



City of Tukwila
**Planning and Community
 Development Committee**

- ◆ Cynthia Delostrinos Johnson, Chair
- ◆ Kathy Hougardy
- ◆ De'Sean Quinn

<u>Distribution:</u>	
C. Delostrinos Johnson	Mayor Ekberg
K. Hougardy	D. Cline
D. Quinn	R. Bianchi
T. McLeod	C. O'Flaherty
	A. Youn
	L. Humphrey

AGENDA

MONDAY, FEBRUARY 7, 2022 – 5:30 PM

**THIS MEETING WILL NOT BE CONDUCTED AT CITY FACILITIES
 BASED ON THE GOVERNOR'S PROCLAMATION 20-28.**

**THE PHONE NUMBER FOR THE PUBLIC TO LISTEN TO THIS
 MEETING IS: 1-253-292-9750, Access Code 223807533#**

**Click here to: [Join Microsoft Teams Meeting](#)
 For Technical Support during the meeting call: 1-206-433-7155.**

Item	Recommended Action	Page
1. BUSINESS AGENDA		
a. Potential extension to expired rezone for Vintage@Tukwila (L16-0083). <i>Max Baker, Development Supervisor</i>	a. Discussion only.	Pg.1
b. Wayfinding Plan creation. <i>Brandon Miles, Business Relations Manager</i>	b. Discussion only.	Pg.31
2. MISCELLANEOUS		

Next Scheduled Meeting: *February 21, 2022*



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 Please contact the City Clerk's Office at **206-433-1800** (TukwilaCityClerk@TukwilaWA.gov) for assistance.



INFORMATIONAL MEMORANDUM

TO: Planning and Community Development
FROM: Nora Gierloff, DCD
BY: Max Baker, Development Supervisor
CC: Mayor Ekberg
DATE: February 7th, 2022
SUBJECT: Potential extension to expired rezone, L16-0083

ISSUE

Should the City Council consider a request for an extension of a rezone from Low Density Residential to High Density Residential in the Ryan Hill Neighborhood that expired June 26, 2021?

BACKGROUND

On June 18, 2018, Ordinance 2577 was approved by the City to amend the Comprehensive Land Use and Zoning Map for a potential future project called Vintage@Tukwila. The proposal was for a 247-unit affordable senior housing apartment building. The site in the Ryan Hill neighborhood, which contains four parcels, was rezoned from Low Density Residential (LDR) to High Density Residential (HDR) with a set of conditions, two of which effectively set an expiration date for the rezone:

5. *The applicant must apply for a development permit for the proposed project within 36 months of the effective date of this ordinance.*
6. *Failure to comply with the conditions set forth herein shall cause the change to the Comprehensive Plan Land Use Map to be null and void, and the subject property shall revert to the zoning immediately preceding passage of this ordinance.*

The effective date for Ordinance 2577 was June 26, 2018, meaning the applicant had until June 26, 2021 to apply for a development permit or the rezone would be considered null and void. As of January 27, 2022 no development permit has been applied for by the applicant.

DISCUSSION

The attached Ordinance 2577 details the full conditions of the rezone. The committee is being asked to consider whether or not this rezone should be presented to council for an extension request.

The applicant has recently had a pre-application meeting and proposed a different design for the project than was reviewed in 2018. The site is challenging to develop with steep slopes, a wetland, and a stream buffer. The proponents are now asking for additional height above the 4 stories permitted in the HDR Zone in order to shrink the footprint of the building and minimize site disturbance. This change would require them to apply to the City Council for a development agreement in addition to the rezone. The revised project would provide 170-units vs. the original 247-unit proposal.

FINANCIAL IMPACT

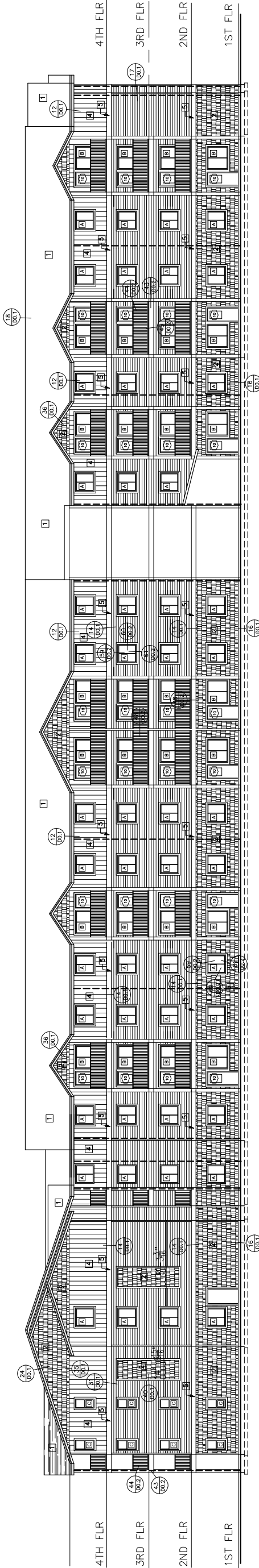
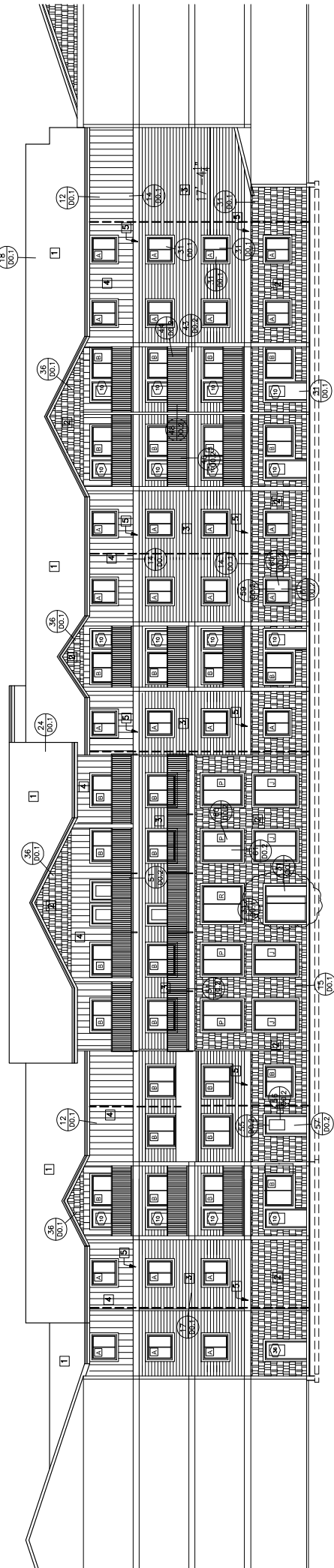
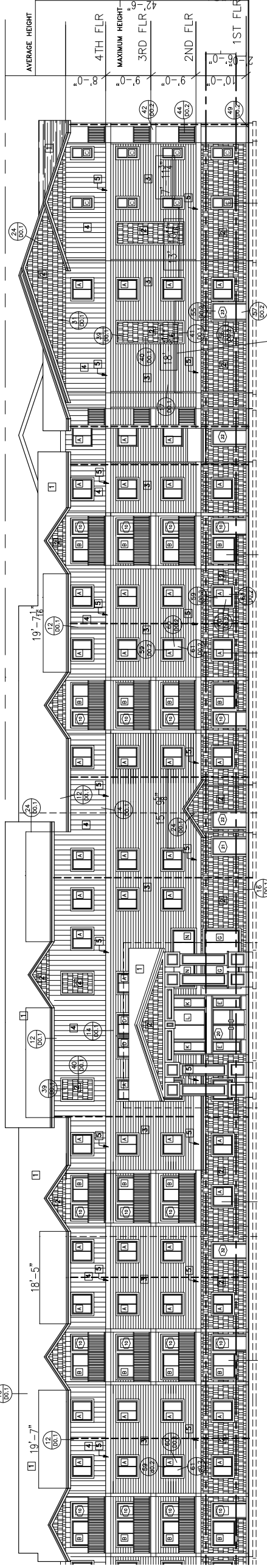
None.

RECOMMENDATION

If the Committee wishes to consider the extension request staff will return with an ordinance extending the term of the rezone.

ATTACHMENTS

- A. 2018 Project Elevations and Site Plan
- B. Ordinance 2577 – Comprehensive Plan Amendment
- C. Civil plan set from PRE21-0049



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 architects
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#	REVISIONS	DESCRIPTION	DATE

VINTAGE at TUKWILA
 47TH AVE SOUTH and SOUTH RYAN WAY
 TUKWILA, WASHINGTON

PROJECT: _____
 PROJ.# _____
 DRAWN: _____
 CHECKED: _____
 DATE: _____

A3.1
 SAMPLE ELEVATIONS



City of Tukwila

Washington

Ordinance No. 2577

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, AMENDING THE COMPREHENSIVE PLAN AS PART OF THE ANNUAL DOCKET FOR 2018 BY MODIFYING THE COMPREHENSIVE PLAN LAND USE MAP FOR THE VINTAGE@TUKWILA REZONE; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Tukwila is required to plan under the Growth Management Act (RCW 36.70A.040); and

WHEREAS, the Growth Management Act requires that comprehensive plans and development regulations be subject to continuing evaluation and review and allows comprehensive plans to be amended on an annual basis, but no more than once a year, with certain exceptions; and

WHEREAS, the Growth Management Act provides that amendments to comprehensive plans shall be considered simultaneously with an evaluation of the cumulative effects of the requested amendments and for general consistency of each amendment with the Plan, while also allowing for separate review and adoption of each individual proposal; and

WHEREAS, the City received a request in December 2016 (File No. PL16-0062) from a property owner for rezone of their properties as part of the annual Comprehensive Plan amendment process; and

WHEREAS, the application for Vintage@Tukwila, which is an active senior living residential development, was postponed from consideration in 2017 pending additional review and analysis of area-wide impacts to the Ryan Hill neighborhood, which has been completed; and

WHEREAS, sanitary sewer service to the neighborhood is needed to ensure public health and neighborhood quality; the conditions analysis shows that the Vintage@Tukwila site is critical to extending sewer to the neighborhood; and property owners and residents do not oppose higher density development in this part of the neighborhood; and

WHEREAS, Vintage@Tukwila's rezone application is now being considered as part of the 2018 amendments to the Comprehensive Plan; and

WHEREAS, the City of Tukwila provided the required 60-day notification of the proposed Comprehensive Plan amendments to the Washington State Department of Commerce under RCW 36.70A.106; and

WHEREAS, on May 24, 2018, the City of Tukwila issued a Determination of Nonsignificance pursuant to the State Environmental Policy Act (SEPA) (Chapter 197-11 WAC) and Tukwila Municipal Code Title 21 for the proposed change to the Vintage@Tukwila site on the Comprehensive Plan Land Use Map; and

WHEREAS, on June 4, 2018, the City Council held a duly noticed public hearing to receive comments on the proposed changes to the Comprehensive Plan Land Use Map;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, HEREBY ORDAINS AS FOLLOWS:

Section 1. Findings and Conclusions. The City Council hereby adopts the Findings and Conclusions, attached hereto as Exhibit B and incorporated by this reference as if fully set forth herein.

Section 2. Comprehensive Plan Land Use Map Change Approved. The Vintage@Tukwila site is located in the block bounded by S. Ryan Way, 47th Avenue S., Seattle City Light right-of-way, and Martin Luther King Jr. Way S., located in Tukwila, Washington, King County. The site is further identified as tax parcels: 3348401800, 3348401810, 3348401820 and 3348401860, and as legally described and shown in the attached Exhibit C. The site, which contains Parcels A through D, is hereby rezoned from Low Density Residential (LDR) to High Density Residential (HDR), as shown in the attached Exhibit A, subject to the following conditions:

1. 47th Avenue S. between S. Ryan Way and S. 109th Street, and S. 109th Street between the site and 47th Avenue S., shall be improved with curbs, gutters, sidewalks, street illumination, and storm water facilities, in accordance with the City's Infrastructure Design and Construction Standards Manual in effect at the time of building permit application, prior to receiving a certificate of occupancy for the development on the site.
2. The sanitary sewer line that serves the development on the site shall be extended to 47 Avenue S. at the time of the development in accordance with the City's Infrastructure Design and Construction Standards manual in effect at the time of building permit application.
3. On S. Ryan Way, a westbound (WB) left-turn pocket, and on 47th Avenue S., a northbound (NB) left-turn pocket, shall be installed prior to receiving a certificate of occupancy for development on the site.
4. Within 60 days of passage of this ordinance, the applicant shall record against the subject property a covenant or other document approved by the City, listing the development conditions associated with the site.

