Chapter 18.28
Tukwila Urban Center
(TUC) District

18.28.010 ORIENTATION

This Chapter contains the primary Development Code that will be used to evaluate development projects or improvement plans proposed on properties within the Southcenter Plan Area. The Code contains regulations governing Use, Height, Building Placement, Public & Private Frontage, Parking, Streets, Blocks, Open Space, Landscaping, Site Design, and Architecture. See the Tukwila Comprehensive Plan and *Background Report: Community Intent & Implementation Actions for Southcenter* for more detail about the long range vision for the Plan area and a discussion of City actions and investments that support implementation of the Southcenter vision.

18.28.020 HOW TO USE THE DEVELOPMENT CODE

A. The Development Code is organized into four primary sections – District based standards, Corridor based standards, supplemental development regulations and a separate Southcenter Architectural Design Manual.

B. Following are instructions on how to locate and review the Development Regulations that apply to a specific property:

1. Locate the property on the District Map, Figure 1, and Corridor Map Figure 2. Identify which District and Corridor Type(s) apply to the property.

2. Review the District Standards and Corridor Standards in the accompanying Tables and identify the specific standards for the applicable District and Corridor Type. Note that the Tables are intended as a summary and do not encompass all mandatory requirements presented throughout the Development Regulations.

3. District standards govern:

   a. The use of a building or site, see Table 1 Land Uses Allowed by District.

      (1) All Districts appear in the top row of the Table.

      (2) The uses are organized by category and if allowed in a District are listed as either permitted (P), conditional (C), accessory (A), or unclassified (UUP).

      (3) All permitted uses for a single district are allowed either alone or in combination with any other permitted uses within a parcel.

      (4) Other uses not specifically listed in this Title are permitted should the DCD Director determine them to be similar in nature to and compatible with other uses permitted outright within a district; consistent with the stated purpose of the district; and consistent with the policies of the Southcenter Plan.

   b. The scale and configuration of the built environment, see Table 2 District Standards.

(1) All Districts appear in the top row of the Table.

(2) The Primary Regulations are listed in the left-most column of the table in the order that they appear in the text.

(3) The Development Standards that apply to each District can be reviewed by cross referencing a Regulation with a District.

(4) More detailed information about the regulations and guidelines that apply to each district can be reviewed in the Section referenced in the headings. These regulations are set forth to ensure that the height and setbacks of new buildings and the scale of new blocks and streets are consistent with the purpose of each Southcenter District.

4. Corridor standards govern:

   a. Thoroughfare configuration, public frontage conditions, building and parking placement, front yard landscaping, and architectural aspects of a building's façade within the first 185 feet of a parcel, measured from the curb line. See the Corridor Type Charts, Figures 3-10.

      (1) Each Corridor Type has a separate chart listing the applicable development standards.

      (2) All existing streets, pre-located new streets, pedestrian walkways, and primary open spaces are designated as a Corridor Type on Figure 2 Corridor Map.

      (3) New streets built to satisfy Maximum Block Face length requirements (Section 18.28.060.) shall be configured as one of the Corridor Types permitted by District listed in Table 2 . District Standards.

      (4) New streets or open spaces that do not fall into one of the preceding categories shall be configured as one of the Corridor Types permitted by District listed in Table 2 District Standards.

   b. More detailed information about the development regulations and guidelines that apply to each Corridor can be reviewed in the subsequent sections. These regulations are set forth to ensure that the configuration, location, orientation and design of new development match the envisioned character of all streets and open spaces in the Plan area.

5. Supplemental Development Regulations:

   a. These sections contain regulatory definitions, requirements and guidelines that are common for all properties in Southcenter. They address front yard encroachments, special corner features, new streets configurations and guidelines, open space, landscaping, site components, and parking.

   b. Although conformance with the guidelines is recommended, developers are permitted to propose alternative design solutions to these aspects of the development if they are able to demonstrate that such design solutions meet the overall objectives of the Plan.

C. Architectural Design Review

1. Architectural Design Review for Projects located in the Regional Center (RC), Transit Oriented Development Neighborhood (TOD), Pond District, or Commercial Corridor District:

   a. Projects meeting the thresholds for architectural design review shall be evaluated using the corridor based architectural design regulations and the guidelines set forth in the Southcenter Architectural Design Manual.

   b. Type of Review

      (1) Projects meeting any one of the following criteria shall be reviewed administratively as a Type 2 decision (see TMC Chapter 18.60):

      - New non-residential structures between 1,500 and 25,000 square feet in size (total on premises)
      - New residential or mixed use buildings providing up to 20 dwelling units (total on premises)
      - Any exterior repair, reconstruction, cosmetic alterations or improvements, when the cost exceeds ten percent (10%) of the building's current assessed valuation
      - Exterior expansions between 1,500 and 25,000 square feet in size (total on premises)

      (2) Projects meeting the following criteria shall be reviewed by the Board of Architectural Review (BAR) as a Type 4 decision (see TMC Chapter 18.60):

      - New non-residential structures greater than 25,000 square feet in size (total on premises)
      - New residential or mixed use buildings with more than 20 dwelling units (total on premises)
      - Exterior expansions greater than 25,000 square feet in size (total on premises)

2. Architectural Design Review for Projects located in the Workplace District:

   a. Buildings containing any dwelling units which meet the following thresholds for architectural design review shall be evaluated using the corridor based architectural design regulations and the guidelines set forth in the Southcenter Architectural Design Manual.

      (1) Type of Review:

      - New residential or mixed use buildings providing up to 20 dwelling units (total on premises) shall be reviewed administratively as a Type 2 decision (see TMC Chapter 18.60)
      - Any exterior repair, reconstruction, cosmetic alterations or improvements to buildings over 10,000 square feet, when the cost exceeds ten percent (10%) of the building's current assessed valuation shall be reviewed administratively as a Type 2 decision (see TMC Chapter 18.60)
      - New residential or mixed use buildings projects with more than 20 dwelling units (total on premises) will be reviewed by the Board of Architectural Review (BAR) as a Type 4 decision (see TMC Chapter 18.60)

b. All other projects meeting the following thresholds for architectural design review shall be evaluated using the corridor based architectural regulations and the design review criteria in TMC Chapter 18.60.050.

(1) Type of Review:

- New construction or exterior expansions between 1,500 and 25,000 square feet shall be reviewed administratively as a Type 2 decision (see TMC Chapter 18.60)
  - Any exterior repair, reconstruction, cosmetic alterations or improvements to buildings over 10,000 square feet, when the cost exceeds ten percent (10%) of the building's current assessed valuation shall be reviewed administratively as a Type 2 decision (see TMC Chapter 18.60)
  - New Construction or exterior expansions greater than 25,000 sf shall be reviewed by the Board of Architectural Review as a Type 4 decision (see TMC Chapter 18.60)

D. See the Applicability section to determine which other Tukwila codes may apply to a specific property.

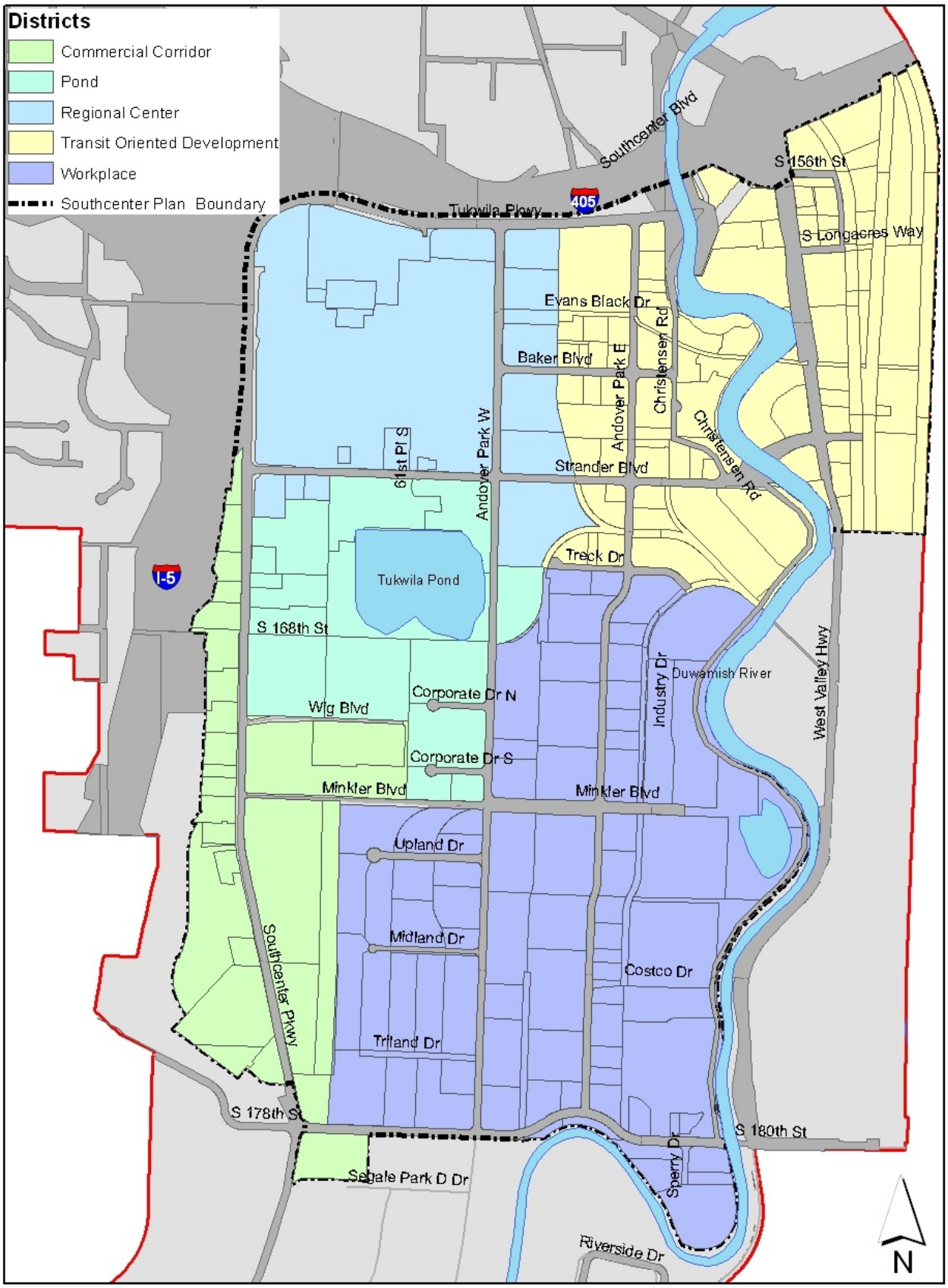


Figure 1 District Map

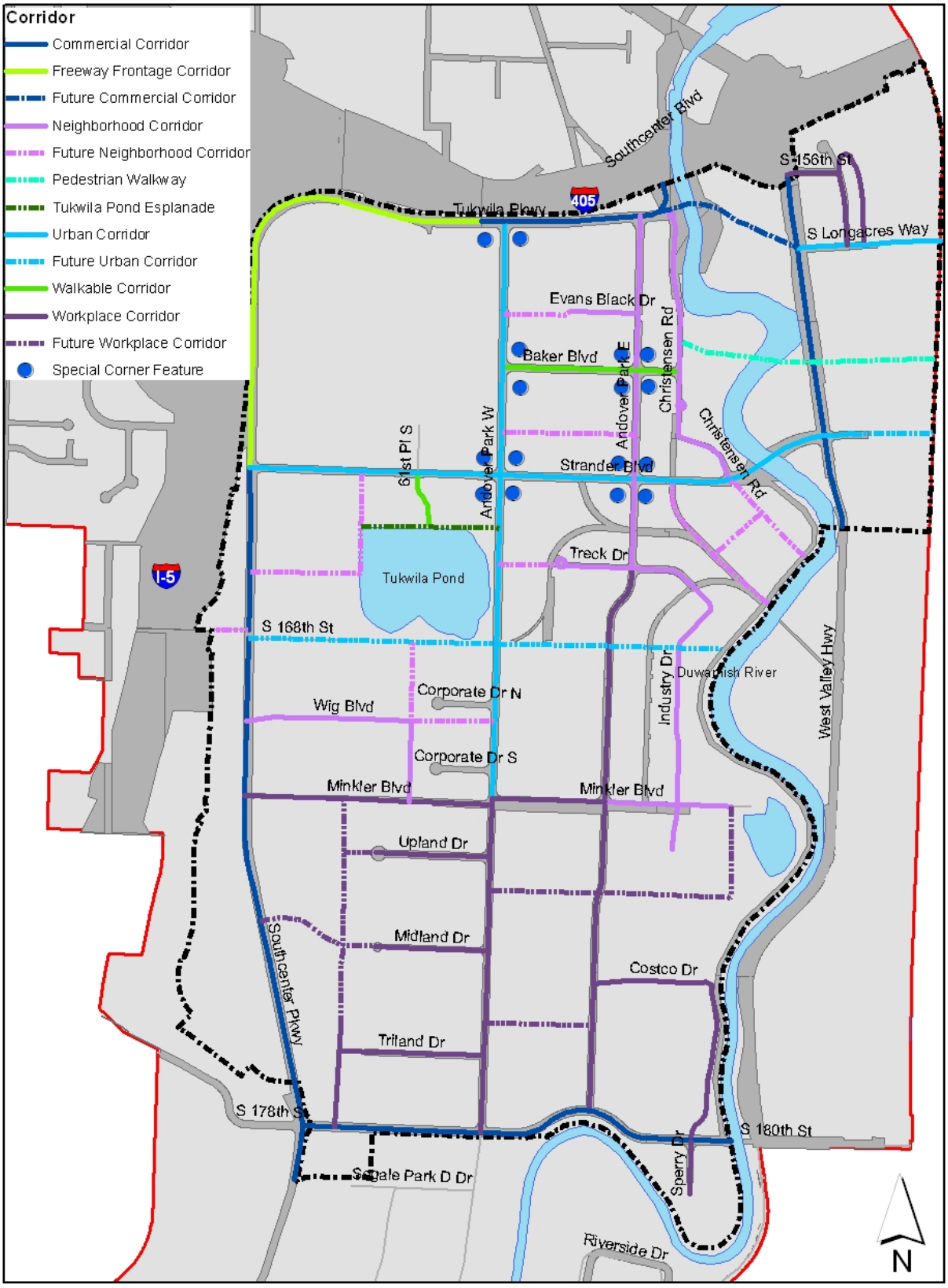


Figure 2 Corridor Map

Table 1 Land Uses Allowed by District

Land Uses Allowed by District	Regional Center	TOD	Pond District	Commer-cial Corr.	Work-place
P = Permitted A = Accessory C = Conditional UUP = Unclassified Use Permit					
Retail [1]					
Animal Kennels and Shelters including doggy daycare				C	C
Athletic or Health Clubs	P	P	P	P	P
Automotive Service and Repair	P[2]			P	P
Banks, Financial, Insurance and Real Estate Services	P	P	P		
Bars, Cocktail Lounges, Nightclubs & Pool Halls	P		P	P	
Brew Pubs, on-site brewing	P		P	P	
Bulk Retail	P			P	P
Business Services (e.g. copying, fax & mailing centers)	P	P	P		P
Drive Through Facilities or Services	P	P[3]		P	P
Electric Vehicle Charging Station Levels 1 and 2	P	P	P	P	P
Electric Vehicle Charging Station Level 3	A	P[3]	A	A	A
Gas Stations including car wash		P[3]		P	P
General Retail	P	P	P	P	P
Laundries, Tailors and Dry Cleaners	P	P	P	P	P
Personal Services (e.g. beauty & barber shops, nail salons, spa, travel agencies)	P	P	P	P	
Recreation Facilities (commercial indoor)	P	P	P	P	P
Recreation Facilities (commercial outdoor)				P	P
Repair Shops (small scale goods: bicycle, appliance, shoe, computer)	P	P	P	P	P
Restaurants with associated cocktail lounges and sidewalk cafes	P	P	P	P	P[6]
Theaters except adult entertainment	P		P	P	
Vehicle Rental and Sales (not requiring a commercial driver's license)	P	P[3]	P[5]	P[5]	P
Veterinary Clinic with temp. indoor boarding and grooming	P	P	P	P	P
Office					
Professional, Outpatient Medical, Dental, Governmental Services and Research	P	P	P	P	P
Medical and Dental Laboratories	P	P	P	P	P
Lodging					
Hotel, Motel, Extended Stay, Bed and Breakfasts	P	P	P		
Civic & Institutional					
Convention & Exhibition Facilities	P	P[3]	P		

Land Uses Allowed by District	Regional Center	TOD	Pond District	Commer-cial Corr.	Work-place
Cultural Facilities including libraries, museums, art galleries, performing arts centers	P	P	P		
Daycare Centers	P	P	P	P	P
Education & Instructional Facilities, public and private including colleges and universities	P	P	P		
Parks, trails, picnic areas, playgrounds and public community centers	P	P	P	P	P
Police and Fire Stations	C	C	C	P	P
Post Office	P	P	P		
Religious Institutions, greater than 750 sf assembly area	C	C	C	C	C
Religious Institutions, less than 750 sf assembly area	P	P	P	P	P
Industrial, Manufacturing and Warehouse					
Cargo Containers subject to 18.50.060					A
Industrial Commercial Services (e.g. etching, film processing, lithography, printing & publishing)					P
Light Industrial: Manufacturing, Processing and Assembling uses that have little potential for creating off-site noise, smoke, dust, vibration or other external impacts or pollution.					P
Outdoor storage of materials to be manufactured or handled as part of a permitted use within the Zone, screened pursuant to TMC 18.52					A
Self-storage Facilities					P
Warehouse storage and wholesale distribution facilities					P
Transportation, Communication & Infrastructure					
Commercial Parking, day use only	P	P	P	P	P
Essential Public Facilities, except those listed separately	UUP	UUP	UUP	UUP	UUP
Intermodal transit stations, Rail transit facilities	UUP	UUP	UUP	UUP	UUP
Internet Data Centers & telephone exchanges					P
Park and Ride Lots	UUP	UUP	UUP	UUP	UUP
Parking Areas	A	A	A	A	A
Public transit facilities and stations (bus)	P	P	P	P	P
Radio, television, microwave or observation stations and towers	C	C	C	C	C
Utility Facilities, aboveground and not in R-O-W	C	C	C	C	P
Utility Facilities, underground or in R-O-W	P	P	P	P	P
Wireless Communication Facilities	P [7]	P [7]	P [7]	P [7]	P [7]
Residential					
Dormitories		A	A		

Land Uses Allowed by District	Regional Center	TOD	Pond District	Commer-cial Corr.	Work-place
Dwelling - multi-family, townhouses, mixed use, senior citizen housing	P	P	P		P [4]
Home Occupation	A	A	A		P [4]
Continuing Care Retirement Community		P	P		

1) Minimum interior height for ground level retail of all types is 18 feet from floor to floor plate. Use conversions in existing buildings are not required to meet this standard.
2) New businesses are limited to locations within the Freeway Frontage Corridor. See additional design standards in the Southcenter Architectural Design Manual.
3) East of the Green River only
4) Only on properties fronting the Green River or Minkler Pond
5) Excludes outside vehicle storage or maintenance
6) 3,500 sf max per use
7) Subject to TMC 18.58

