



CHAIR KAREN SIMMONS; VICE-CHAIR APNEET SIDHU, COMMISSIONERS LOUSIE STRANDER, DENNIS MARTINEZ, SHARON MANN, ALEXANDRIA TEAGUE, AND MARTIN PROBST

**CITY OF TUKWILA  
PLANNING COMMISSION (PC)  
AND  
BOARD OF ARCHITECTURAL REVIEW (BAR)  
AGENDA  
SEPTEMBER 22, 2022 - 6:30 PM**

**To Participate in the Virtual Meeting at 6:30 pm:**

**By Phone:** Dial [+1 253-292-9750](tel:+12532929750), Access 779 253 241#

**Online:** To join this meeting virtually please click on Planning Commission on the 9/22/22 calendar date on the events page located at <https://www.tukwilawa.gov/events/>

**To attend in-person, please join us by 6:15 pm:**

Tukwila Justice Center, 15005 Tukwila International Blvd, Tukwila, WA 98188

**FOR TECHNICAL SUPPORT DURING THE MEETING YOU MAY CALL 1-206-433-7155**

- I. Call to order
- II. Attendance
- III. Equity and Social Justice Commission (ESJC) Presentation - Perri Doll
- IV. Adopt 8/25/22 Minutes
- V. Acknowledge Written General Public Comment Received (if any)

## **PUBLIC HEARING**

VI. CASE NUMBER: L22-0048  
PURPOSE: Major Design Review for a new 121,156-square-foot warehouse.  
LOCATION: 5910 S 180th St, Tukwila, WA 98188 (Parcel No. 3523049061)

- VII. Director's report
- VIII. Adjourn





# Equity and Social Justice Commission (ESJC)

Prepared and presented by ESJC Commissioner Perri Doll, MPS

In collaboration with:

Equity and Social Justice Commission

Niesha Fort-Brooks, Community Engagement Manager

# Mission

The Commission advises policymakers, advocating and promoting for initiatives that dismantle systemic racial, gender and economic inequities, to create and strengthen a sense of belonging for all community members.

# History

- The Commission was founded by the late Joan Hernandez former City of Tukwila Councilmember.
- In 1989, the Council passed [Ordinance 1828](#), establishing an Equity and Diversity Commission and setting forth its purpose and scope of duties.
- October 2018 saw the Commission's name changed to the Equity and Social Justice Commission.
- The Equity and Social Justice Commission developed a new mission statement in 2021.

# Purpose (By-Laws)

The objective of the Commission shall be: Tukwila Municipal Code 2.29.010

- To promote understanding that accepts, celebrates and appreciates diversity within the community.
- To serve as a resource for the community by providing information and educational forums that will facilitate a better understanding and awareness of social justice and human rights.
  - Ex: Annual Juneteenth Commemoration
- To provide recommendations to the Mayor and City Council regarding opportunities to increase equity and social justice awareness and promote social justice programs.

# Equity Definition

[Resolution 1921](#) Equity Policy, December 2017

**Equity Definition:** Eliminating systemic barriers and providing fair access to programs, services and opportunities to achieve social, civic and economic justice within the City of Tukwila.

# Goals of Equity Policy

1. Our City workforce reflects our community.
2. Community outreach and engagement is relevant, intentional, inclusive, consistent and ongoing.
3. All residents and visitors receive equitable delivery of City services.
4. City government is committed to equity in the decision-making process.
5. Equity serves as a core value for all long-term plans moving forward.
6. The City will build capacity around equity within City government and the broader community



# Opportunities for Collaboration

## Recommendations:

- Translation into top-3 languages besides English (Vietnamese, Spanish and Somali)
- Closed captions for deaf and hard-of-hearing community
- Participation in equity training led by the city

## City-Wide Planning (examples are, but are not limited to...):

- Comprehensive Plan
- Economic Development Plan

# ESJC Meetings

- First Thursday of every month at 5:30pm
- Meetings are held at the City of Tukwila Justice Center:
  - 15005 Tukwila International Boulevard, Tukwila, WA 98168

# When you seek feedback from the ESJC

- City-wide departments, boards, and commissions are encouraged to bring policies, programs, or services to the ESJC
- Be prepared with the data - do your homework and bring it to us
- Be specific about desired feedback
- Keep an open mind - the ESJC's mission is to ensure that there are equitable outcomes for everyone
- Refer to the City's Equity Policy, [Resolution 1921](#)

Each individual's unique set of talents and perspectives is necessary for this work. Thank you for contributing yours!

I welcome your questions and opportunities for collaboration



**DRAFT**

**CITY OF TUKWILA  
BOARD OF ARCHITECTURAL REVIEW (BAR)  
PUBLIC HEARING  
AND  
PLANNING COMMISSION (PC)  
MINUTES**

Date: August 25, 2022  
Time: 6:30 PM  
Location: Virtual meeting via Microsoft Teams - Public, in-person attendance was an option at the Tukwila Justice Center, 15005 Tukwila International Blvd, Tukwila, WA 98188

**Chair Simmons** called the meeting to order and asked staff to go over the meeting protocols.

Protocols: Nora Gierloff, American Institute of Certified Planners (AICP), Director, Department of Community Development (DCD) explained the protocols for the virtual meeting and the public hearing.

Roll Call

Present: Chair Simmons, Vice-Chair Sidhu, Commissioner Strander, Commissioner Teague, Commissioner Martinez, Commissioner Probst

Excused  
Absence: Commissioner Mann

Staff: Director Nora Gierloff, AICP, DCD; Development Supervisor Max Baker, AICP, DCD; Associate Planner Breyden Jager, DCD; and Long-Range Planning Manager Nancy Eklund, AICP, DCD

Adopt  
Minutes: **Commissioner Strander** made a motion to adopt the June 23 minutes and Commissioner Martinez seconded. Motion passed unanimously.

**Commissioner Probst** made a motion to adopt the July 28 minutes, Commissioner Strander seconded the motion. Motion passed unanimously.

General Public Comments

No public comments were submitted.

**Public Hearing**

**Chair Simmons** opened the public hearing for:

CASE NUMBER: L22-0032  
PURPOSE: Major Design Review for a new seven-story mixed-use residential and commercial building.  
LOCATION: 130 Andover Park E (Parcel No. 0223100040).

**Chair Simmons** swore in persons wishing to speak.

### **Public Hearing – Public Comments**

No public comments were submitted and no one, aside from the applicant, offered testimony.

**Breyden Jager** asked the BAR the appearance of fairness questions and there were no disclosures.

**Breyden Jager**, Associate Planner, DCD, gave the staff presentation on the proposed project. He provided an overview of the review process, gave background information for the site and project, and decision criteria for the requested residential parking variance, residential open space variance, and major design review. Details of the proposed project: The project proposes to redevelop a 1.85-acre lot located at 130 Andover Park East. The proposal includes a seven-story, 373,045 sq. ft., mixed-use apartment building, to include 285 dwelling units and 313 parking spaces. The proposal included a request for a parking variance for a two percent reduction in required residential parking and an open space variance for an 18 percent reduction in required residential open space.

**Commissioner Strander** asked for additional information about the SPU water easement and the existing parking that is provided there.

**Max Baker**, Development Supervisor, DCD, requested that the applicant address that question during their presentation.

**Commissioner Strander** asked whether a parking study was completed for the project.

**Max Baker**, Development Supervisor, DCD, clarified that a parking study for the area was completed under the EIS completed for the Tukwila Urban Center, and that traffic impacts are not related to the design review scope.

Staff answered additional clarifying questions for the Commission.

### **Staff's Recommendation**

Staff recommended approval with five conditions.

### **Applicant presentation**

**Chad Lorentz**, Principal, Urbal Architecture, gave a presentation which provided an explanation of the design for the building's top, the site constraints for the open space, and required commercial parking for the bank.

**Devon Green**, Design Professional, Urbal Architecture noted that employee spaces for the bank use could be located within the parking garage.

The applicant and staff answered several additional questions for the Commission regarding parking for the bank use, commercial and residential open space, and the building's "top".

## **Public Testimony**

There was no public testimony.

