



**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 180th 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.

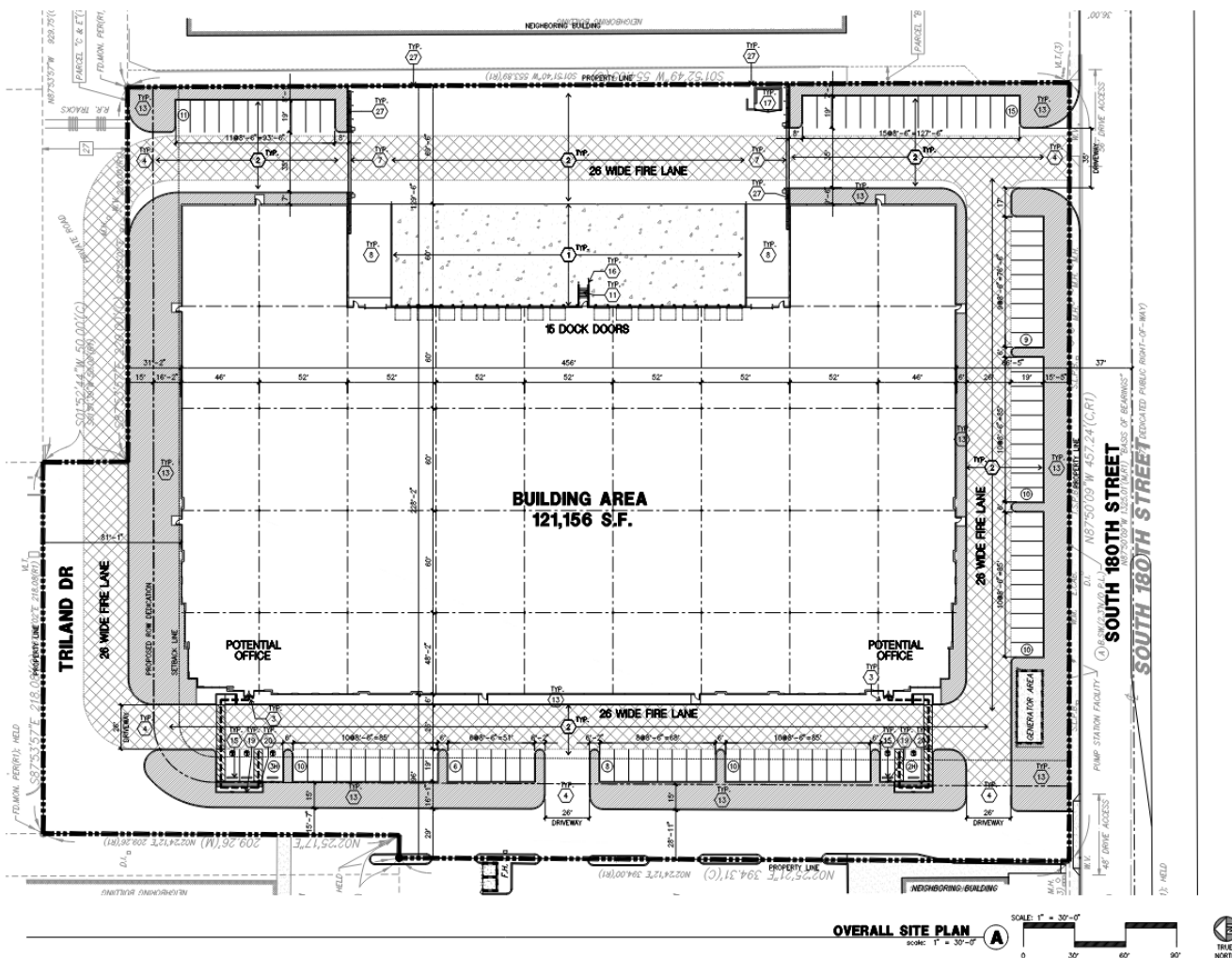


Figure 1. Proposed building footprint

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.