Table 2 District Standards

District Standards	Regional Center	TOD	Pond District	Corridor Comm.	Workplace
18.28.050 Structure Height [1]					
Minimum Height	25 ft fronting Baker Bl.	25 ft fronting Baker Bl.	n/a	n/a	n/a
Maximum Height	85 ft	45 ft	45 ft	45 ft	45 ft
Frontal Improvement Height Incentive	115 ft or 214 ft w/in 300 ft of Tukwila Py & Southcenter Py	70 ft	70 ft, no increase w/in 150 ft of Pond edge	n/a	n/a
Multi-Family Height Incentive	115 ft or 214 ft w/in 300 ft of Tukwila Py & Southcenter Py	70 ft	70 ft, no increase w/in 150 ft of Pond edge	n/a	70 ft River adjacent parcels only
18.28.060 Maximum Block Face Length					
Provision of New Streets	850 ft max[2]	700 ft max	700 ft max	900 ft max	900 ft max
18.28.070 Permitted Corridor Types for New Streets			-	-	
Pedestrian Corridor	-	permitted	permitted	-	
Walkable Corridor	permitted	permitted	-	-	
Neighborhood Corridor	permitted	permitted	permitted	-	Permitted[3]
Urban Corridor			permitted	permitted	permitted
Commercial Corridor				permitted	permitted
Workplace Corridor	-		-	permitted	permitted
Tukwila Pond Esplanade	-		permitted		
Pedestrian Walkway		permitted			
18.28.080 Side and Rear Setbacks					
Side and Rear Yards					
Facades with windows	15 ft	15 ft	15 ft	15 ft	10 ft
Facades without windows	5 ft [4]	5 ft [4]	5 ft [4]	5 ft	5 ft
18.28.090 Side and Rear Landscaping Requirements					
Side and Rear Yards					
Along on-site Facades with windows	5 ft	5 ft	5 ft	5 ft	5 ft
All other yards	0 ft	0 ft	0 ft	5 ft	0 ft

1) Portions of the building that extend above the primary building mass, such as non-habitable space (clock towers, roof-top cupolas, elevator and mechanical equipment enclosures), unenclosed space (roof deck trellises, gazebos), and other special architectural features, shall not exceed the maximum height requirement by more than 20 feet, provided they are set back a minimum of 10 feet from the edge of the roof (see also TMC 18.50.080).
2) Does not apply to Freeway Frontage Corridors
3) Permitted adjacent to residential uses.
4) May be waived as part of design review if Building and Fire Code requirements are met

Walkable Corridor

APPLIED TO:
Existing Streets
Baker Boulevard
New Streets
As indicated on Corridor Type Map

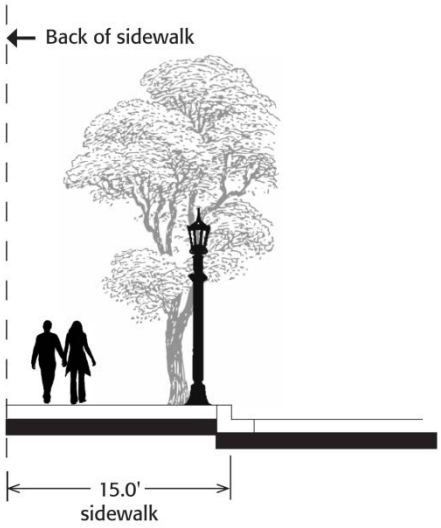
THOROUGHFARE CROSS-SECTION	
Existing street	No change
New street	Public frontage only

PUBLIC FRONTAGE STANDARDS	
Total Required Width	15 ft
Sidewalk Width	15 ft min
Landscaping	Tree grates, a minimum of 36 sf in size located at back of curb face.
Street Tree Spacing	Each block shall be planted with deciduous trees at a maximum distance of 20-30', depending on species.
Street Tree Species	See City Street Tree List
Other Streetscape Landscape Standards	See 18.28.240 General Landscaping
Lighting	
Pedestrian and vehicular-scale decorative street lighting with a maximum spacing consistent with IES recommendations.	

PRIVATE FRONTAGE & BUILDING PLACEMENT	
Building Orientation To Street	
required or not required	required
Frontage Coverage	
Minimum percentage covered	65%
Front Yard Setback	
Maximum from property line	10 ft
On-Site Surface Parking Locations	
Permitted	Side or Rear of building

LANDSCAPING REQUIREMENTS	
Front Yard	
Minimum (waived if Public Frontage Improvements are built to standard)	15 ft of streetscape

Figure 3 Walkable Corridor Standards



Public Frontage

ARCHITECTURAL DESIGN REGULATIONS: Building Façades fronting a Walkable Corridor	
Shopfront Treatment - Ground Floor Commercial Uses	
Shopfront length (vertical articulation)	50 ft max
Articulation increment	30 ft max
Shopfront transparency	80% min
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment (excluding shopfront)	
Length Increment	80 ft max
Ground-Level Transparency Requirement (excluding uses with shopfront treatment)	
Commercial uses	75% min
Other uses	20% min
Applicable to the façade of a building fronting a Pond:	
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment	
Pond façade length increment	60 ft max
Ground-Level Transparency Requirement	
Commercial uses	75% min
Other uses	20% min

Pedestrian Walkway Corridor

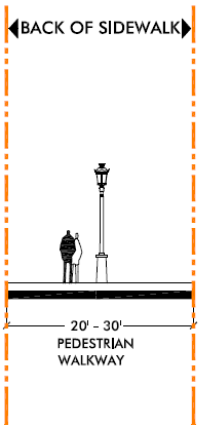
APPLIED TO:
Existing Streets
n/a
New Streets
As indicated on Corridor Type Map

THOROUGHFARE CROSS-SECTION	
Existing street	n/a
New Pedestrian Walkway	See new cross-section

THOROUGHFARE STANDARDS	
Total Required Pedestrian Walkway Width	20 – 30 ft
Landscaping	Tree Grates, a minimum of 36 sf in size located at back of sidewalk, plants in pots, planter boxes.
Tree Spacing	Deciduous trees at a maximum distance of 20-30', depending on species.
Street Tree Species	See City Street Tree List
Lighting	
Pedestrian-scale decorative street lighting with a maximum spacing consistent with IES recommendations.	

PRIVATE FRONTAGE & BUILDING PLACEMENT	
Building Orientation To Pedestrian Walkway	
required or not required	Not required
Front Yard Setback	
Minimum from edge of thoroughfare	0 ft
On-Site Surface Parking Locations	
Permitted	Front, Side or Rear of building

LANDSCAPING REQUIREMENTS
Front Yard
n/a



New Pedestrian Walkway

ARCHITECTURAL DESIGN REGULATIONS: Building Façades fronting a Pedestrian Walkway	
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment	
Length Increment	80 ft max
Ground-Level Transparency Requirement	
Commercial uses	75% min
Other uses	20% min
Applicable to the façade of a building fronting the Green River[1]:	
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment	
Length Increment	60 ft max
Ground-Level Transparency Requirement	
Commercial uses	75% min
Other uses	20% min

Figure 4 Pedestrian Walkway Corridor Standards

[1] Applies to the river-facing façade of a building when the building is located within 200' from the ordinary high water mark of the Green River.

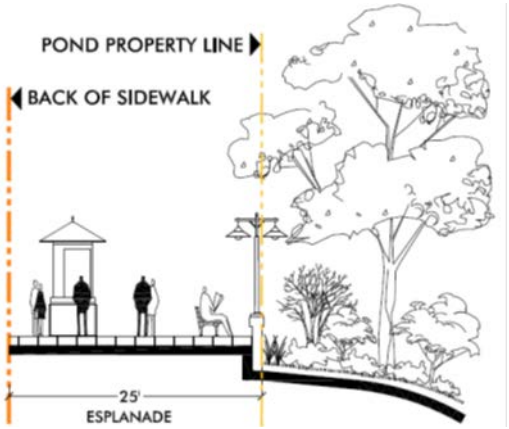
Tukwila Pond Esplanade Corridor

APPLIED TO:
Existing Streets
n/a
New Streets
Tukwila Pond Esplanade[2]- North Edge

THOROUGHFARE CROSS-SECTION	
Existing streets	n/a
New street	See new cross-section

PUBLIC FRONTAGE STANDARDS	
Total Required Esplanade Width	25 ft min
Landscaping	Tree Grates, a minimum of 36 sf in size located at back of esplanade, plants in pots, planter boxes.
Street Tree Species	See City Street Tree List
Other Landscape Standards	See 18.28.240 General Landscaping and 18.28.250 Open Space Regulations
Lighting	
Pedestrian-scale decorative street lighting with a maximum spacing consistent with IES recommendations.	

PRIVATE FRONTAGE & BUILDING PLACEMENT	
Building Orientation To Esplanade	
required or not required	required
Frontage Coverage	
Minimum percentage covered	65%
Front Yard Setback	
Maximum from back of esplanade facing Tukwila Pond	0 ft
On-Site Surface Parking Locations	
Permitted	Rear of building



New Tukwila Pond Esplanade

ARCHITECTURAL DESIGN REGULATIONS: Building Façades Fronting the Esplanade	
Shopfront Treatment – Ground Floor Commercial Uses	
Shopfront length (vertical articulation)	50 ft max
Articulation increment	30 ft max
Shopfront transparency	80% min
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment (excluding shopfront)	
Length Increment	60 ft max
Ground-Level Transparency Requirement (excluding uses with shopfront treatment)	
Commercial uses	75% min
Other uses	20% min

LANDSCAPING REQUIREMENTS
Front Yard
n/a

Figure 5 Tukwila Pond Esplanade Corridor Standards

[2] These standards are not applicable until the City invests in design & construction of the esplanade (in part or in its entirety). In addition, for those properties bordering the esplanade that are already developed with structures and improvements oriented away from the pond and esplanade, the Corridor Standards will be applied only when a complete redevelopment of the property is proposed.

Neighborhood Corridor

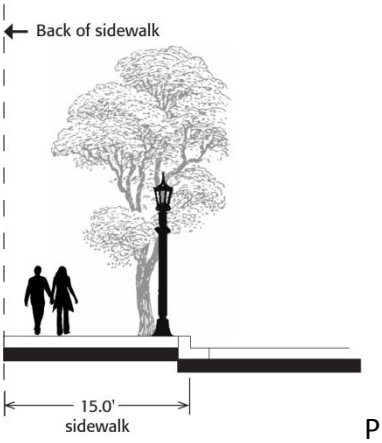
APPLIED TO:
Existing Streets
Andover Park East – Tukwila Pkwy to Trek
Christensen
Trek Drive
Industry Drive
Minkler – Andover Park E. to River
Wig Drive
Bauch Drive
New Streets
As indicated on Corridor Type Map

THOROUGHFARE CROSS-SECTION	
Existing street	No change
New street	See new cross-section

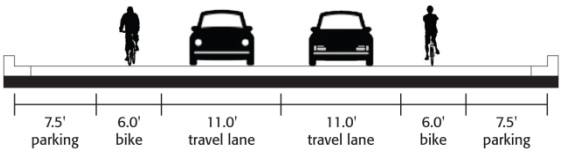
PUBLIC FRONTAGE STANDARDS	
Total Required Width	15 ft
Sidewalk Width	15 ft min; 10 ft on Minkler
Landscaping	Tree grates a minimum of 36 sf in size located at back of curb face. On Minkler, a continuous landscaped strip a minimum of 5 ft wide located at back of curb face.
Street Tree Spacing	Each block shall be planted with deciduous trees at a max distance of 20-30', depending on species.
Street Tree Species	See City Street Tree List
Other Streetscape Landscape Standards	See 18.28.240 General Landscaping
Lighting	
Pedestrian and vehicular-scale decorative street lighting with a maximum spacing consistent with IES recommendations is required.	

PRIVATE FRONTAGE & BUILDING PLACEMENT	
Building Orientation To Streets/Open Spaces	
required or not required	required
Front Yard Setback	
Minimum from property line	15 ft
On-Site Surface Parking Locations	
Permitted	Side or Rear of building. Street Front: 1 double-loaded aisle of parking between building and primary street (maximum 63 ft in width)

Figure 6 Neighborhood Corridor Standards



Public Frontage



New Thoroughfare Cross-section

ARCHITECTURAL DESIGN REGULATIONS : Building Façades fronting a Neighborhood Corridor	
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment	
Length Increment	80 ft max
Ground-Level Transparency Requirement	
Commercial uses	75% min
Other uses	20% min
Applicable to the façade of a building fronting the Green River[3] or a Pond:	
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment	
Pond façade length increment	60 ft max
River façade length increment	80 ft max
Ground-Level Transparency Requirement	
Commercial uses	75% min
Other uses	20% min

LANDSCAPING REQUIREMENTS	
Front Yard	
Minimum (waived if Public Frontage Improvements are built to standard)	15 ft of Streetscape

[3] Applies to the river-facing façade of a building when the building is located within 200′ from the ordinary high water mark of the Green River.

Urban Corridor

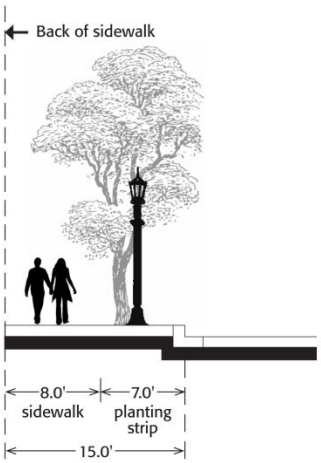
APPLIED TO:
Existing Streets
Andover Park West – Tukwila Pkwy S to Minkler Longacres Way Strander Boulevard
New Streets
As Indicated on Corridor Type Map

THOROUGHFARE CROSS-SECTION	
Existing street	No change
New street	See new cross-section

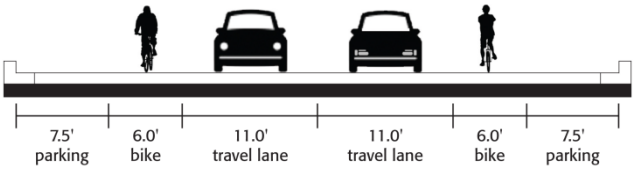
PUBLIC FRONTAGE STANDARDS	
Total Required Width	15 ft
Sidewalk Width	8 ft min
Landscaping	A continuous landscaped strip 7 ft wide located at back of curb on existing streets; tree wells on new streets.
Street Tree Spacing	Each block shall be planted with deciduous trees at a maximum distance of 20-30', depending on species.
Street Tree Species	See City Street Tree List
Other Streetscape Landscape Standards	See 18.28.240 General Landscaping
Lighting	
Pedestrian and vehicular-scale decorative street lighting with a maximum spacing consistent with IES recommendations is required.	

PRIVATE FRONTAGE & BUILDING PLACEMENT	
Building Orientation To Streets/Open Spaces	
required or not required	required
Front Yard Setback	
Minimum from property line	15 ft
On-Site Surface Parking Locations	
Permitted	Side or Rear of building Street Front: 1 double-loaded aisle of parking between building and primary street (max 63 ft in width)

LANDSCAPING REQUIREMENTS	
Front Yard	
Minimum (waived if Public Frontage Improvements are built to standard)	15 ft of Streetscape



Public Frontage



New Thoroughfare Cross-section[4]

ARCHITECTURAL DESIGN REGULATIONS: Building Façades fronting an Urban Corridor	
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment	
Length Increment	100 ft max
Ground-Level Transparency Requirement	
Commercial uses	65% min
Other uses	20% min
Applicable to the façade of a building fronting the Green River [5] or a Pond:	
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment	
Pond façade length increment	60 ft max
River façade length increment	80 ft max
Ground-Level Transparency Requirement	
Commercial uses	75% min
Other uses	20% min

Figure 7 Urban Corridor Standards

[4] New street on south side of Tukwila Pond shall only have on-street parking on the south side of the street.
[5] Applies to the river-facing façade of a building when the building is located within 200' from the ordinary high water mark of the Green River.

Commercial Corridor

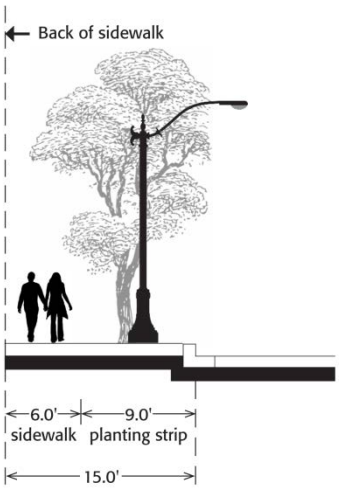
APPLIED TO:
Existing Streets
Tukwila Parkway Southcenter Parkway S. 180th Street West Valley Highway
New Streets
As Indicated on Corridor Type Map

THOROUGHFARE CROSS-SECTION	
Existing street	No change
New street	n/a

PUBLIC FRONTAGE STANDARDS	
Total Required Width	15 ft
Sidewalk Width	6 ft min
Landscaping	A continuous landscaped strip 9 ft wide located at back of curb.
Street Tree Spacing	Each block shall be planted with deciduous trees at a maximum distance of 20-30', depending on species.
Street Tree Species	See City Street Tree List
Other Streetscape Landscape Standards	See 18.28.240 General Landscaping
Lighting	
Vehicular-scale decorative street lighting consistent with a maximum spacing consistent with IES recommendations is required.	

PRIVATE FRONTAGE & BUILDING PLACEMENT	
Building Orientation To Streets/Open Spaces	
required or not required	not required
Front Yard Setback	
Minimum from property line	15 ft
On-Site Surface Parking Locations	
Permitted	Front, side or rear of building

LANDSCAPING REQUIREMENTS	
Front Yard	
Minimum (waived if Public Frontage Improvements are built to standard)	15 ft of Streetscape



Public Frontage

ARCHITECTURAL DESIGN REGULATIONS: Building Façades fronting a Commercial Corridor	
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment	
Length Increment	100 ft min
Ground-Level Transparency Requirement	
Commercial uses	65% min
Other uses	20% min
Applicable to the façade of a building fronting the Green River[6] or a Pond:	
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment	
Pond façade length increment	60 ft max
River façade length increment	80 ft max
Ground-Level Transparency Requirement	
Commercial uses	75% min
Other uses	20% min

Figure 8 Commercial Corridor Standards

[6] Applies to the river-facing façade of a building when the building is located within 200' from the ordinary high water mark of the Green River.

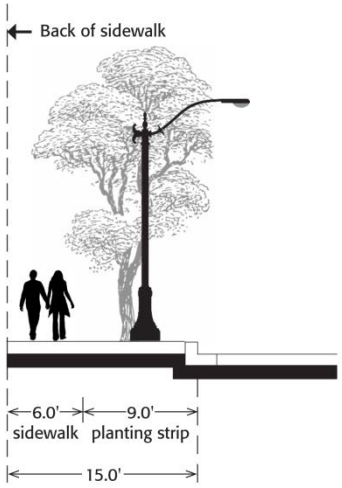
Freeway Frontage Corridor

APPLIED TO:
Existing Streets
Tukwila Parkway (between Southcenter Pkwy and 185’ west of Andover Park West) Southcenter Parkway (between Tukwila Pkwy and Strander Blvd.
New Streets
n/a

THOROUGHFARE CROSS-SECTION	
Existing street	No change
New street	n/a

PUBLIC FRONTAGE STANDARDS	
Total Required Width	15 ft
Sidewalk Width	6 ft min
Landscaping	A continuous landscaped strip 9 ft wide located at back of curb or a combination of curb landscaping and street trees integrated into sidewalk, provided total public frontage meets required width.
Street Tree Spacing	Each block shall be planted with deciduous trees at a maximum distance of 40-50’, depending on species.
Street Tree Species	See City Street Tree List
Other Streetscape Landscape Standards	See 18.28.240 General Landscaping
Lighting	
Vehicular-scale decorative street lighting consistent with a maximum spacing consistent with IES recommendations is required.	

PRIVATE FRONTAGE & BUILDING PLACEMENT	
Building Orientation To Streets/Open Spaces	
required or not required	not required
Front Yard Setback	
Minimum from property line	15 ft
On-Site Surface Parking Locations	
Permitted	Front, side or rear of building



Public Frontage

ARCHITECTURAL DESIGN REGULATIONS: Building Façades fronting a Freeway Frontage Corridor	
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment	
Length Increment	100 ft min
Ground-Level Transparency Requirement[7]	
Commercial uses	20% min

LANDSCAPING REQUIREMENTS	
Front Yard	
Minimum (waived if Public Frontage Improvements are built to standard)	15 ft of Streetscape

Figure 9 Freeway Frontage Corridor Standards

[7] Minimum ground-level transparency requirements do not apply when: 1) the sidewalk grade is 10 feet or more above the finished grade of the structure; or 2) there is another building located directly between the street frontage and the proposed building, screening the view of the proposed building from the street.

