

City of Tukwila

Draft Chapter 18.28 Tukwila Urban Center (TUC) District

CITY COUNCIL REVIEW DRAFT

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Chapter 18.28 Tukwila Urban Center (TUC) District

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INTRODUCTION

18.28.010 PURPOSE & ORIENTATION

The purpose of this Chapter is to implement the goals and policies of the Tukwila Comprehensive Plan and Southcenter Subarea Plan. This Chapter contains the primary Development Code that will be used to evaluate development projects or improvement plans proposed on properties within the TUC Zone 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 *Southcenter Subarea Plan* 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 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 16, and Corridor Map Figure 17. Identify which District and Corridor Type(s) apply to the property.
 2. Review the District Standards (Tables 2 & 3) and Corridor Standards (Figures 20-27) and identify the specific standards for the applicable District and Corridor Type. Note that the Tables and Figures are intended as a summary and do not encompass all mandatory requirements presented throughout the Development Regulations.
 3. District-Based Standards (TMC 18.28.040 – 110) govern:
 - a. The use of a building or site, see Table 2 Land Uses Allowed by District.
 - b. The scale and configuration of the built environment, see Table 3 District Standards.
 4. Corridor-Based Standards (TMC 18.28.120 – 200) govern:
 - a. Thoroughfare configuration, public frontage conditions, building and parking placement, front yard landscaping, and architectural aspects of that portion of a building's façade within the first 185 feet of a parcel, measured from the curb line. See the Corridor Type Charts, Figures 20-27
 - 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 (TMC 18.28.220 – 280):

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.

C. Interpretation of the Development Code

Most sections of the code feature the following elements:

1. Purpose. Purpose statements are overarching objectives.
2. Standards. Standards use words such as "shall", "must", or "is/are required", signifying required actions.
3. Guidelines. Guidelines use words such as "should" or "is/are recommended", signifying voluntary measures.
4. Alternatives. Some standards within the code allow applicants to propose alternative methods of meeting the particular standards. In such cases, the applicant shall demonstrate how the proposal meets the purpose of the standard and the overall objectives of the Plan.

D. See the Applicability section to determine how the provisions in this Chapter apply to properties in the TUC Zone and which other Tukwila codes may apply to a specific property.

18.28.030 APPLICABILITY & DESIGN REVIEW

A. Relationship to other Tukwila Codes

1. The provisions of this chapter apply to properties within the Southcenter Plan Area, shown in Figure 16 District Map.
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 Ordinary High Water Mark (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.

B. Intensification of Use

Maximum Block Face Length (18.28.080) and Public Frontage Improvements (18.28.150) 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 new 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.
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.

D. Design Review

1. Design Review for Projects located in the Regional Center (TUC-RC), Transit Oriented Development Neighborhood (TUC-TOD), Pond (TUC-P), or Commercial Corridor (TUC-CC) Districts:
 - a. Projects meeting the thresholds for design review set forth in (b) and (c) below shall be evaluated using applicable regulations in this Chapter and the guidelines set forth in the Southcenter Design Manual.
 - b. Major remodels and small-scale projects. Projects meeting any one of the following criteria shall be reviewed administratively as a Type 2 decision (see TMC Chapter 18.60):
 - (1) New non-residential structures between 1,500 and 25,000 square feet in size (total on premises)
 - (2) New residential or mixed use buildings providing up to 50 dwelling units (total on premises)
 - (3) Any exterior repair, reconstruction, cosmetic alterations or improvements, when the cost of that work exceeds 10% of the building's current assessed valuation (the cost of repairs to or reconstruction of roofs screened by parapet walls is exempt). Compliance with corridor-based

architectural design standards is required for existing buildings only if they are destroyed by any means to an extent of more than 50% of their replacement cost at the time of destruction, in the judgment of the City's Building Official.

(4) Exterior expansions between 1,500 and 25,000 square feet in size (total on premises)

c. Large scale projects. 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):

(1) New non-residential structures greater than 25,000 square feet in size (total on premises)

(2) New residential or mixed use buildings with more than 50 dwelling units (total on premises)

(3) Exterior expansions greater than 25,000 square feet in size (total on premises)

d. Minor remodels and very small scale projects. Projects NOT meeting the design thresholds set forth in (b) or (c) above are not subject to design review and shall be evaluated using applicable regulations in this Chapter EXCEPT for the corridor-based architectural design standards.