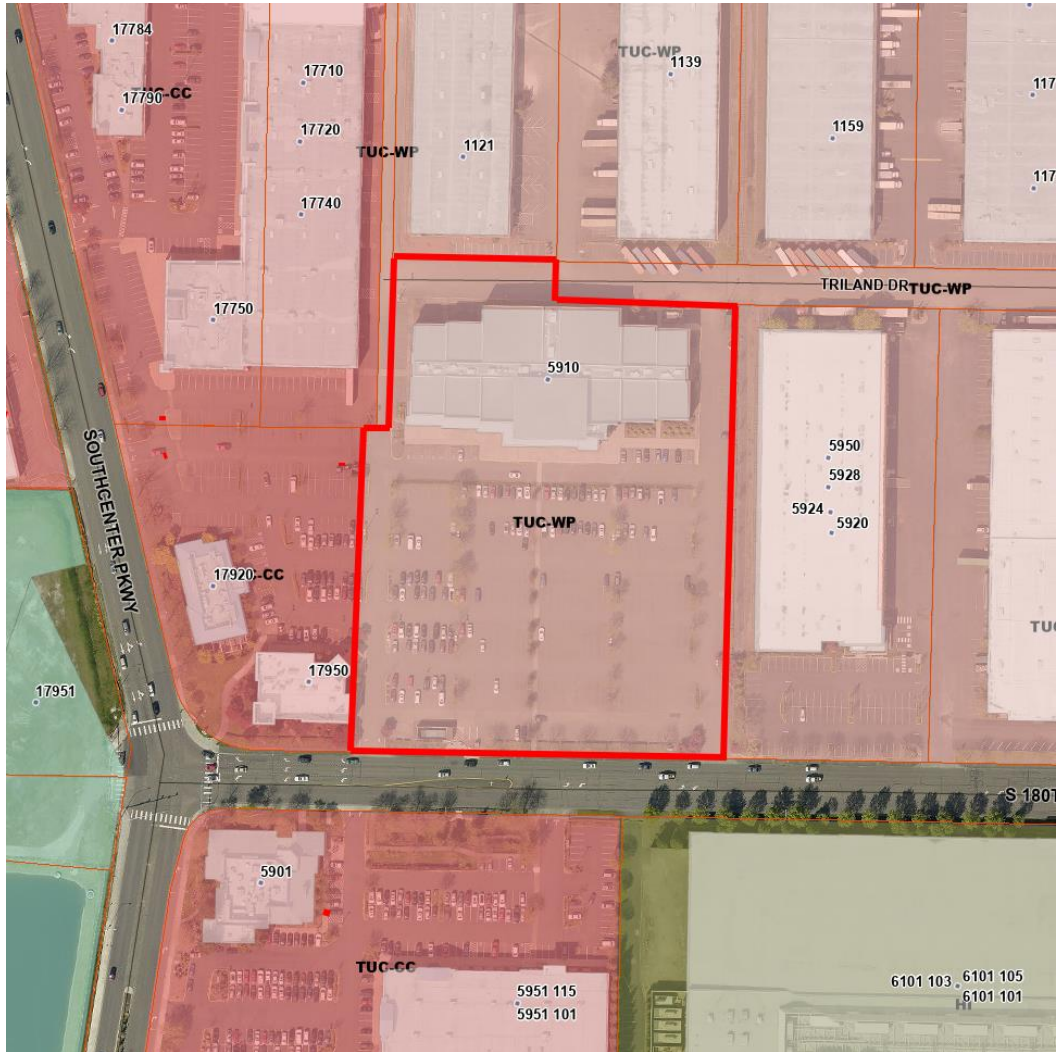


Figure 2. Existing Site

Surrounding Land Uses

The site is bordered by South 180th 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 180th 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 180th Street and Minkler Boulevard that is designated a Workplace Corridor.

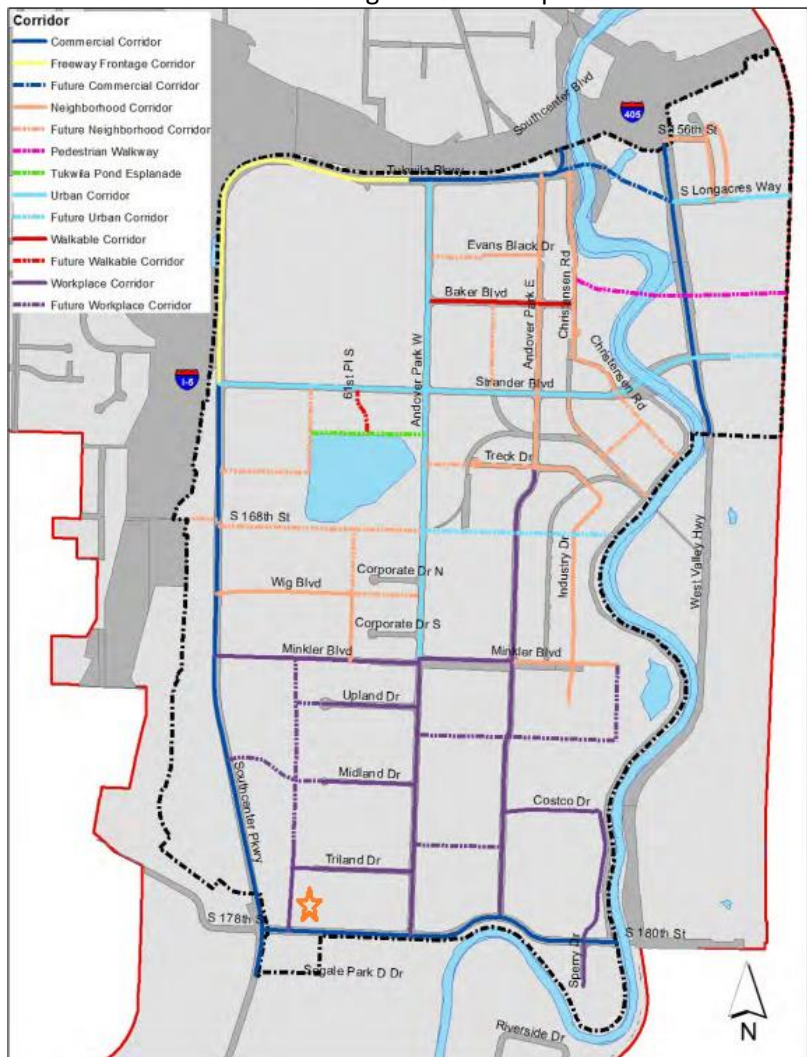


Figure 3. Corridor Map. Approximate site shown with orange star.

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 180th 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 180th Street will occupy a larger portion of the lot and will provide a frontage to S 180th 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 180th 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 180th 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 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.

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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.