE SPACE IN THE OFF-SITE

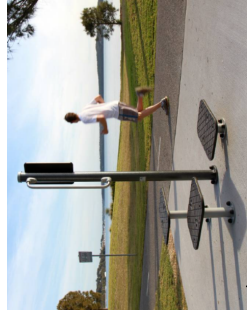
PARKING.

LEGEND

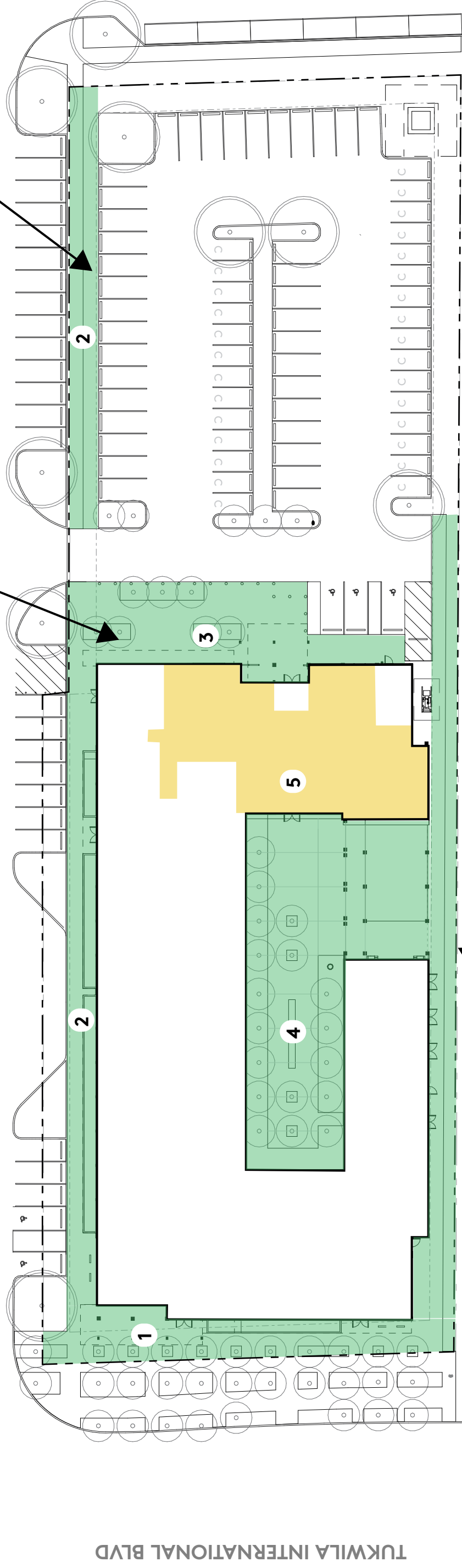
- S STANDARD STALL (19'X8'-6", TYP)
- A ACCESSIBLE STALL (20'X9', TYP)
- C COMPACT STALL (16'X8', TYP)
- * COMPLIANT
- (M) VARIANCE REQUESTED



RECREATION SPACE



S 141ST ST



TUKWILA INTERNATIONAL BLVD

42ND AVE S

RECREATION SPACE CODE REQUIREMENTS

PER 18.22.080

200 SF / DWELLING UNIT

20,000 SF REQUIRED

20,225 SF EXTERIOR PROPOSED AS SHOWN ON PLAN *

4,581 SF INTERIOR PROPOSED AS SHOWN ON PLAN *

* COMPLIANT

(w) VARIANCE REQUESTED



1) TUKWILA INTERNATIONAL BOULEVARD PLAZA (3,200 SF)

RETAIL PLAZA FOR GATHERING AND DINING, A MIX OF HARDSCAPE AND PLANTING AREAS WITH SEATING AND BIKE RACKS.

2) ACTIVE STREETSCAPE (4,570 SF)
INTERACTIVE WALKING PATHWAYS CREATING MULTIFUNCTIONAL SPACES FOR EXERCISE, PLAY AND REFLECTION

3) EAST PLAZA (3,055 SF)

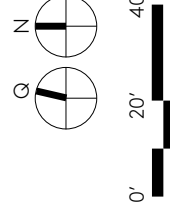
RESIDENT ARRIVAL PLAZA WITH LANDSCAPE AND HARDSCAPE AREAS, MOVABLE FURNITURE AND BENCHES.

4) COURTYARD (9,400 SF)