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

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

Type of Review:

(1) New small scale residential or mixed use buildings providing up to 50 dwelling units (total on premises) shall be reviewed administratively as a Type 2 decision (see TMC Chapter 18.60)

(2) Major remodels. Any exterior repair, reconstruction, cosmetic alterations or improvements to buildings over 10,000 square feet, when the cost of that work exceeds 10% of the building's current assessed valuation (the cost of repairs to or reconstruction of roofs screened by parapet walls is exempt) shall be reviewed administratively as a Type 2 decision (see TMC Chapter 18.60)

(3) New large scale residential or mixed use buildings projects with more than 50 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 design review shall be evaluated using the applicable regulations in this Chapter and the design review criteria in TMC Chapter 18.60.050.

Type of Review:

(1) Small scale 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)

(2) Major remodels. Any exterior repair, reconstruction, cosmetic alterations or improvements to

buildings over 10,000 square feet, when the cost of that work exceeds 10% of the building's current assessed valuation (the cost of repairs to or reconstruction of roofs screened by parapet walls is exempt) shall be reviewed administratively as a Type 2 decision (see TMC Chapter 18.60). Compliance with corridor-based building orientation/placement and architectural design standards is required for existing buildings only if they are destroyed by any means to an extent of more than 50% of their replacement cost at the time of destruction, in the judgment of the City's Building Official.

(3) Large-scale new construction or exterior expansions greater than 25,000 square feet shall be reviewed by the Board of Architectural Review as a Type 4 decision (see TMC Chapter 18.60)

- c. Minor remodels and very small scale projects. Projects NOT meeting the design thresholds set forth in (b) or (c) above shall be evaluated using applicable regulations in this Chapter EXCEPT for the corridor-based architectural design standards.

Table 1 Summary of applicable review process and standards/guidelines. See subsection 18.28.030 (D) above for detailed provisions.

Project Type	Review Type	Applicable Standards/Guidelines				
		District-Based Standards	Corridor-Based Standards	Supplemental Standards	Southcenter Design Manual	Design Review Criteria in TMC 18.60.050
Projects located in the TUC-RC, TUC-TOD, TUC-P, or TUC-CC Districts						
Minor remodels or very small projects see subsection (D)(1)(d)	Type 1	●	● *	●		
Major remodels and small-scale projects see subsection (D)(1)(b)	Type 2	●	●	●	●	
Large-scale projects see subsection (D)(1)(c)	Type 4 (BAR)	●	●	●	●	
Projects located in the TUC-Workplace District						
Residential/mixed-use building – small scale project see subsection (D)(2)(a)(1)	Type 2	●	●	●	●	
Residential/mixed-use building – major remodel see subsection (D)(2)(a)(2)	Type 2	●	●	●	●	
Residential/mixed-use building – large scale project see subsection (D)(2)(a)(3)	Type 4 (BAR)	●	●	●	●	
Other small scale new construction or exterior expansions, see subsection (D)(2)(b)(1)	Type 2	●	●	●		●
Other major remodels see subsection (D)(2)(b)(2)	Type 2	●	●	●		●
Other large-scale new construction or exterior expansions –see subsection (D)(2)(b)(3)	Type 4 (BAR)	●	●	●		●
Minor remodels or very small projects see subsection (D)(2)(c)		●	● *	●		

* Not required to meet corridor-based architectural design standards

DISTRICT-BASED STANDARDS

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 16 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.