Workplace Corridor

APPLIED TO:
Existing Streets
Minkler Blvd – Southcenter Pkwy to APW Costco Drive Upland, Midland & Triland Drive N/S between Costco Drive and S. 180th St. Andover Park West – Minkler to S. 180th St. Andover Park East – Trek to S. 180th St. Sperry Drive
New Streets
As indicated on Corridor Type Map

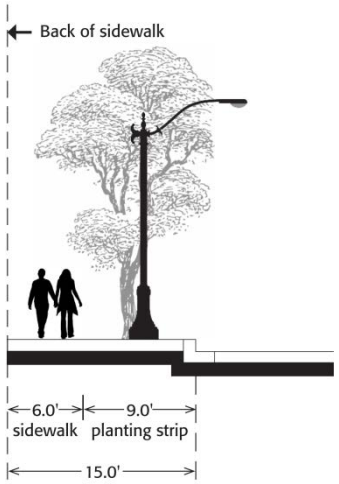
THROUGHFARE CROSS-SECTION	
Existing street	No change
New street	See new cross-section

PUBLIC FRONTAGE STANDARDS	
Total Required Width	15 ft
Sidewalk Width	6 ft min
Landscaping	A continuous landscaped strip 9 ft wide located at back of curb.
Street Tree Spacing	Each block shall be planted with deciduous trees at a maximum distance of 20-30', depending on species.
Street Tree Species	See City Street Tree List
Other Streetscape Landscape Standards	See 18.28.240 General Landscaping
Lighting	
Vehicular-scale street lighting with a maximum spacing consistent with IES recommendations is required.	

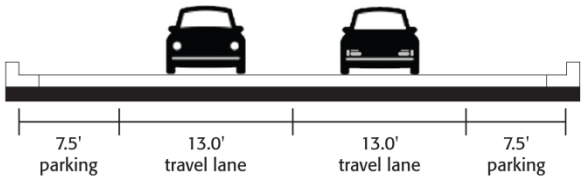
PRIVATE FRONTAGE & BUILDING PLACEMENT	
Building Orientation To Streets/Open Spaces	
required or not required	not required
Front Yard Setback	
Minimum from property line	15 ft
On-Site Surface Parking Locations	
Permitted	Front, side or rear of building

LANDSCAPING REQUIREMENTS	
Front Yard	
Minimum (waived if Public Frontage Improvements are built to standard)	15 ft of streetscape

Figure 10 Workplace Corridor Standards



Public Frontage



New Thoroughfare Cross-section

ARCHITECTURAL DESIGN REGULATIONS: Building Facades fronting a Workplace Corridor	
Horizontal Modulation Increment	
Top	required
Base	not required
Vertical Modulation Increment	
Length Increment	140 ft max
Ground-Level Transparency Requirement	
Warehouse/Light Industrial uses	20% min
Other uses	60% min
Applicable to the façade of a building fronting the Green River[8] or a Pond:	
Horizontal Modulation Increment	
Top	required
Base	required
Vertical Modulation Increment	
Pond façade length increment	60 ft max
River façade length increment	80 ft max
Ground-Level Transparency Requirement	
Commercial uses	75% min
Other uses	20% min

[8] Applies to the river-facing façade of a building when the building is located within 200' from the ordinary high water mark of the Green River.

18.28.030 APPLICABILITY

A. Relationship to other Tukwila Codes

1. The provisions of this chapter apply to properties within the Southcenter Plan Area, shown in Figure 1.

2. The provisions of this chapter shall modify the regulations and other provisions in TMC Title 18 Zoning; provided that the regulations and provisions of the entire Tukwila Municipal Code (TMC) shall apply when not specifically covered by this chapter; and, further, provided that where Title 18 and the goals of the Southcenter Plan and this chapter are found to be in conflict, the provisions of this chapter shall apply unless otherwise noted.

3. Areas within 200 feet of the OHWM of the Green River are subject to the regulations in the Shoreline Overlay at TMC 18.44 which supersede this chapter when in conflict.

4. Areas meeting the definition of sensitive areas or sensitive area buffers are subject to the regulations of Chapter 18.45 Environmentally Sensitive Areas and 18.54 Tree Regulations.

5. Alterations to nonconforming structures, uses, landscape areas or parking lots shall be made in accordance with the standards in TMC Chapter 18.70.

6. Tukwila has adopted local amendments to the International Building and Fire Codes which should be reviewed early in the development process, see TMC Title 16.

7. Boundary line adjustments, lot consolidations, short plats, subdivisions and binding site improvement plans shall be subject to the requirements of TMC Title 17 Subdivision Code.

8. Signs shall be regulated according to Title 19 Sign and Visual Communication Code.

9. Public and private infrastructure must be designed and built in compliance with the standards contained in the current edition of the Tukwila Public Works Department Infrastructure Design and Construction Standards.

10. SEPA – To be added. *Washington State law regarding SEPA Planned Actions has recently changed and staff is exploring other options to a Planned Action.*

B. Intensification of Use

1. Maximum Block Face Length and Public Frontage Improvements are required when an individualized assessment by the DCD Director determines that the improvements are reasonably necessary as a direct result of the transportation impacts of a proposed development.

C. Pad Development, Expansions or Complete Redevelopment

1. Construction of a new pad building on a site with existing development shall meet all requirements

for the structure, and any alterations to non-conforming landscape areas or parking lots shall be made in accordance with the standards in TMC Chapter 18.70.

2. Expansions of existing buildings shall meet all requirements for the new portions of the structure, and any alterations to non-conforming landscape areas or parking lots shall be made in accordance with the standards in TMC Chapter 18.70. If design review is triggered limited modifications to the exterior of the existing portion of the structure may be required to aesthetically unify the structure.

3. Development of a vacant site or complete redevelopment of a site shall require compliance with all of the standards and guidelines in this chapter.

18.28.040 DISTRICTS

A. Five Districts are hereby established within the Tukwila Urban Center in the specific locations and with the specific names indicated in Figure 1 District Map.

B. Districts – Purpose

1. TUC-RC: Regional Center. The area in the vicinity of Westfield Southcenter Mall, with easy access to the new bus Transit Center, is intended to provide an area that will continue to infill and intensify with more retail, services, and entertainment uses southward toward Strander Boulevard and eastward across Andover Park West. Over the long term, infill development on the high-value property of the Mall may continue the transition from surface parking to structured parking, and may be increasingly characterized by mid-rise or high-rise building components built over the retail base.

2. TUC-TOD: Transit Oriented Development (TOD) Neighborhood. The area extending from the bus transit center on Andover Park West, eastward towards the Sounder commuter rail/Amtrak station is intended to provide a more compact and vibrant mix of housing, office, lodging and supportive retail and service uses. Parking will be accommodated by a combination of off- and on-street parking spaces/lots. The overall structure of the TOD Neighborhood will be characterized by moderate development intensities and building heights. A fine-grained network of streets with pedestrian amenities will increase the walkability of the area.

3. TUC-P: Pond District. The northern edge of the Pond District is intended to provide an area of higher density mixed use development over retail, restaurants and services, oriented towards the Pond and a paved waterfront esplanade. Maximum building heights will be lower than in the adjacent Regional Center district, to provide sunlight to and views of the Pond.

4. TUC-CC: Commercial Corridor District. Southcenter Parkway will continue to feature auto-oriented retail and services in a manner similar to the existing patterns of development in that area.

5. TUC-WP: Workplace District. The large southern portion of the Plan Area will continue to provide a wide range of distribution, warehousing, light industrial, “big box” retail, and furniture outlets, with incremental infill by office and other complementary commercial uses. Residential uses may front

the Green River.

C. The scale and pattern of all development shall be governed by the standards and regulations for the applicable District.

18.28.050 STRUCTURE HEIGHT

A. The minimum and maximum height of a structure shall be as specified by District or modified by a special height overlay, see Table 2.

1. Structures oriented to Baker Boulevard shall have an average height at least as high as the minimum listed in the District regulation chart.

2. A Special height overlay modifies the maximum height of structures to establish a special scale in the specified locations.

B. Pond Edge Height Limit

1. Development located within 100 feet of the Tukwila Pond Park is not eligible for incentive height increases.

2. The maximum height in this location shall be as specified by District

C. Public Frontage Improvement Height Incentive

1. As an incentive to provide public frontage improvements and/or new streets that are not otherwise required under this code, allowable structure heights may be increased to the limits specified in District Standards, Table 2, when:

   a. Developers construct public frontage improvements along their parcel frontages on existing streets, constructed to the standards of this Code;

   b. Developers construct new 20 foot wide half streets with one side of public frontage improvements, constructed to the standards of this Code;

   c. The existing sidewalk width and configuration along a parcel's frontage meets or exceeds the public frontage standard and, when averaged, the landscape width and street tree spacing meet the required public frontage standard. Additional sidewalk width may substitute for an equal area of landscaping.

   d. In order to take advantage of this incentive the public frontage improvements must start and stop at property boundaries, intersections or traffic signals and transition safely to neighboring conditions.

2. The public frontage height incentive will be applied proportionally to parcels with more than one frontage based on the following:

(1) Each frontage will be evaluated separately based on its Corridor Type's public frontage standards.

(2) The height bonus will be applied to a percentage of the total building footprint(s) on site based on the percentage of the parcel's total public frontage that, when averaged, meets the public frontage standard. For example, when averaged, if one of a parcel's two frontages meets the corridor's public frontage standard then 50% of the total building footprint on site is eligible for the height incentive.

3. The maximum height in these locations shall be as specified by District.

D. Multi-Family Height Incentive

1. As an incentive to construct residential dwelling units, allowable structure heights may be increased to the limits specified in District Standards, Table 2.

2. Structures may be completely residential or mixed use with residential uses comprising at least half of the occupied floor area of the building.

18.28.060 MAXIMUM BLOCK FACE LENGTH

A. Definition

1. Block Face length is a measure of a length of a block, in feet, from curb face to curb face of two intersecting and publicly accessible streets (public or private).

B. Regulation

1. Development sites (properties or assemblages of contiguous properties) with a block face that exceeds the specified Maximum Block Face length standard must construct new publicly accessible streets in locations that result in the creation of city blocks that do not exceed the Maximum Block Face length for that District.

2. For the purposes of determining Block Face length, alleys are considered as part of the interior of a block. For development sites bounded by rivers or ponds, property lines along the adjacent water body and pedestrian ways providing waterfront access may qualify as defining the edge of a block. In no other case shall pedestrian ways qualify as defining the edge of a block.

3. New streets must be designed, configured, and located in accordance with Section 18.28.120 New Streets.

18.28.070 PERMITTED CORRIDOR TYPES FOR NEW STREETS

New streets built to satisfy Maximum Block Face Requirements or built voluntarily by a developer that are not shown on the Corridor Map, Figure 2, shall be built as one of the Corridor Types permitted in District Standards, Table 2. See 18.28.120 New Streets for more details.

18.28.080 SIDE AND REAR SETBACKS

A. The depth of side and rear setbacks shall be as specified by Table 2 District Standards.

B. Front yard setbacks are specified by Corridor.

18.28.090 SIDE AND REAR YARD LANDSCAPING REQUIREMENTS

A. The width of side and rear yard landscaping shall be as specified by the District Standards, Table 2.

B. Front yard landscaping is specified by the Corridor Charts, Figures 3-10.

18.28.100 CORRIDORS

A. A Corridor consists of the following elements (see Figure 11. Corridor Definition of Terms):

1. Street – comprised of the Thoroughfare and Public Frontage

    a. Thoroughfare – includes the moving and parking lanes from curb face to curb face.

    b. Public Frontage - the portion of a property between the curb face and back-of-sidewalk, including the sidewalk and any sidewalk landscaped areas. Public frontage is also associated with pedestrian walkways and open spaces, such as Tukwila Pond or the Green River.

2. Private Frontage – the portion of a property between the back-of-sidewalk and the primary building façade along the street, pedestrian walkway or open space, and portions of all primary building façades up to the top of the first or second floor, including building entrances, located along and oriented toward the street, pedestrian walkway or open space.

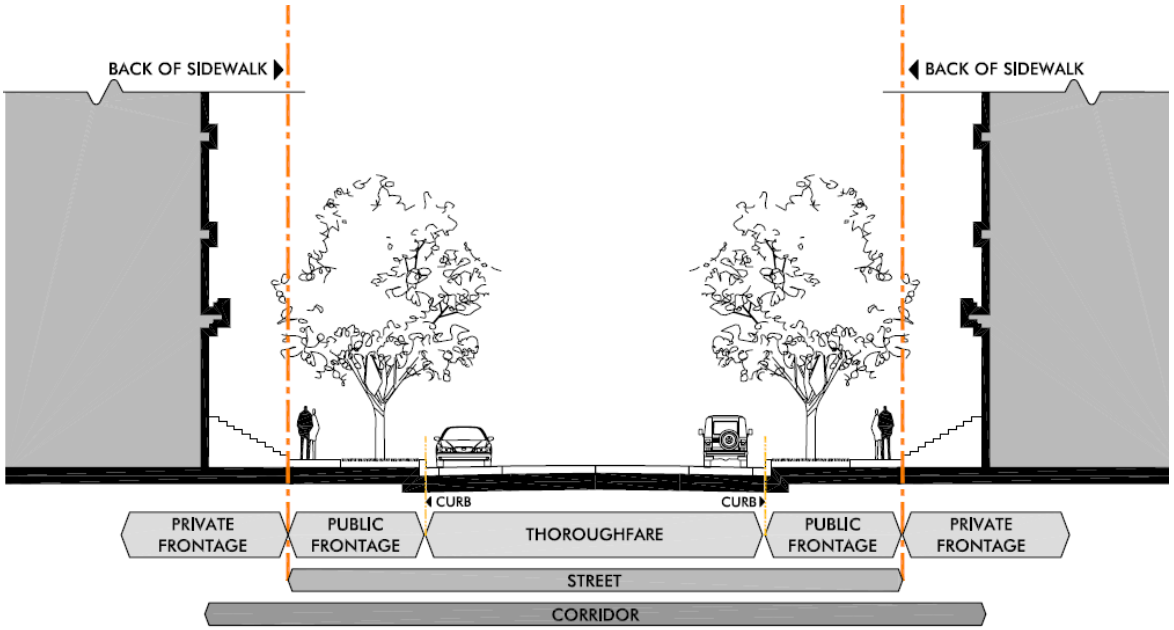


Figure 11 Corridor Definition of Terms

B. Eight Corridor Types are hereby established in the specific locations and with the specific names indicated in Figure 2 Corridor Map.

1. Walkable Corridors. To provide and support a high quality pedestrian realm for shopping and strolling along active retail, eating and entertainment uses, with buildings pulled up to the street and parking located to the side or rear, on Southcenter's primary streets connecting the Mall, Tukwila Pond, the Transit Center, and the Sounder Longacres commuter rail/Amtrak Station. Sidewalks associated with these Corridors should be wide and unobstructed to provide ample room for pedestrians to walk, and, where appropriate, to encourage activities including outdoor dining, locations for kiosks, food carts, and flower stalls.

2. Pedestrian Walkways. The design and location of this corridor is intended to supplement the existing and future street network with non-motorized pathways, support and foster an alternative mode of travel to motorized vehicles within the area, and provide a safe, pleasant, and direct route for pedestrians between significant activity areas (such as the Sounder Commuter Rail/Amtrak Station and Baker Boulevard, and the Mall and Tukwila Transit Center with Tukwila Pond Park). Pedestrian Walkways should be wide with amenities such as trees, planters, benches and other street furniture. Buildings should be pulled up to the edge of the corridor and designed to be pedestrian-friendly. Where appropriate, encourage uses such as kiosks, viewing areas, food carts and flower stalls along this corridor. Walkways will be well-lit to create a safe night-time environment.

3. Tukwila Pond Esplanade. To provide a public esplanade environment along the northern edge of Tukwila Pond Park, that functions as a focal point and central gathering spot for the urban center, suitable for shopping or strolling. The esplanade is intended to be integrated with adjoining retail and restaurant activities, providing an active waterside promenade to augment the shopping,

eating and other uses in the vicinity.

4. Neighborhood Corridors. To provide an intimately-scaled pedestrian environment within northern Southcenter's higher density mixed-use neighborhoods, in a "complete streets" setting with on-street parking and bicycles sharing the roadway with vehicles.

5. Urban Corridors. To provide safe and supportive pedestrian facilities and an attractive streetscape along the crossroads in the urban center that provide greater capacity for transit and auto traffic.

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

7. Freeway Frontage Corridors. To provide safe and supportive pedestrian facilities along heavily travelled parkways oriented towards both the area's freeways and Westfield Southcenter Mall.

8. Workplace Corridors. 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.

18.28.110 CORRIDOR REGULATIONS

A. This section contains Regulations and Guidelines for the provision, design, and configuration of new and existing streets and adjacent public and private frontage to ensure that these components of a Corridor support the type of development desired within each district, enhance the connectivity of the street network, create safe and attractive streetscape environments, encourage walking, and provide sufficient capacity and proper accessibility and circulation as the area intensifies.

B. The form of all development along a street, primary open space, or water body shall be governed by the standards and regulations of the applicable Corridor Type. Corridor Type establishes the following:

1. For Existing Streets: A specific configuration of the Public Frontage;

2. For New Streets: A specific configuration for the Thoroughfare and for Public Frontage;

3. For Existing and New Streets: Specific Private Frontage requirements; and

4. For projects which trigger Architectural Design Review: Architectural Design Regulations.

C. Modifications

An applicant may propose modifications to the Corridor standards. Modifications must be approved by the DCD Director as a Type 2 decision. The applicant must show that the modified Corridor design:

1. satisfies the urban design goals as stated in each Corridor Type's Purpose, requirements, and description;

2. is designed to transition safely to the existing conditions at either end; and

3. enhances the streetscape of the site and adjacent development.

18.28.120 NEW STREETS

A. Purpose

1. New street regulations ensure the creation of an appropriate sized network of blocks, streets and pedestrian paths that will support the envisioned future development.

B. Regulations

1. New streets shall be required when an individualized assessment by the DCD Director determines that the improvements are reasonably necessary as a direct result of the proposed development. New streets may also be provided voluntarily by a developer, or constructed by the City.

2. All New Streets

   a. New streets shall be designed based on their Corridor Type.

   b. New street locations must meet safety and spacing requirements, as approved by the Public Works Director.

   c. New streets may be publicly or privately owned and maintained, as approved by the Public Works Director.

   d. New streets shall connect with existing streets and be configured to allow for future extension whenever possible.

   e. Permanent dead ends shall not be permitted, unless the new street dead ends at a public access point to the Green River.

   f. In order to maintain the accessibility provided by the block structure of the urban center, existing public streets or alleys may not be closed permanently unless the closure is part of the provision of a network of new streets that satisfy all street regulations.

   g. New alleys and passageways do not satisfy street provision requirements.

   h. New streets are encouraged to be located along side property lines. These new streets may require coordination with neighboring property owners in order to maximize the continuity of the new street network.

   i. As part of new street construction or sidewalk improvements, landscaped areas within the

street right-of-way should be designed to be functional stormwater treatment facilities where appropriate.

18.28.130 PUBLIC FRONTAGE

A. Regulations

1. Public Frontage standards establish a specific configuration of improvements that match the configuration and design of new and existing thoroughfares.

2. Installation of new Public Frontage improvements, if required by 18.28.030.B or constructed voluntarily, shall be as specified by the Corridor Type's Public Frontage Standards along all parcel frontages, except where the public frontage area already contains the required features.

3. In instances where existing public frontage areas already contain features that are sufficiently similar to those required in the Plan, all or part of the required Public Frontage requirements may be waived by the DCD Director.