5. The applicant must apply for a development permit for the proposed project within 36 months of the effective date of this ordinance.
6. Failure to comply with the conditions set forth herein shall cause the change to the Comprehensive Plan Land Use Map to be null and void, and the subject property shall revert to the zoning immediately preceding passage of this ordinance.

Section 3. Map Amendment Authorized. The Community Development Director, or his designee, is hereby authorized to amend the City's official Comprehensive Land Use Map to show the changes in designation from LDR to HDR for the Vintage@Tukwila site as authorized in Section 2 of this ordinance.

Section 4. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and the code reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; references to other local, state or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering.

Section 5. Severability. If any section, subsection, paragraph, sentence, clause or phrase of this ordinance or its application to any person or situation should be held to be invalid or unconstitutional for any reason by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remaining portions of this ordinance or its application to any other person or situation.

Section 6. Effective Date. This ordinance or a summary thereof shall be published in the official newspaper of the City and shall take effect and be in full force five days after passage and publication as provided by law.

PASSED BY THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, at a Regular Meeting thereof this 18TH day of JUNE, 2018.

ATTEST/AUTHENTICATED:

Christy O'Flaherty
Christy O'Flaherty, MMC, City Clerk

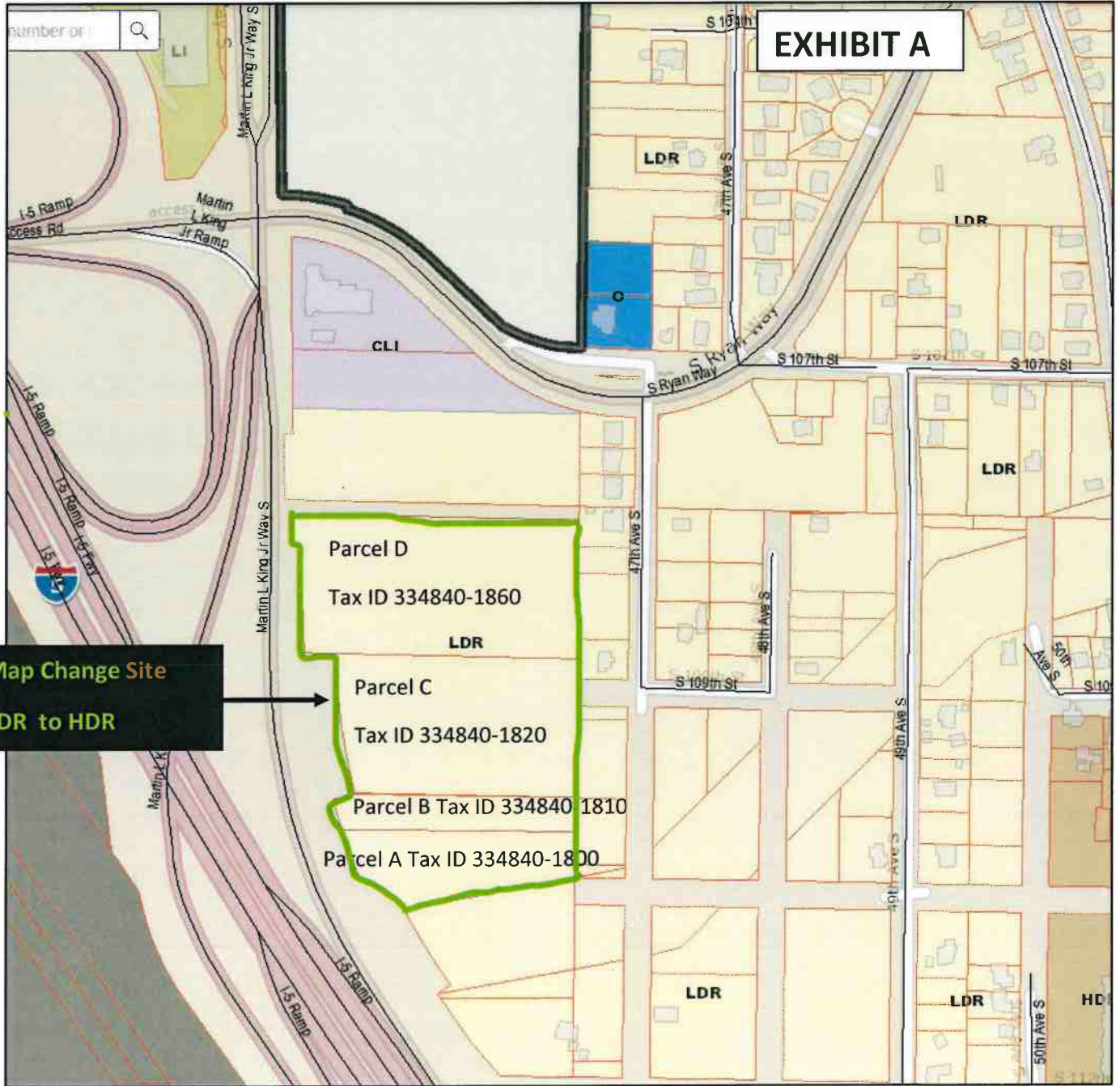
Allan Ekberg
Allan Ekberg, Mayor

APPROVED AS TO FORM BY:

Rachel B. Turpin
FOR Rachel B. Turpin, City Attorney

Filed with the City Clerk: 5-30-18
Passed by the City Council: 6-18-18
Published: 6-21-18
Effective Date: 6-26-18
Ordinance Number: 2577

- Exhibit A – Comprehensive Plan Map / Site Map
- Exhibit B – Findings and Conclusions Staff Report (File No. PL16-0062)
- Exhibit C – Legal Description





City of Tukwila

Department of Community Development

Allan Ekberg, Mayor

Jack Pace, Director

Exhibit B

Findings

Request

The applicant requests an amendment to the Comprehensive Plan's Land Use Map and a corresponding rezone from Low Density Residential (LDR) to High Density Residential (HDR) on four adjacent undeveloped lots totaling 10.5 acres.

If the Comprehensive Plan's Land Use and the Zoning map changes are approved, the contract purchaser proposes to construct 247 Senior Housing units in a four-story structure on the four southerly parcels A - D. (Figure 1). Changing the Comprehensive Plan and Zoning maps are no guarantee that the project would be built as initially proposed but is provided as an example of a potential future development. The Comprehensive Plan and Zoning Designations and the subject site are outlined in green. Existing LDR zoning is shaded in yellow, High Density Residential located along 51 Avenue S. in brown, Commercial Light Industrial in purple and Office in blue.

Comprehensive Plan Amendment and Rezone Decision Criteria (TMC 18.84.020):

The City Council's decision to grant a Comprehensive Plan map change and rezone shall be supported by written findings and conclusions showing specifically that all of the following conditions exist. Approval of the map changes requires the adoption of an ordinance.

questions. One written comment was received that stated opposition to additional traffic on 47 Avenue S. because of safety concerns for local children and provided the opinion that 47 Avenue S. is not capable of handling the additional traffic volume. They requested that access to the proposed multi-family development site be from Martin Luther King Junior Way South (MLKJWS). The City Engineer responded that MLKJWS is designated by Washington State Department of Transportation as limited access and therefore not available for ingress/egress. The City Engineer has requested that at the time of a future development proposal that additional traffic analysis be provided.

Because of the lapse in time since the required public meeting in May of 2017, and the initiation of neighborhood-wide meeting in November of 2017 (see "Ryan Hill Neighborhood Study" section below), staff held a second public meeting using an expanded mailing. There were no citizens or comments received at the May 9, 2018 public meeting.

Ryan Hill Neighborhood Study

Staff initiated a neighborhood-wide study that looked at existing conditions, potential development scenarios and surveyed property owners and residents. The study revealed a number of things that were unknown.

The residents and property owners have differing opinions about the future of the neighborhood. Opinions generally depend on where they live or own property within the neighborhood. Higher residential density and housing options are more desirable to property owners north of the Seattle City Light right of way than south of the right of way.

Additionally, there was overall support for a neighborhood retail node that would provide additional neighborhood services. Neighborhood input also indicated that the neighborhood's existing characteristics were an asset as it was described as a "rural oasis in the city."

Except for the approximate 15-acre Raisbeck property located along the west side of the neighborhood and bordering MLKJRWS, which is the subject of this rezone request, future development is likely to be small scale (short plats) and developed incrementally. Development of less than 4 lots does not require frontal improvements nor would a through connection be financially feasible for most short plat developers.

The lack of regional stormwater facilities and the difficulties associated with on-site storm infiltration and/or detention on steep slopes impacts the near term developability of many properties. In areas where redevelopment is more feasible, the needed water and sewer infrastructure improvements identified in the study can be incrementally installed. The incrementally added infrastructure will be able to support the long-term service objectives outlined within the study.

Enhancing and improving the circulation system is feasible from an engineering standpoint but not likely from a financial standpoint. The 1,200-foot-long dead end road (twice the length of the City's maximum standard) can be eliminated by connecting between the 109th/48th and

110th/49th Avenue S intersections. The City, however, has many street projects, and this new connection is unlikely in the near future as a public project.

Finally, the Raisbeck property, which is the Vintage@Tukwila site, is a linchpin for extending sewer service to properties north of the Seattle City Light right of way and south of S. 107th Street.

Vicinity/Site Information

The subject site is in the Ryan Hill neighborhood and is primarily characterized by environmentally sensitive features located on or in its vicinity. The topographic survey provided by the applicant gives details on vegetation, watercourse and wetlands as well as topographic lines.

Landslide

Class 2 – Moderate and Class 3 - High landslide areas with topographic slopes that range from 15 – 40%.

Wetlands and Stream

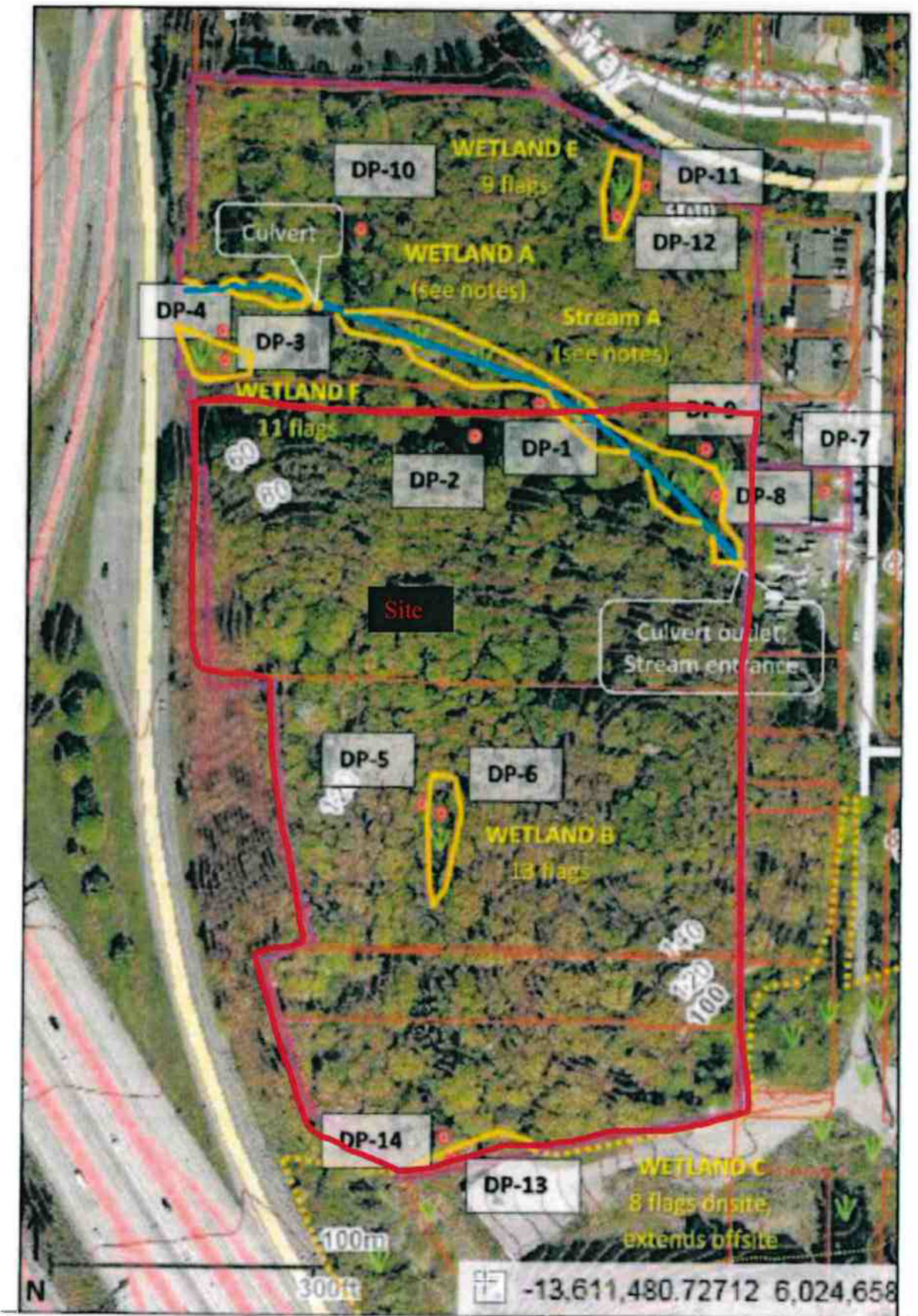
The wetland and watercourse delineation report that was prepared for this application identified the following:

Type 3 watercourse – Ryan Hill Stream. (Stream A) is located to the north of the site and bisects the northeast corner of Parcel D.