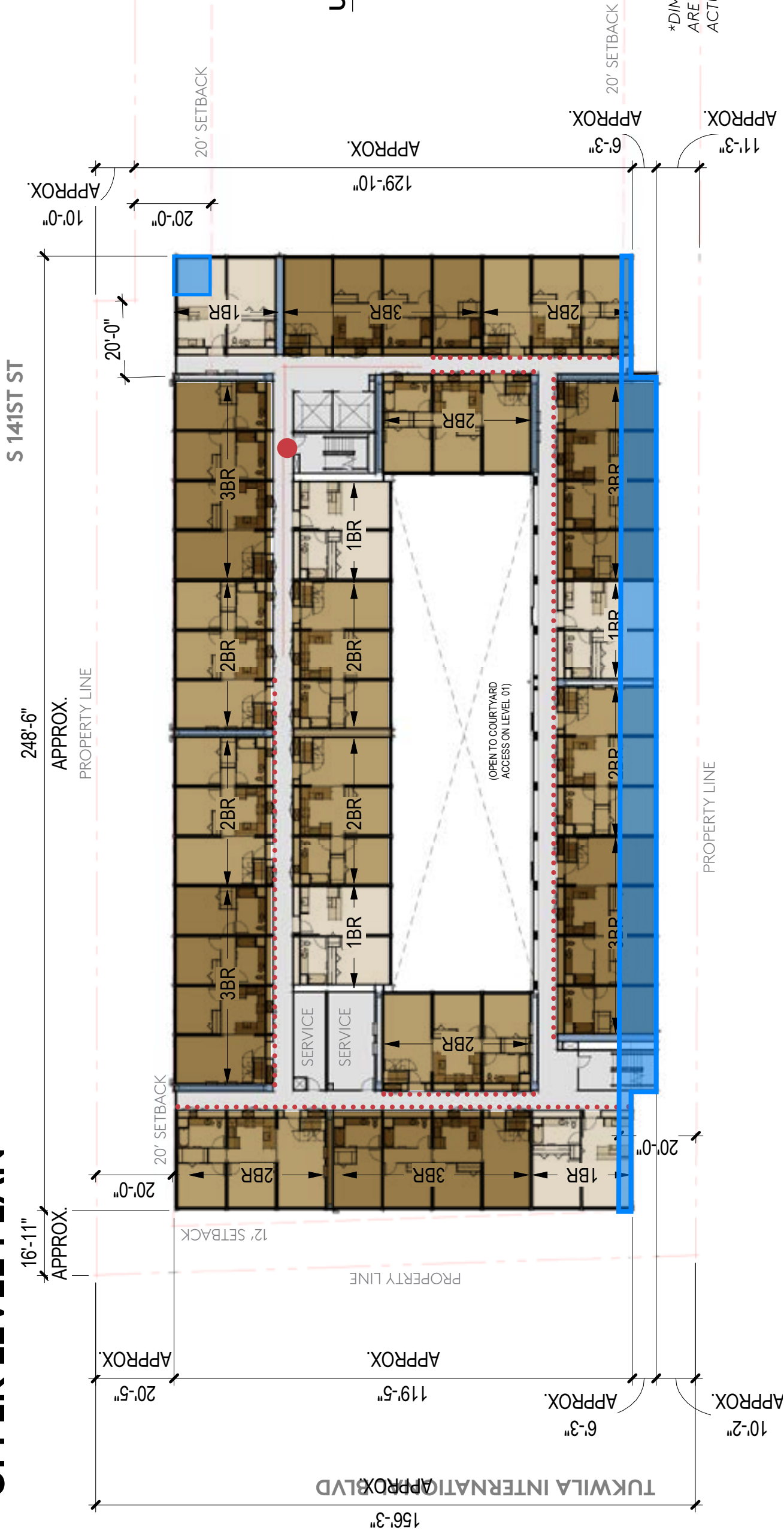
ENCLOSED RESIDENT COURTYARD FOR ACTIVE AND PASSIVE RECREATION ACTIVITIES. A MIX OF HARDSCAPE AND PLANTING AREAS, MOVEABLE FURNITURE, CHILDREN'S PLAY AREA, A WATER FEATURE AND FORMAL GARDEN FOR STROLLING & GATHERING.

5) GROUND FLOOR AMENITY SPACE (1,600 SF)

THIS AREA COMBINES BOTH A MULTIFUNCTION COMMUNITY ROOM TO BE USED BY RESIDENTS FOR EVENTS AND ACTIVITIES AND AN INDOOR FITNESS ROOM. THE MULTIFUNCTION GATHERING ROOM IS ADJACENT TO THE COURTYARD TO ALLOW FOR RESIDENTS TO CONNECT TO THE OUTSIDE GATHERING SPACES. AS BUILDING AMENITY PROGRAM IS DEVELOPED, THIS SPACE WILL ADJUST.



UPPER LEVEL PLAN



UNIT SUMMARY (ENTIRE BUILDING)
100 UNITS TOTAL

*DIMENSIONS AND SQUARE FOOTAGES ARE APPROXIMATE AND MAY VARY WITH ACTUAL CONSTRUCTION

TYPICAL UPPER LEVEL KEY PLAN

1) RESIDENTIAL

- A. 3-BEDROOM
- B. 2-BEDROOM
- C. 1-BEDROOM

2) SERVICES

AREA (APPROX. GSF)

25,436 TYPICAL UPPER LEVEL FLOOR PLATE

NOTES:

*AS PER TMC, 18.50.185 & 18.50.190 (3):
 1-1/2 SF X 100 UNITS REQUIRED FOR RECYCLING STORAGE OR 2255SF
 AND GSF/1000 FOR RECYCLED SPACE, OR 14.6 SF
TOTAL REQUIRED SPACE 240 SF

- COLLECTION POINT (ROUTE TO GROUND LEVEL)
- UNITS NOT WITHIN 200' OF RECYCLING COLLECTION POINT AT THE GROUND LEVEL
- PORTION OF BUILDING NOT COMPLYING WITH SETBACKS