4. In instances where new streets are required or constructed voluntarily – that is, in instances where there are no existing public frontage conditions – the public frontage shall be configured as specified by the Corridor Type's Public Frontage Standards, see Figures 3-10.

5. The exact location of the new back-of-sidewalk may or may not coincide with the front property line. As a result, newly installed Public Frontage improvements may be partially located on private property.

6. Along Tukwila Pond, all public frontage improvements are measured from the pond property line.

7. Each block shall have no more than 40% of the same species of large, open-habit deciduous trees. To provide optimum canopy cover for the streetscape, each block shall be planted with deciduous trees at a maximum spacing of 30 feet on center. Spacing shall be a function of mature crown spread, and may vary widely between species or cultivars. The trees shall have a minimum branching width of 8 feet within 5 years and when mature shall be large broad canopy species selected from the City's recommended Street Tree List established for each corridor.

8. Pedestrian-scale decorative street lighting shall be installed with a maximum spacing consistent with recommendations of the Illuminating Engineering Society of America (IES). The light source shall be located 12 to 14 feet above finished grade. Where vehicular lights are needed, vehicular lighting should be located 20 to 25 feet above finished grade.

9. Where appropriate, special paving patterns should be used to emphasize the pedestrian realm within the public frontage.The sidewalk shall include a 1 foot wide paved auto passenger landing located along the curb where on street parking is present.

10. Street furnishings such as benches and trash receptacles shall be provided where appropriate.

B. Exceptions

1. In instances where installation of required public frontage improvements as part of on-site construction are found to be impractical - for example in instances where the private frontage is particularly narrow or fragmented, the property owner may pay an in-lieu fee covering the construction cost to install the required public frontage improvements when they can be combined with those on adjacent properties or as part of a city-sponsored street improvement program with the approval of the DCD Director.

2. When public frontage improvements are triggered by development on a portion of a larger site and the cost of the public frontage improvements is disproportionate to the triggering work, the DCD Director will determine the degree of compliance.

18.28.140 BUILDING ORIENTATION TO STREET/OPEN SPACE

A. Regulation

1. A building is oriented to a street or open space if the building:

   a. Has a primary public entrance which opens directly on to or facing that street or open space; and

   b. Incorporates architectural elements and details that are visually interesting, attractive and scaled to the pedestrian on the building façade facing the street or open space.

2. Where Building Orientation to Streets/Open Spaces is required, all buildings shall be located along and oriented towards new or existing street(s) or public open spaces, excluding alleys.

3. Parking structures, garages, and accessory buildings are permitted and encouraged to be located along alleys in lieu of streets or open spaces.

4. Building Orientation is required or not required, as specified by Corridor Type.

B. Corner Parcels

1. New buildings located at the intersection of two Corridors where Building Orientation is required shall have an entrance(s) oriented towards at least one Corridor to be determined by the developer.

18.28.150 FRONTAGE COVERAGE

A. Regulations

1. Frontage coverage is the percentage of the length of the street frontage that is occupied by a primary building façade(s) excluding any side yard setbacks.

2. Minimum Frontage Coverage percentages are required by the Walkable Corridor and Tukwila Pond Esplanade Corridor Types (see Frontage Coverage in Figures 3 and 5).

3. Where required, all new development shall include buildings sited such that Minimum Frontage Coverage requirements are met.

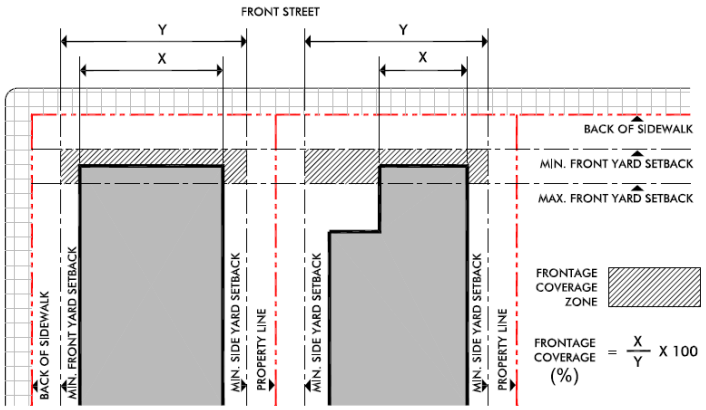


Figure 12 Frontage Coverage

B. Exceptions

1. In order to provide vehicular access to parking areas in the interior or at the rear of a parcel if no other access is available, vehicular breezeways may count toward frontage coverage requirements:

   a. A vehicular breezeway is a covered driveway penetrating the building.

   b. The width of a vehicular breezeway shall not exceed the width of the curb cut plus the width of an adjacent pedestrian sidewalk.

2. In order to connect the public sidewalk with active open spaces, courtyards, parking areas, and alleys in the interior or at the rear of a parcel, pedestrian breezeways may count toward frontage coverage requirements:

   a. A pedestrian breezeway is covered walkway penetrating the building for pedestrian use only.

   b. The width of a breezeway shall not exceed 15 feet.

Figure 13 Example of pedestrian breezeway

18.28.160 FRONT YARD

A. Setback

1. The minimum required front yard setback shall be as specified in the applicable Corridor Type Chart, see Figures 3-10.

B. Landscaping

1. The minimum required landscaping shall be as specified in the applicable Corridor Type Chart.

2. Front yard landscaping requirements shall be waived if the public frontage improvements are built to the required standard.

18.28.170 ON-SITE SURFACE PARKING LOCATION

A. Permitted locations

1. The permitted on-site surface parking locations on a parcel shall be as specified in the applicable Corridor Type Chart. See 18.28.260 for additional parking regulations.

B. On Site Parking Types

Parking areas shall be designed as one of the Parking Types defined in this section. A property's permitted parking types shall be as specified by Corridor Type. For all parking types, parking shall be connected with the street by a driveway as stated under Vehicular Access in Section 18.28.260.C.

1. Surface Lot - Front

   a. Definition: A parking lot that is located between a building and the primary street fronting a development.

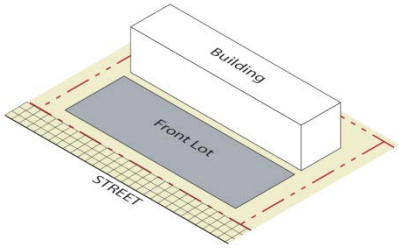


Figure 14 Surface Parking - Front

2. Street Front Parking

   a. This regulates the width of parking area allowed between a building and the closest street.

   b. For new construction the maximum width of street front parking is regulated by corridor type, see Figures 3-10.

   c. This standard does not apply when adding on to an existing building, constructing a parking garage or where there is an existing structure at least as wide as the proposed structure between the new construction and the closest street.

   d. For buildings with complex shapes the section of the building meeting the criteria must be at least 80 percent of the overall width of the building, measured parallel to the primary street.

Figure 15 Street Front Parking Examples

C. Surface Lot - Side

1. Definition: A parking lot that is located in part or entirely along the side of a building, in a side yard, and fully or partially extends toward, but does not encroach into, the Front Yard Setback area. Parking located between a building and a side property line which is directly visible from a street.

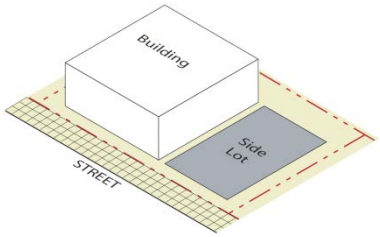


Figure 16 Surface Parking – Side

D. Surface Lot - Rear

1. Definition: A parking lot where a building(s) is located between the entire parking lot and the street so that it is not directly visible from a street. A rear parking lot does not extend beyond the rear wall of the primary building into any side yard setback, except where driveway access is provided.

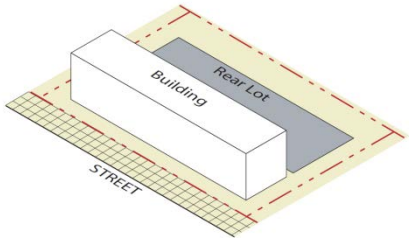


Figure 17 Surface Parking – Rear

E. Parking Structure

1. Parking structures may stand alone or be integrated into a building.

2. Parking structures are permitted in all Districts.

18.28.180 BUILDING MODULATION STANDARDS AND GUIDELINES

A. Definitions

1. Building Modulation regulations control the minimum required articulation of a building's height and length, and are determined by Corridor Type as shown in the Corridor Type Charts, see Figures 3-10.

2. A building's elevations are identified as the following based on what they face:

a. Street Façade. The plane of a façade that fronts upon a street, extending from the ground up to the street façade eave line.

b. Pond or River Façade. The plane of a façade that fronts upon the Green River or Tukwila Pond, extending from the ground up to the pond or river facade eave line.

c. Side Façade. The plane of a façade that fronts upon a side yard or side property line, extending from the ground up to the side wall eave line.

d. Rear Façade**.** The plane of a façade that fronts upon a rear yard, rear property line, or alley, extending from the ground up to the rear wall eave line.

B. Horizontal Modulation Regulations

1. Intent

a. Ensure that all new or renovated buildings subject to design review have a well-formed "base" and a "top." A building base provides form and definition to the pedestrian-scale public room of its adjacent street or open spaces. A building's top or cap contributes to a distinctive skyline and overall massing of the Southcenter district, whether seen immediately looking up from the street below or at a distance from another part of the city.

2. Street, Pond, & River Façade Horizontal Modulation Elements - Requirements

The requirements that follow outline minimal measures to compose the vertical mass of building façades. The application of architectural elements and architectural style such as (but not limited to) those outlined in the Southcenter Architectural Design Manual, are strongly recommended to create well-integrated and attractive architecture.

a. Base Element:

(1) As conceptually depicted in the accompanying diagram (Figure 18), where required by the Corridor Type, a horizontal articulation of street, pond, or river façades shall be applied within the first floor (or in the case of buildings above four stories, optionally within the second floor as well), to form a horizontal "base" of the façade at the building scale. A secondary lower base treatment shall be provided at the pedestrian scale (i.e. within the height of the ground floor, relating to the height of the human body). These treatments strongly define the pedestrian-scale space of the street, pond, or riverfront and shall be well-integrated into the overall façade composition. See the Southcenter Architectural Design Manual for additional guidelines outlining recommended Building Base design.

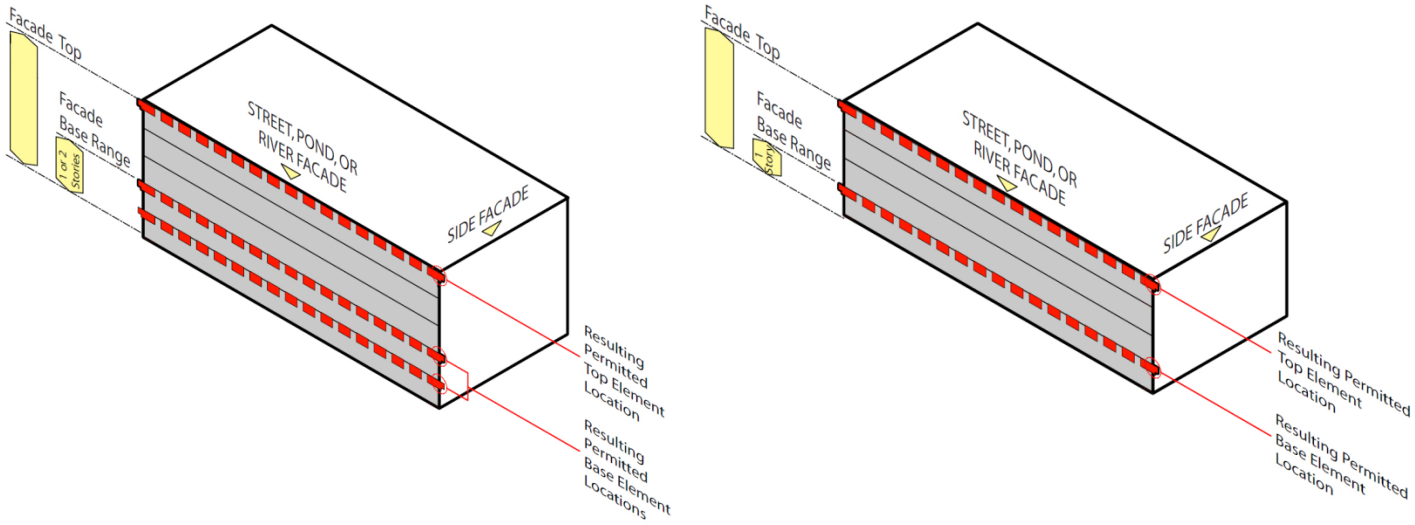


Figure 18 Horizontal Modulation – Façade Base and Top Elements

b. Top Element:

(1) Where required by the Corridor Type, a substantial horizontal articulation of street and river façades shall be applied at the top of the uppermost floor of the façade, to result in a termination of the façade that provides an attractive façade skyline and a completion of the upper façade composition. This "cap" shall be architecturally integrated with any sloping roof volume (if used) that occurs above the eave line.

c. Fabric awnings are not counted towards a required horizontal modulation element.

3. Side and Rear Façade Horizontal Modulation Elements - Requirements for New Construction

a. Horizontal Modulation requirements for Side and Rear Façades are the same as those for Street, Pond, or River Façades where building wall to building wall clearance is more than 10 feet or where the side or rear wall faces upon a public open space or active open space such as a plaza or courtyard.

b. Flush Treatments Permitted

(1) The minimum requirement for Horizontal Modulation Elements may be satisfied by flush wall treatments where building wall to building wall clearance is more than five feet and no greater than 10 feet.

(2) Flush wall treatments shall consist of one or more of the following elements which are consistent with the design elements used on the street, pond, or river façade(s) of the building:

(i) Integral color change between increment of base and portion of wall above, and/or

between increment of top element and portion of wall below.

(ii) Horizontal score lines matching top, bottom, and/or other lines of street, pond, or river façade horizontal articulation.

(iii) Horizontal façade recess(es) matching top, bottom, and/or other lines of street, pond, or river façade modulation elements.

c. No Side or Rear Façade Horizontal Modulation is required where building wall to building wall clearance is five feet or smaller.

4. Horizontal Modulation Elements – Guidelines

a. The following are examples of top element types that may be used to satisfy the required street façade horizontal modulation requirement:

(1) Cornice

A Cornice may be applied as the top of street façade or a building base as a built-up material articulation that steps forward from the façade plane into the right-of-way or required setback. This step provides a significant opportunity for shadow lines and façade delineation; to this end, a minimum of three cornice "steps" or layers should be used. This element can be used on a façade independently or can be located atop a series of pilasters which are placed at regular intervals (usually to dictate bay width).

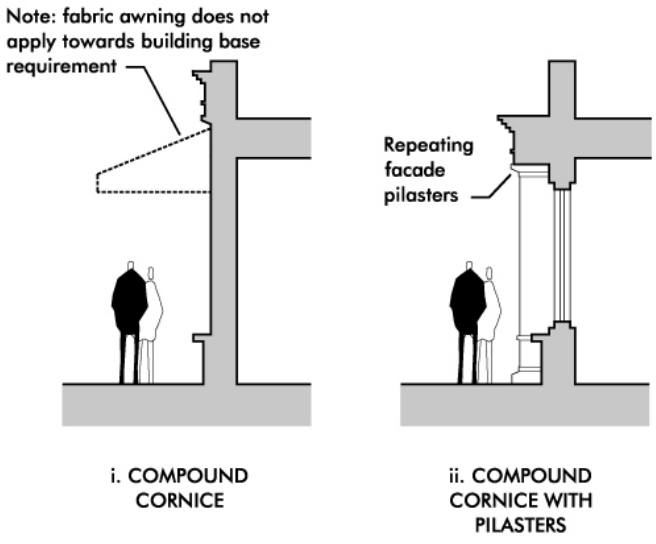


Figure 19 Cornices

(2) Canopy

A Canopy element serves as an intermediate or final horizontal modulation element or "lid" at a ground floor façade, or as a street façade cap. Its purpose is to provide shade or cover for pedestrians or sidewalk dining and/or to establish a strong horizontal massing element and "shadowline" in the façade. It can be a continuous horizontal element, a series of repeated elements (typically above shopfront windows), or a single "feature" element occurring at a structure's main or secondary entrance. A canopy and its related building components should be constructed of an accent building material (such as metal, tempered glass, or roof material used elsewhere on building) that is compatible with the primary building material.

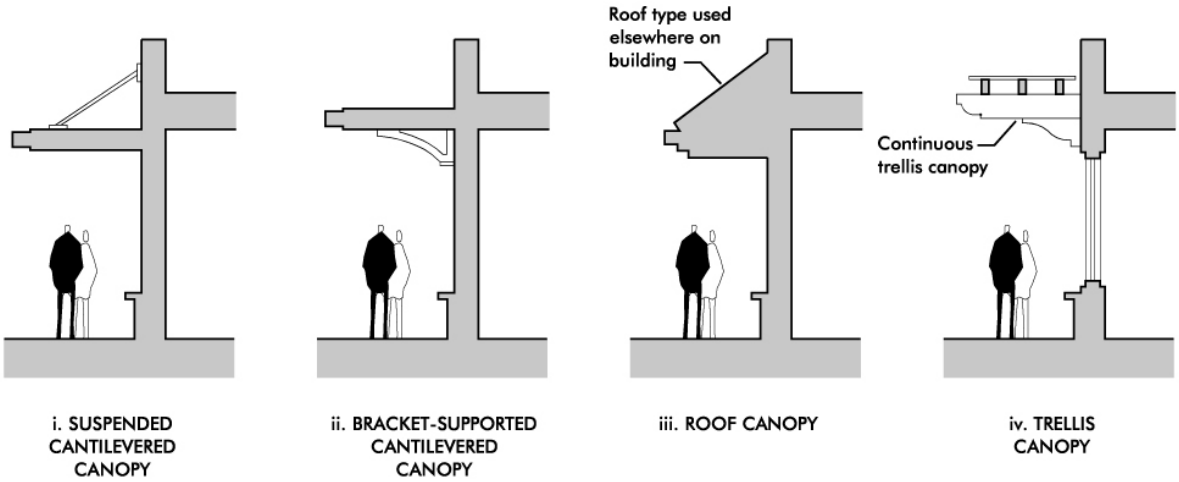


Figure 20 Canopies

(3) Shaped Parapet

A Shaped Parapet is the freestanding upper extension of the street façade extending above the point where the roof intersects behind it. A Shaped Parapet provides visual completion to the top of a building façade and develops a distinct and recognizable skyline for the building. The form of a Shaped Parapet may be unrelated to the roof form behind it. In many cases, the form of a shaped parapet has traditionally been symmetrical. Generally, Shaped Parapets and their related components should be constructed of the primary wall cladding (such as brick, stone, or stucco) or an accent building material (such as wood or metal) that is compatible with the façade composition.