**Chair Simmons** closed the public hearing.

## **Deliberations**

The commissioners expressed satisfaction with the applicant's updated proposal for a residential open space deficiency of six percent and agreed that the applicant's proposed design for the building's top was acceptable. The BAR noted that the proposed project was well-designed and thanked the applicant for their effort in working with staff to meet the design criteria.

## **Motion**

**Commissioner Sidhu** moved to approve case number L22-0032, based on the findings and recommendations contained in the staff report, excluding recommended conditions 2, 5 and 6. Commissioner Martinez seconded the motion. Motion passed.

**Commissioner Sidhu** moved to amend the original motion to add an additional condition that states that the requested residential open space reduction shall be revised from an 18% deviation (18,306 sq. ft. total provided) to a 6% deviation (20,991 sq. ft. total provided), as presented by the applicant at the public hearing on Thursday, August 25th, 2022 before the BAR. Commissioner Martinez seconded the motion. Motion passed.

## **Planning Commission Continuance**

**Chair Simmons** opened the continuance for:

PC Deliberations continuance from the 7/25/22 public hearing RE: Proposed changes to TMC 18.80, 18.82, 18.84

**Nora Gierloff** notified Commissioners Sidhu and Martinez that they had the option to participate in the discussion and vote even though they had missed the public hearing because it was a legislative item and there had been no public testimony. They both opted to recuse themselves from the issue. That left four Commissioners participating, meaning that any motion would need to be unanimous to pass.

**Nora Gierloff** gave some background on the proposed ordinance which would allow the Council the option to determine the review process for future amendments to the Zoning Code rather than always requiring two public hearings and a recommendation from the Planning Commission.

**Commissioner Strander** asked whether the housekeeping ordinance that the PC reviewed earlier in the year would have come to them if this ordinance had been in effect. Ms. Gierloff replied that the Council would have had the flexibility to determine which items warranted policy recommendations. Commissioner Strander then asked for an example of an emergency Comprehensive Plan amendment

that could be considered outside of the annual docketing process. Ms. Gierloff replied that she had never seen one, but we did need to allow for the possibility. The proposed language limiting the determination of what applications might qualify for treatment as an emergency to staff was suggested by the City Attorney due to staff seeing them months before Council review. Commissioner Strander then asked clarifying questions about other code sections.

**Commissioner Probst** asked whether staff had received any additional comments, requests, or direction from the PC on this topic since the last meeting. Ms. Gierloff replied that they had not.

**Commissioner Teague** explored adding language to 18.82.030 A giving more guidance to the Council about what type of amendments would be appropriate for different levels of review. Ms. Gierloff suggested differentiating between administrative, procedural, substantive, and policy amendments. The motion did not receive a second.

**Commissioner Strander** expressed her concern that the proposed changes would reduce opportunities for public and PC input. There was general discussion and questioning by the PC. Ms. Gierloff outlined the range of PC options this evening as:

1. Recommending denial of the ordinance as written.
2. Continue this to the September meeting and hold another public hearing in order to bring back additional Commissioners into the discussion.
3. Continue working to craft language to address the concerns expressed and send that amended language on to the Council.
4. Move the ordinance forward, giving staff general direction to develop more specific language about process for different types of amendments. That would be reviewed by the City Attorney before being sent to Council.
5. Recommend approval of the ordinance.

There was general discussion, with various Commissioners expressing support for each of the options but there was not consensus on whether or how to amend the ordinance.

## **Motion**

**Commissioner Strander** made a motion not to adopt the Ordinance and Commissioner Simmons seconded. The motion passed unanimously.

## **Director's Report**

None

**Commissioner Martinez** suggested that the Commission take a tour of recent projects.

Motion to adjourn by Simmons, seconded by Martinez, passed unanimously.

Submitted by: Nora Gierloff and Breyden Jager





**STAFF REPORT TO THE BOARD OF ARCHITECTURAL REVIEW  
PREPARED September 12, 2022**

FILE NUMBER: L22-0048

APPLICANT: Andrew Love, AHBL

REQUESTS: Design Review approval for construction of a 121,156 square foot warehouse building with associated office space on an approximately 5.98-acre site along with associated site improvements.

ASSOCIATED PERMITS: None

LOCATION: 5910 S 180<sup>th</sup> Street, Tukwila, WA 98188  
APN 3523049061

COMPREHENSIVE  
PLAN/ZONING  
DESIGNATION: Tukwila Urban Center: Work-Place (TUC-WP)

SEPA  
DETERMINATIONS: Part of SEPA Planned Action in the Tukwila Urban Center

STAFF: Isaac Gloor, Associate Planner

ATTACHMENTS: A. Site and Landscaping Plan  
B. Applicant's Response to the Design Criteria  
C. Proposed Building Elevations  
D. Corridor Standards Sheets

## FINDINGS

### VICINITY/SITE INFORMATION

#### Project Description

This project is to construct a 121,156 square foot warehouse building with associated office space on an approximately 5.98-acre site along with associated site improvements. The project will also establish new public streets at unimproved portions of Triland Drive and an unnamed Workplace Corridor on the west side of the parcel.

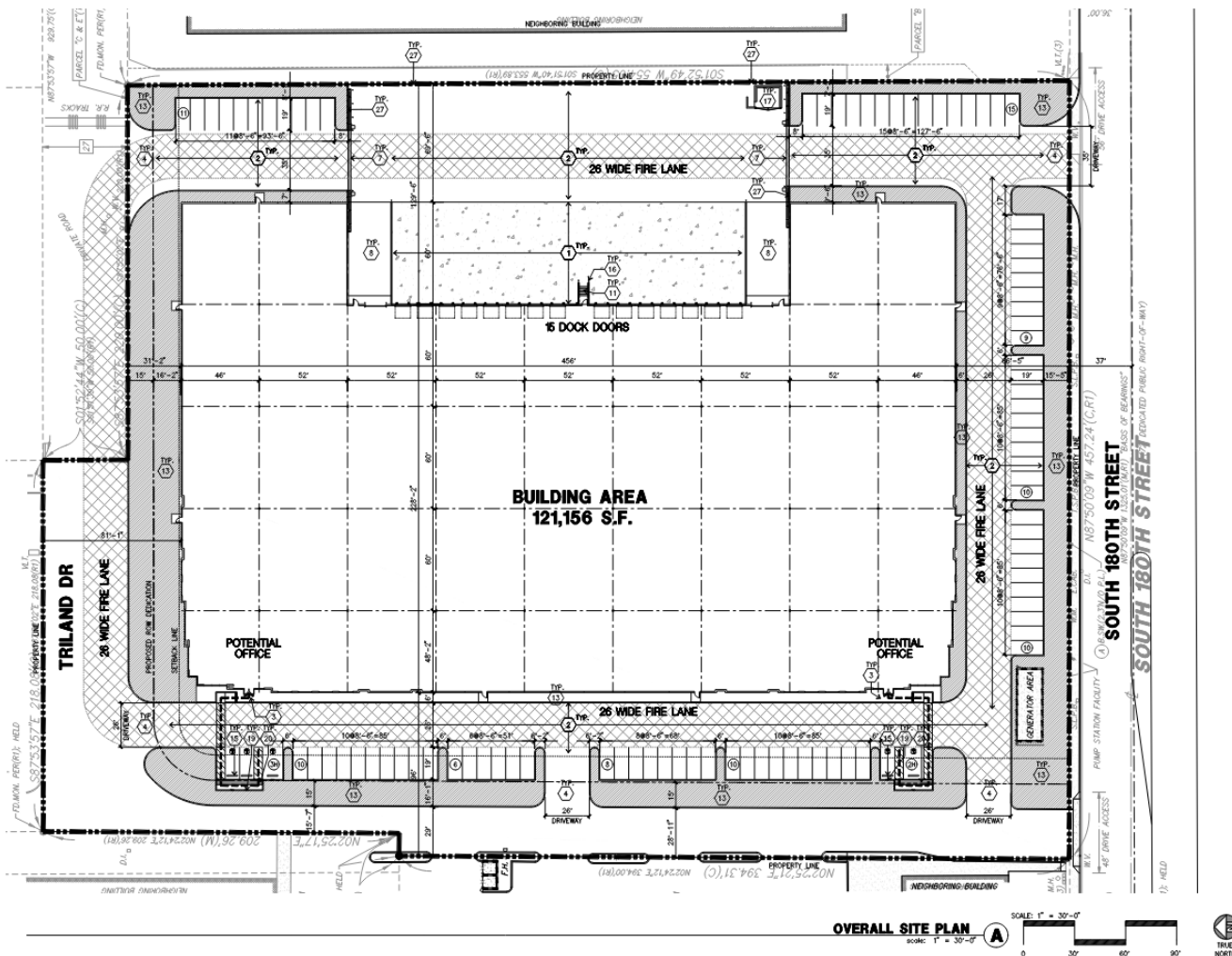


Figure 1. Proposed building footprint

Existing Site Conditions

The existing building on site, a multi-screen cinema operated by Regal Theatres, is proposed to be demolished. The parcel also contains a large surface parking lot and associated landscaping, as well as several access roads.