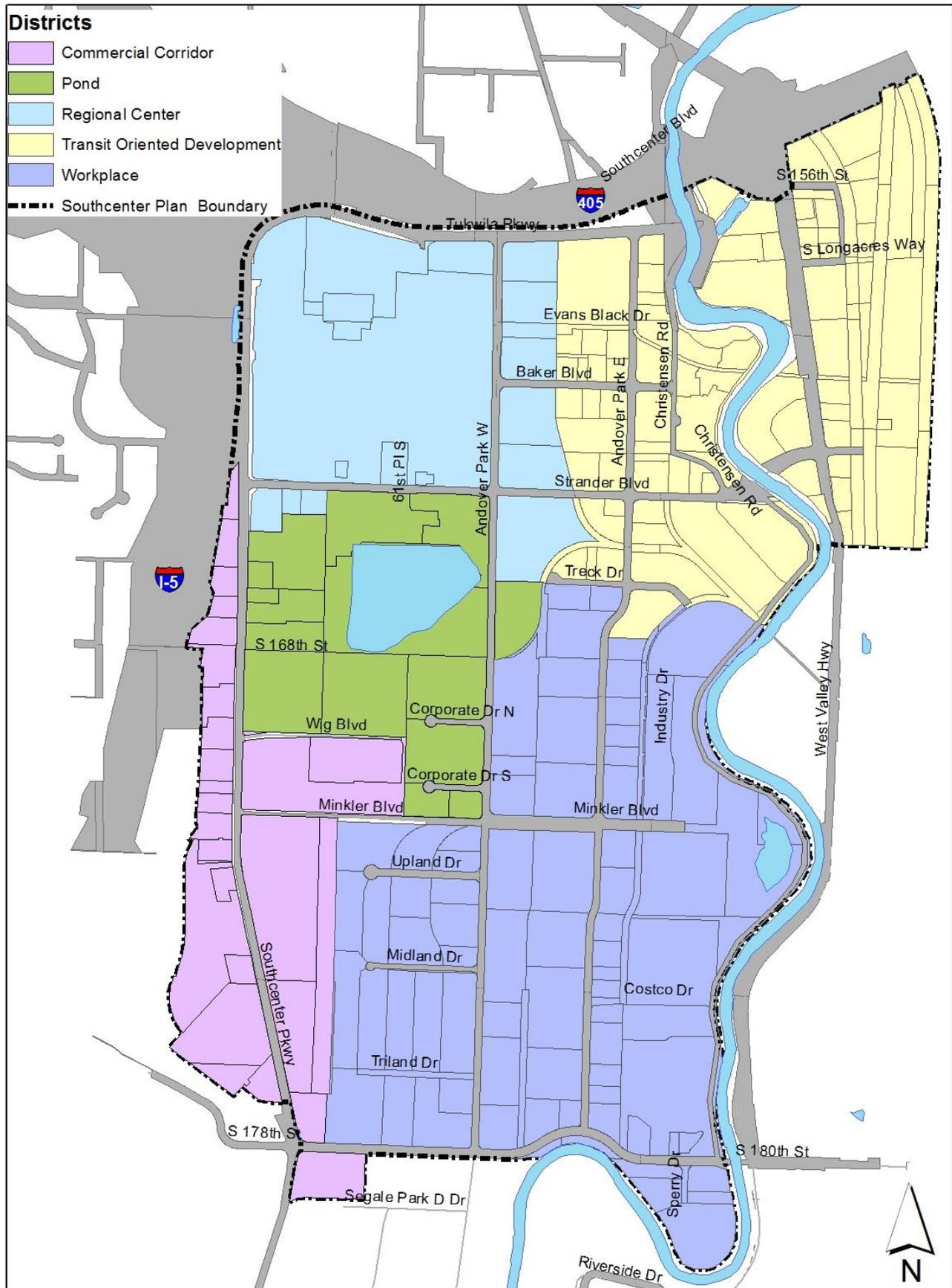


Figure 16 District Map

18.28.050 DISTRICT LAND USES

For permitted uses of a building or site, see Table 2 Land Uses Allowed by District. Table organization:

- A. All Districts appear in the top row of the Table.
- B. 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).
- C. All permitted uses for a single district are allowed either alone or in combination with any other permitted uses within a parcel.
- D. 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.