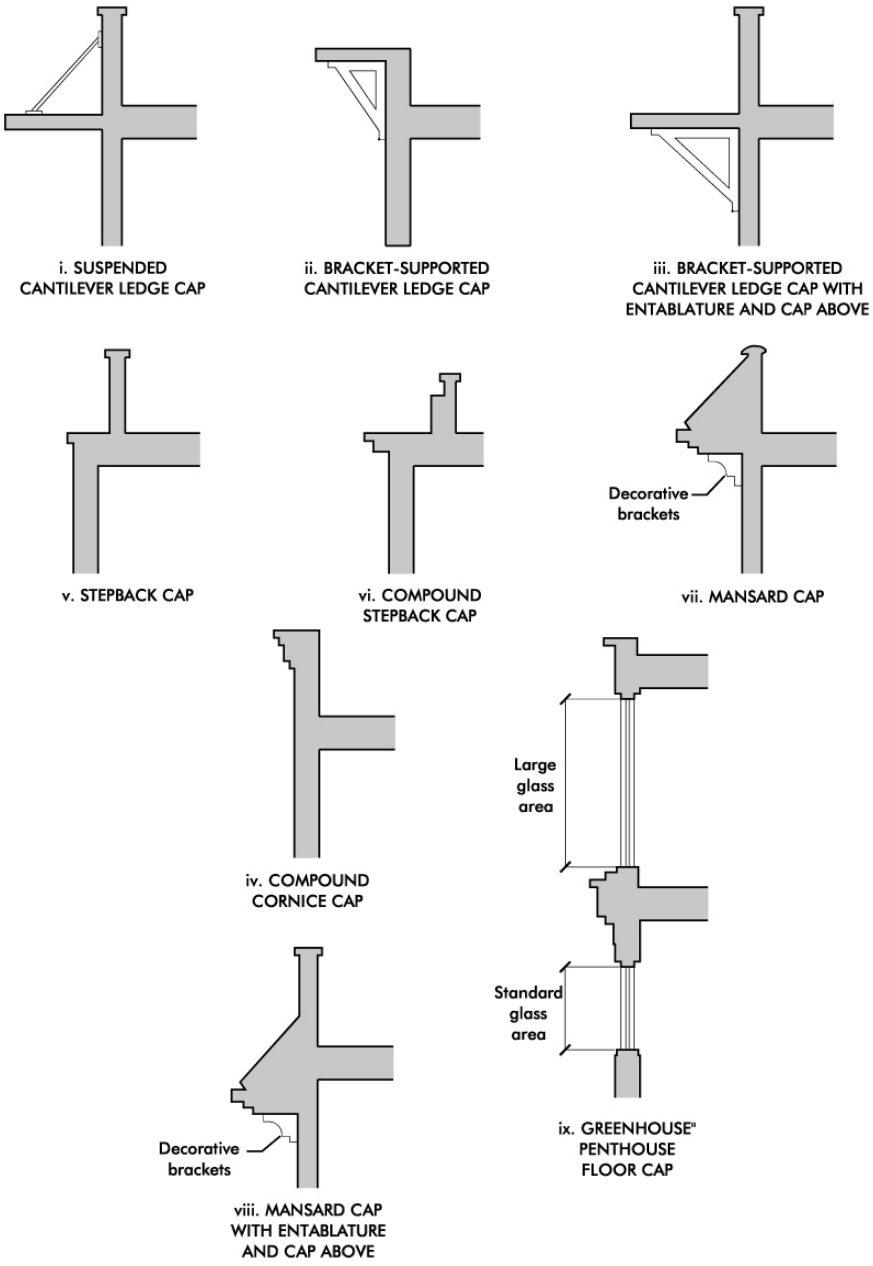


Figure 21 Shaped Parapets

(4) Façade Offset

A Façade Offset is a horizontal plane break where a portion of the façade steps back a sufficient distance in order to break the building into smaller volumes. Generally, a Façade Offset (recess line) applies a Cornice, Canopy, or Shaped Parapet along the edge of the offset to add visual interest and appropriately define the resulting building volume.

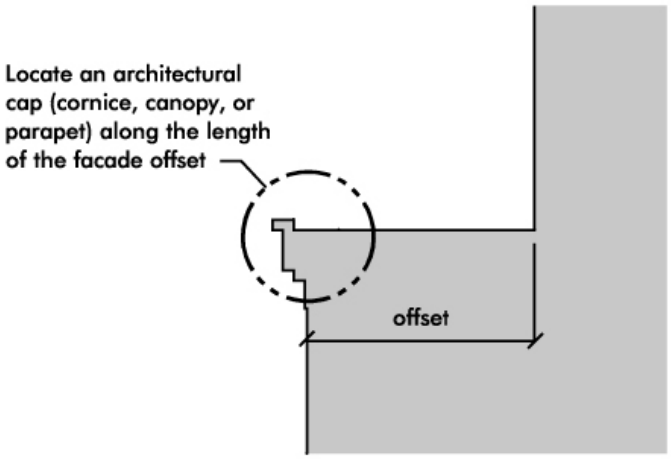


Figure 22 Façade Offset

C. Vertical Modulation Regulations

1. Intent

The objective of this section is to provide minimal requirements to ensure that the length of any new or renovated Street, Pond, or River building façade in the Plan Area subject to design review maintains the desired human scale and urban character appropriate for the Southcenter area. Vertical Modulation Increment - Requirements

2. The requirements that follow are minimum standards. While there are no specific requirements for side or rear façades they should continue the design vocabulary used on the other sides of the building. Further building articulation as outlined in the Southcenter Architectural Design Manual is strongly recommended to create well integrated and attractive architecture.

   a. The maximum Street, Pond and River Façade Vertical Modulation increment shall be as specified by Corridor Type. When a notch or pilaster/pier is used for the massing element, measurement of the horizontal increment shall be from centerline to centerline of elements.

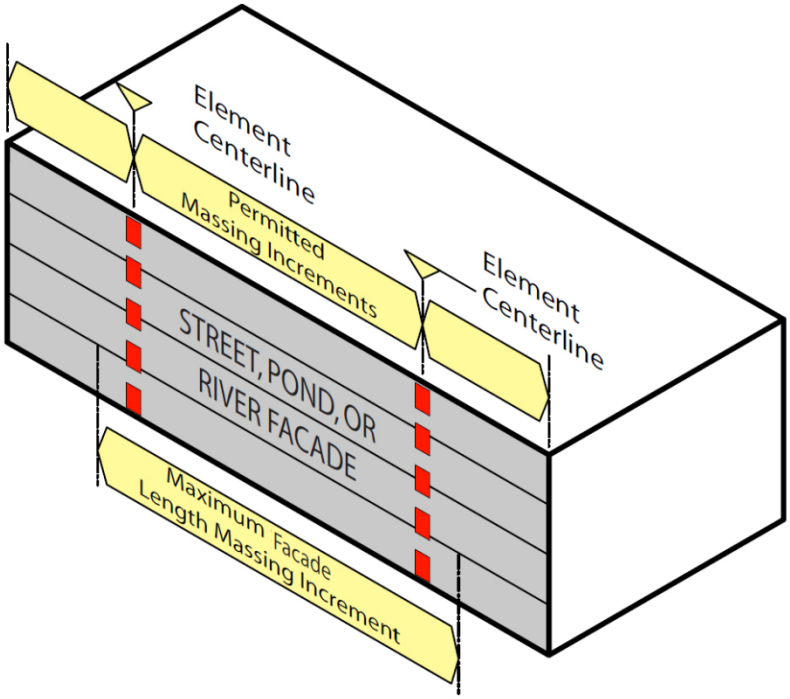


Figure 23 Vertical Modulation

3. Vertical Modulation Elements - Types

   The following are permitted Vertical Modulation Element types. All permitted element types may be used either alone or in combination with any other permitted element type to satisfy the Street, Pond, or River façade Length Increment requirement.

   a. Façade Offset

      (1) The horizontal depth of a façade offset shall be a minimum of five percent of the width of the largest adjacent horizontal façade segment. If building materials are used to create a contrast in color and texture between the wall segments the depth may be reduced to 3 percent of the width of the largest adjacent horizontal façade segment (see Figure 24).

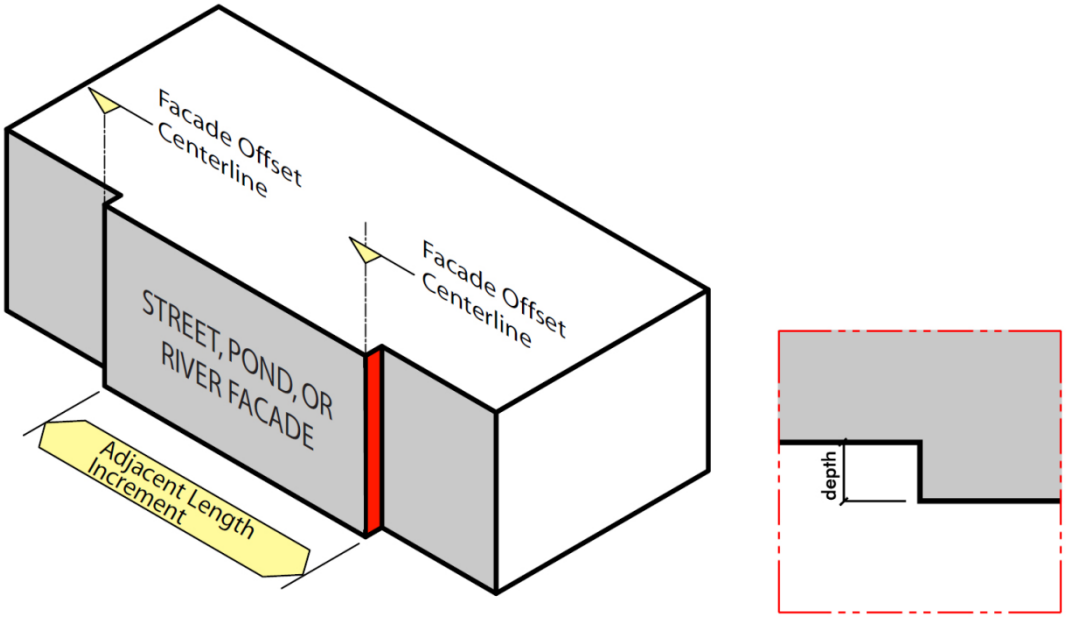


Figure 24 Façade Offset

b. Pilaster/Pier

The horizontal width of a protruding pilaster or pier shall be a minimum of five percent of the width of the largest adjacent horizontal façade segment. The setback of wall surface from the face of the pilaster or pier shall be a minimum of 1/4 of the pier width (see Figure 25). Pilasters/Piers shall not protrude into the public right-of-way.

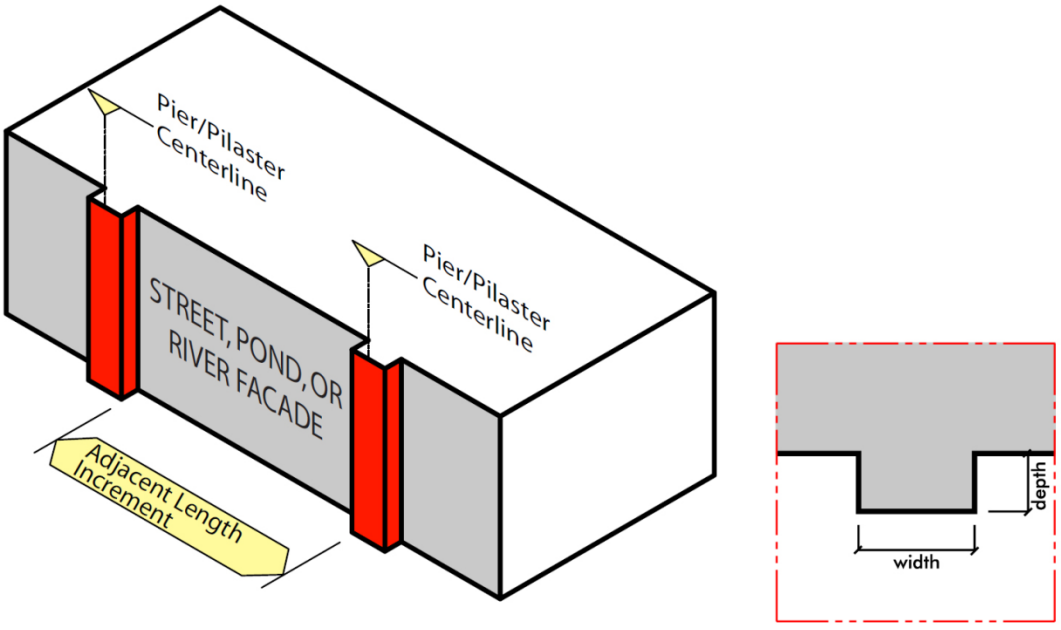


Figure 25 Pilaster/Pier

c. Notch

The width of a façade notch shall be a minimum of five percent of the width of the largest adjacent horizontal façade segment. The depth of the notch shall be at least 1/4 of the notch width.

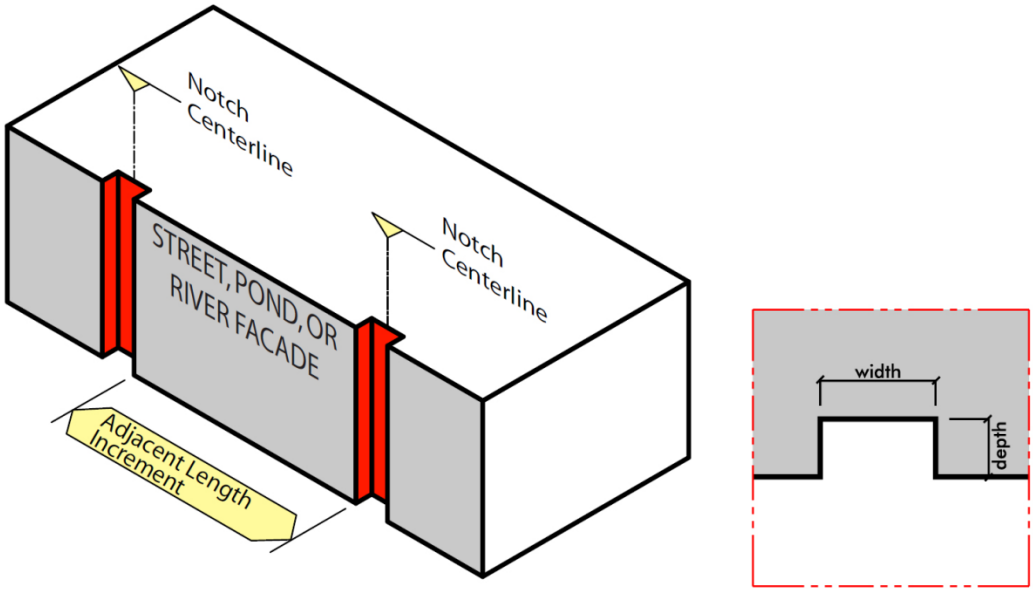


Figure 26 Façade Notch

18.28.190 SHOPFRONT TREATMENT

A. Shopfront Standards

1. The Shopfront Frontage Type defines the primary treatment for ground-level commercial uses oriented to display and access directly from the sidewalk. Shopfronts are built up to the back of the sidewalk, and any setback areas must be treated as extensions of the sidewalk space. Close proximity to high volumes of pedestrian traffic make attention to craft and visual interest within the storefront façade important.

2. Shopfront treatment is required by Corridor Type, see Figures 3-10.

3. Each Shopfront tenant space must contain at least one primary building entrance. Entrances are constructed at sidewalk grade (see the Southcenter Architectural Design Manual for additional standards and guidelines for entrances).

4. Transparency. The shopfront shall have clear glass windows framed within storefront pilasters and

a base. Shopfront massing regulations include a minimum transparency requirement for the area between the height of 2 and 7 feet along the length of the building façade facing the street or public sidewalk. A minimum 3 foot zone behind the window glazing must provide an unobstructed view of the establishment's goods & services. Darkly tinted windows shall not qualify as transparent.

Figure 27 Examples of Shopfront Treatments

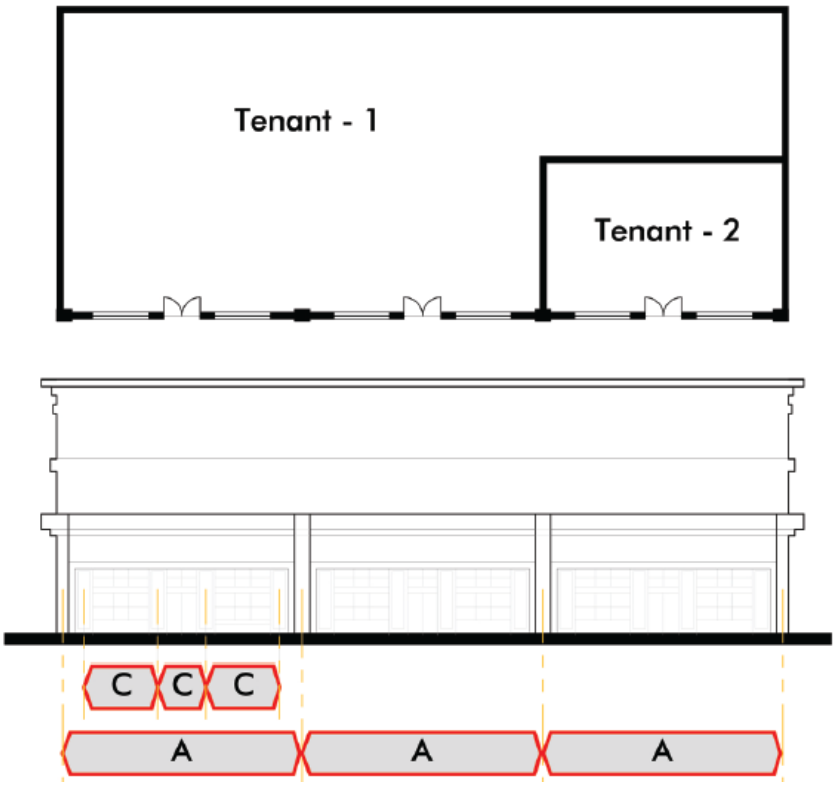
5. Shopfront and awning design should vary from shopfront to shopfront but a single building may have a uniform design theme (see the Southcenter Architectural Design Manual for additional standards and guidelines on awnings and canopies).

6. Recessed entrances are permitted with a maximum width of 15 feet.

7. Restaurant shopfronts may set back a portion of the shopfront façade to create a colonnaded outdoor dining alcove that is a maximum of 15 feet deep. The set back portion of the façade that is oriented towards the street must meet transparency requirements. The alcove must also have columns along the sidewalk at an approximate spacing of 15 feet on center. The alcove may not rely on adjacent buildings for enclosure.

8. Shopfront Length. The Shopfront frontage type is specifically intended to provide block frontages with a multiplicity of doors and display windows – so Shopfront width must generally be kept to a minimum and shall not exceed the lengths shown in the Corridor Charts, Figures 3-10.

9. Articulation Increment. The articulation increment is intended to break up the mass of a building's length, and is measured from centerline to centerline of the permitted Shopfront Length. Articulation increment shall not exceed the maximum length specified in the Corridor Charts.



A – Shopfront Length is the length of each Shopfront Frontage Type segment as measured from centerline to centerline of the articulation elements at either edge of the Shopfront segment.