Most of the wetlands are located around the periphery of the site but whose buffers extend onto the site. The exception is Wetland B. Wetland B is a type IV located in the center of the project site and requires 50 foot buffers. From the Tukwila Municipal Code: “Category IV wetlands have the lowest levels of functions (scores less than 30 points) and are often heavily disturbed. While these are wetlands that should be able to be replaced or improved, they still need protection because they may provide some important functions. Any disturbance of these wetlands will be considered on a case by case basis.” (TMC 18.45.080 Wetlands Designations, Ratings and Buffers)

Any future development will need to be setback from the wetlands and their buffers. Wetlands A and AA are category II and are located along Ryan Hill Stream and are required to have 100 foot buffers. Wetland C, a category III wetland, which has an 80 foot regulatory buffer, is located on the south of the site and extends onto the Seattle City Light property.

There are two other category III wetlands, on the parcel north of the site. (Wetlands E & F – Topographic Survey)



This is not a survey. Features depicted are approximate only and may not be to scale.

Figure 2 Wetlands and Watercourse Map

Access

The local circulation map, Figure 3, shows the street system that exists in the Ryan Hill neighborhood. Sidewalks exist along S. Ryan Way and intermittently on 51 Avenue S. Bicycle facilities are also in place on 51 Avenue S.

King County Metro Route 107 is between ¼ and ½ mile to the east and runs along 51 Avenue S. and Route 124 on E. Marginal Way S. is about a mile to the west. The Rainier Beach Link Station is 1.3 miles to the north.



Figure 3 Ryan Hill Neighborhood Access Map

Land Use/Development History

There are 26 lots adjacent to 47th/109th/48th onto which the subject properties will access, 8 of which are developed with a single family home. The lots range in size from 3,500 square feet to 41,765 square feet. All but three homes, addressed as 10709, 10719, and 10729 47th Avenue S., were built pre-1964. The three addresses listed were built in 2003 and 2001 and are hooked up to the City's sewer system. The remaining five homes are on septic systems. A review of King County Assessor's property reports shows that they have designated that area as having moderate to high traffic noise. In this area, the assessed value of the developed single family homes range from \$200,000 to \$373,000.

Also within this specific 26 lot area, four lots were acquired by King County for property owner failure to pay property tax, two of which have since been sold at auction, which is evidence of the instability in ownership in this area.

City Council Decision (TMC 18.84.030)

The City Council has the authority to deny, approve, or approve with conditions and safeguards as it deems necessary to protect or enhance the health, safety, and welfare of the surrounding area, and to ensure that the rezone fully meets the findings set forth in the Decision Criteria (TMC 18.84.020,) which are outlined below.

1. *The proposed amendment to the Zoning Map is consistent with the goals, objectives, and policies of the Comprehensive Plan. (TMC18.84.020 - Criteria)*

During the 2015 Comprehensive Plan update process, there was considerable interest in the need to maintain and enhance residential neighborhoods, while providing housing choices.

The Comprehensive Plan describes LDR as follows:

Low-Density Residential: Areas primarily characterized by detached single-family residential structures and their accessory uses, along with educational, institutional, and recreational uses. Density may vary by neighborhood and for projects proposing innovative housing types such as cottage housing. These uses and densities are modified where covered by the Commercial Redevelopment, Urban Renewal, Tukwila South, and Public Recreation Overlays.

The Comprehensive Plan describes HDR as follows:

High-Density Residential: Areas characterized by larger and higher density multi-family buildings and their accessory uses, along with educational, institutional, and recreational uses.

Although not stated, high density neighborhoods have typically been located adjacent to and along major transportation corridors. They have been used to separate noisier uses and areas from the single family areas and to provide housing in neighborhood and regional centers of the City.

The Comprehensive Plan's highest priority objective is the following:

Objective. *"To improve and sustain residential neighborhood quality and livability."*

Numerous goals and policies clarify and support this objective. Some representative examples from the Housing and Residential Neighborhoods elements follow:

Housing Goal 3.1 *The City of Tukwila provides the City's fair share of regional housing.*

Housing Policy 3.6.1 *Encourage long-term residency by improving neighborhood quality, health and safety.*

Residential Neighborhoods Goal 7.1 Residential Land Use Pattern: *A land use pattern that encourages a strong sense of community by grouping compatible and mutually supportive uses and separating incompatible uses.*

Residential Neighborhoods Goal 7.4 Neighborhood Sustainability: *Continuing enhancement and revitalization of residential neighborhoods to encourage long-term residency and environmental sustainability.*

Residential Neighborhoods Implementation strategies support retaining LDR zoning and encourage infrastructure improvements as follows:

- Continued emphasis on existing land use patterns to protect and preserve residential uses.
- Investment in public works and infrastructure improvements.
- Continue to develop and implement the Residential Street Program in the CIP.
- Development of a variety of new housing, including single-family homes.

Residential Neighborhood and Sub-Area Vitality

City-planned utility improvements and extensions place priority on improving and sustaining residential neighborhood quality and livability. Utility investments affect neighborhood quality of life and the ability to realize established visions for specific sub-areas. (City of Tukwila Comprehensive Plan, 2015)

Tukwila functional plans

Tukwila parks and open space do not exist in this neighborhood. The Parks Recreation and Open Space (PROS) Plan has identified the need for a neighborhood park but implementation is shown beyond 2023. A "Ryan Hill Park" is planned "following the upgrade of the local sewer service in the area, which would drive additional housing demand." (Tukwila Parks, Recreation, and Open Space Plan; 2013)

Sanitary sewer service. The Ryan Hill neighborhood encompasses 116 acres with less than a mile of sewer. The capital plan for Sanitary Sewer identifies a \$1.9 million sewer revitalization for the area but the timeline is beyond 2022. The justification for the project are the existing septic systems that are failing and creating public health hazards.

Comprehensive Plan policy 12.1.22

Serve all existing and potential residences and businesses with a sewer utility.

The Capital Facilities Plan identifies a \$1.9 million sewer project for the neighborhood with the justification that septic systems are failing in the area.

The proposed project would extend sanitary sewer from MLKJWS on the site and then per the City's Infrastructure Design and Construction Standards Manual extend it to the east property line. Bringing the sewer an additional 100 feet to the adjacent right of way would provide an opportunity for future extensions and hook-ups to the sanitary system.

Tukwila water service is available to serve the higher intensity land use; however, because the system is not looped the pressure is not adequate for larger buildings. Construction will likely require modifications to structure size to accommodate the lower pressure.

Access in the neighborhood is via two neighborhood arterials – Ryan Way and 51st Avenue S., which have adequate capacity but are not complete streets. Ryan Way does not have bicycle facilities and 51st Avenue S. has sporadic pedestrian facilities. The local access street, 47th Avenue S., meets the minimum street right of way width standard of 50-60 feet, is over 1,000 feet in length and does not contain a turn-around. 600 feet is the City standard for cul-de-sacs the City standard for neighborhood block size is no more than 1,000 feet on one side and double loaded lots on the width.

On the other lots along 47th Avenue S., future single family development is likely to be through individual single family home construction permits and short plats that do not typically result in sidewalks or public street improvements.

The condition of the street however is not adequate for a higher density project. For example, the pavement width and shoulders are uneven.

Financial Planning Model Policy

FP-6 – The financing of limited benefit capital improvements (i.e. private development) should be borne by the primary beneficiaries of the improvement. The principle underlying limited benefit is that the property is peculiarly benefited and therefore the owners do not in fact pay anything in excess of what they receive by reason of such improvement.

Policy FP-7 – Each Enterprise Fund shall be reviewed annually and it must have a rate structure adequate to meet its operations & maintenance and long-term capital requirements.

The program manager for the Sewer Comprehensive Plan stated that developers must bear the burden of extending sewer into this area.

2. The proposed amendment to the Zoning Map is consistent with the scope and purpose of TMC Title 18, "Zoning Code," and the description and purpose of the zone classification applied for. (TMC 18.84.020 Criteria)

If approved, the requested map change would rezone approximately 10.5 acres from Tukwila's Low Density Residential to the High Density Residential designation/zone. The Comprehensive Plan states that high-density residential areas are characterized by larger and higher density multi-family buildings and their accessory uses, along with education, institutional and recreational uses. The HDR District (TMC 18.14.010) implements the Comprehensive Plan designation of high density residential. The Zone is used to designate areas that allow up to

22.0 dwelling units per net acre. Senior citizen housing is allowed up to 60 dwelling units per acre, subject to additional restrictions. It is intended to provide a high-density, multiple-family district that is also compatible with commercial and office areas.

Consideration was given to the land uses and development standards in the two different zones. The difference between the two zones in terms of land use are that in HDR the following uses are permitted and are not allowed in LDR: boarding homes; convalescent, assisted living and nursing homes for up to 12 patients; townhouses and multifamily (22 units per acre;) and senior housing (at 60/units per acre;) libraries, museums, and public art galleries; and manufactured home parks. If the property were rezoned as HDR, and did not redevelop as currently proposed by the applicant, the range of other uses listed above could be developed as permitted uses.

3. *There are changed conditions since the previous zoning became effective to warrant the proposed amendment to the Zoning Map; (TMC 18.84.020(3)) and*

In November of 2016, central Puget Sound voters approved a funding package that includes the construction of a new light rail station within a mile of the site. The Station is scheduled for completion in the 2030s and provides access to a high capacity transit system. One half mile is the usual walk shed for rail systems but bus routes are rerouted to provide feeder service to the stations. Boeing Access Road and S. Ryan Way will be a major route to serve the station. The opportunity to have high quality transit access was not funded until 2016.

The current economic impact on the regional housing market was not expected. The price of homes is rising faster in the Seattle area than anywhere else in the nation. Since the downturn in 2007, home prices are up 23.9%. Seattle leads the nation in year over year and month over month home price growth. The applicant proposes an affordable senior housing project.

A major initiative to fund, build and replace City buildings (Public Facilities Plan, Tukwila 2016) will impact the overall Capital Improvement Program and likely delay any identified neighborhood infrastructure improvements thereby delaying upgrades and public infrastructure in this neighborhood. Development is and will be expected to continue to pay for itself.

4. *The proposed amendment to the Zoning Map will be in the interest of furtherance of the public health, safety, comfort, convenience, and general welfare, and will not adversely affect the surrounding neighborhood, nor be injurious to other properties in the vicinity in which the subject property is located. (TMC 18.84.040(4))*

The City's Capital Facilities Plan shows the need for urban infrastructure improvements in this neighborhood for a neighborhood park and a sewer system to serve the area. Timing and funding for these facilities, however, has not been identified. The lots that are south of S. 107th Street and west of 50th Avenue S. are dependent on access to the sanitary sewer line in MLKJWS.