Table 2 Land Uses Allowed by District

Land Uses Allowed by District	Regional Center	TOD	Pond District	Commercial Corridor	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& Nightclubs	P		P	P	
Brew Pubs, on-site brewing, Cocktail Lounges & Pool Halls	P	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

Land Uses Allowed by District	Regional Center	TOD	Pond District	Commercial Corridor	Work-place
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		
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

Land Uses Allowed by District	Regional Center	TOD	Pond District	Commercial Corridor	Work-place
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		
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 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

18.28.060 DISTRICT STANDARDS

The scale and configuration of the built environment, see Table 3 District Standards.

- A. All Districts appear in the top row of the Table.
- B. The Primary Regulations are listed in the left-most column of the table in the order that they appear in the text.
- C. The Development Standards that apply to each District can be reviewed by cross referencing a Regulation with a District.
- D. 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.

Table 3 District Standards

District Standards	Regional Center	TOD	Pond District	Corridor Comm.	Workplace
18.28.070 Structure Height¹					
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 Pkwy & Southcenter Pkwy	70 ft, 115' if combined with MF, LEED or Affordable Housing Incentive	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 Pkwy & Southcenter Pkwy	70 ft, 115' if combined with Frontal Imp., LEED or Affordable Housing Incentive	70 ft, no increase w/in 150 ft of Pond edge	n/a	70 ft River adjacent parcels only
18.28.080 Maximum Block Face Length					
Provision of New Streets	850 ft max ²	700 ft max	700 ft max	900 ft max	900 ft max
18.28.090 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			
18.28.100 Side and Rear Setbacks					
Side and Rear Yards	5 ft ⁴	5 ft ⁴	5 ft ⁴	5 ft	5 ft
18.28.110 Side and Rear Landscaping Requirements					
Side and Rear Yards	5 ft ⁴	5 ft ⁴	5 ft ⁴	0 ft	0 ft
18.28.220 Special Corner Feature					
Special Corner Feature on Building	permitted	permitted	permitted		

- 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.

18.28.070 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 3 District Standards.
1. Structures oriented to Baker Boulevard shall have an average height at least as high as the minimum listed in the District regulation chart.
- B. Pond Edge Height Limit
1. Development located within 150 feet of the edge of Tukwila Pond 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 as specified for each District as shown in the District Standards, Table 3, when:
 - a. Developers construct public frontage improvements along their parcel frontages on existing streets, constructed to the standards of this Code; or

- b. Developers construct new 20 foot wide half streets with one side of public frontage improvements, constructed to the standards of this Code; or
 - 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:
- a. Each frontage will be evaluated separately based on its Corridor Type's public frontage standards.
 - b. 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 similar length frontages meets the corridor's public frontage standard then 50% of the total building footprint on site is eligible for the height incentive.

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 3.
- 2. Structures may be completely residential or mixed use with residential uses comprising at least half of the occupied floor area of the building.

E. Structures qualify for increased height as set forth in Table 3 District Standards when integrating any of the following combination of height incentives:

- 1. In the TUC-TOD District allowable structure heights may be increased to 115 feet for developments which meet both the frontal improvement and multi-family height incentive requirements.
- 2. In the TUC-TOD District allowable structure heights may be increased to 115 feet for developments which achieve a LEED certification of silver or higher and meet either the frontal improvement or multi-family height incentive requirements.
- 3. In the TUC-TOD District allowable structure heights may be increased to 115 feet for developments which meet the multi-family height incentive requirements and make at least 20% of the residential units affordable per the standards in WAC 365-196-870. For rental units affordability is set at 50% of the county median family income, adjusted for family size. For owner occupied units affordability is set at 80% of the county median family income, adjusted for family size.

18.28.080 MAXIMUM BLOCK FACE LENGTH

A. Definition

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). See Figure 17 below.