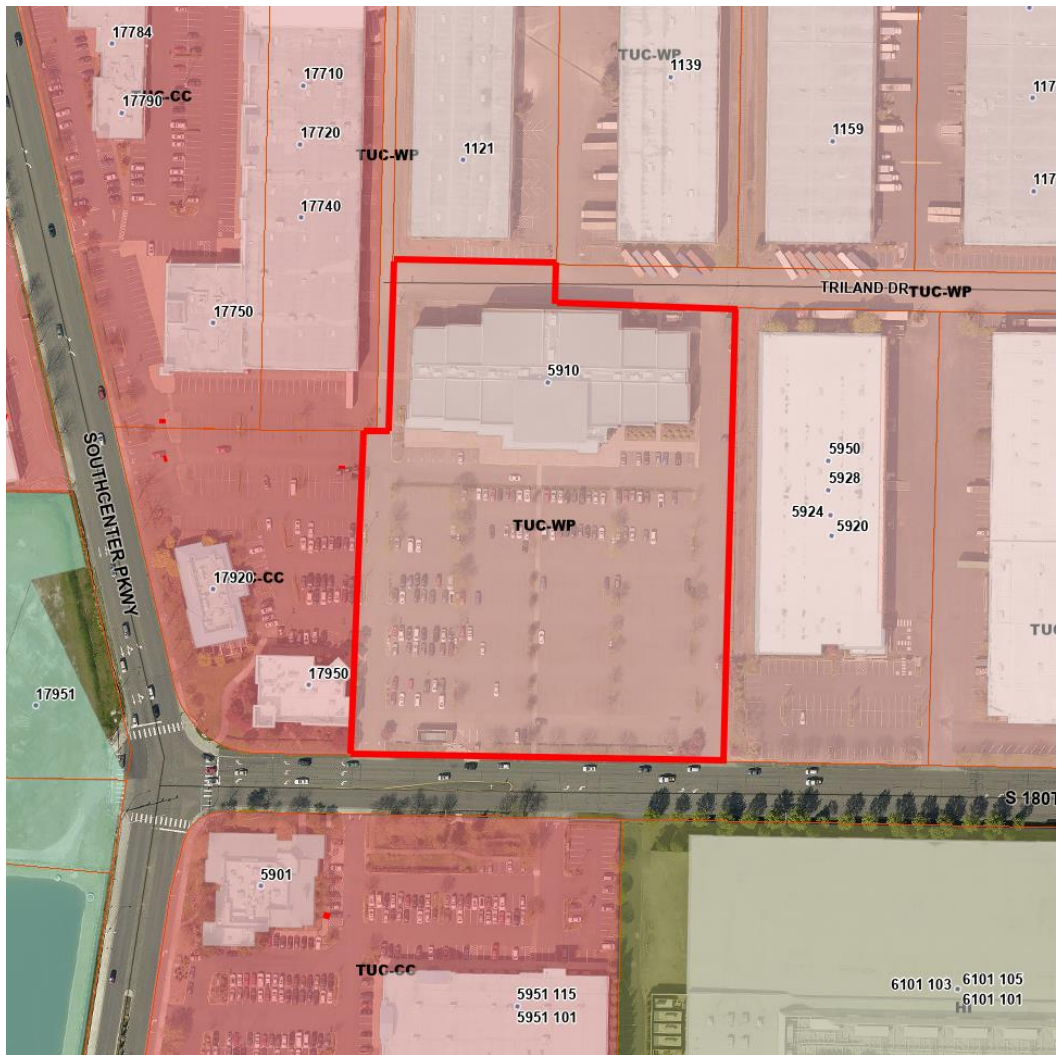


Figure 2. Existing Site

Surrounding Land Uses

The site is bordered by South 180<sup>th</sup> Street to the South. Triland Drive borders the site to the northeast. The remainder of the parcel is surrounded by private property which is zoned Tukwila Urban Center – Work-Place to the north and east and Tukwila Urban Center – Commercial Corridor to the west. The surrounding areas are industrial and commercial in nature, including warehouses to the east and north and auto oriented retail and restaurant uses to the west.

Use of the site for warehouse storage and office are both permitted in the TUC-WP zoning district.

**DESIGN REVIEW**

This project is subject to a public hearing by the Board of Architectural Review under Tukwila Municipal Code (TMC) Section 18.28.030(D)(1)(c)(1) as it is located within the Tukwila Urban Center and is a new non-residential structure greater than 25,000 square feet in size. The applicable design review criteria for this project are listed under TMC Section 18.60.050 (B) Commercial and Light Industrial Design Review Criteria. Projects within the Work-Place zoning district, although located within the Tukwila Urban Center, are not subject to the Southcenter Design Manual when they do not contain dwelling units. The Design Review Criteria are organized into five sections covering Relationship of Structure to Site, Relationship of Structure and Site to Adjoining Area, Landscaping and Site Treatment, Building Design, and Miscellaneous Structures and Street Furniture.

This project is also subject to the District Based Standards of the Tukwila Urban Center as found at TMC Table 18-3 and the Corridor Based Standards of the Tukwila Urban Center as found at TMC Tables 25 and 27. The parcel borders South 180<sup>th</sup> Street, a designated Commercial Corridor, and Triland Drive, a designated Workplace Corridor. Additionally, the site contains and borders an unnamed access road and alley that extends between South 180<sup>th</sup> Street and Minkler Boulevard that is designated a Workplace Corridor.

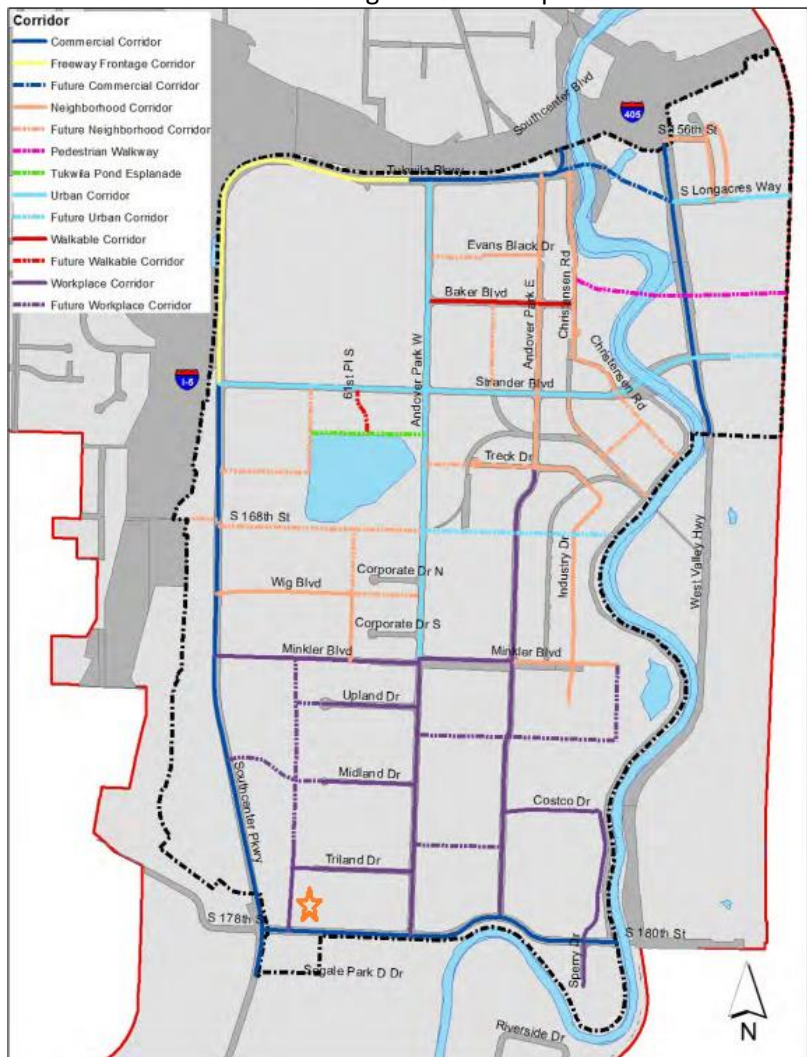


Figure 3. Corridor Map. Approximate site shown with orange star.