The rezone will allow a project that will provide affordable housing, provide new construction that could serve to anchor the area and create a higher standard of design quality as required by the City's rigorous design review process. Development of the site would improve the infrastructure for the neighborhood and make sanitary sewers possible in the near term for property owners.

CONCLUSIONS

Below are the four decision criteria in bold and the conclusions drawn from the findings above.

1. The proposal is consistent with the goals, objectives and policies of the Comprehensive Plan.

The 2015 Comprehensive Plan update reaffirmed Tukwila's highest priority objective, "To improve and sustain residential neighborhood quality and livability." This neighborhood is a challenging area because of the lack of public facilities and environmentally challenging land of slopes and water. The subject site, although it borders the interstate and MLKJWS on the west, has no access except through a local access street that is bordered by single family homes. The public facilities identified to support and serve this area are not funded in the near or mid-term. The proposal would be able to pay for urban services and amenities that would support the overall livability and quality of this residential neighborhood. Specifically, access to the site is via 47th Avenue S. and S. 109 Street west of 47th Avenue S, which are not adequate for higher density travel, would need to be improved. Their improvement would improve overall neighborhood quality; therefore, the City Council concludes that as part of the future project and as a condition of this rezone, the applicant should make street improvements that meet the City's infrastructure standards including sidewalks.

Sanitary sewer would be extended as part of the future project from MLKWJS onto the site and to the east property line. To benefit the neighborhood, the extension of the sewer to the adjacent public right of way would also fulfill the Comprehensive Plan's goal of improving neighborhood quality and livability and fulfilling the policy of serving all residences with sewer service. The City Council concludes that conditioning the rezone to require the extension of the sewer line to the right of way to the east will increase the access and the feasibility and decrease the total system cost for sanitary sewers in the neighborhood and therefore meet the criteria.

2. The proposal is consistent with the scope and purpose of the Zoning Code and the description and purpose of the HDR zone.

High density development lends itself to clustering and thereby preserving sensitive areas and open space. The entire property would be under one owner and manager thereby limiting the incremental impacts typical of individual homeowners on trees, wetlands and streams.

3. There are changed conditions since the previous zoning became effective to warrant the amendment to the Map.

Residents of the City have stated that they are struggling and being displaced due to the impact of rising rents and the high cost of homeownership. The unprecedented economic impact caused by the regional demand for housing is hurting members of the community who are economically challenged. The proposal could provide affordable housing for seniors as well as basic public facilities that would support the surrounding property owners.

4. ***The proposal shall be in the interest of furthering the public health, safety, comfort, convenience and general welfare and will not adversely affect the neighborhood or be injurious to the properties in the vicinity.***

Of benefit to the neighborhood with the project would be the opportunity to connect to sanitary sewer and a reduced overall cost because of the approximate 800 linear feet that would be built by the project developers. Development of the subject site requires the applicant to bring the sewer line onto the property and to the east property line. The City Council concludes that in order to meet the criteria the rezone should be conditioned with the requirement to bring the sewer line an additional 100 feet to 47th Avenue S. to assist with the availability of the system for expanded neighborhood use.

Comment from emergency service providers and the results of the traffic analysis indicate that left turning movements are difficult onto S. Ryan Way and would be a concern with increase in trips associated with the rezone. In order to further the interests of public safety, comfort and convenience, the City Council concludes that the rezone should be conditioned to require left turn pockets to facilitate and assist in maintaining adequate level of service and safety in entering and exiting 47th Avenue S. from S. Ryan Way.

The City Council concludes that redesignating the site to HDR would be in the best interest of the neighborhood subject to specific conditions that would support the Comprehensive Plan's priority of creating high quality residential neighborhoods and further the public's health, safety and comfort.

05-24-18
VINTAGE @ TUKWILA

EXHIBIT C

LEGAL DESCRIPTION:

PARCEL A:

LOT 165, BLOCK 18, C.D. HILLMAN'S MEADOW GARDENS ADDITION TO THE CITY OF SEATTLE, DIVISION NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 82, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT PORTIONS CONDEMNED BY THE CITY OF SEATTLE FOR TRANSMISSION LINE PURPOSES IN SUPERIOR COURT CAUSE NO. 469557 AS CONTEMPLATED BY ORDINANCE NO. 82986;

AND EXCEPT THAT PORTION THEREOF CONVEYED TO THE STATE OF WASHINGTON FOR PRIMARY STATE HIGHWAY NO. 1, BY DEED RECORDED MARCH 07, 1963 UNDER RECORDING NO. 5552941, RECORDS OF KING COUNTY;

AND EXCEPT THAT PORTION THEREOF CONVEYED TO THE STATE OF WASHINGTON FOR PRIMARY STATE HIGHWAY NO. 1 BY RECORDING NO. 5695665;

AND EXCEPT THAT PORTION THEREOF IF ANY LYING WITHIN STREET.

TAX ACCOUNT NO.: 334840-1800-07

PARCEL B:

LOT 166, BLOCK 18, C.D. HILLMAN'S MEADOW GARDENS ADDITION TO THE CITY OF SEATTLE, DIVISION NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 82, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION THEREOF CONVEYED TO STATE OF WASHINGTON FOR PRIMARY STATE HIGHWAY NO. 1 BY RECORDING NO. 5552940.

TAX ACCOUNT NO.: 334840-1810-05

PARCEL C:

LOTS 167 TO 170, INCLUSIVE, BLOCK 18, C. D. HILLMAN'S MEADOW GARDENS ADDITION TO THE CITY OF SEATTLE DIVISION NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 82, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION THEREOF LYING WESTERLY OF THE EASTERLY MARGIN OF PRIMARY STATE HIGHWAY NUMBER 1 AS CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 597316.

TAX ACCOUNT NO.: 334840-1820-03

PARCEL D:

LOTS 171 TO 173, INCLUSIVE, BLOCK 18, C. D. HILLMAN'S MEADOW GARDENS ADDITION TO THE CITY OF SEATTLE DIVISION NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 82, IN KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION THEREOF LYING WESTERLY OF THE EASTERLY MARGIN OF PRIMARY STATE HIGHWAY NUMBER 1 AS CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 601962.

TAX ACCOUNT NO.: 334840-1860-04

City of Tukwila Public Notice of Ordinance Adoption for Ordinances 2577-2578.

On June 18, 2018 the City Council of the City of Tukwila, Washington, adopted the following ordinances, the main points of which are summarized by title as follows:

Ordinance 2577: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, AMENDING THE COMPREHENSIVE PLAN AS PART OF THE ANNUAL DOCKET FOR 2018 BY MODIFYING THE COMPREHENSIVE PLAN LAND USE MAP FOR THE VINTAGE@TUKWILA REZONE; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

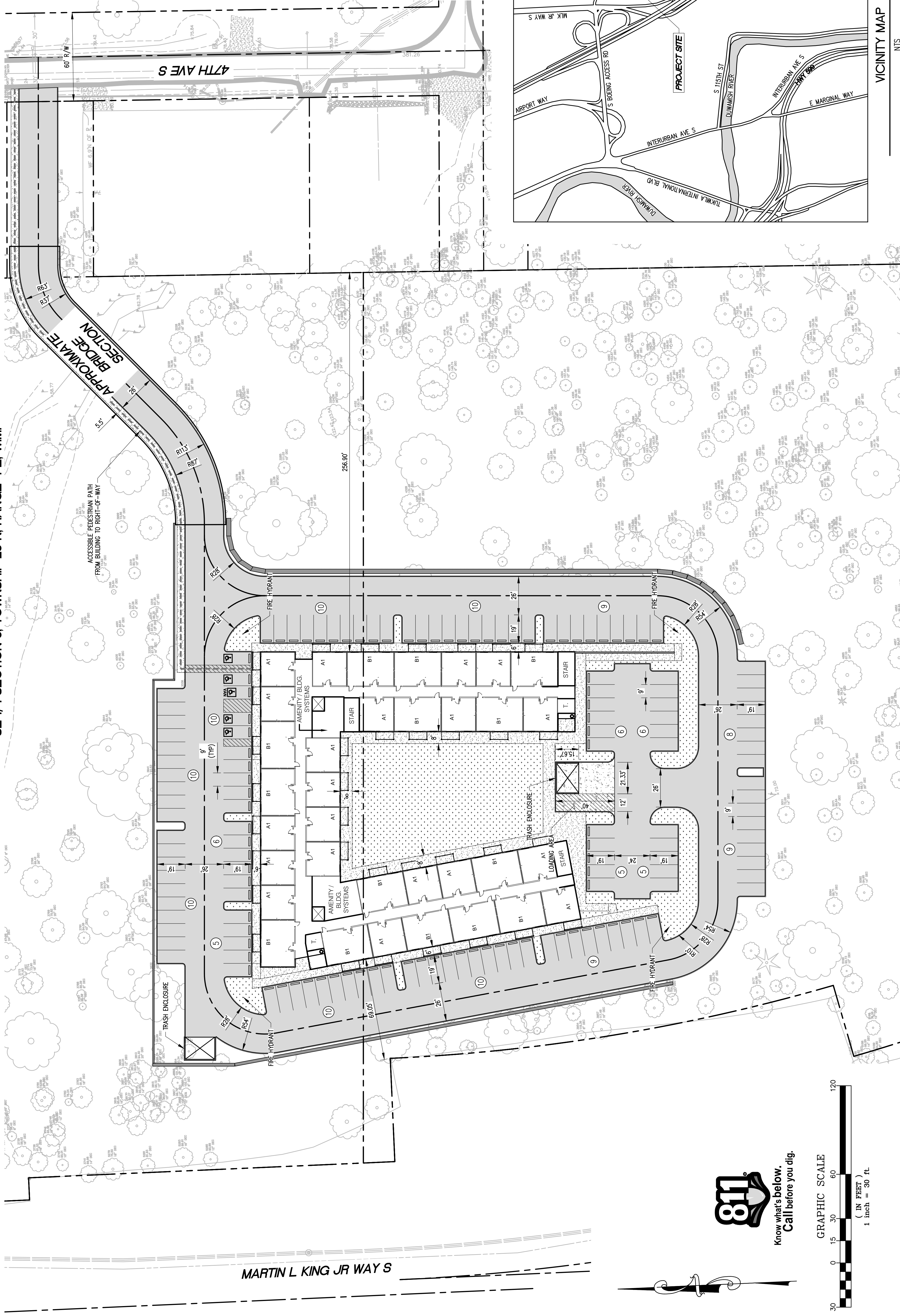
Ordinance 2578: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, REZONING CERTAIN REAL PROPERTY LOCATED IN THE RYAN HILL NEIGHBORHOOD AND KNOWN AS VINTAGE@TUKWILA FROM LOW DENSITY RESIDENTIAL (LDR) TO HIGH DENSITY RESIDENTIAL (HDR); PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

The full text of this ordinance will be provided upon request.