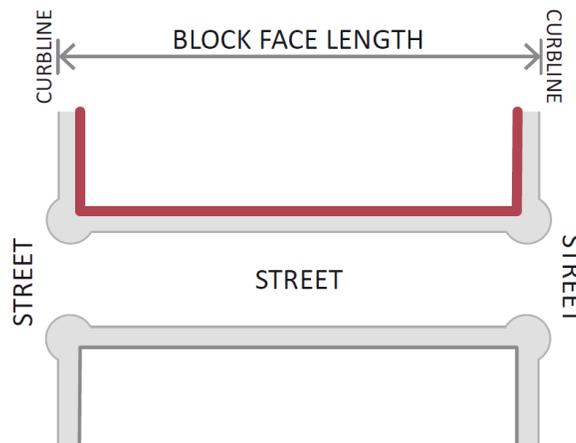


Figure 17 Block face length

B. Regulation

1. When required per 18.28.030.B, 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 18.28.140 New Streets.

18.28.090 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 Type Map, Figure 19, shall be built as one of the Corridor Types permitted in District Standards, Table 3. See 18.28.140 New Streets for more details.

18.28.100 SIDE AND REAR SETBACKS

A. The width of side and rear setbacks shall be as specified by Table 3 District Standards.

B. Front yard setbacks are specified by the Corridor Charts, Figures 20-27.

18.28.110 SIDE AND REAR YARD LANDSCAPING REQUIREMENTS

A. The width of side and rear yard landscaping shall be as specified by the District Standards, Table 3.

B. Side and rear yard landscaping shall be designed, planted and maintained as specified in 18.28.230.B Side and Rear Yard Landscape Types and 18.28.240 General Landscaping.

CORRIDOR-SPECIFIC STANDARDS

18.28.120 CORRIDORS

A. Purpose: To provide standards specific to a hierarchy of corridors and implement the vision for Southcenter as set forth in the Subarea Plan.