## **Design Review Criteria**

In the following discussion the Design Review criterion is shown below in italics, followed by staff's comments.

### **District Based Standards**

*TMC 18.28.070: Maximum Building Height: 45 feet*

The structure is proposed to be 40.5 feet.

*TMC 18.28.080: Maximum Block Face Length: 900 feet*

The block face lengths will each be less than 900 feet.

*TMC 18.28.100 Side and Rear Setbacks*

The proposed structure is set back 15 feet or more from all property lines, which exceeds the minimum setback requirements for the Workplace District.

*TMC 18.28.110 Side and Rear Landscaping Requirements*

No landscaping is required in the district based standards in the side and rear yards, however, the project proposes to provide landscaping on all sides of the property.

### **New Streets (TMC 18.28.140)**

The project proposes to create new streets on portions of Triland Drive and the unnamed Workplace Corridor to the west of the parcel. These new streets will aid mobility and reduce block sizes in the area, as well as provide pedestrian features that will increase safety for vulnerable users.

*TMC 18.28.140(2): New Streets Standards*

The project proposes to provide new streets at Triland Drive and the unnamed Workplace corridor that comply with all standards of the corridor type. Possible right of way dedication is proposed for those portions of the streets which are currently on private property. No proposed streets end in dead ends, and they will allow for future extensions should other nearby properties redevelop. All new street requirements will be met.

### **Corridor Based Standards**

As shown in figure 3, Triland Drive and the unnamed access road on the west portion of the property are both considered Workplace Corridors. South 180<sup>th</sup> Street is considered a Commercial Corridor. See attachment D for the Corridor Standards sheets.

Public Frontage Standards

The project is proposed to provide 15 feet of plantings in the public frontage, with a 6 foot sidewalk and street trees in a continuous strip. The project complies with the design standards.

TMC 18.28.160-190: Building Orientation/Placement and Landscaping

The project proposes 15-foot setbacks and 15 feet of streetscapes and complies with the design standards.

TMC 18.28.200: Architectural Design Standards

The proposed building provides façade articulation via cut outs and inset areas on all sides of the building at various intervals which do not exceed 22 feet. Ground level transparency will be greater than 20% on all corridor facades, exceeding the light industrial requirement of 20% on both corridor types.



Figure 4: Proposed Articulation

**Commercial and Light Industrial Review Criteria (TMC 18.60.050)**

1. Relationship of Structure to Site

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

The proposed building is sited close to South 180<sup>th</sup> Street will occupy a larger portion of the lot and will provide a frontage to S 180<sup>th</sup> Street, Triland Drive, and the unnamed Workplace Corridor to the west of less than 100 feet. The currently existing Regal Cinema is set back more than 350 feet from South 180<sup>th</sup> Street. All new frontages will provide landscaped planter strips and pedestrian facilities. These pedestrian pathways will create the unnamed Workplace Corridor’s first pedestrian infrastructure, and will allow for pedestrian movement on the south, west, and north sides of the parcel. Total landscaping areas exceed that of code requirements. Five total

access points are proposed, 2 on each frontage except for South 180<sup>th</sup> Street, which will have only one entrance in the same location as the current access point for the Regal Cinema.

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

Parking areas are proposed for the east, west, and south parts of the property. These parking areas were distributed around multiple sides of the building to break up the visual impact. All parking areas will be 1 stall deep and will be fronted by landscaping strips and trees to reduce their visual prominence. The loading dock will be located on the east side of the property to reduce visibility from any designated corridors or rights of way.

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

The proposed building will have a maximum height of 40.5 feet, which is in line with surrounding structures and is below the maximum building height permitted in the TUC-WP zone of 45 feet. The proposed building will meet all setback requirements.

**2. Relationship of Structure to Site to Adjoining Area.**

- a. Harmony of texture, lines, and masses is encouraged.*

The proposed building will feature a harmonious combination of different textures, including concrete tilt panels, metal details and canopies, and wood strips. The construction materials are in line with other developments in the TUC-WP zone.

- b. Appropriate landscape transition to adjoining properties should be provided.*

Landscaping is proposed on all facades, including the east façade which borders an existing furniture store / warehouse building.

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

Not applicable – there are no public buildings proposed for this project.

- d. Compatibility of vehicular pedestrian circulation patterns and loading facilities in terms of safety, efficiency and convenience should be encouraged.*

Proposed pedestrian pathways along the west and north sides of the property provide for the first time a safe pedestrian route along those designated corridors. The loading dock will be gated and fenced for safety and security.

- e. Compatibility of on-site vehicular circulation with street circulation should be encouraged.*

All entrances to the site have proposed improvements that will increase the compatibility of on-site and street vehicle circulation. The project meets required driveway spacing distances.

3. Landscaping and Site Treatment.

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

The site is almost entirely flat, with no major ecological features. The existing site is entirely paved save for landscaped areas, which is not proposed to be changed. However, landscaped areas will exceed that of code requirements.

- b. *Grades of walks, parking spaces, terraces, and other paved areas should promote safety, and provide an inviting and stable appearance.*

The site is predominately flat, which will promote safety for vehicles and pedestrians accessing the site.

- c. *Landscape treatment should enhance architectural features, strengthen vistas and important axis, and provide shade.*

The proposed landscaping includes a continuous row of trees along all designated corridors, as well as trees and shrubs within the parking lot itself, enhancing the design of the site.

- d. *In locations where plants will be susceptible to injury by pedestrian or motor traffic, mitigating steps should be taken.*

Curbs have been designed around landscape areas adjacent to the parking lot to protect them from injury by pedestrian or motor traffic.

- e. *Where building sites limit planting, the placement of trees or shrubs in paved areas is encouraged.*

Trees and shrubs are proposed throughout the parking lot area while leaving the area proposed for truck traffic and parking room for maneuvering and circulation.

- f. *Screening of service yards and other places that tend to be unsightly should be accomplished by use of walls, fencing, planting, or combination.*

Trash enclosures and mechanical units will be screened with hedge screens and painted concrete panels to match the building.

- g. *In areas where general planting will not prosper, other materials such as fences, walls and pavings of wood, brick, stone, or gravel may be used.*

Landscaping is proposed wherever possible on the site while still promoting site circulation and functionality.

- h. *Exterior lighting, when used, should enhance the building design and the adjoining landscape. Lighting standards and fixtures should be of a design and size compatible with the building and*



*adjacent area. Lighting should be shielded and restrained in design. Excessive brightness and brilliant colors should be avoided.*

Exterior lighting proposed for the site has been designed to provide adequate lighting to the site without being excessively bright or brilliant colors. The proposed lighting is also designed to shield light from spilling onto adjacent properties and direct light downward.

#### 4. Building Design

- a. *Architectural style is not restricted; evaluation of a project should be based on quality of its design and relationship to its surroundings.*

The proposed building will include design elements such as windows and reveal lines to provide interest to the façade. Metal canopies are proposed to provide shadows on the building that will provide additional depth to the elevation. Accent colors are proposed at entrances to add interest and a focal point. The style of the building is appropriate for structures within the TUC-WP zone and for use as a warehouse and office facility and is consistent with its neighbors.

- b. *Buildings should be appropriate scale and in harmony with permanent neighboring developments.*

The scale of the building matches those of nearby buildings in the TUC-WP zone, which are largely other warehouse uses.

- c. *Building components such as windows, doors, eaves, and parapets should have good proportions and relationship to one another. Building components and ancillary parts shall be consistent with anticipated life of the structure.*

The proposed building is rectangular mirroring the shape of the site itself, with pedestrian doors located on the west side of the building. The doors and windows are in proportion to the rest of the building.