C – Articulation Increment is the length between each Articulation Element as measured from centerline to centerline of permitted Shopfront Length Articulation Elements

Figure 28 Shopfront Length Diagram

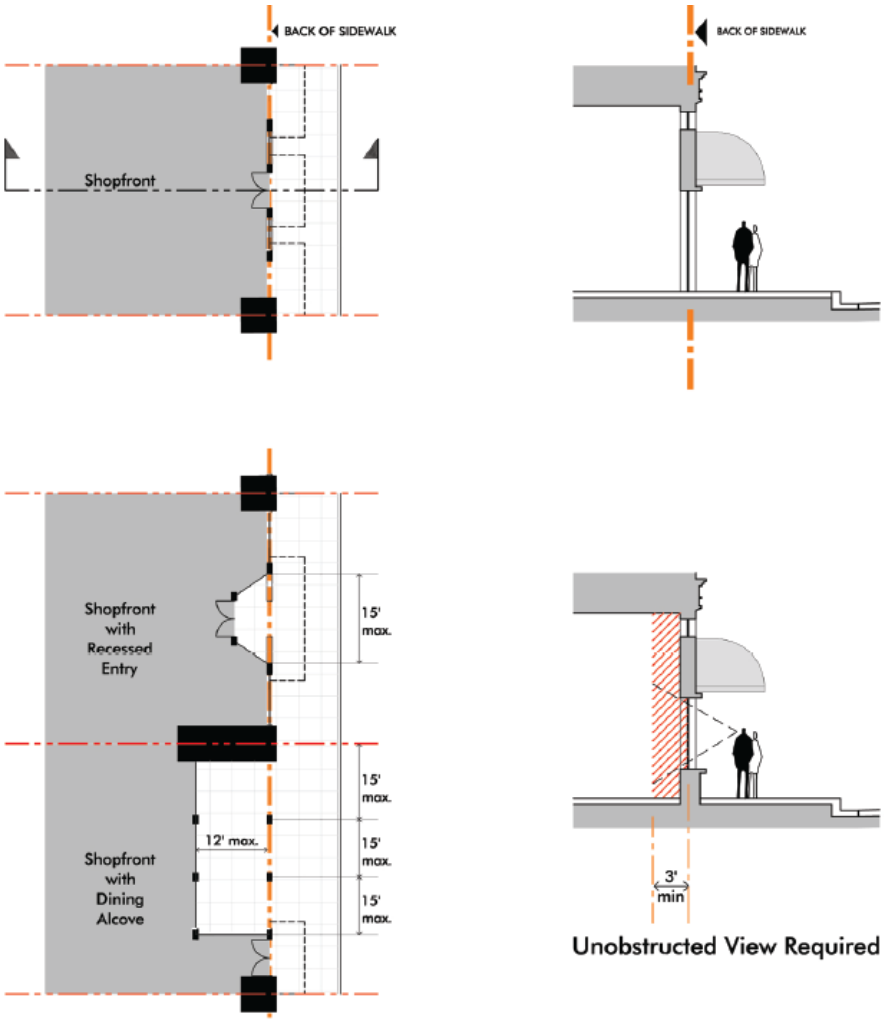


Figure 29 Shopfront Entries

18.28.200 GROUND LEVEL TRANSPARENCY REQUIREMENT

1. A minimum transparency percentage for the area between the height of 2 and 7 feet along the length of a building façade that faces a street, public sidewalk, open space, or river is required in certain corridors, see Figures 3-10. Commercial uses require a higher level of transparency than other uses.

2. A minimum 3 foot zone behind the window glazing must provide an unobstructed view of the establishment's goods or services. Display areas separated from the interior of the space may be used to meet this requirement if they have a depth of at least 3 feet and contain displays that are regularly updated.

3. Darkly tinted windows shall not qualify as transparent.

This example meets the criteria. ***This does not.***

Examples of percentage of transparency between 2-7'along the length of a building facade

75% Transparency

50% Transparency

18.28.210 FRONT YARD ENCROACHMENTS

Building overhangs such as trellises, canopies and awnings may extend horizontally into the public frontage up to a maximum of 6 feet and no closer than 10 feet from the back of curb. These overhangs must provide a minimum of 8 feet clear height above sidewalk grade and not interfere with street trees.

18.28.220 SPECIAL CORNER FEATURE

A. Special Corner Feature locations are shown on Corridor Type Map.

B. A Special Corner Feature is a distinctive building element used to emphasize the corner of a building at an important intersection through:

1. Vertical massing and articulation with elements such as a corner tower, which is created by articulating a separate, relatively slender mass of the building, continuing that mass beyond the height of the primary building mass, and providing the top of the mass with a recognizable silhouette.

2. Other elements can be used to create a Special Corner Feature but must place a similarly significant emphasis on the corner. Such elements include corner entrances, bay windows, façade projections/recessions, balconies, roof articulation, and changing repetitive façade elements such as window type.

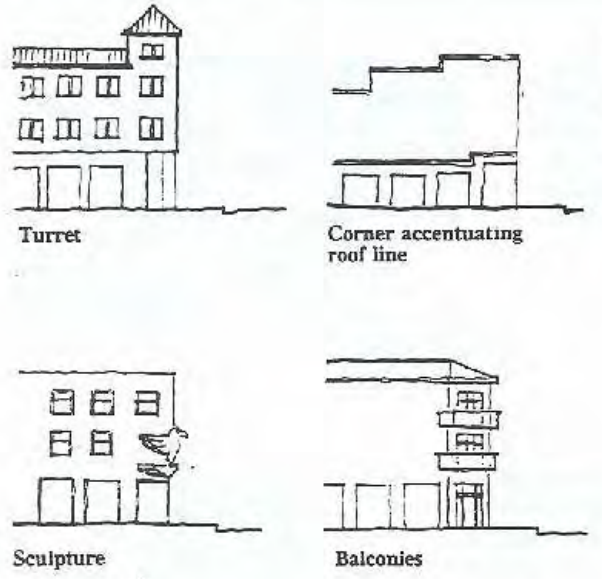


Figure 30 Examples of Special Corner Features

C. Special Corner Feature masses may encroach up to 2 feet into the required setback areas but may not encroach into the public right-of-way see TMC 18.28.210 Front Yard Encroachments.

D. Special Corner features may exceed the permitted height limit by 20 feet, up to a maximum of 115 feet.

18.28.230 LANDSCAPING TYPES

A. Front Yard Landscaping Types

1. Paved / Sidewalk Extension

   a. Provide paved pedestrian areas along the back-of-sidewalk, such as plazas or courtyards, that enhance/enlarge the public frontage.

   b. Only permitted on parcels where the public frontage improvements meet the corridor standards in this code.

   c. Must meet applicable pedestrian space design requirements, 18.28.250.E.

2. Streetscape

   a. Cover front yards with landscaped, pervious surfaces that visually soften and enhance the built environment.

   b. Provide pathways connecting the public sidewalk to the front door and to any parking areas.

   c. 1 tree per 500 square feet of landscaped setback area or 1 tree per 20 to 30 linear feet of frontage (depending on tree species and location of underground or at-ground utilities and excluding curb cuts) whichever results in more trees.

   d. Where there are existing street trees the additional trees required by this section shall be planted behind the sidewalk in an informal pattern and consist of a mix of deciduous and evergreens.

   e. 1 shrub per 4 linear feet of frontage, excluding curb cuts, or a planted berm at least 24 inches high.

   f. Sufficient live groundcovers of varying heights, colors and textures to cover, within 3 years, 100% of the landscape area not needed for trees and shrubs. Groundcover must be planted with a minimum spacing of 12-inches on center for 4-inch pots and 18-inches on center for 1 gallon pots. If grass is being used as the groundcover, a 3-foot diameter ring of bark mulch is required around each tree.

3. When there is an existing sidewalk that does not meet the Corridor standard for public frontage and the sidewalk remains in place, the required front yard landscaping width shall be measured from the back of sidewalk or edge of right-of-way, whichever is further from the road centerline.

4. When public frontage is constructed to meet the Corridor standard, the front yard landscaping requirement shall be waived. To qualify for the waiver, public frontage improvements must be made along the entire street fronting the parcel. Public frontage improvements may continue into a courtyard or plaza.

B. Side and Rear Yard Landscape Types

1. Groundcover

   a. This is appropriate where the adjacent uses are compatible and no screening is necessary.

   b. Cover side and rear yards with landscaped, pervious surfaces. Landscaping treatment at a minimum shall consist of sufficient live groundcovers of varying heights, colors and textures to cover, within 3 years, 100% of the landscape area not needed for trees and shrubs. Groundcover must be planted with a minimum spacing of 12-inches on center for 4-inch pots and 18-inches on center for 1 gallon pots. If grass is being used as the groundcover, a 3-foot diameter ring of bark mulch is required around each tree.

2. Moderate Screening

   a. Provide light visual separation along property lines between somewhat incompatible development.

   b. Landscaping designed to screen parking/service areas and blank side and rear building facades.

   c. Landscaping that maintains views to building entrances and signage.

   d. 1 tree per 20 linear feet of property line (excluding curb cuts) spaced regularly (except where there are conflicts with utilities) and consisting of a mix of deciduous and evergreen trees along the applicable property line.

   e. 1 shrub per 4 linear feet of property line, excluding curb cuts

   f. Sufficient live groundcovers of varying heights, colors and textures to cover, within 3 years, 100% of the yard area not needed for trees and shrubs. Groundcover must be planted with a minimum spacing of 12-inches on center for 4-inch pots and 18-inches on center for 1 gallon pots. If grass is being used as the groundcover, a 3-foot diameter ring of bark mulch is required around each tree.

3. Heavy Screening

   a. Provide heavy visual separation along property lines between highly incompatible development, such as warehousing and residential uses.

   b. Landscaping designed to screen parking/service areas and blank side and rear building facades.

   c. 1 tree per 20 linear feet of property line (excluding curb cuts) spaced regularly (except where there are conflicts with utilities) and consisting of at least 50% conifers along the applicable property line (75% along property line adjacent to residential uses).

   d. Solid screening up to 5 feet high utilizing evergreen shrubs, screening walls or fences.

e. Sufficient live groundcovers of varying heights, colors and textures to cover, within 3 years, 100% of the yard area not needed for trees and shrubs. Groundcover must be planted with a minimum spacing of 12-inches on center for 4-inch pots and 18-inches on center for 1 gallon pots. If grass is being used as the groundcover, a 3-foot diameter ring of bark mulch is required around each tree.

18.28.240 GENERAL LANDSCAPING

A. General landscaping requirements and guidelines are applicable to setbacks, public frontage areas, and other areas on-premises. These regulations address plant materials and design, visibility, irrigation, landscape plans, utility and service areas.

B. General Landscaping Requirements

1. Plant Materials

a. A mix of evergreen trees and evergreen shrubs shall be used to screen blank walls.

b. All plant material shall meet the most recent American Standards for Nursery Plant Stock (ANSI Z60.1). No species that are listed on the State or King County noxious weed lists may be planted.

c. Evergreen trees shall be a minimum of 6 feet in height at time of planting.

d. Deciduous trees shall be a minimum 2.5 inch caliper six inches off the ground when installed.

e. Shrubs shall be at least 18 inches in height at time of planting.

f. Existing vegetation may be used to meet the perimeter landscaping requirements. All significant trees located within any required perimeter landscape area which are not dead, dying, or diseased and which do not pose a safety hazard as determined by the DCD Director shall be retained and protected during construction with temporary fencing. The area designated for protection will vary based on the tree's diameter, species, and age. Property owners may be required to furnish a report by an International Society of Arborist (ISA) certified arborist to document a tree's condition. The DCD Director may require that an ISA certified arborist be retained to supervise tree protection during construction. Grade changes around existing trees are to be avoided whenever possible.

g. New plant materials shall include native species or non-native species that are drought tolerant and have adapted to the climatic conditions of the Puget Sound Region.

h. No species that are listed on the State or King County noxious weed lists may be planted.

i. Plant materials shall be selected that reinforce the landscape design concept, and are appropriate to their location in terms of hardiness, tolerance to urban conditions, maintenance needs and growth characteristics.

2. Visibility

   a. Deciduous trees shall be used to allow visual access to entryways, signage and pedestrian use areas

   b. Existing shrubs shall be kept pruned down to a maximum height of 5 feet (3 feet along street frontages) and trees as they mature, shall be limbed up to a minimum height of 6 feet (8 feet where they extend over sidewalks) to allow adequate visibility. No more than 1/3 of the canopy may be removed within any 2-year period. Pruning may need to be done over a 2-3 year period to avoid harming the trees or shrubs. Pruning shall be done in accordance with ANSI Standard A 300. If existing shrub species cannot tolerate this kind of pruning, they shall be replaced with shrubs that do not grow taller than 5 feet (3 feet along street frontages) naturally. Trees may not be topped by property owners or tenants for any reason. Trees may only be topped for utility safety to prevent interference with a utility line, with prior approval by the DCD Director.

   c. Landscaping shall not obstruct views from or into the driveway, sidewalk or street. Landscape design shall allow for surveillance from streets and buildings and avoid creating areas that might harbor criminal activity.

   d. Landscaping at crosswalks and other locations where vehicles and pedestrians intersect must not block pedestrians' and drivers' views.

   e. Evergreen shrubs and trees shall be used for screening along rear property lines, around solid waste/recycling areas and mechanical equipment, and to obscure grillwork and fencing associated with subsurface parking garages.

3. Soil Preparation and Planting

   a. Soils must be prepared for planting in accordance with BMP T5.13 "Post Construction Soil Quality and Depth", from the Washington Department of Ecology Stormwater Management Manual for Western Washington (or as amended), regardless of whether a stormwater permit is required by the City.

   b. The applicant will be required to schedule an inspection by the City of the planting areas prior to planting.

   c. Installation of landscape plants must comply with best management practices including:

      (1) planting holes that are the same depth as the size of the root ball and 2 times wider than the size of the root ball;

      (2) root balls of potted and balled and burlapped (B&B) plants must be loosened and pruned as necessary to ensure there are no encircling roots prior to planting. At least the top 2/3 of burlap and all straps or wire baskets are to be removed from B&B plants prior to planting; and

      (3) The top of the root flare, where the roots and the trunk begin, should be about one inch

from the surrounding soil. The root ball shall not extend above the soil surface.

(4) If using mulch around trees and shrubs, maintain at least a 3-inch mulch-free ring around the base of the plant trunks and woody stems of shrubs. If using mulch around groundcovers until they become established, mulch shall not be placed over the crowns of perennial plants.

4. Irrigation

a. The intent of this standard is to ensure that plants will survive the critical establishment period when they are most vulnerable due to lack of watering.

b. All required plantings must be served by an automatic irrigation system.

(1) Irrigation shall be designed to conserve water by using the best practical management techniques available. These techniques may include, but not be limited to: drip irrigation to minimize evaporation loss, moisture sensors to prevent irrigation during rainy periods, automatic controllers to insure proper duration of watering, sprinkler head selection and spacing designed to minimize overspray, and separate zones for turf and shrubs and for full sun exposure and shady areas to meet watering needs of different sections of the landscape.

(2) Exceptions, as approved by the DCD Director, to the irrigation requirement may be approved xeriscape (i.e., low water usage plantings), plantings approved for low impact development techniques, established indigenous plant material, or landscapes where natural appearance is acceptable or desirable to the City. However, those exceptions will require temporary irrigation until established.

5. Landscape Plan Requirements

a. A Washington State licensed landscape architect shall prepare and stamp the landscape plans in accordance with the standards herein. Detailed plans for landscaping and screening shall be submitted with plans for building and site improvements. Included in the plans shall be type, quantity, spacing and location of plants and materials, typical planting details, and the location of irrigation systems. Underground and at-ground utilities shall be shown on the plans so that planting conflicts are avoided.

b. Installation of the landscaping and screening shall be completed and a Landscaping Declaration submitted by the owner or owner's agent prior to issuance of the certificate of occupancy. If necessary due to weather conditions or construction scheduling the installation may be postponed to the next planting season if approved by the DCD Director and stated on the building permit. A performance assurance device equal to 150% of the cost of the labor and materials must be provided to the City before the deferral is approved.

6. Parking Lots, See Section 18.28.260.D.

7. Utility and Service Areas - Utility easements and other similar areas between property lines and curbing shall be landscaped and/or treated with dust and erosion control planting or surfacing such as evergreens, groundcover, shrubs, trees, sod, or a combination of similar materials. In areas of overhead transmission lines, no shrubs or trees over 20 feet at maturity will be allowed.

8. Street Trees in the Public Frontage

    a. Street trees in the public frontage shall be planted to the following standards:

        (1) 3.5 feet back from the face of the curb and with an approved root barrier installed on the curb side.

        (2) 5 feet from underground utility lines

        (3) 10 feet from power poles

        (4) 7.5 feet from driveways

        (5) 3 ft from pad mounted transformers (except 10 feet in front for access)

        (6) 4 feet from fire hydrants and connections.

    b. When used, tree grates and landscaped tree wells shall be a minimum 36 square feet in size (6'x6'). Grates must have easily adjustable tree openings so that sections of grate can be removed incrementally as the tree matures. Tree well size may be adjusted to comply with ADA standards on narrower sidewalks. Root barriers must be installed at curb face.

    c. Trees shall not be planted in locations where they would obstruct existing or planned street or site lighting while maintaining appropriate spacing and allowing for their size and spread at maturity.

9. Maintenance

    a. Any landscaping required by this chapter shall be retained and maintained by the property owner for the life of the project in conformance with the intent of the approved landscape plan and this chapter. Maintenance shall include keeping all planting areas free of weeds and trash and replacing any unhealthy or dead plant materials.

    b. No tree planted by a property owner or the City to fulfill landscape requirements, or any existing tree, may be topped or removed without prior approval from the City. If a tree is topped or removed without approval it shall be replaced with a new tree or trees that meet or exceed the functional value of the removed tree within 120 days or the property owner will be subject to code enforcement action per TMC 8.45. The Director will require replacement trees and/or other plant materials to meet the intent of this chapter. Options at the Director's discretion are to require replacement of the tree with a new tree of like species and diameter, replace the tree with multiple smaller diameter trees of an appropriate species and/or require an in lieu fee for off-site tree replacement.

C. General Landscaping Guidelines

1. Plant Materials

a. Landscape perimeter trees should be selected for compatibility with existing plant material or street trees.

b. Plant materials should always be incorporated into new development site design to provide "softening" of hard paving and building surfaces and other environmental benefits.

c. Drought resistant species are encouraged, except where site conditions within the required landscape areas assure adequate moisture for growth.

d. The mature size of selected tree species should be suitable to lot size, the scale of adjacent structures, and the proximity to utility lines.

e. Both seasonal and year-round flowering shrubs and trees should be used where they can be most appreciated - adjacent to walks and recreational areas, or as a frame for building entrances and stairs.

f. In general, deciduous trees with open branching structures are recommended to ensure visibility to retail establishments. More substantial shade trees are recommended in front of private residences.

g. All trees should be selected and located so that they will not obstruct views to showroom windows and building signage as they mature. Trees may be limbed up to preserve views, except that no more than 1/3 of the canopy may be removed in any two year period.

h. Evergreen landscaping is appropriate for screening utility vaults, loading docks and some storage areas (Also, see TMC Chapter 18.52.040 screening outdoor storage areas).

Figure 31 Using evergreen landscaping to screen utilities

i. Landscaped tree wells, planting strips, and/or parking lot islands should be fully landscaped with trees, shrubs and groundcover. Benefits include increased shading, less evapotranspiration, less soil compaction, greater shared soil volume, and less reflective heat absorbed by a single tree. Species selection is very important in grouped plantings. Drought

tolerant species are strongly recommended and monoculture plantings are discouraged. Low maintenance cost and low replacement costs are two advantages of planting drought tolerant species in grouped configurations. Low (24-30 inches) shrubs, perennial or groundcover plantings that provide a superior degree of separation between the sidewalk and street at reduced maintenance costs may be used.

Figure 32 Examples of landscaped tree wells

2. Design

   a. Landscaping should provide design continuity between the neighboring properties.

   b. Tree grates flush to the sidewalk should be used along streets with on-street parking and in high traffic areas, such as a transit stop.

   c. Shade trees should be planted to shade buildings' east and west-facing windows to provide a balance between summer cooling and winter heating through solar gain.

   d. All landscaped areas should be designed to allow aquifer filtration and minimize stormwater run-off utilizing bio-swales, filtration strips, and bio-retention ponds where appropriate.

18.28.250 OPEN SPACE REGULATIONS

A. This section contains Regulations and Guidelines for the provision, design, and configuration of new open spaces that may be publicly accessible. Open Space Regulations are set forth to ensure that the provision, design, and configuration of new open spaces contribute to the character of and support the type of development desired within each District. Open spaces may consist of pedestrian spaces for commercial uses, and common and private open space for residential uses.

B. All new open spaces, whether or not they are required by Open Space regulations, shall be designed and configured according to the following regulations.

C. The following requirements for the provision and design of pedestrian, common and private open spaces are organized by Use Type. These regulations are established to ensure a wide range of public spaces that complement the primary public streets and open spaces in each district as the Southcenter area intensifies.