B. A Corridor consists of the following elements (see Figure 18. 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.

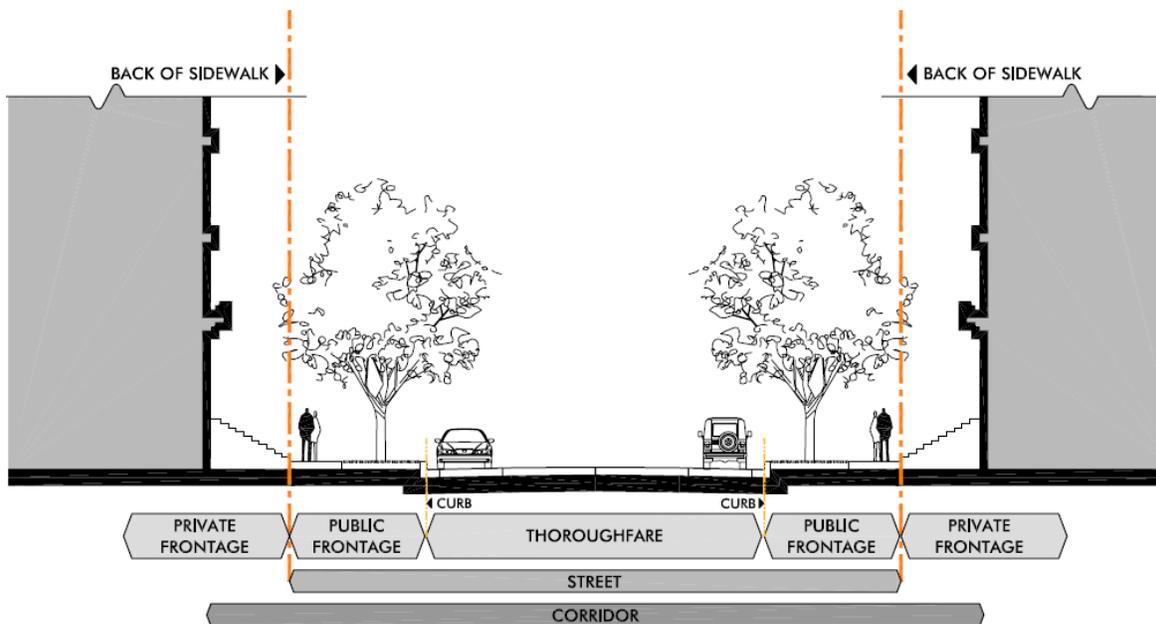


Figure 18 Corridor Definition of Terms

- C. Eight Corridor Types are hereby established in the specific locations and with the specific names indicated in Figure 19 Corridor Type 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 an attractive streetscape along the crossroads in the urban center that provide greater capacity for transit and auto traffic, with modest improvements for pedestrian safety.
6. Commercial Corridors. To provide greater capacity for vehicles, and attractive streetscapes along heavily travelled roadways serving auto-oriented commercial uses, with modest improvements for pedestrian safety.
7. Freeway Frontage Corridors. To provide heavily travelled parkways oriented towards both the area's freeways and Westfield Southcenter Mall, with modest improvements for pedestrian safety.
8. Workplace Corridors. To provide streets serving truck loading and parking access for primarily warehouse/distribution uses in the southern part of the Southcenter area, with modest improvements for pedestrian safety.

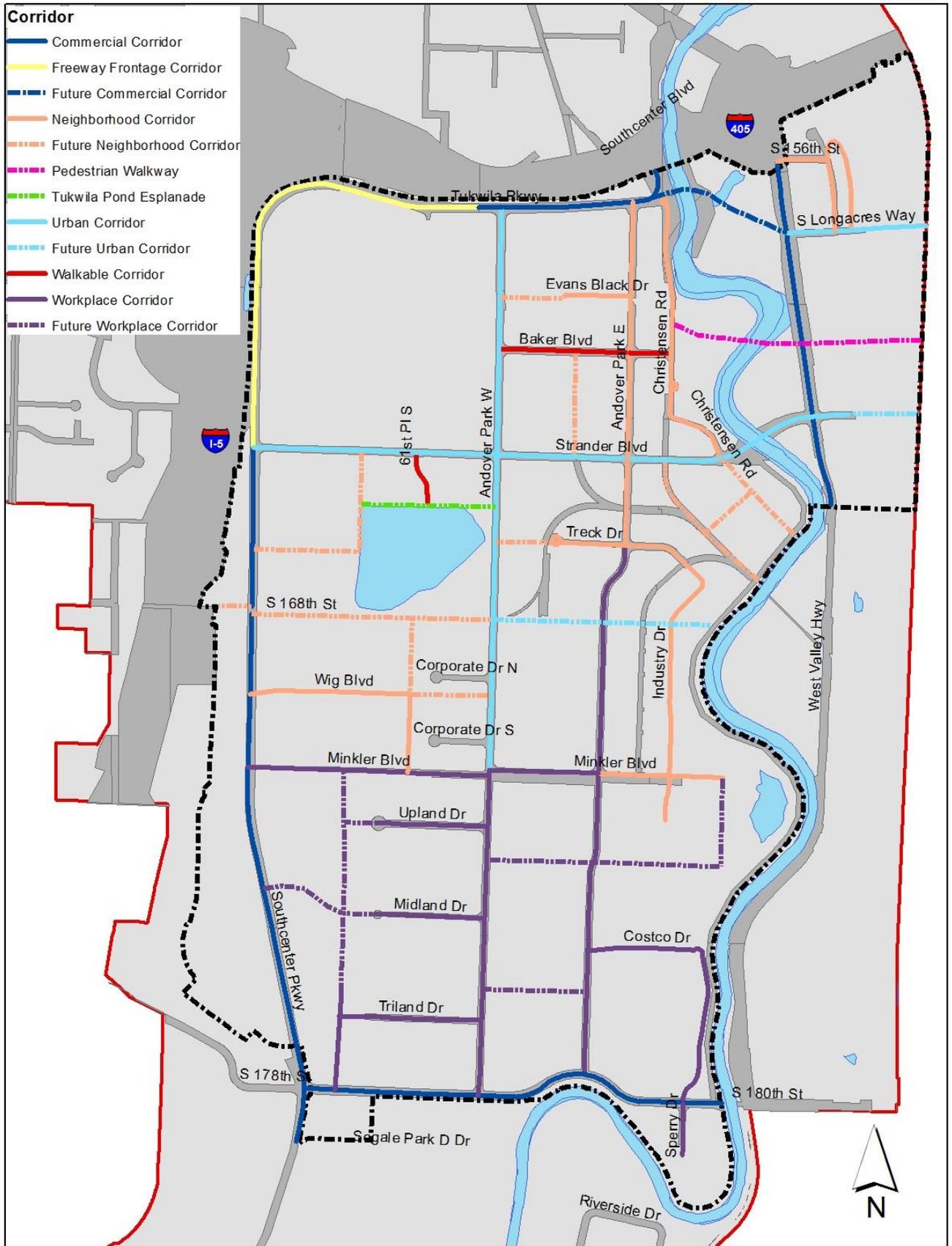


Figure 19 Corridor Type Map

18.28.130 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 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 (TMC 18.104). 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.