- d. *Colors should be harmonious, with bright or brilliant colors used only for accent.*

The proposed building colors are neutral white and gray with blue horizontal stripes and glazing as an accent color near corners on the south and west facades.

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

Mechanical equipment is proposed to be screened from view.

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

Exterior lighting is proposed along the building to align with the horizontal blue stripe in harmony with the building design. The proposed lighting will have consistent height and spacing around the structure.

- g. Monotony of design in single or multiple building projects should be avoided. Variety of detail, form and siting should be used to provide visual interest.*

Architectural detail is proposed that will provide visual interest to the proposed building including color scheme, and large windows.



*Figure 5. Proposed West Elevation showing color and windows*

#### *5. Miscellaneous Structures and Street Furniture*

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

No street furniture is proposed.

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

No street furniture is proposed.

***continued next page***

### **CONCLUSIONS**

- 1) The proposed use of the building for warehouse and office is a permitted use in the TUC-WP zone. Parcels to the north and east are also zoned TUC-WP.
- 2) The proposed development is consistent in design with surrounding development and will enhance both the pedestrian and vehicular circulation around the site through new pedestrian pathways and improved vehicular pathways.
- 3) Site landscaping that is proposed is functional to the site, promoting safety and enhancing the natural amenities of the site.
- 4) The proposed building design provides architectural interest through color and is harmonious in scale and design with nearby development.
- 5) The proposed development will provide for improved and new public streets that meet the standards of City requirements for corridors in the Urban Center and increase mobility and safety for all users. New streets will be brought up to standards for the corridors as established at TMC 18.28, and currently private streets are proposed to be dedicated as public rights-of-way in the future.

### **RECOMMENDATIONS**

Staff recommends approval of the Design Review application with no conditions.







# TUKWILA INDUSTRIAL COMPLIANCE WITH DESIGN STANDARDS

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**TO:** Brandon Dickens  
Vice President of Capital Deployment  
IDI Logistics  
840 Apollo St Ste 343  
El Segundo, CA 90245

**DATE:** May 10, 2022  
**FROM:** Lisa Klein, AICP  
**PROJECT NO.:** 2210653.30

**PROJECT NAME:** Tukwila Industrial

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## **SUMMARY OF APPLICABLE CODE REQUIREMENTS**

The parcel is located at 5910 S 180<sup>th</sup> St, Tukwila, WA 98188, which is currently occupied by Regal Parkway Plaza Stadium 12. This parcel falls within the Tukwila Urban Center – Workplace (TUC-WP) zone of the City of Tukwila. This area is characterized by big-box retailers, warehouses, and restaurants, with Westfield Southcenter Shopping Mall located about 1 mile to the north. The parcel is 260,436 square feet of land or about 6 acres. The site is already developed and contains the 43,861 square foot movie theater and a large area of surface parking. The topography is flat.

Warehouse uses are permitted within the TUC-WP zone. Since this is a large-scale new construction greater than 25,000 square feet, the development shall be reviewed by the Board of Architectural Review as a Type 4 decision, which means the site will be held to multiple standards. The Design Board Criteria, District-Based Standards, Corridor-Based Standards, and some of the Supplemental Standards of TMC Chapter 18.28 apply (special corner features and open space requirements do not apply). There are also Supplemental Development Standards in TMC Chapter 18.50 that cover things like lighting standards and recycling/waste container design. The site borders a Commercial Corridor (S 180<sup>th</sup> St to the south) and two Workplace Corridors (Triland Dr to the north and an access road to the west). Upon further review, the City's Corridor Map clearly shows the Workplace Corridor to the west does not follow the access drive and lies outside of the project site. In addition, the page containing Workplace Corridor Standards (Figure 18-27) does not include the access road in the list of existing streets. The Senior Planner claimed the access road is in fact a Workplace Corridor despite conflicting evidence. There are no overlays and non-residential buildings in TUC-WP are not subject to the Southcenter Design Manual.

- Design Review Criteria is in TMC 18.60.050 (starting on page 196 of Title 18 TMC)
- District-Based Standards are in Table 18-3 TMC (page 288 of Title 18 TMC)
- Corridor-Based Standards for Commercial Corridor are in Figure 18-25 TMC (page 263 of Title 18 TMC)
- Corridor-Based Standards for Workplace Corridor are in Figure 18-27 TMC (page 265 of Title 18 TMC)
- Supplemental Standards of Chapter 18.28 TMC (starting on page 72 of Title 18 TMC)
  - This section covers Landscaping Types, General Landscaping, General Parking Requirements, General Parking Guidelines, and Site Requirements for development located within the Tukwila Urban Center (regardless of district). Some of the Supplemental Standards of this Chapter do not apply. Special Corner Feature requirements do not apply to sites within the Workplace District, and Open Space Regulations do not apply to warehouse uses along Commercial or Workplace Corridors.
- Supplemental Development Standards of Chapter 18.50 TMC (starting on page 157 of Title 18 TMC)
  - This section covers other minor requirements for City-wide development. Archaeological/Paleontological Information Preservation Requirements, Lighting Standards, Recycling Storage Space for Non-Residential Uses, Design of Collection Points for Garbage and Recycling Containers, and Peer Review of Technical Studies all seem to apply, despite the City not covering this in the pre-application meeting. The other sections do not apply because of the site's zoning or use.

**ATTACHMENT B**

**L22-0048**

**29**

It is within the Southcenter Subarea Plan Boundary but is not subject to the Southcenter Design Manual. There are no overlays.

60 parking stalls and 2 bicycle parking spots are required, and no more than 30% of stalls may be compact.

Site Conditions	
ADDRESS	5910 S 180 <sup>th</sup> St, Tukwila, WA 98188
PARCEL NUMBER AND OWNER	The parcel number is 3523049061 and the current owner is listed as Levine & Company LLC.
LOCATION DESCRIPTION	The parcel is located within the City of Tukwila and encompasses 260,436 SF (about 6 acres) of land.
EXISTING USES	The parcel is currently occupied by a movie theater built in 1999, Regal Parkway Plaza Stadium 12, and a large amount of surface parking. The current building is 43,861 SF.
VEGETATION	There are street trees and vegetation to the south and a thin buffer to the east, which borders the Sansaco Home Furnishings building. There are also some landscape islands with trees throughout the parking lot.
TOPOGRAPHY	The topography is flat.
Land Use and Zoning Analysis	
LAND USE DESIGNATION	The City of Tukwila Comprehensive Plan has a combined comprehensive plan and zoning map, so the land use matches the zoning.
ZONING DISTRICT TMC TITLE 18 FIGURE 16 (FIGURE 18-16)	The parcel falls within the Workplace District of the Tukwila Urban Center, which means the zoning is Tukwila Urban Center – Workplace (TUC-WP).
ALLOWED USES TMC TITLE 18 TABLE 2 (TABLE 18-2)	Most industrial, manufacturing, and warehouse uses are permitted, including industrial commercial services, light industrial, self-storage facilities, warehouse storage, and whole distribution facilities.  <b>Compliance: The proposed warehouse use is permitted in the TUC-WP zoning district.</b>
MAXIMUM HEIGHT TMC TITLE 18 TABLE 3 (TABLE 18-3)	The maximum height is 45 feet.  <b>Compliance: Building height is 40' 6"; less than the code maximum.</b>
BUILDING HEIGHT DEFINITION TMC 18.06.100 WAC 51-50-003 2021 IBC 2.202	According to TMC, building height means the height of a building as calculated by the method in the Washington State Building Code. State Legislature defaults to the 2018 edition of the International Building Code. The IBC's definition of height is "the vertical distance from grade plane to the average height of the highest roof surface."
SETBACKS / YARDS TMC TITLE 18 TABLE 3 (TABLE 18-3) TMC TITLE 18 FIGURE 25 (FIGURE 18-25) TMC TITLE 18 FIGURE 27 (FIGURE 18-27)	Primary Front (Commercial Corridor/S 180 <sup>th</sup> St): 15-foot minimum Second Front (Workplace Corridors/Triland Dr/access road to the west): 15-foot minimum Side: 5-foot minimum Rear: 5-foot minimum  <b>Compliance: The building is setback on all four sides by more than 15 feet, exceeding the code minimum.</b>
TREE PROTECTION REQUIREMENTS TMC 18.54.020	TMC 18.54.020 Urban Forestry and Tree Regulations state, "TMC Chapter 18.52, Landscape Requirements, shall govern the maintenance and removal of landscaping on developed properties that are zoned commercial ..." In the pre-application meeting, the City relayed that a separate tree permit may be required, but they often include going over tree removal and replacement as a part of the Design Review.