D. General Open Space Regulations

1. Open space requirements for commercial and residential uses are as specified in Table 3 Provision of Open Space .

Table 3 Provision of Open Space

Districts	Regional Center	TOD Neighborhood & Pond	Commercial Corridor & Workplace
Use Type	**Required Type/Amount of Open Space (minimums)**		
Retail	Pedestrian space: 50 sf/1,000 sf	Pedestrian space: 50 sf/1,000 sf	--
Civic & Institutional	--	--	--
Office		Pedestrian space: 50 sf/1,000 sf	Pedestrian space: 100 sf/1,000 sf
Lodging		Pedestrian space: 50 sf/room	Pedestrian space: 100 sf/room
Residential	100 sf/DU: may be provided as common or private space, or a combination	Common space: 100 sf/DU Private space: 50 sf/DU	Common space: 100 sf/DU Private space: 50 sf/DU
Transportation, Communication & Infrastructure	--	--	--
Industrial, Manufacturing & Warehouse	Not permitted	Not permitted	--

Legend

/1,000 sf: per 1,000 square feet of useable floor area
--: Not Required

2. Compliance with the open space square footage ratio listed in Table 3 is required for new construction, the area of expansion of existing buildings and changes in use from one category in Table 3 to another.

3. The amount of area needed to satisfy Pedestrian and Common open space requirements for a development shall not exceed 50% of the lot size.

4. Open Space for new or expanded commercial and residential uses shall be built within the development by developers at the time development occurs.

5. Options for Provision of Open Space:

   a. The square footage of all streets built per Section 18.28.120 New Streets, may be counted toward meeting the Provision of Open Space requirements for Pedestrian Space. They may not be used to satisfy Common and/or Private Open Space Requirements for residential uses.

   b. The DCD Director shall give credit for existing on-site open space amenities that meet the requirements of this section toward the open space square footage triggered by the new construction or change of use.

   c. At the discretion of the DCD Director, required pedestrian space for commercial uses or residential common open space may be constructed off-premises and/or as part of a larger open space being provided by the City or other private developments within that district or within 1,000 feet of the project premises.

   d. If strict compliance with these regulations would create substantial practical difficulties for a site and none of the above approaches would provide relief the property owner may apply for a special permission modification and propose an alternate solution which meets the intent of the regulations.

      (1) Special Permission Modification shall be a Type 2 decision. An applicant shall submit evidence of the above (e) to the DCD Director, which could take the form of a brief report and site plan that addresses the difficulties of meeting the regulations, the proposed alternative solution, and how the proposed solution meets the intent of the applicable open space regulations.

      (2) Applicants may request that up to 75 percent of their required pedestrian open space be provided indoors. Spaces shall be publicly accessible during the hours of operation of the use, a minimum of 500 square feet in size, not less than 20 feet in width, contain seating areas and open on to pedestrian generators such as entrances to offices, stores or restaurants.

E. Pedestrian Space for Commercial Uses

1. Pedestrian space for commercial uses are publicly accessible, outdoor, landscaped spaces used primarily for active or passive community recreation and civic purposes. These may include a linear green, square, plaza, courtyard, or pedestrian passage. Play areas for children may be provided indoors. These spaces shall be privately owned and maintained, including keeping the space free of trash and graffiti. Amenities provided within the space, such as benches, planters, art and water features, shall be maintained for the life of the project.

2. Pedestrian Space Design Requirements

a. Ground level pedestrian spaces shall be connected to public sidewalks and abut public rights-of-way on at least one side.

b. Ground level pedestrian spaces shall be located where they are visible and easily accessible to the public from adjacent sidewalks and avoid masses of shrubs around edges. The space shall not be more than 2 feet above or below the adjacent sidewalk.

c. Pedestrian spaces shall be comprised of a greater proportion of hardscape (paved areas, fountains, plants in pots), than softscape (grass or other landscape material).

d. Pedestrian spaces, except for passages, shall be a minimum of 500 square feet in size, and not less than 20 feet wide.

e. Pedestrian spaces shall be located to take advantage of sunlight to the greatest extent possible. South-facing plazas are generally preferred, unless particular lot configurations prevent such orientation. In no cases are pedestrian spaces permitted to be only north-facing.

Figure 33 Pedestrian Spaces

f. Site design features that create entrapment areas in locations with pedestrian activity shall be avoided.

g. Development shall incorporate Crime Prevention Through Environmental Design (CPTED) principles into open space site design.

h. Pedestrian spaces shall not be located adjacent to dumpster enclosures, loading/service areas, or other incompatible uses unless fully screened with an architecturally consistent wall or solid fence (no chain link) and landscaping.

i. Rooftop utilities shall be adequately screened and separated from rooftop pedestrian spaces.

3. Pedestrian Passage Design Requirements

a. A passage shall serve as a pedestrian connector passing between buildings to provide shortcuts through long blocks and access to rear parking areas or courtyards.

b. Passages shall be paved and landscaped, and specifically reserved for pedestrian travel.

c. Passages shall be a minimum of 10 feet and a maximum of 30 feet wide

d. The design of the passage shall encourage pedestrian circulation. This can be accomplished by:

(1) Having the walkway meet the public sidewalk in an engaging and identifiable manner;

(2) Providing pedestrian amenities such as alternative paving methods, seating, and planters;

(3) Designing the passage using CPTED principles.

e. For properties adjacent to fixed rail transit or bus facilities, a passage may include transit station or bus stop access.

f. For properties adjacent to the Green River, a passage may include a pedestrian connection between the Green River Trail and a publicly accessible street/sidewalk. The passage should be established in an easement allowing for public access through private property.

4. Pedestrian Space Design Guidelines

a. Pedestrian spaces should provide a variety of seating options, including benches, seating steps, planters, landscaping features, or low walls.

b. Pedestrian space should provide areas of sun and shade for year-round climatic comfort, and, where desired, shelter and night lighting to encourage public activity and ensure safety.

c. Pedestrian spaces should include specimen trees and seasonal plantings.

d. Landscaping should not act as a visual or physical barrier to adjacent sidewalks.

e. Pedestrian spaces are encouraged to include artwork, water features, trellises or shelters, and decorative paving.

f. Public gathering places should be equipped with 115- and 220- volt outlets as appropriate for entertainment or commercial use.

g. Public gathering places and other publicly accessible areas should be detailed with decorative, pedestrian-scaled site furnishings and equipment.

h. Seating, freestanding planters, ornamental solid waste and recycling receptacles, bike racks, drinking fountains, pergolas, trellises, heaters, umbrellas, wind screening, and decorative bollards are recommended in pedestrian spaces.

(1) When designing seat walls with straight edges of more than six feet in length, consider detailing that will prevent damage from skateboards.

i. Components of site furnishings should be made of durable high quality materials such as painted fabricated steel, painted cast iron, painted cast aluminum, and integrally colored precast concrete. Recycled materials should be used so long as the finish or look of the material is consistent with or similar to the finishes prescribed above. Metal surfaces should be coated with highly durable finishes such as aliphatic polyurethane enamel.

j. Landscape structures and sculptural objects in pedestrian spaces should reference the human scale in their overall massing and detailing.

F. Common Open Space for Residential Uses

1. Common Open Spaces are privately owned and maintained interior common spaces, such as pools or exercise rooms, and/or outdoor landscaped spaces, such as rooftop decks, ground level open spaces, children's play areas, or other multipurpose green spaces associated with multi-family developments that provide for the recreational needs of the residents of the development and are not publicly accessible.

2. Common Open Space Design Requirements

a. Required building setback areas shall not be counted towards Common Open Space.

b. No more than 50 percent of the required common space may be indoor or covered space.

c. Common open spaces shall be easily visible and readily accessible to multifamily residents.

d. The common open spaces for a site shall provide at least three of the following amenities to accommodate a variety of ages and activities:

(1) Site furnishings (tables, benches)

(2) Picnic and/or barbecue areas

(3) Patios, plazas, courtyards, or rooftop terraces

(4) Active play areas for children

(5) Urban (private/individual) garden plots

(6) Pool and/or hot tub

(7) Multi-purpose room with cooking facilities

(8) Exercise facility

e. Common open spaces shall not be less than 20 feet wide.

f. Adequate fencing, plant screening or other buffer shall separate the common open space area from parking areas, driveways, utility areas, mechanical equipment or public streets. Rooftop utilities shall be adequately screened and separated from rooftop common open spaces.

g. Common open spaces shall be located to take advantage of sunlight to the greatest extent possible.

h. Site design features that create entrapment areas in locations with pedestrian activity shall be avoided.

i. Development shall incorporate Crime Prevention Through Environmental Design (CPTED) principles into open space site design.

j. Common open spaces shall not be located adjacent to dumpster enclosures, loading/service areas, or other incompatible uses, unless fully screened with an architecturally consistent wall or solid fence (no chain link) and landscaping.

k. Interior located common space must be:

(1) located in visible areas, such as near an entrance lobby and near high traffic corridors

(2) designed to provide visibility from interior pedestrian corridors and to the outside. Windows should generally occupy at least one-half of the perimeter of the space to make the space inviting and encourage use

(3) designed to specifically serve interior recreational functions and not merely leftover space used to meet the common space requirement.

l. Common open spaces shall maintained by the property owner, including keeping the space free of trash and graffiti. Amenities provided within the space, such as benches, planters, art and water features, shall be maintained for the life of the project.

G. Private Open Space for Residential Uses

1. Private Open Spaces are privately owned and maintained and include outdoor balconies, decks, patios, yards, courtyards, rooftop decks or gardens, or landscaped areas used for private recreation.

2. Private Open Space Design Requirements

a. Required setback areas shall not be counted towards Private Open Space Provision requirements, unless configured as a private yard and accessed by secondary unit entrance(s).

b. Private open spaces shall have primary access from the dwelling unit served.

c. Minimum dimensions for private open space in any single direction is 6 feet if provided as a porch or balcony, and 8 feet if provided as a deck, yard, terrace or patio.

d. Courtyards shall be a minimum of 30 feet along the east-west axis and 20 feet along the north-south axis.

e. Courtyards located over garages shall be designed with ample landscaping.

f. Private Yard landscaping shall be consistent with Side and Rear Yard Landscape Types per Section 18.28.230.B.

g. Access to a balcony or patio shall be limited to the dwelling served.

18.28.260 GENERAL PARKING REQUIREMENTS

A. This section contains Regulations and Guidelines for the provision, locations, and design of parking. Parking Regulations are set forth to ensure that the provision of parking, and the design and configuration of parking areas, contribute to the character of and support the type of development desired within each District in the urban center.

B. Number of Parking Spaces

1. The minimum parking provision for vehicles required by all new development and changes in use shall be as specified in the Provision of Parking Table. In the case of a use not specifically mentioned in this table the requirements for the number of off-street parking spaces shall be determined by the DCD Director. Such determination shall be based on the requirements for the most comparable use specified in this section or a parking study.

Table 4 Provision of Parking Table

Districts	Regional Center, TOD Neighborhood & Pond District	Commercial Corridor & Workplace	All Districts
Use	**Required Minimum Vehicular Parking**	**Required Minimum Vehicular Parking**	**Required Minimum Bicycle Parking**
Retail, except as listed below	3.3 spaces/1,000 sf of ufa	See TMC Figure 18-7 Required Number of Parking Spaces for Automobiles and Bicycles	See TMC Figure 18-7 Required Number of Parking Spaces for Automobiles and Bicycles
Eating & Drinking Establishments	6 spaces/1,000 sf of ufa		
Planned Shopping Center 100,000 – 500,000 sf of ufa	4 spaces/1,000 sf of ufa		
Planned Shopping Center 500,000 – 1,000,000 sf of ufa	5 spaces/1,000 sf of ufa		
Planned Shopping Center over 1 million square feet gross leasable floor area including pad buildings [9]	3 spaces/1,000 sf of gross leasable floor area		
Entertainment & Recreation	6 spaces/1,000 sf of ufa, or as determined by DCD Director		
Business & Personal Services	3 spaces/1,000 sf of ufa		
Civic & Institutional	As determined by DCD Director		
Office	3 spaces/1,000 sf of ufa		
Lodging	1 space/guest room		
Residential			
1 br unit or studio	1 space/unit		
2+ br unit	1.5 plus .5 space for each additional bedroom over 2		
Home occupation	1 space/employee in addition to spaces otherwise required		
Senior Citizen Housing	1 space per unit for the first 15 units, .5 space per unit for additional units		
Industrial, Manufacturing & Warehouse	Not permitted		
Essential Public Facilities	As determined by DCD Director		

2. Any off-street parking area already in use or established hereafter shall not be reduced below the

[9] Parking for office and residential uses within Regional Mall shall be calculated separately according to Table 4.

ratios required in Table 4. Any change of use must meet the parking requirements of the new use.

3. A maximum of 30% of the total off-street parking stalls may be designed and designated for compact cars.

4. Electric vehicle charging stations and parking spaces shall be governed by TMC 18.56.135.

5. Parking Reductions

   a. New on-street parking spaces provided along adjacent new streets may be counted toward the minimum parking requirement for commercial development on that property.

   b. Parking requirements for development within 600 feet of the Sounder transit station or the Tukwila bus Transit Center may be reduced or modified by the DCD Director as a Type 2 Special Permission Decision. This distance will be the walking distance measured from the lot line of the development to the facility.

   c. A reduction in minimum parking requirements may be requested per TMC 18.56.140 Administrative Variance from Parking Standards.

   d. *Shared Parking:* When two or more property owners agree to enter into a shared parking agreement, the setbacks and landscaping requirements on their common property line(s) may be waived with that land used for parking, driveway and/or building. The total number of spaces may be reduced if it is demonstrated through a parking study that complementary uses, internal trip capture or uses with different peak parking needs justify the reduction in number.

   e. All or part of a development's parking requirement may be satisfied through payment of in-lieu fees based on the current real cost of constructing a parking space in an exposed above-ground parking structure, when approved by the DCD Director.

C. Vehicular Access

1. Curb Cuts and Driveways

   a. When access to parking facilities and loading areas are provided from front or side streets, the maximum number of curb cuts associated with a single development shall be one two-lane curb cut or two one-lane curb cuts for each 500 linear feet of street frontage. Shared driveways and new public or private streets do not count against this total.

   b. The maximum width of driveways/curb cuts is 15 feet for a one-lane and 30 feet for a two-lane driveway. In the Workplace District, the maximum width of driveways/curb cuts is 35 feet.

   c. On Walkable and Neighborhood Corridors, the curb cut design for driveways or private streets shall match the height of the sidewalk to ensure that the sidewalk stays at a consistent grade for pedestrians, with the apron dipping down to meet the street level starting at the planting strip or tree wells (See Figure 34).

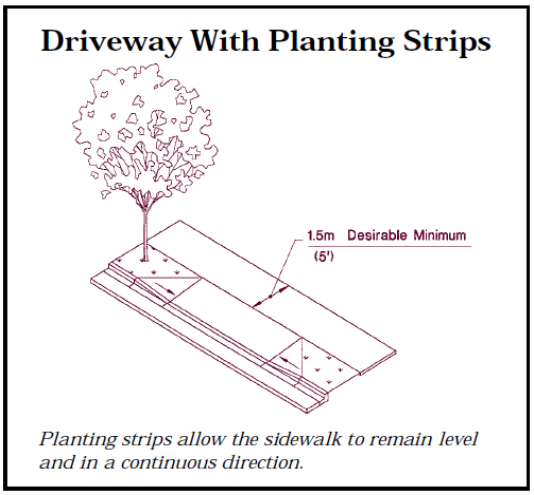


Figure 34 Example of Driveway level with the height of the sidewalk

d. The total width of parking access openings on the ground level of structured parking may not exceed 30 feet when fronting on a public or private street.

e. Driveways shall be set back a minimum of five feet from adjoining properties (unless the driveway is shared with adjacent premises), and a minimum of three feet from adjacent buildings.

f. If two adjoining properties combine their side yards for the purposes of having a shared driveway, side yard landscaping requirements along that property line will be waived.

g. Driveways may not be signalized. In order to be considered for installation of a traffic signal a new public or private street must be constructed per the standards at 18.28.120.

h. These standards may be varied by the DCD Director when there is a demonstrated conflict with truck maneuvering or fire access that cannot be addressed otherwise.

D. Parking Lots

1. Dimensions

a. Minimum parking area dimensions for surface parking shall be as provided in Figure 18-6.

2. Maneuverability

a. Adequate ingress to and egress from each parking space shall be provided without moving another vehicle and without backing more than 50 feet.

b. Turning and maneuvering space shall be located entirely on private property unless specifically approved by the Public Works Director.

c. The slope of off street parking spaces shall not exceed 5%. The slope of entrance and exit driveways providing access for off-street parking areas and internal driveway aisles without parking stalls shall not exceed 15%.

3. Surface

a. The surface of any required off-street parking or loading facility shall be paved with asphalt, concrete or other similar approved material (s) and shall be graded and drained as to dispose of all surface water, but not across sidewalks.

b. All traffic-control devices, such as parking stripes designating car stalls, directional arrows or signs, curbs and other developments shall be installed and completed as shown on the approved plans.

c. Paved parking areas shall use paint or similar devices to delineate car stalls and direction of traffic.

d. Wheel stops shall be required on the periphery of parking lots so cars will not protrude into the public right-of-way, walkways, off the parking lot or strike buildings. Wheel stops shall be two feet from the end of the stall of head-in parking.

4. Setbacks and Perimeter Landscaping

a. Surface parking lots shall setback a minimum of five feet from any back-of-sidewalk, open space, or building facade. The setback shall be designed and planted with: .

(1) 1 shrub per 4 linear feet of property line, excluding curb cuts

(2) Sufficient live groundcovers of varying heights, colors and textures to cover, within 3 years, 100% of the yard area not needed for trees and shrubs. Groundcover must be planted with a minimum spacing of 12-inches on center for 4-inch pots and 18-inches on center for 1 gallon pots. If grass is being used as the groundcover, a 3-foot diameter ring of bark mulch is required around any tree.

b. Surface parking lots shall be buffered from adjacent residential development with Heavy Screening in the side and rear setback areas .

5. Interior Parking Lot Landscaping

a. For surface parking lots adjacent to public or private streets, a minimum of 20 square feet of interior parking lot landscaping is required for each parking stall. In the workplace district, a minimum of 15 square feet per stall is required for warehouse and light industrial uses.

b. For surface parking lots located behind buildings or otherwise screened from public or private streets or public spaces, a minimum of 10 square feet of interior parking lot landscaping is required for each parking stall.

c. Landscape islands shall be placed at the ends of each row of parking to protect parked vehicles from turning movements of other vehicles.

d. To subdivide continuous rows of parking stalls, landscape islands shall be placed at a minimum spacing of one island every 10 parking spaces for lots adjacent to public or private streets. For parking areas located behind buildings or otherwise screened from public or private streets or public spaces landscape islands shall be placed at a minimum of one island every 15 parking stalls.

e. Trees shall be planted in curbed landscaped islands or in flush tree wells with tree guards.

The minimum size for interior parking lot landscape islands is 100 square feet. Landscape islands shall be a minimum of 5 feet in any direction and generally the length of the adjacent parking space. Landscaping may be located in a continuous island, running the length of the parking aisle between every other parking bay.

f. A minimum of two evergreen or deciduous trees are required per landscape island with the remaining area to contain a combination of shrubs, living groundcover, and mulch. See also General Landscaping Requirements and Guidelines (Section 18.28.240).

Figure 35 *Not OK* – A single tree planted with no other materials and little room for viability.

g. Raised curbs or wheel stops shall be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.

6. Pedestrian Circulation

a. Parking Lots shall provide clear pedestrian-only circulation routes between main building entrances and sidewalks. Front surface parking lots shall provide such routes at a maximum spacing of every 300 feet or to each major building entrance, whichever is closer.

b. Pedestrian circulation routes through surface parking lots shall be a minimum of 6 feet in width, and separated from vehicular areas by curbing and landscaping or raised six inches above the

lot surface. High traffic walkways should be wider. Decorative, contrasting paving, such as pavers, bricks, stamped asphalt, or scored concrete, may also be used where pedestrian circulation routes cross driveways or other paved areas accessible to vehicles.

c. Accessible car and van parking with signage and striping for access to the building shall be provided per the Americans with Disabilities Act (ADA).