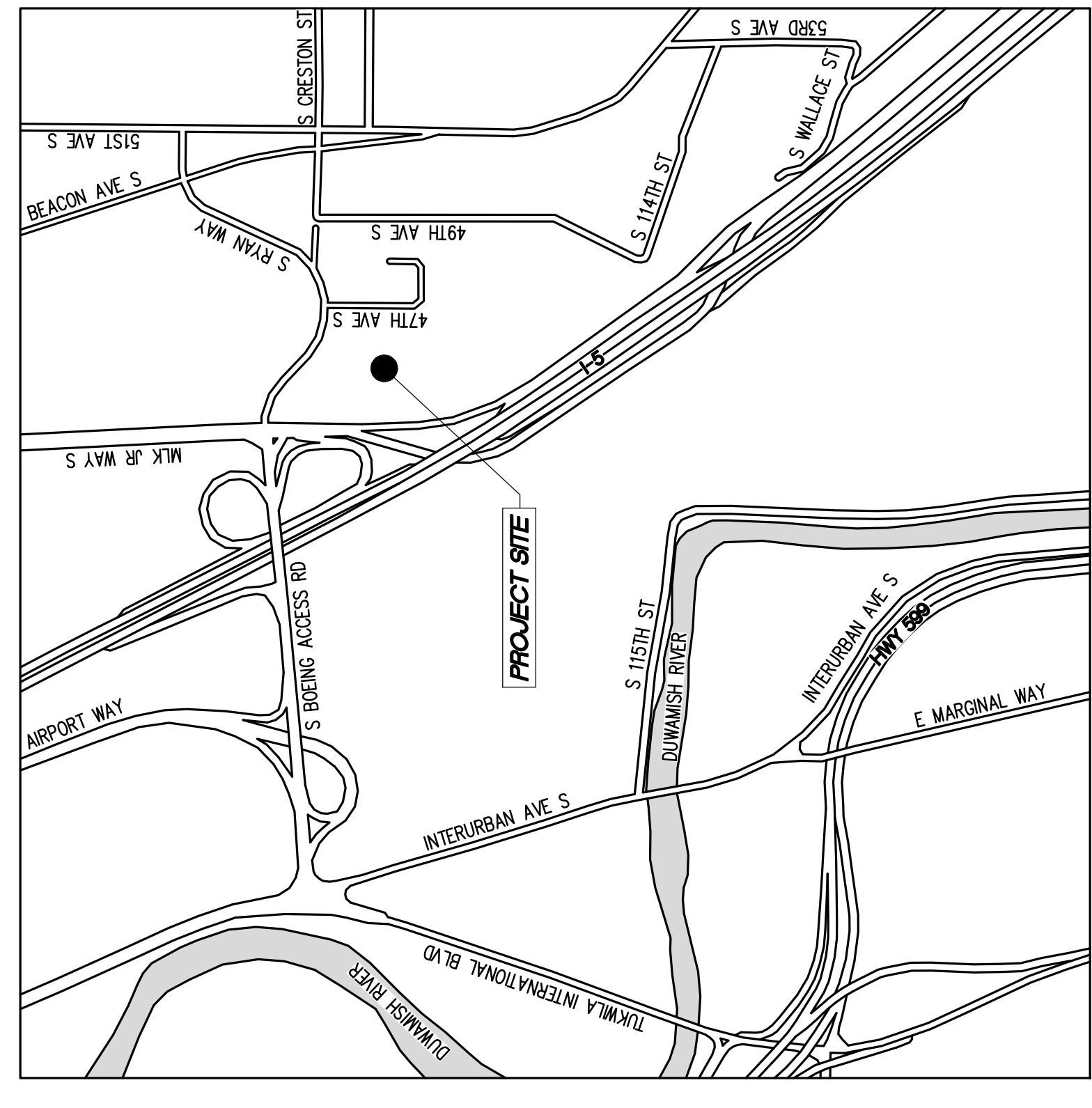
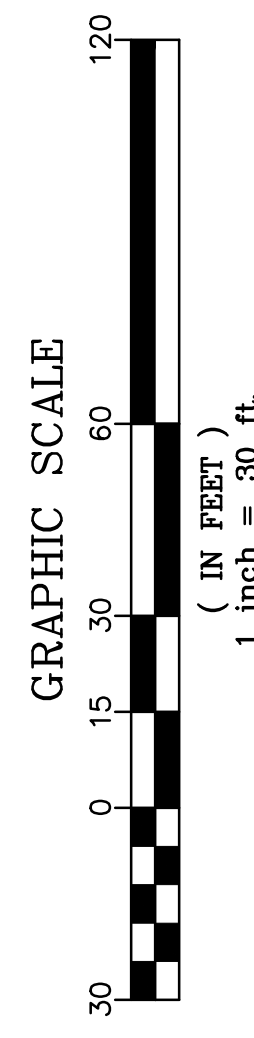
Christy O'Flaherty, MMC, City Clerk

Published Seattle Times: June 21, 2018

SE 1/4 SECTION 3, TOWNSHIP 23 N, RANGE 4 E, W.M.



Know what's below.
Call before you dig.



VICINITY MAP
NTS

No.	Date	By	Revision Description

Designed By:	LRR	Issue Date:	10/19/2021
Drawn By:	LRR	Project No.:	10760004
Checked By:	SMM		

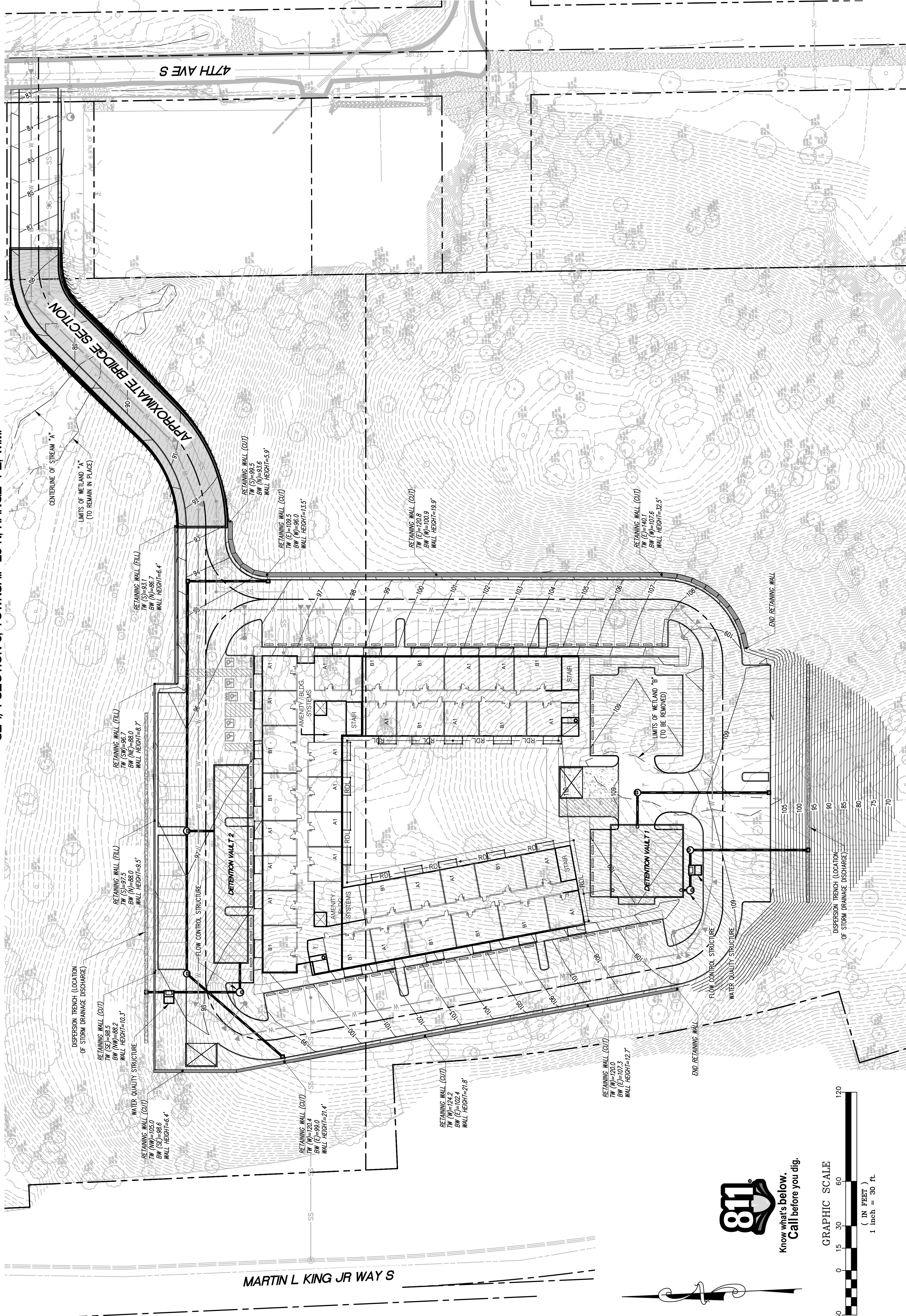
PACLAND
 6814 Greenwood Ave. N
 Seattle, WA 98103
 T (206) 522-9510
 www.PacLand.com

BEACON HILL VINTAGE HOUSING
PARCEL 3348041820 AND 3348401860
TUKWILA, WA 98178

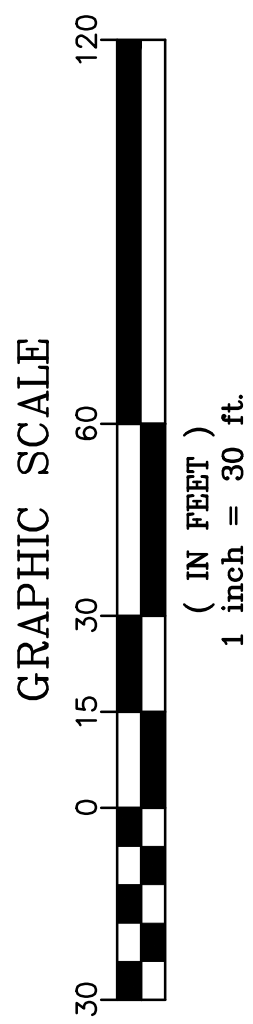
SITE PLAN

C-10

SE 1/4 SECTION 3, TOWNSHIP 23 N, RANGE 4 E, W.M.



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No.	Date	By	Revision Description

Designed By:	LRR	Issue Date:	10/19/2021
Drawn By:	LRR	Project No.:	10760004
Checked By:	SMM		

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 6814 Greenwood Ave. N
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BEACON HILL VINTAGE HOUSING
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TUKWILA, WA 98178