	<p><b>Compliance: The site is currently developed with a theater and parking lot. The existing trees are located along the S. 180<sup>th</sup> St frontage, the eastern perimeter, and in the landscape islands within the parking lot. The frontage trees and eastern perimeter trees will be retained; however, all interior trees will need to be removed and replaced for the new building, parking and circulation improvements. The total landscape area will exceed code minimums.</b></p>				
<p>LANDSCAPING REQUIREMENTS TMC TITLE 18 TABLE 3 (TABLE 18-3) TMC TITLE 18 FIGURE 25 (FIGURE 18-25) TMC TITLE 18 FIGURE 27 (FIGURE 18-27) TMC 18.28.240 B.6.B.(1)</p>	<p>There are no side or rear landscaping requirements (Table 18-3). The front yard landscaping minimum for Commercial and Workplace Corridors is 15 feet of streetscape which overlaps with the public frontage standards. Street trees are to be in a continuous landscaped strip 9-feet wide and located at the back of the curb. This leaves 6 feet of space for a sidewalk.</p> <p>Street tree spacing is 20-30 feet for the Commercial Corridor and 30-50 feet for the Workplace Corridors, depending on the species.</p> <p>Minimum interior parking lot landscaping requirements are 15 square-feet per parking stall.</p> <p>Landscape plans must be stamped by a Washington State licensed landscape architect. All landscape areas require a landscape irrigation system. An irrigation plan is required along with the landscape plan (Utility Permit Required).</p> <p><b>Compliance: Triland Drive and the western access are Workplace Corridors. S 180<sup>th</sup> Street is a Commercial Corridor. 15 feet of streetscape plantings is provided on these three sides. Street tree spacing is provided within the spacing minimums, unless there are utility conflicts. Sheet L-1 provides the interior parking stall landscaping and demonstrates that it exceeds the code minimum (1,470 SF minimum) by 1,574 SF (3,044 SF provided). The landscape plans are stamped by a licensed landscape architect and an irrigation plan is provided.</b></p>				
<p>PARKING REQUIREMENTS TMC TITLE 18 FIGURE 6 (FIGURE 18-6) TMC TITLE 18 FIGURE 7 (FIGURE 18-7) TMC TITLE 18 FIGURE 25 (FIGURE 18-25) TMC TITLE 18 FIGURE 27 (FIGURE 18-27) TABLE 1106.1 IBC</p>	<p>For standard 90-degree parking stalls, the requirements include a width of 8.5 feet and depth of 19 feet. Per the City's pre-application notes, full size parking stall depth can include 2 feet of vehicle overhang into landscaped areas (does not apply to compact stalls). The required dimensions for compact parking stalls are a width of 8 feet and depth of 16 feet.</p> <p>Warehousing requires 1 parking space for every 2,000 square feet of usable floor area, whereas office use requires 3 for each 1,000 square feet of usable floor area. The City concluded in the pre-application notes that 60 stalls are required, and just in case the client wishes to include compact parking in the final site plan, no more than 30% of stalls may be compact.</p> <p>The parking can be in the front, side, or rear of building.</p> <table border="1" data-bbox="877 1308 1671 1399"> <thead> <tr> <th>Total Parking Spaces Provided in Parking Facilities</th> <th>Required Minimum Number of Accessible Spaces</th> </tr> </thead> <tbody> <tr> <td>1 to 25</td> <td>1</td> </tr> </tbody> </table>	Total Parking Spaces Provided in Parking Facilities	Required Minimum Number of Accessible Spaces	1 to 25	1
Total Parking Spaces Provided in Parking Facilities	Required Minimum Number of Accessible Spaces				
1 to 25	1				

26 to 50	2
51 to 75	3
76 to 100	4

**Compliance: Parking spaces are 8.5' x 19 feet in dimension. No compact spaces are provided. A total of 98 parking spaces are provided, which requires 4 accessible spaces. A total of four accessible parking spaces are provided in the western parking area.**

**The Auto Parking requirement is 91 stalls based on 36 for office space use (1/333 sf) and 55 stalls for warehouse use (1/2,000 SF). A total of 98 stalls are provided, exceeding the minimum requirement.**

BICYCLE PARKING REQUIREMENTS  
TMC TITLE 18 FIGURE 7 (FIGURE 18-7)  
TMC 18.56.130

1 space is required per 50 parking stalls, with a minimum of 2 spaces. This means 2 bicycle parking spaces shall be provided as outlined in Section 18.56.130 TMC:

- B. Location:
  1. Required bicycle parking must be located within 50 feet of an entrance to the building or use
  2. Bicycle parking may be provided within a building, but the location must be accessible for bicycles
- C. Safety and Security:
  1. Legitimate bicycle spaces are individual units within ribbon racks, inverted 'U' racks, locking wheel racks, lockers, or other similar permanent structures.
  2. If bicycle lockers are used, windows and/or view holes must be included to discourage improper uses.
  3. If bicycle parking is not visible from the street, a sign must be posted indicating the location of the bicycle parking spaces.
  4. All bicycle parking must be separated from motor vehicle traffic by a barrier, curb, post, bollard or other similar device.

**Compliance: Please see the Architectural Plans, Sheet A2.1 for bike rack locations.**

OVERLAY ZONING / SPECIAL DISTRICT REQUIREMENTS  
TMC TITLE 18 TABLE 1 (TABLE 18-1)  
TMC TITLE 18 TABLE 4 (TABLE 18-4)

Since this is a large-scale new construction greater than 25,000 square feet, the development shall be reviewed by the Board of Architectural Review as a Type 4 decision, which means the site will be held to the following standards:

- Design Review Criteria
  - TMC 18.60.050; page 196 of Title 18 TMC
- District-Based Standards
  - TMC Title 18 Table 3 (Table 18-3); page 288 of Title 18 TMC
- Corridor-Based Standards
  - TMC Title 18 Figure 25 (Figure 18-25); page 263 of Title 18 TMC
  - TMC Title 18 Figure 27 (Figure 18-27); page 265 of Title 18 TMC
- Supplemental Standards of Chapter 18.28
  - TMC 18.28.230 (Landscaping Types); page 72 of Title 18 TMC
  - TMC 18.28.240 (General Landscaping); page 73 of Title 18 TMC
  - TMC 18.28.260 (General Parking Requirements); page 81 of Title 18 TMC
  - TMC 18.28.270 (General Parking Guidelines); page 83 of Title 18 TMC

	<ul style="list-style-type: none"> <li>○ TMC 18.28.280 (Site Requirements); page 84 of Title 18 TMC <ul style="list-style-type: none"> <li>▪ Note: TMC 18.28.220 (Special Corner Feature) of Supplemental Standards does not apply to sites within the Workplace District (Table 18-3 District Standards). Also, TMC 18.28.250 (Open Space Regulations) of Supplemental Standards does not apply to warehouse uses along Commercial or Workplace Corridors (Table 18-4 Provision of Open Space).</li> </ul> </li> <li>• Supplemental Development Standards of Chapter 18.50 <ul style="list-style-type: none"> <li>○ TMC 18.50.110 (Archaeological/Paleontological Information Preservation Requirements); page 157 of Title 18 TMC</li> <li>○ TMC 18.50.170 (Lighting Standards); page 158 of Title 18 TMC</li> <li>○ TMC 18.50.185 (Recycling Storage Space for Non-Residential Uses); page 158 of Title 18 TMC</li> <li>○ TMC 18.50.190 (Design of Collection Points for Garbage and Recycling Containers); page 159 of Title 18 TMC</li> <li>○ TMC 18.50.200 (Peer Review of Technical Studies); page 159 of Title 18 TMC</li> </ul> </li> </ul> <p>It is within the Southcenter Subarea Plan Boundary but is not subject to the Southcenter Design Manual. There are no overlays.</p> <p><b>Response: See the Architectural, Civil and Landscape Plans for how the proposal is in compliance with the design standards.</b></p>
<b>Response to Design Review Criteria</b>	
<p>DESIGN REVIEW CRITERIA TMC 18.60.050.B.1 RELATIONSHIP OF STRUCTURE TO SITE</p>	<p>1. RELATIONSHIP OF STRUCTURE TO SITE.</p> <p>a. The site should be planned to accomplish a desirable transition with streetscape and to provide for adequate landscaping and pedestrian movement.</p> <p><b>Response: The site is designed to provide a desirable transition with streetscape, provide adequate landscaping and pedestrian movement. The building is pulled closer to the Commercial Corridor of S 180<sup>th</sup> Street, provides the City's desired Workplace Corridor improvements along the western and northern perimeters (Triland Drive). These three frontages all include landscaped planter strips and pedestrian connections. The parking lot and building perimeter is landscaped and exceeds the total landscaping requirement.</b></p> <p>b. Parking and service areas should be located, designed and screened to moderate the visual impact of large paved areas.</p> <p><b>Response: The parking areas are distributed around three sides of the building to break up the visual impact of large paved areas. The loading dock areas are provided in the rear of the building to screen the areas from the public right of way.</b></p> <p>c. The height and scale of each building should be considered in relation to the site</p>