7. Lighting and Safety

a. Parking and loading areas shall include lighting capable of providing adequate illumination for security and safety, provide clear views both to and within the site, and be in scale with the height and use of the associated structure. See also Lighting at Section 18.28.290.C under Site Guidelines.

E. Drive-Through Facilities

1. Stacking lanes shall be located to the rear of a building.

2. Stacking lanes shall be designed to accommodate expected queuing.

F. Parking Structures

1. Parking Structures shall be located and designed to minimize their impact on public streets and public spaces. Consider using residential dwelling units, retail storefronts or office space to line the ground level facades of parking structures adjacent to a pedestrian-oriented street or open space.

2. Parking Structures shall be buffered from adjacent residential development with Heavy Screening (see Section 18.28.230.B.3 Landscape Types).

3. See the Southcenter Architectural Design Manual and the City of Tukwila's parking Structure Design Manual (Ordinance 1986, Dec. 2001) for additional requirements and guidelines regulating parking structures, parking podiums, and garages.

18.28.270 GENERAL PARKING GUIDELINES

A. Parking Lots

1. Landscaping

a. Trees in parking areas, when mature, should be large and have a high-branching, broad-headed form to create maximum shade.

b. Landscaping in parking lot interiors and at entries should not obstruct a driver's clear sight lines to oncoming traffic.

c. Evergreen shrubs should be used to screen parking lots along street frontages.

d. Rooftop Parking Landscape Alternatives.

(1) Landscape Planters

(i) For a parking area on the top level of a parking structure, one planter that is 30 inches deep and 5 feet square should be provided for every 10 parking stalls on the top level of the structure.

(ii) Each planter should contain a small tree or large shrub suited to the size of the container and the specific site conditions, including dessicating winds.

(iii) The planter should be clustered with other planters near driving ramps or stairways to maximize visual effect.

(iv) Only non-flammable mulch such as gravel should be used.

(2) Rooftop Garden or Green Roof. An onsite rooftop area, equal in size to a minimum of 5 square feet of landscaping per each top level parking stall, may be covered with vegetation and soil, or a growing medium, planted over a waterproofing membrane.

(3) Terraced planters. Upper levels of parking structures can be stepped back and incorporate irrigated terraced planters, equal in size to a minimum of 5 square feet of landscaping per each top level parking stall.

(4) Green Wall. The façade of the parking structure may be trellised and planted with vines or have an irrigated green wall system installed to provide a minimum of 5 square feet of landscaping per each top level parking stall.

B. Loading Zones

1. Loading zones should be separated from customer and occupant pedestrian areas.

C. Bicycle Parking

1. General Standards

a. Racks should be oriented to maximize their efficiency and aligned to keep obstructions away from pedestrian thoroughfares.

b. Clustered arrangements of racks should be set back from walls or street furniture to allow bikes to be parked at both ends or from either side.

c. Where more than one rack is installed, the minimum separation between aisles should be 48 inches (the aisle is measured from tip to tip of bike tires across the space between racks). This provides enough space for one person to walk one bike. In high traffic areas where many users park or retrieve bikes at the same time, the recommended minimum aisle width is 72 inches.

d. Multiple buildings should be served by many small racks in convenient locations rather than a combined, distant rack area.

2. Short Term Parking

a. Bicycle racks should be easy to find and located no more than 50 feet from the entrance of destinations. If bicycle parking is not easily visible from the street a sign must be posed indicating its location.

b. Racks should be located within sight of gathering places or in busy pedestrian areas that provide constant, informal surveillance of bikes and accessories.

c. Building overhangs, canopies or other features should be used to provide weather protection.

3. Parking at the Workplace

a. Secure bicycle storage areas should be used to park bikes for a full working day.

b. Bike storage areas should be located in high visibility areas close to elevators, stairs and entrances.

c. Bicycle parking should always be protected from the elements either indoors, covered by building elements, or in a separate shelter.

d. Bicycle storage areas should be located as close or closer to elevators or entrances than the closest car parking space, and no more than 200 feet from access points.

18.28.280 SITE REQUIREMENTS

A. Site Design

1. Site design elements shall be organized to:

a. provide an orderly and easily understood arrangement of building, landscaping, and circulation elements that support the functions of the site; and

b. create a distinct street edge.

2. Maintain visual and functional continuity between the proposed development and adjacent properties where appropriate.

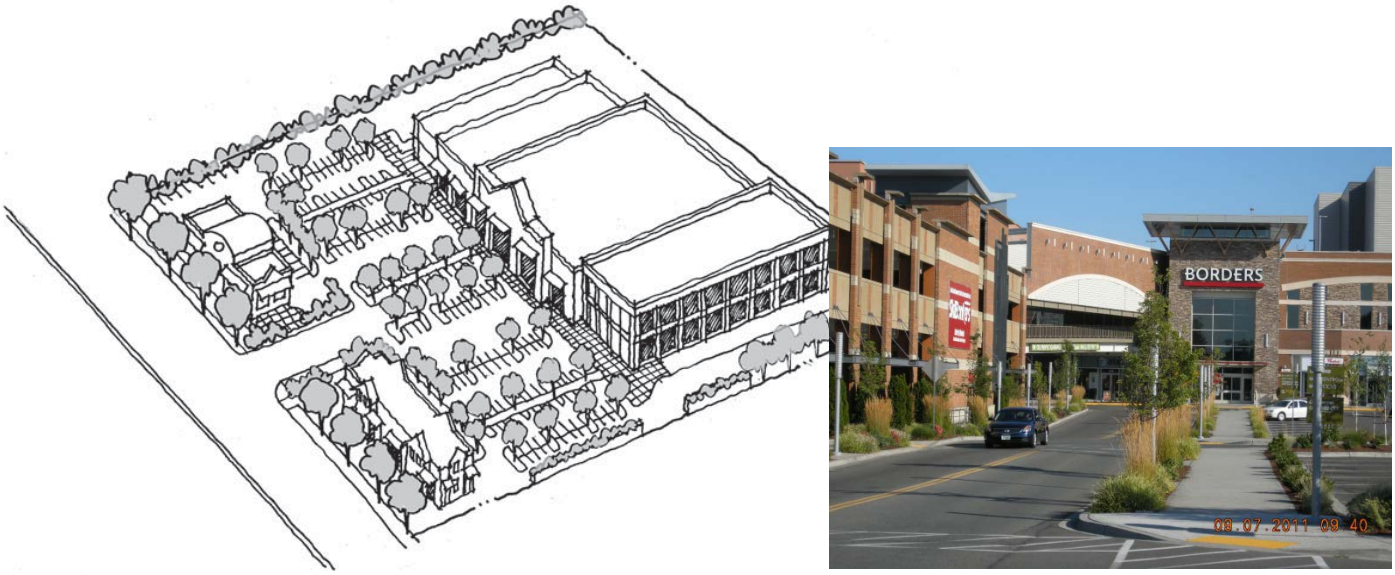


Figure 36 Use Site Design to break up super blocks:

- ***Multiple walkways through parking lot and landscaping connect the site to the neighborhood and create smaller parking areas in place of one large parking lot***
- ***Infill development preferred at street edge, to adapt traditional single-use commercial properties and improve aesthetics and pedestrian orientation***

B. Pedestrian Circulation

1. Redevelopment of a superblock site shall strive to create a pedestrian-friendly environment within the internal layout. In addition to providing any required new streets, this can be accomplished by defining a network of pedestrian walkways that serve as a "grid", connecting these walkways to uses with the site and to the larger street network, and creating smaller parking areas in place of one large parking lot.

2. Pedestrian access points shall be provided along property edges at pedestrian arrival points and coordinated with crosswalks, transit stops, trails and paths, and existing and planned adjacent development.

3. Pedestrian paths must be provided across landscape areas, where needed, to allow convenient pedestrian circulation and prevent plants from being trampled and their roots compacted.

4. Walkways shall be provided along any building featuring a customer or residential entrance, and along any façade abutting a parking area.

5. In the Regional Center, TOD, and Pond Districts, where a walkway crosses a driveway or a paved area accessible to vehicles, the crosswalk shall be distinguished by the use of durable low maintenance surface materials, such as pavers, bricks, or scored concrete, to enhance pedestrian safety and comfort, as well as the attractiveness of development. Pedestrian refuge islands and

"speed tables" may also be used to minimize curb cuts and ramps (speed tables maintain the level of the adjacent sidewalk at identified pedestrian crossings, reversing the situation where a pedestrian must enter the zone of moving vehicles to cross the street). These pedestrian features shall be designed to accommodate fire lanes and emergency vehicle access routes.

6. The pedestrian marking style used shall be consistent throughout the development.

C. Lighting

1. Pedestrian-oriented areas, including building entrances, walkways and paths, plazas, parking lots, and parking structures shall be illuminated to increase safety and provide clear views both to and within the site.

2. Pedestrian walkways where stairs, curbs, ramps, and crosswalks occur shall be lit for nighttime safety.

3. Lighting and planting plans shall be coordinated to avoid light pole and tree conflicts at tree maturity.

D. Walls and Fences

1. All fences shall be placed on the interior side of any required perimeter landscaping.

2. Overall height of fences and walls located in the front yard shall not exceed three feet.

3. Barbed-wire, razor-wire, and corrugated metal fencing shall not be permitted. Chain link fencing is permitted only within the Workplace District.

4. Screening walls shall not exceed a height of 6 feet.

E. Utility and Service Areas

1. Service areas shall be appropriately screened. Garbage and recycling dumpsters visible from the public realm shall be screened from view using durable materials that complement the building, and incorporate landscaping integrated with other on-premises and adjacent landscaping. The opening to the service area shall be located away from the public sidewalk.

2. Utility and equipment cabinets shall be placed in less visible area and screened, or located inside of a building.

3. Service Equipment, including satellite receiving dishes, transformers, and backflow devices, shall be located away from streets and enclosed or screened from view by landscaping, fencing or other architectural means.

4. Screening of on-site mechanical equipment shall be integrated as part of a project's site and building design and shall incorporate architectural styles, colors and other elements from the roof and façade composition to carefully integrate screening features. Picket fencing, chain-link fencing

and exposed sheet metal boxes are not permitted outside of the Workplace District.

18.28.290 SITE GUIDELINES

A. Site Design

1. A large site should pay particular attention to massing and scale both in terms of its relationship to the surrounding area and within the site itself. Large monolithic structures are discouraged.

2. Projects are encouraged to site buildings at the minimum setback distance from the right-of-way in order to create a more pedestrian oriented environment.

3. Development on a large, super block-scale site should be arranged into multiple buildings that lend a human scale and provide for pedestrian permeability. If multiple buildings are not feasible, the mass of the building, horizontally and vertically, should be broken down into a hierarchy of volumes.

4. Sites with more than one building should be designed to provide adequate circulation and access to all buildings.

5. Incorporate opportunities for joint development of sites where there is potential for common building walls, shared driveways, landscaping, or other shared facilities.

6. Minimize conflicts between drivers and pedestrians through the siting of structures, location of circulation elements, landscape design, and placement of signs.

7. Structures should be designed and sited to maximize site surveillance opportunities from buildings and streets.

8. Use site design to take advantage of and/or enhance views of or access to the river, pond, surrounding hillsides, and mountains, where feasible.

B. Pedestrian circulation

1. Pedestrian walkways should provide relief from the paved expanses of parking lots and streets by designing the walkways as amenity areas with landscaping, benches, lighting, signage and attractive furniture.

2. Ground floor multi-family residential units should have dedicated entrances wherever possible.

C. Lighting

1. Design

   a. Exterior lighting practices should follow the recommendations of the Illuminating Engineering Society of North America (IES).

b. Lighting fixtures should be "dark sky" compliant, i.e. emitted light should be directed downward from the horizontal plane of the light source to preserve a dark sky and prevent unnecessary light pollution. Exceptions may be made for uplit trees and plants and exterior architectural lighting operated on timers to shut off after midnight nightly.

c. All on-site and building-mounted lighting fixture design should be architecturally compatible with building design and with the envisioned character of the Southcenter area.

d. Unnecessary glare from unshielded or undiffused light sources should be avoided. Commercial buildings and landscaping can be illuminated indirectly by concealing light features within buildings and landscaping to highlight attractive features and avoid intrusion into neighboring properties.

2. Material and Color

a. Color and finish of lighting metalwork should match that of other site furnishings, and/or of the building's metalwork or trim work.

b. A chemically compatible UV-protectant clear coat over paint or powdercoat on metalwork is recommended for prevention of fading of colors.

c. Color of lighting source types: in pedestrian-intensive areas, warm white, energy efficient source types (with color temperatures specified as 2700 degrees Kelvin to 3200 degrees Kelvin) such as metal halide, induction lighting, compact fluorescent, and light-emitting diode (LED) are strongly encouraged.

3. Luminaire Types

a. New area lighting fixtures should be of the cutoff type to prevent light from being emitted above a horizontal line relative to the point of light source.

b. New fixtures should use a reflector and/or a refractor system for efficient distribution of light and reduction of glare.

c. New fixtures should not cause glare or transmit it to upper stories of buildings. House-side shields and internal reflector caps should be used to block light from illuminating residential windows.

d. Small decorative "glow" elements within a luminaire such as bollard mounted lighting or stair lighting are permitted to emit a low amount of light above the horizontal.

4. Height

a. For building-mounted lights, maximum mounting height should be 20 feet above finished grade in Workplace and Corridor Commercial Districts; maximum mounting height should be 14 feet above finished grade at all other Districts.

b. For pole-mounted lighting at parking lots, a maximum height of 20 feet from grade to light source should be used; lower heights should be used wherever possible.

c. For pole-mounted lighting at pedestrian plazas, walkways, and entry areas, a pedestrian-height fixture 12 to 14 feet in height from grade to light source should be used.

d. Bollard mounted lighting and stair lighting are also recommended for low-level illumination of walkways and landscaped areas.

e. Bollard illumination should be shielded or kept at a sufficiently low level to prevent visible glare from impacting passing motorists.

f. In general, height of light sources should be kept low to maintain pedestrian scale and prevent spill light from impacting adjacent properties.

5. Uplighting

a. Shielding and careful placement should be used to prevent spill light from being visible to pedestrians, motorists, and nearby residential dwelling windows.

b. Adjacent to residential buildings, a combination of lower mounting height and luminaire shields should be used to protect residences from spill-light and glare.

c. Illumination levels of façade uplighting, roof wash lighting and landscape uplighting should use lower brightness levels where the illuminated façades, roofs or landscaping face residential buildings, except across wider streets or boulevards with landscaped medians and street trees.

D. Walls and Fences

1. Frontage Fences and Walls

a. Front yard fences should employ a combination of thick and thin structural elements with thicker elements for supports and/or panel divisions. Fence posts and/or support columns should be defined using additional trim, caps, finials, and/or moldings.

b. All walls should have a cap and base treatment.

c. Frontage walls may occur as garden walls, planter walls, seat walls, or low retaining walls.

d. Entrances and pedestrian “gateways” should be announced by posts or pilasters, and may be combined with trellises, special landscaping, decorative lighting, public art or other special features.

e. Seating walls should be between 15”-18” in height and a minimum of 18” wide to provide comfortable seating.

2. Screening Fences and Walls

a. Side yards and rear yards may contain landscape features that protect the privacy of the property's occupants such as landscaping, trees and screening walls.

b. Screening fences and walls should be constructed of materials that are compatible with the architecture and character of the site. Natural colors, a cap or top articulation, and related dimensional post spacing increments should be used at screening fences to enhance compatibility.

c. Design elements should be used to break up long expanses of uninterrupted walls, both horizontally and vertically. Walls should include design elements such as textured concrete block, interlocking "diamond" blocks, formed concrete with reveals, or similar materials. Landscape materials should also be used to provide surface relief.

3. Security Fences

a. Use of security fences should be minimized, and limited to special locations where additional security is necessary. Such security fences should not exceed 6 feet in height.

b. Security fences should be designed to maintain a visually open character to the extent possible. This may be accomplished by using metal picket or open grille fencing or by mounting metal picket or open grille fencing on top of a low masonry wall.

4. Piers

a. Piers are vertical architectural elements of fences or walls that can add interest to and break up long expanses.

b. Piers are recommended to have a base, shaft and cap composition. Larger piers may be specially designed for gateway or other special locations, and these may incorporate ornamental plaques or signs identifying the building or business; public art such as panels or sculptural elements; and /or light fixtures. Piers may be topped by ornamental finials, light fixtures, or roof caps.

c. Recommended dimensions for masonry piers are approximately 18 inches per side or diameter, and the maximum spacing between piers should be 20 feet. Metal posts should be a minimum of four inches per side or diameter.

5. Materials and Colors

a. All fences and walls should be built with attractive, durable materials that are compatible with the character of Tukwila. Appropriate fence materials include wood, masonry, and metal.

(1) Wood picket fences are only recommended along residential streets. For wood picket fences, a paint finish or vinyl coating should be applied.

(2) For iron or metal fences, recommended materials include wrought iron, cast iron, welded steel, tubular steel, or aluminum. Metal fences should be mounted on a low masonry

wall, and/or between masonry piers.

b. Appropriate wall materials include stone, brick, precast concrete, textured concrete block, or formed concrete with reveals. A stucco finish may be used over a masonry core.

(1) Exposed block walls should be constructed with a combination of varied height block courses and/or varied block face colors and textures (e.g. a combination of split-face and precision-face blocks). Plain gray precision-face concrete block walls are discouraged. Design treatments and finishes previously described should be applied to these walls for improved visual compatibility with building architecture.

(2) An anti-graffiti coating is recommended for exposed masonry wall surfaces and should be clean, colorless and without sheen.

c. Support post or pier materials may differ from fence materials; e.g. metal fence panels combined with masonry piers. Recommended materials include brick, terra cotta, and stone, colored or decoratively treated cast-in-place concrete, precast concrete or concrete block, or stucco-faced concrete or concrete block.

d. Bollards are recommended to be cast iron, cast aluminum, and precast concrete. An anti-graffiti protective coating is recommended for precast concrete. Bollards protecting Fire Department equipment shall be approved by the Fire Department.

e. Colors and finishes of mechanical enclosures and equipment should be coordinated with colors and finishes of streetlights, fencing and other painted metal surfaces to be used on site, or with the associated building's material and color scheme.

f. Street and building-mounted metal furnishings should be powdercoated or painted with Waterborne Acrylic Polyurethane, such as Tnemec Series 1080 or similar product. For powdercoated finishes, a chemically compatible UV-protectant clear coat is recommended for prevention of color fading.

E. Utility and Service Areas

1. Service areas should be located and designed for easy access by service vehicles and for convenient access by each tenant.

F. Signage

1. Provide signage that is integrated with the architectural concept of the buildings on site in terms of scale, detailing, use of color and materials, and placement. Ensure that all signs on the site are coordinated and display similar or complementary design characteristics.

2. Consider signage that is oriented to both pedestrians and motorists in design and placement. Pedestrian oriented signs are most effective when located within 15 feet of the ground. Automobile oriented signage should be designed and sized with consideration for the length of time that the sign will be visible to motorists given the location of the sign and the speed of travel.

3. Integrate any freestanding signs with the site as a whole.

4. Consider both day and night-time viewing in the design, placement and lighting of signage.

G. Art

1. Art should be integrated into the design of the surface treatments, landscape, street elements and furnishings:

   a. In areas where fencing or screening is required, industrial materials can be used expressively.

   b. Pavement patterning can be used to create visual interest.

   c. Seating, trash receptacles, drinking fountains, newspaper stands and any other street furnishings can be designed by artists as functional, expressive elements.

   d. Reuse brick, tracks, utility poles and other existing materials in art.

2. Art should reinforce the history and the setting of Southcenter area, and its connections to surrounding uses and neighborhoods.