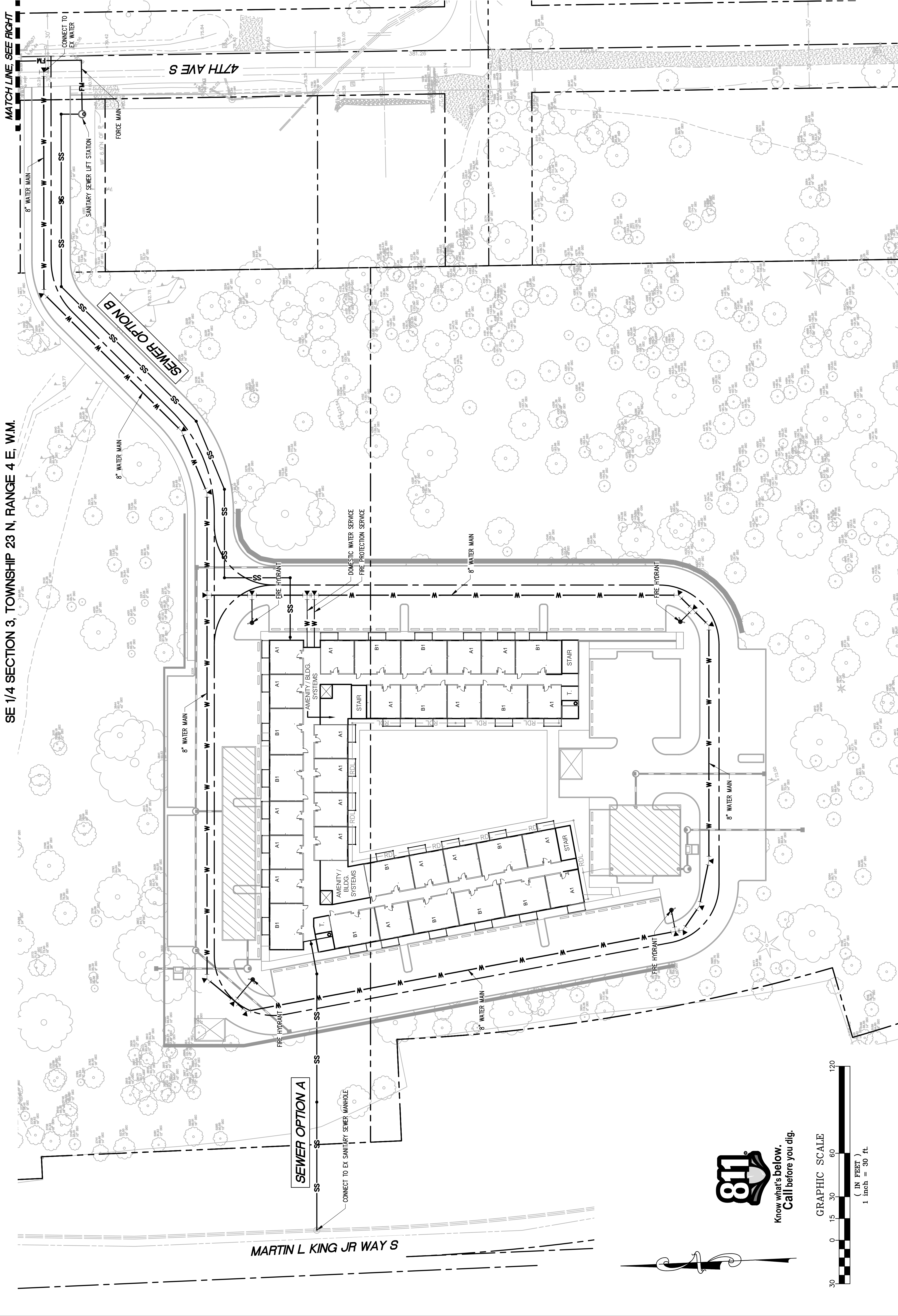
GRADING AND DRAINAGE PLAN

C-2.0

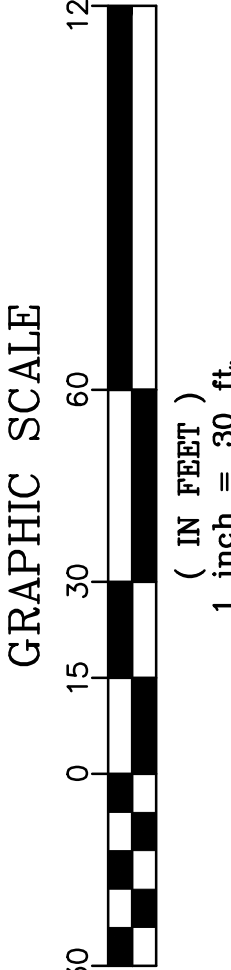
SE 1/4 SECTION 3, TOWNSHIP 23 N, RANGE 4 E, W.M.

MATCH LINE SEE RIGHT

MATCH LINE SEE LEFT



Know what's below.
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No.	Date	By	Revision Description

Designed By:	LRR	Issue Date:	10/19/2021
Drawn By:	LRR	Project No.:	10760004
Checked By:	SMM		

PACLAND
 6814 Greenwood Ave. N
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BEACON HILL VINTAGE HOUSING
PARCEL 3348041820 AND 3348401860
TUKWILA, WA 98178

UTILITY PLAN

C-3.0



INFORMATIONAL MEMORANDUM

TO: Planning and Community Development

FROM: Brandon Miles, Business Relations Manager

CC: Mayor Ekberg

DATE: January 31, 2022

SUBJECT: Wayfinding and Gateway Signage for the City

ISSUE

Briefing on creation of a wayfinding and gateway signage plan for the City.

BACKGROUND

In 2017, the City completed its brand development, focused on how the City would promote itself to tourists, both day and night. As part of the brand development, the City completed an in-depth “Tukwila Brand Fieldwork Report.” This report was completed by a tourism expert who visited the City and experienced it as a tourist, providing input on the City’s strength and areas of improvement for attracting and retaining tourists.

One of the categories under the Fieldwork Report was regarding “Navigation, Wayfinding, and Signage.” Under this section, the City was ranked as needing major improvement in areas regarding city gateway signs, vehicular direction, and pedestrian directional signage (see below).

Navigation, Wayfinding and Signage

First impressions start at the entrances to the city, and appearances really count when it comes to enticing visitors and the economic well-being they can bring to places. Visitors are attracted to, and spend more time in, places that are attractive, clean, welcoming, and well maintained.

Signage and navigation systems serve vital roles. They inform, guide, and motivate travelers. They are also important in shaping the identity of a place through their style, design, colors, lettering, content and placement. Access to visitor information in the form of brochures, maps and personal advice is critical to visitor satisfaction, extending a visitor's length of stay in the community and whether or not they return.

	Assessment	Comments
Main Freeway Signage	Adequate	WSDOT signs are adequate. Improvements will be identified in a detailed wayfinding assessment.
City Gateways	Major Improvement	Tukwila and Southcenter gateways do not stand out and do not provide a welcoming sense of "place" for visitors.
Vehicular Directional	Major Improvement	Directional signs that guide visitors through Southcenter are inadequate and dated.
Pedestrian Directional	Major Improvement	Integrated pedestrian level signage across the district does not exist and would be beneficial in several areas.
Business Signage	Minor Improvement	Businesses feel that people can't find them because of signage restrictions. The team did notice that at times some business signs were hard to see due to their design or size, and others were partially obscured. A coordinated, integrated approach here – where possible would help.
Map Displays/ Kiosks	Major Improvement	Display map kiosks/ directories featuring all of Southcenter do not exist and would be very useful at key points in the district.
Southside Seattle Visitor Information Center/Desk	Excellent / Minor Improvement	Excellent tourist information and booking service, with friendly and helpful staffing. It is located near one mall entrance only and without more prominent promotion throughout the mall could easily be missed.
Hotel Guest Information Racks	Major Improvement	Hotel tourism brochure racks seem to only include material on Renton and Bellevue but nothing on Tukwila, except a Westfield Southcenter, limited content, double-sided page promoting 'Seattle's Best Shopping'.

DISCUSSION

The Lodging Tax Advisory Committee (LTAC) has expressed a desire to create a Wayfinding and Gateway Signage Plan for the City. Signage is a valuable tool in the City's branding efforts. As people leave tourist destinations, such as the Mall, Starfire Sports, or the Museum of Flight, it is important that the City reinforce that these destinations are in Tukwila. The Plan would not involve actual installation of signage. The plan would provide a detail framework of signage that could be installed in the future. It would show locations, by type of signage, construction plans, and estimated costs of installing specific signs.

The Plan would also be branded, specifically in the City's tourist areas, such as the Southcenter District, near Starfire Sports, and near the Museum of Flight. The existing signage in the City's Southcenter District has no uniformity, nor is there specific direction on what type should be installed where. Several signs are outdated, such as signs that reference King County along the City's trail system.

Attached with this memo is a document entitled, "What is Community Wayfinding?" The document discusses the benefits and suggested process for creating a Wayfinding and Gateway Signage Plan for cities and towns. Depending on the scope, the creation of a Plan for the City could cost between \$50,000 and \$100,000. As a point of reference, the City of Burien completed its Wayfinding and Gateway Signage Plan focused on just its downtown core, with a cost of \$48,750. LTAC has expressed support for using lodging tax funds to pay for the creation of the Plan.

As part of the Plan, the City would need to determine the overall geographical scope of the project, for example do we also examine signage in residential areas or Tukwila International Blvd? Staff's initial recommendation is that we would do the entire City. Note, that in residential zones and at City facilities in commercial zones, the tourist brand likely would not be used. Even if the City does not know what the overall design of signs in residential zones should be, understanding where signs could go would be valuable as the City completes future capital projects.

Paying for the future signage could include a mix of courses, including lodging tax funds, included in capital construction costs of projects, or as part of the City's regular maintenance of existing signage.

FINANCIAL IMPACT

Creation of a Wayfinding and Gateway Plan could cost between \$50,000 and \$100,000, likely using lodging tax funds.

RECOMMENDATION

Discussion Only. Staff would like to issue an RFQ/RFP to finalize cost. Once a final scope of work is determined, staff will go through the lodging tax application process to obtain funding.

ATTACHMENTS

- Document entitled, "What is Community Wayfinding?"
- Wayfinding and Gateway Signage Plan PowerPoint Presentation.



What is Community Wayfinding?

Community Wayfinding is the art and science of moving people through a city, town or region to desired locations within them using a number of visual cues including, but not limited to, guide signage, place identification, visual landmarks, space planning and various forms of experiential graphic design.

What Are the Benefits?

Guides Visitors to Key Places

It gets people to where you want them more efficiently.

Brings Awareness to Other Places

Destinations on guide signs expose places to visitors who may otherwise miss. Encourages extended stays.

Reassures, Reduces Stress

When visitors see well maintained signs, they are reassured knowing they are on the right path and in a safe area.

Stimulates Economic Growth

When guided to destinations and parking, visitors spend less time in cars and more time in your retail areas and attractions. Business owners feel supported. Many new residents who open businesses were once visitors who were impressed by a positive place experience and a pro business environment.

Reduces Sign Clutter

New signs replace redundant layers of old signs, they consolidate messaging onto fewer signs and improves the visual environment.

Fixes Broken Systems

The process of evaluating existing signage exposes missing signs, gaps in messaging and signs that contradict one another.

Connects people to *places*



What is Branded Community Wayfinding?

When you integrate a community's brand within the design of a wayfinding system, it not only guides people to and through places, it serves as a highly effective brand delivery mechanism.

What Are the Benefits?

Supports the Brand

When the essence of your brand is echoed in the physical environment, it enhances a visitor's perception and links your marketing communications with your place.

Knits Parts of the Community Together

Consistent graphics in wayfinding signage serve as a visual catalyst that helps to unite segmented areas and districts into one organized region.

Turns a Designation into a Destination

Brand supportive wayfinding celebrates the unique character of the community and transforms it into a unified memorable experience.

Raises Community Pride

When a brand is supported throughout a community, a stronger sense of place is felt by residents and raises their pride knowing they are part of a unique community.

Connects people to *experiences*

What are the Parts of a Wayfinding System?

Wayfinding sign systems vary in size and complexity. Depending on your community's density and geographical size, a wayfinding sign system can be as simple as a few guide signs on Main Street or as complicated as a comprehensive program with landscaped gateways, district demarcations, several levels of vehicular and pedestrian guide signs, kiosks, directories, interpretive signs and trailblazers. Each unique program incorporates a combination of device types that are customized to perform within a specific environment.

Gateways

Gateways welcome visitors into your community or district. They make that critical first impression that tells people they are entering a great, successful place. Place gateways in areas that show the best your community has to offer.



Vehicular Guides

Vehicular guide signs are very important in a wayfinding system. They guide cars to the places people seek through routes you want them to travel and to parking nearest to destinations.



Pedestrian Guides

Pedestrian guide signs help people find destinations within a reasonable walking distance. They encourage people to explore and guide them to businesses who may not have Main Street exposure.



Trailblazers

Trailblazers are small, usually iconic signs that mark bike or pedestrian paths. This group often includes site markers or interpretive graphics. When used as pedestrian trail markers, they can also serve as visual references for emergency personnel responding to 911 calls by including locator numbers.



Information Kiosks & Directories

Information kiosks are structures or monuments that include information about a place. Typically they display an area map and key destinations within walking distances. Covered versions offer shelter from the elements and may include brochure dispensers and interactive displays. Monuments require less space and serve more as directories.



Identity Signs

Streets, government facilities, parking lots, parks and public venues need to be clearly identified in order for all the dots of a wayfinding system to connect.



Regulatory

Rules and Regulations are typically placed near entrances to parking areas and public places. They control behavior for the purpose of public safety and to protect property and the environment.



Banners

Banners are a relatively inexpensive way to enhance an environment. They can support a city brand, create a sense of place or arrival, demarcate a district, celebrate seasons, or promote events and venues.



Message Centers

Also known as LED signs or electronic message boards. These displays are computerized electronic visual communication devices that can be programmed to target specific audiences.



Interpretive

Interpretive signs tell stories about a place. They are used to communicate a specific message to visitors and to connect them with the environment. They inform, educate, and entertain.



Public Art

Public art such as murals, sculptures, architectural accents and other creative expressions enhance an environment and serve as visual orientation signals.



Landmarks

Landmarks are visible elements in the environment that serve as spatial reference points helping people navigate through an environment. They can be public art, landscaped green-ways, public plazas, roundabouts, fountains, clock towers and iconic buildings.



Street Paving and Crosswalks

Applying special paving treatments to intersections and crosswalks help define pedestrian areas, improve the visual appeal of a district and help pedestrians and drivers with spatial orientation. They help to demarcate districts, public gathering places, and town centers. They also cue drivers to slow down.



Street Furniture and Fixtures

Street furniture and other fixtures such as public benches, street lamps, trash receptacles and signposts add character to an urban environment and encourage people to congregate.