	<p><b>Response: The height of the building is less than the code allowed maximum height. The scale is minimized through design treatments, modulation and textural changes.</b></p>
<p>DESIGN REVIEW CRITERIA TMC 18.60.050.B.2 RELATIONSHIP OF STRUCTURE AND SITE TO ADJOINING AREA</p>	<p>2. RELATIONSHIP OF STRUCTURE AND SITE TO ADJOINING AREA.</p> <p>a. Harmony of texture, lines and masses is encouraged.</p> <p><b>Response: The building design proposes a harmony of texture, lines and massing. It features a combination of concrete tilt panels, metal details and canopies, and wood strips for all reveal forms. The building mass is minimized through modulation and differentiation in colors and materials.</b></p> <p>b. Appropriate landscape transition to adjoining properties should be provided. c. Public buildings and structures should be consistent with the established neighborhood character. d. Compatibility of vehicular pedestrian circulation patterns and loading facilities in terms of safety, efficiency and convenience should be encouraged. e. Compatibility of on-site vehicular circulation with street circulation should be encouraged.</p> <p><b>Response: An appropriate landscape transition to adjoining properties is provided. The Workplace Corridor along the west provides for a planned connection and includes the landscaping and pedestrian connections. It includes a pedestrian connection to the western property and is designed to accommodate future completion of the roadway when the western properties redevelop. The transition to the eastern property is accommodated through landscaping and fencing. The roadway improvements provide compatibility, safety and convenience. The rear loading dock area is gated and fences for safety and security purposes. Access and circulation are designed to be compatible with the street circulation in that it complies with the City standards for each street type and meets the required driveway spacing distances.</b></p>
<p>DESIGN REVIEW CRITERIA TMC 18.60.050.B.3 LANDSCAPING AND SITE TREATMENT</p>	<p>3. LANDSCAPING AND SITE TREATMENT.</p> <p>a. Where existing topographic patterns contribute to beauty and utility of a development, they should be recognized, preserved and enhanced. b. Grades of walks, parking spaces, terraces and other paved areas should promote safety, and provide an inviting and stable appearance.</p> <p><b>Response: The existing topography is relatively flat. Vegetation in the vicinity and the existing site is largely comprised of street trees and parking lot landscaping. These patterns are recognized and preserved with the proposal. The flat grades promote safety and the sidewalks and landscape planter strips provide an inviting and stable appearance.</b></p> <p>c. Landscape treatment should enhance architectural features, strengthen vistas and important axis, and provide shade. d. In locations where plants will be susceptible to injury by pedestrian or motor traffic, mitigating steps should be taken. e. Where building sites limit planting, the placement of trees or shrubs in paved areas is encouraged. f. Screening of service yards and other places that tend to be unsightly should be accomplished by use of walls, fencing, planting or combination.</p>

	<p>g. In areas where general planting will not prosper, other materials such as fences, walls and pavings of wood, brick, stone or gravel may be used.</p> <p><b>Response: The landscaping will enhance the architectural features, providing a colorful contrast to the blues, whites and grays of the building. The streetscape is enhanced through street trees and planter strips and the parking lot through landscape islands, all of which provide shade and respite for pedestrians. The service yards are screened by gates, fencing and landscaping. Ground-mounted mechanical units are screened with a hedge screen. Trash enclosures are completely enclosed with painted concrete panels that will match the building.</b></p> <p>h. Exterior lighting, when used, should enhance the building design and the adjoining landscape. Lighting standards and fixtures should be of a design and size compatible with the building and adjacent area. Lighting should be shielded and restrained in design. Excessive brightness and brilliant colors should be avoided.</p> <p><b>Response: See the enclosed photometric plan which depicts site lighting levels, locations and fixture details. The building and site lighting fixtures are consistent and compatible with the building and area. The fixtures are shielded, direct lighting downward and are restrained in design. The fixtures are black in color.</b></p>
<p>DESIGN REVIEW CRITERIA TMC 18.60.050.B.4 BUILDING DESIGN</p>	<p>4. BUILDING DESIGN.</p> <p>a. Architectural style is not restricted; evaluation of a project should be based on quality of its design and relationship to its surroundings.</p> <p>b. Buildings should be to appropriate scale and in harmony with permanent neighboring developments.</p> <p>c. Building components such as windows, doors, eaves, and parapets should have good proportions and relationship to one another. Building components and ancillary parts shall be consistent with anticipated life of the structure.</p> <p>d. Colors should be harmonious, with bright or brilliant colors used only for accent.</p> <p>e. Mechanical equipment or other utility hardware on roof, ground or buildings should be screened from view.</p> <p>f. Exterior lighting should be part of the architectural concept. Fixtures, standards, and all exposed accessories should be harmonious with building design.</p> <p>g. Monotony of design in single or multiple building projects should be avoided. Variety of detail, form and siting should be used to provide visual interest</p> <p><b>Response: Building design has been carefully designed to be harmonious to the surroundings. The amount of glazing and reveal lines provide a clean design with some interest to the façade. Additional metal canopy has been provided to provide shadows on building that will provide depth to the elevation and the breaks of the building creates a cut to the long building. Accent painting are at main entrances which will provide a focal point for building.</b></p>
<p>DESIGN REVIEW CRITERIA TMC 18.60.050.B.5</p>	<p>5. MISCELLANEOUS STRUCTURES AND STREET FURNITURE.</p>

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

***Response: No miscellaneous structures or street furniture are proposed.***



North Elevation



East Elevation



S. 180th Street Elevation - South Elevation



West Elevation

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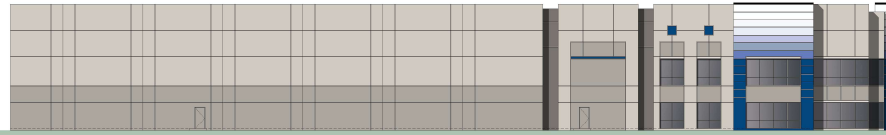


Conceptual Elevations - 32' clear  
**5910 S. 180th STREET**  
Tukwila, Washington

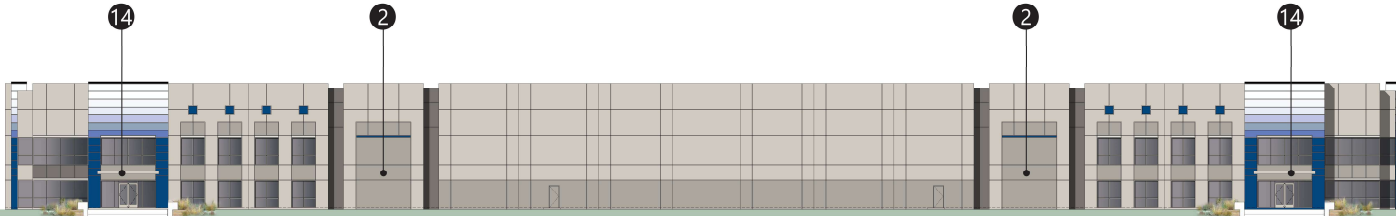
**IDI Logistics**

ATTACHMENT C

North Elevation

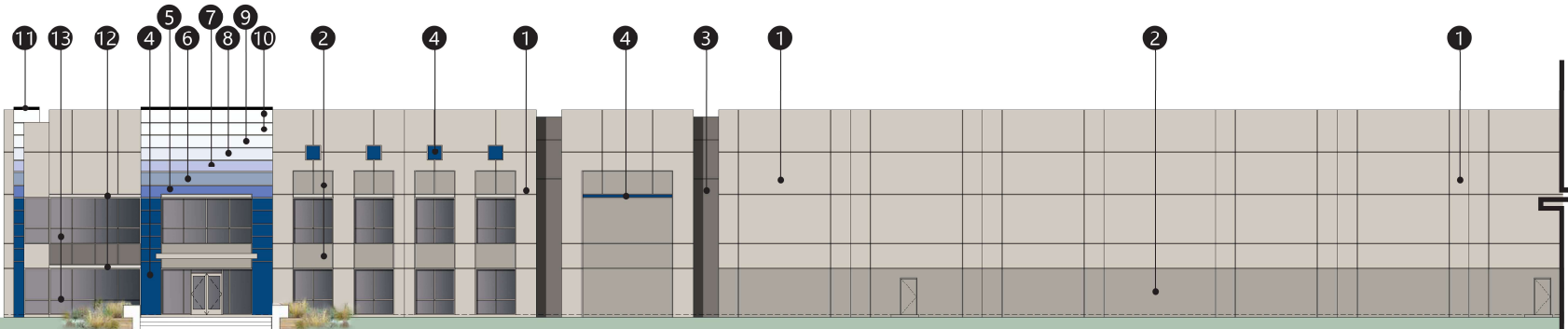


West Elevation



- 1 SHERWIN-WILLIAMS SW7029 AGREEABLE GRAY
- 2 SHERWIN-WILLIAMS SW7017 DORIAN GREY (WHEN METAL PAC CLAD GRANITE)
- 3 SHERWIN-WILLIAMS SW7019 GAUNTLET GRAY
- 4 PMS 541
- 5 PMS 7682 C PRISMA BLUE BELL RAL 270 50 30
- 6 PMS 652 C PRISMA LILAC RAL 270 60 25
- 7 PMS 7681 C PRISMA CHALK RAL 270 70 20
- 8 PMS 2708 C PRISMA BALTIC BLUE RAL 270 80 15
- 9 PMS 657 C PRISMA WHITE LILAC RAL 270 85 10
- 10 PMS 656 C PRISMA BLUE WHITE RAL 270 90 05
- 11 PAC-CLAD MATTE BLACK PAINTED TO MATCH (WITH SATIN SHEEN WHEN NOT PREFINISHED)
- 12 SHERWIN-WILLIAMS SW 7028 INCREDIBLE WHITE
- 13 ALUMINUM STOREFRONT SYSTEM WITH 1" INSULATED GLASS
- 14 METAL CANOPY

Enlarged View of West Elevation



L22-0048

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Conceptual Elevations - 32' clear & Material Board  
**5910 S. 180th STREET**  
Tukwila, Washington

**IDI Logistics**



**Figure 18-27: Workplace Corridor Standards**

# Workplace Corridor

*Intent: To provide safe and supportive pedestrian facilities along streets serving truck loading and parking access for primarily warehouse/distribution uses in the southern part of the Southcenter area.*

## APPLIED TO:

**Existing Streets:** Minkler Blvd (Southcenter Pkwy to APW, Costco Dr), Upland Dr, Midland Dr, Triland Dr, N./W. between Costco Dr and S. 180<sup>th</sup> St, Andover Park W. (Minkler to S. 180<sup>th</sup> St), Andover Park E. (Trek to S. 180<sup>th</sup> St), Sperry Dr

**New Streets:** As indicated on Corridor Type Map

*Note: This is a summary of key corridor standards. See 18.28.120 to 2.10 for supplemental details.*

## THROUGHFARE CROSS-SECTION *(See 18.28.140)*

<b>Existing street</b>	No change
<b>New street</b>	See new cross-section

## PUBLIC FRONTAGE STANDARDS *(See 18.28.150)*

<b>Total required width</b>	15 ft
<b>Sidewalk width minimum</b>	6 ft
<b>Landscaping</b>	Street trees in a continuous landscaped strip 9 ft wide located at back of curb. Also see 18.28.240 General Landscaping.
<b>Street tree spacing</b>	30-50 ft, depending on species.
<b>Lighting</b>	Vehicular-scale street lighting.

## BUILDING ORIENTATION/PLACEMENT & LANDSCAPING *(See 18.28.160 - .190)*

Building orientation to street	Not required
Front yard setback minimum	15 ft
On-site surface parking locations	Front, side or rear of building
Front yard landscaping minimum <i>(waived if Public Frontage Improvements are built to standard)</i>	15 ft of streetscape

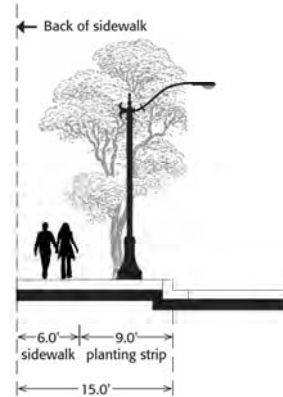
## ARCHITECTURAL DESIGN STANDARDS

### Façade articulation increment

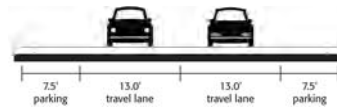
Non-residential maximum	140 ft
Residential maximum	30 ft
Major vertical modulation maximum	280 ft

### Ground level transparency

Warehouse/light industrial buildings minimum	20%
Commercial-use minimum	50%



*Public frontage*



*New thoroughfare cross-section*



*Facade articulation and ground level transparency*

**Figure 18-25: Commercial Corridor Standards**

# Commercial Corridor

*Intent: To provide safe and supportive pedestrian facilities, greater capacity for vehicles, and attractive streetscapes along heavily travelled roadways serving auto-oriented commercial uses.*

**APPLIED TO:**

**Existing Streets:** Tukwila Pkwy, Southcenter Pkwy, S. 180<sup>th</sup> St, West Valley Hwy

**New Streets:** As Indicated on Corridor Type Map

*Note: This is a summary of key corridor standards. See 18.28.120 to .210 for supplemental details.*

**THOROUGHFARE CROSS-SECTION** (See 18.28.140)

<b>Existing street</b>	No change
<b>New street</b>	See new cross-section

**PUBLIC FRONTAGE STANDARDS** (See 18.28.150)

<b>Total required width</b>	15 ft
<b>Sidewalk width minimum</b>	6 ft
<b>Landscaping</b>	Street trees in a continuous landscaped strip 9 ft wide located at back of curb. Also see 18.28.240 General Landscaping.
<b>Street tree spacing</b>	20-30 ft, depending on species.
<b>Lighting</b>	Vehicular-scale decorative street lighting.

**BUILDING ORIENTATION/PLACEMENT & LANDSCAPING** (See 18.28.160 - .190)

Building orientation to streets	Not required
Front yard setback minimum	15 ft
On-site surface parking locations	Front, side or rear of building
Front yard landscaping minimum (waived if Public Frontage Improvements are built to standard)	15 ft of Streetscape

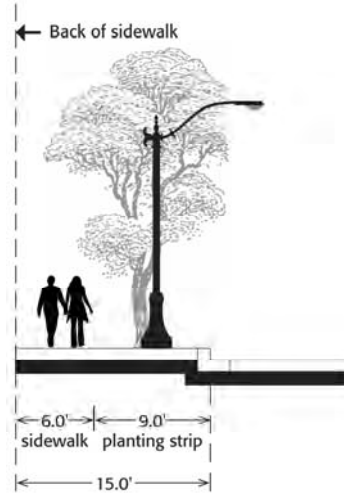
**ARCHITECTURAL DESIGN STANDARDS**

**Façade articulation increment**

Commercial/mixed-use maximum	50 ft
Residential maximum	30 ft
Major vertical modulation maximum	200 ft

**Ground level transparency**

Commercial-use minimum	50%
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Public frontage



Facade articulation and ground level transparency