*Design & Fabrication Budgets**

The **Design budget** will take care of planning, system design, bid documentation and production oversight. Design fees are based on several factors such as population size, quantity of destinations, range of sign types and aesthetic expectations. Here are very broad budgets to give you a general idea on what to plan for:

Small Town: \$40,000 to \$50,000

Medium Sized City or Large Downtown: \$60,000 to \$75,000

Large City or Region with Multiple Communities: \$75,000 to \$100,000

A **Fabrication budget** will take care of permitting, fabrication and installation. Depending on the size of the community, quantity of signs, infrastructure/ground conditions, wind load requirements, material types and travel distance, costs could range dramatically. Here are some very general estimates:

Small Town: \$150,000 to \$300,000

Medium Sized City or Large Downtown: \$500,000 to \$1,000,000

Large City or Region with Multiple Communities: \$1,000,000 to \$2,000,000+

**These budget figures are very broad and are not intended to be firm recommendations. Instead, they are intended to serve as a starting point when considering a wayfinding program. There are many factors that determine what a budget should be for the specific needs of a given community. A qualified designer and fabricator should be engaged to help determine budgets for specific needs.*

Seven Steps in the Right Direction

Managing a community wayfinding project can be a challenge. There are lots of things to consider. How do I find a qualified designer? What is the process? How long will it take? Who do I need on my team? How can I get public buy-in? How do I get DOT approval? How do I manage who and what gets included on which signs? How do I find a qualified sign contractor? How can I get the most bang out of my limited budget? The following is a summary of our recommended seven step process:



1. Get Organized

If you haven't already assembled a wayfinding steering committee, this is an important first step you need to take before anything else. Managing a wayfinding program is complicated and time consuming. Once you have evaluated the need and decided to launch a wayfinding initiative, begin assembling your steering committee which will be comprised of a small, dedicated group of individuals who are vested in the successful creation of a community wayfinding program.

Include someone from the governing body such as an administrator or city manager. A public works director is good to have on the team as well. You'll want to include a representative from a downtown development organization, someone from your local tourism group and chamber of commerce. Include a city planner, a representative from the Department of Transportation and a leader from an economic development association. Also consider including key business leaders, a representative from your branding or marketing department and at least one person from the residential community.

You'll need to appoint a team leader who will serve as a steering committee point person and program organizer. The team leader will act as a conduit between outside stakeholders, the public, the program designer, the fabricator and other consultants who are linked to the wayfinding initiative.

Hire a Qualified Wayfinding Designer

Make sure you hire a qualified wayfinding designer. A good resource for candidates is the Society for Experiential Graphic Design (segd.org). Most qualified design firms who specialize in wayfinding, belong to this organization. If you reach out to SEG D, they'll notify their members about your project.

You'll want to know how long a designer has been in business and if they have experience with similar projects. Look at their samples of built programs and consider their design quality and diversity of style. They should have a good understanding of branding and fabrication. How concise is their methodology? How well do they respond? Do they demonstrate an understanding of your community's culture, history and objectives or do they respond with a cookie-cutter answers and solutions?

Issue a Request for Qualifications (RFQ) ahead of a Request for Proposal (RFP). This will allow you to evaluate bidders' qualifications and pair down finalists who will be invited to provide a cost proposal.

Once you have a designer on board, make sure there is no scope overlap with other consultants like architects, engineers and planners – all of which might include elements of wayfinding in their services.

2. Site Assessment & Planning

Before visiting the site, the designer will need to get their ducks in a row. They should prepare a detailed project schedule. Work with them to create a site visit itinerary. When the designer comes to town, the first thing on the itinerary should be a morning kick-off meeting with your steering committee. Reconfirm the plans and timing for the visit, talk about the objectives and challenges.

Pull a large site plan out mark it up with notes and highlight program specifics such as points of arrival, districts, traffic flow, pedestrian areas and destinations. This working document will be used throughout the visit and kept by the designer as a reference when they create the assessment report.

Exploring the Area

After the kick-off meeting, take the designer on a guided tour of the project area. This will give them a perspective from the resident's point of view. Then they

should go out and explore on their own. This will give them a perspective from the first time visitor's point of view.

For the next day or 2, the designer will interview several stakeholders to collect additional information, opinions and needs. Stakeholders should represent a wide sample of your community.

Before the designer wraps things up and leaves town, recap their visit and discuss their findings and possible solutions. The designer will return to their office, distill the collected data and develop their analysis. They will consolidate their findings in an Assessment Report. The report should include, at a minimum, reaffirmation of the program's objectives, a summary of stakeholder interviews, field observations and general conditions, a study of traffic flow, arrival points, destinations and decision points, photo documentation and recommendations.



3. Concept Generation

Once the assessment report has been approved. The designer will start generating concepts. We recommend that after the designer has had a chance to do some rough schematics, they will host a working charrette with your team to brainstorm. It's important that your team be part of the creative process. This will give the designer an early nudge in the right direction before they invest a lot of time developing concepts.

Depending on your scope and the availability of the designer, host a public workshop before the concepts are fully developed. This will give the designer additional design cues and will also give your residents an opportunity to voice their ideas and concerns. This is great first step in gaining public



consensus and will mitigate possible negative reactions to the eventual unveiling of the final program. With input from the charrette and public workshop, the designer will develop 3 to 4 wayfinding concepts. The main objective is to explore a range of directions based on collected information and the current brand.

Select a Concept

The ultimate goal for this phase, is to identify a single concept to be refined into a final design. Sometimes there are 2 concepts that are equally preferred. To help evaluate the finalists, you'll want to get estimates of probable costs from one or more fabricators. Either build or create Photoshop mock-ups that will show you which design works best in the real environment. One concept should be chosen for further development.



4. Design Development

The designer will develop the chosen concept into its final family. Concurrently, the wayfinding plan will be developed to include sign locations and their proposed messages.



Have the designer go out in the field with one or more of your team to record the exact location of each sign with a photograph, GPS or GIS coordinates and a visual reference to the sign type.

5. Documentation

The designer will prepare 4 documents. These documents with the RFP, become the bid documents. The designer will prepare *design intent drawings* which will include scaled elevations, sections, details and specification call outs; a *message schedule* will be created to catalogue each sign type, its message and general location reference; a *location plan* is generated from the approved version of the online (Google) working plan.



In some cases a *sign removal plan* is created to identify signs that must be removed prior to the installation of new signs. If the quantity is minimal, these can be indicated on the location plan. The designer should help you with written program (technical) specifications in the form of CSI Section 101400 Signage Specifications. These will be inserted into the RFP. All templates and production-ready art should be produced before the fabrication contract is awarded.

6. Bidding

When you are ready to look for qualified sign contractors, you'll want to issue a Request for Qualifications (RFQ). This will allow you to pre-qualify respondents in order to streamline the management process and to focus your attention on sign contractors who you know are up to the task. You will want to know how many years they've been in business, are they experienced with similar projects? Look at their sample programs, consider their fabrication quality. Check on their standing with Dunn and Bradstreet and the Better Business Bureau. Require that they be fully bonded. Ask if they will be jobbing out any of the project and if so, what part? As with the designer, do they demonstrate an understanding of your community and objectives or do they respond with vague answers and solutions. You may or may not elect to issue both an RFQ and RFP. For the sake of this guideline, we will continue from the RFP.

Allow bidders 3 to 4 weeks to respond with their proposals. Give them a week to submit questions. Post the answers as an addendum on your website or issue them to all bidders at the same time.

Once you collect the bids. Compare them with one another. Select the best 3 or 4 and see how they line up. Interview shortlisted candidates and make an award based on a reasonable price, thoroughness, experience and how you intuitively feel about them.



7. Fabrication and Installation

Start things off with a meeting with the fabricator, designer and members from

the steering committee. Review the details of the project, and make sure everyone is on the same page. Set communication protocols and go over roles, deliverables and the project time-line.

Fabrication

In about 3 to 4 weeks the fabricator will submit their shop drawings. The designer will review them for compliance with the design intent drawings and the contracted scope of work. Upon approval, the fabricator will proceed to prepare and submit product, material and paint samples which will also be reviewed by the designer. For the next couple of months, the fabricator will be building the system. At about the 70% completion point, the designer should inspect the products at the fabricator's facility to catch any last minute flaws that can be corrected before they're delivered to the project site. If the designer can't get to the fabricator's shop, then detailed progress photos should be studied.



Installation

Just before installation, the fabricator should be on site to mark the sign locations with low profile surveyors stakes. If installation is scheduled for a complete install, the process should take between 3 to 5 weeks, depending on the magnitude of your program. In many cases installation is phased over time, sometimes over a period of months or in annual increments.



After each phase of installation, the designer will inspect the products in place and assess their condition. If the install is deemed complete and there is no need to make corrections, the designer will advise you to issue final payment to the sign contractor.

Maintaining the System

Now that your branded wayfinding system is in place, a maintenance plan should be adopted. As part of their contract, the sign contractor should supply you with maintenance methods for the various materials used in the program. Someone



from your team or a designated city employee should conduct an annual inventory of all signs in the system and fill out a conditions report. If signs need to be cleaned or repaired, this should be done immediately. If you keep your system looking like new, it will tell visitors you are a successful community and your brand will continue to work for you.



Southeast Studio

12161 Ken Adams Way
Suite 110-Y1
Wellington, FL 33414

Southwest Studio

PO Box 1202
Ouray, CO 81427

Midwest Studio

5000 81st Lane North
Minneapolis, MN 55443

Alberta Studio

340 Midpark Way SE
Suite 300
Calgary, Alberta
Canada T2X 1P1



Wayfinding and Gateway Signage Plan

Planning and Economic Development
March 16, 2020

Wayfinding and Entry

Signage

- Why?
- What are the Existing Conditions?
- What would be the next steps?



Wayfinding Signage

Benefits of Wayfinding Signage

- Guides Visitors to Key Places
- Brings Awareness to Other Places.
- Reassures, Reduces Stress
- Stimulates Economic Growth
- Reduces Sign Clutter
- Fixes Broken Systems

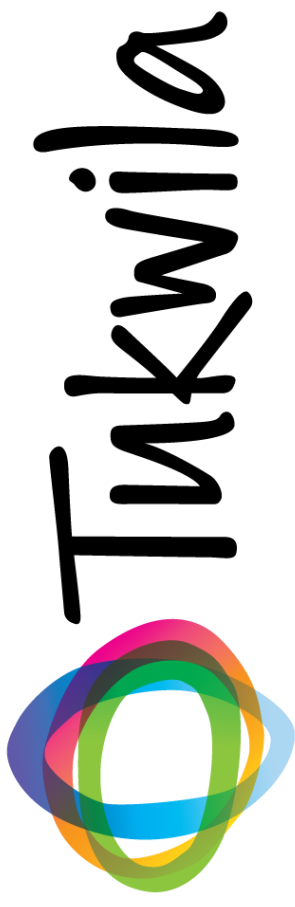


Wayfinding Signage

Branded Community

Wayfinding Signage

- Supports the “Brand”
- Knits Parts of the Community Together
- Turns a designation into a destination.
- Raises community pride.

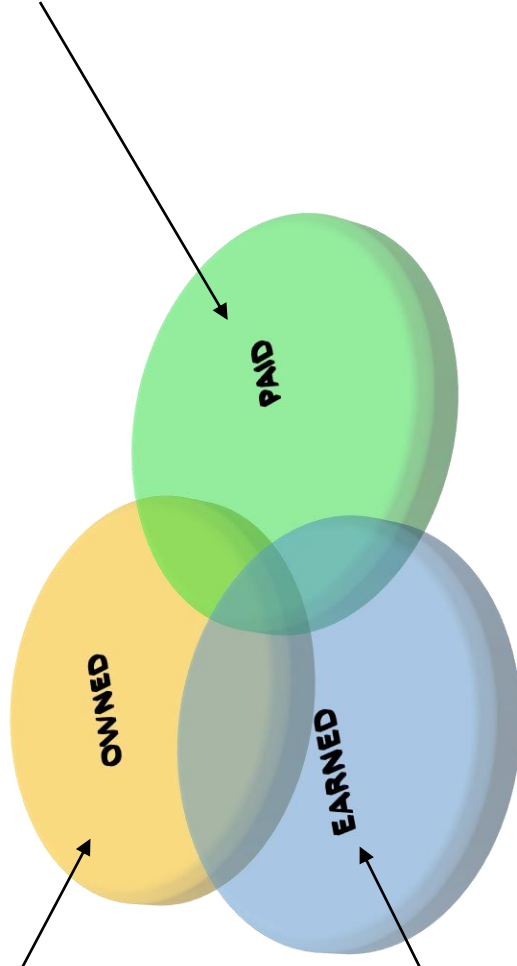


Properties
 Website
 Mobile Site
 Apps
 Newsletters
 Emails
 Social Handles
 Vehicles
Physical
Signage

Consumer Engagement
 Social Mentions
 Social Shares
 Reposts
 Reviews (Yelp)
 Search Engine Optimization
 Stories in the News/PR

Advertising
 TV commercials
 Radio spots
 Print ads
 Direct Mail

 Display/Mobile Banners
 Online Video
 Paid Social Promotion
 Bloggers/Influencers
 3rd Party Emails
 Search Engine Marketing
 Paid Content/Native
 Sponsorships
 Paid Yelp



Gateways



- Vehicular Guides
- Pedestrian Guides



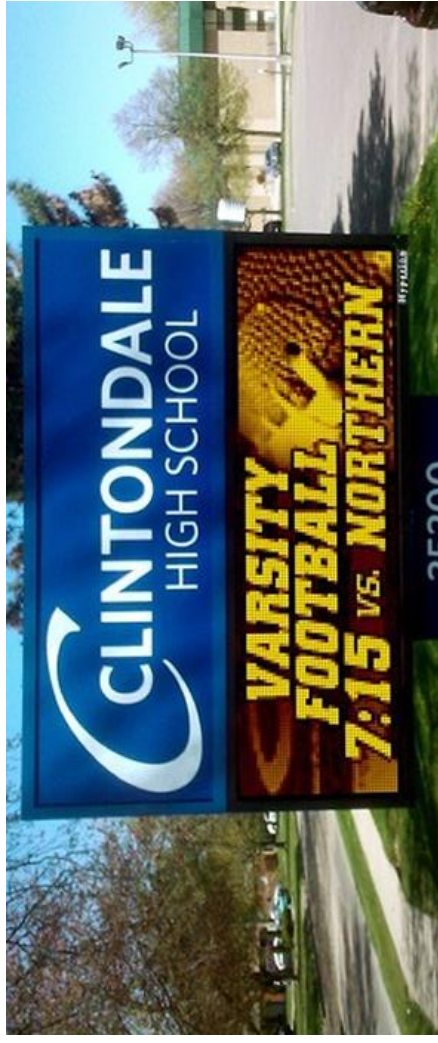
- Information Kiosks
and Directories
- Trailblazers



- Identity Signs
- Regulatory



- Banners
- Message Centers



- Interpretive
- Public Art



- Street Paving and Crosswalks



Existing System

- Broken
- Not Unified
- Missing Key Elements



Tukwila Brand Fieldwork Report

Part A



First-time Observations

- As a first-time visitor, Tukwila-Southcenter presents as an industrial city, with confusing masses of shopping and dining establishments. It's impersonal and cold. It's easy to get lost driving around the shopping district. At night, lighting is inadequate and adds to the feeling of uncomfortableness.
- There are cars everywhere and no perceivable housing.
- Whatever sense of place or warmth is tied to the familiar, brand-name retailers and restaurants. With no downtown per se, Tukwila's identity is likely driven by these establishments.
- Tukwila has a lot going for it in terms of activities that may be missed by a visitor's initial observations. Many of the family-friendly places are outside of the core shopping area.
- It's easy to see why the name "Tukwila" has an identity problem. The freeway signage alternatively lists "Tukwila" or "Southcenter." It really wasn't clear if you were entering or visiting Tukwila as a city or whether Southcenter itself is a city, let alone a major shopping district.
- Given the scale and complexity of options within the area, there is a lack of signage and well-designed maps and directories. This problem holds particularly true for accessing the Southcenter shopping precinct itself, as well as navigating in and around the key Westfield Mall which lacks sufficient directories, readily understandable and functional maps, and related navigational aids. As web feedback states, 'it is easy to get lost'.

Navigation, Wayfinding and Signage

First impressions start at the entrances to the city, and appearances really count when it comes to enticing visitors and the economic well-being they can bring to places. Visitors are attracted to, and spend more time in, places that are attractive, clean, welcoming, and well maintained.

Signage and navigation systems serve vital roles. They inform, guide, and motivate travelers. They are also important in shaping the identity of a place through their style, design, colors, lettering, content and placement. Access to visitor information in the form of brochures, maps and personal advice is critical to visitor satisfaction, extending a visitor's length of stay in the community and whether or not they return.

	Assessment	Comments
Main Freeway Signage	Adequate	WSDOT signs are adequate. Improvements will be identified in a detailed wayfinding assessment.
City Gateways	Major Improvement	Tukwila and Southcenter gateways do not stand out and do not provide a welcoming sense of "place" for visitors.
Vehicular Directional	Major Improvement	Directional signs that guide visitors through Southcenter are inadequate and dated.
Pedestrian Directional	Major Improvement	Integrated pedestrian level signage across the district does not exist and would be beneficial in several areas.
Business Signage	Minor Improvement	Businesses feel that people can't find them because of signage restrictions. The team did notice that at times some business signs were hard to see due to their design or size, and others were partially obscured. A coordinated, integrated approach here – where possible would help.
Map Displays/ Kiosks	Major Improvement	Display map kiosks/ directories featuring all of Southcenter do not exist and would be very useful at key points in the district.



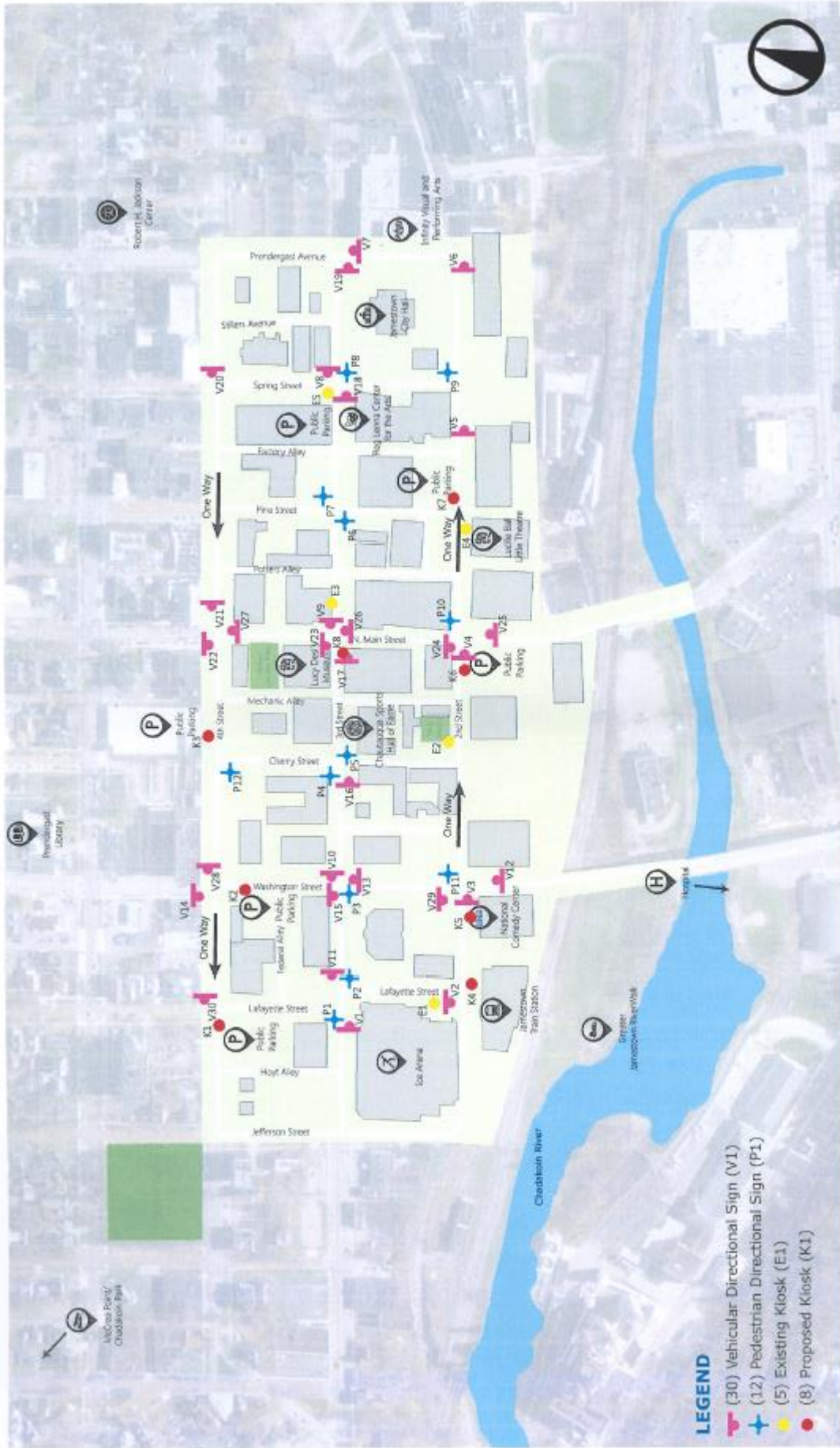
Wayfinding Plan

Next Steps

Wayfinding Signage Plan Development

1. Organize
2. Site Assessment and Planning
3. Concept Generation
4. Design Development
5. Documentation
6. Bidding (deferred)
7. Fabrication and Installation (deferred)





- LEGEND**
- ▶ (30) Vehicular Directional Sign (V1)
 - + (12) Pedestrian Directional Sign (P1)
 - (5) Existing Kiosk (E1)
 - (8) Proposed Kiosk (K1)

OPTION A)



DOUBLE SIDED NON ILLUMINATED MONUMENT SIGN
 ALUMINUM CONSTRUCTION SIGN BODY WITH PAINTED ACRYLIC GRAPHICS
 INSTALLED ON MASONRY BASE WITH STACKED STONE CLADDING

 <p>Big Mouth Signs, Inc. 48 Rockbridge Road, Suite 200, Lithium, GA 30047 Phone 770-581-6300 Fax 770-581-9922</p>	Company Name <u>McGinnis Ferry Road</u> Job Title _____ Notes _____ Date _____ Signature _____	<input type="checkbox"/> Change: Please modify the design as marked above and re-send <input type="checkbox"/> Accepted: The above specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Accepted by (Print name): _____ Date _____	DESIGNER SL DATE 04-23-2015	ACCOUNT MOR. MK REVISION DATE _____	SCALE 1/2"=1' SHEET NO. 1	SALES ORDER TBD FILE NUMBER QLBD11202013
	<p>THE ENCLOSED IMAGE AND LAYOUT ARE EXCLUSIVE PROPERTY OF BIG MOUTH SIGNS / SURESIGNS AND CANNOT BE REPRODUCED, DISTRIBUTED OR ALTERED IN ANY FORM WITHOUT THE EXPRESSED PERMISSION OF BIG MOUTH SIGNS / SURESIGNS OR ONE OF ITS AGENTS.</p> <p><small>The colors listed and shown here are representations of Pantone Matching System colors. Please use a Pantone color book to view the actual colors they represent.</small></p>					

Wayfinding Signage

Costs for Plan Creation

- \$50K to 100K (subject to scope)
 - ▶ Public Outreach
 - ▶ Geographical Limit
 - ▶ Lodging Tax Eligible
- Burien, \$48,750
 - Focused only on Downtown Burien.

Wayfinding Signage

Advisory Committee

- LTAC Member(s)
- Arts Commission
- Public Works
- Parks Department
- Community Development
- Business Reps

Paying for the Signage

- Lodging Tax Funds
- Grants
- Through O/M Activities
- Capital Improvement Projects
- Exaction on Redevelopment
- Private Contribution
- Other




Wayfinding Signage

Next Steps

- Brief LTAC
- Brief City Council
- Recruit for Advisory Committee
- Select Consultant
 - RFQ/RFQ
- Secure Funding from LTAC/City Council





Wayfinding Signage

Questions?