D. Summary of Standards

Figures 20-27 on the following pages summarize the corridor regulations. Sections 18.28.140 through 18.28.200 provide supporting details.

Walkable Corridor

Intent: To provide and support a high quality pedestrian realm for shopping and strolling along active retail, eating and entertainment uses.

APPLIED TO:

Existing Streets: Baker Blvd, 61st Place St

New Streets: As indicated on Corridor Type Map

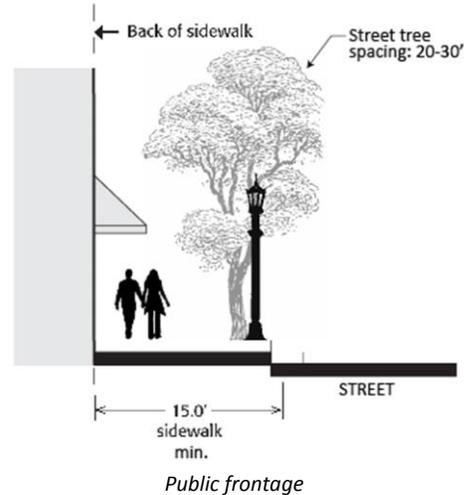
Note: This is a summary of key corridor standards. See 18.28.120 to .210 for supplemental details.

THOROUGHFARE CROSS-SECTION (See 18.28.140)

Existing street	No change
New street	Public frontage only

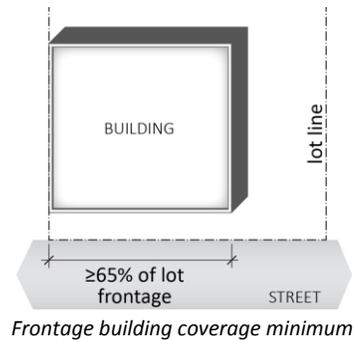
PUBLIC FRONTAGE STANDARDS (See 18.28.150)

Total required width	15 ft
Sidewalk width minimum	15 ft
Landscaping	Street trees, located at back of curb face. Also see 18.28.240 General Landscaping.
Tree spacing	20-30 ft, depending on species.
Lighting	Pedestrian and vehicular-scale decorative street lighting.



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

Building orientation to street	Required
Frontage building coverage minimum	65%
Front yard setback maximum	10 ft
On-site surface parking locations	Side or rear of building
Front yard landscaping (<i>waived if Public Frontage improvements are built to standard</i>)	15 ft min of streetscape



ARCHITECTURAL DESIGN STANDARDS (See 18.28.200)

Façade articulation increment

Commercial / mixed-use maximum	30 ft
Residential maximum	30 ft
Major vertical modulation maximum	120 ft

Ground level transparency

Commercial-use minimum	75%
------------------------	-----

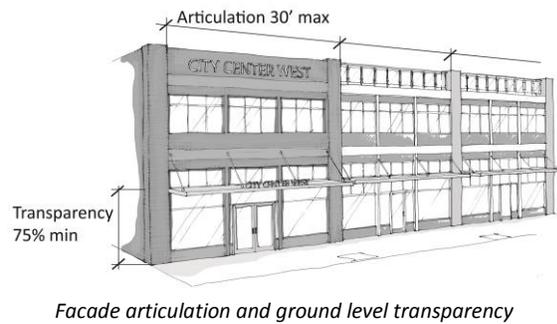


Figure 20 Walkable Corridor Standards

Pedestrian Walkways

Intent: To supplement the 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.

APPLIED TO:

Existing Streets: n/a

New Streets: As indicated on Corridor Type Maps

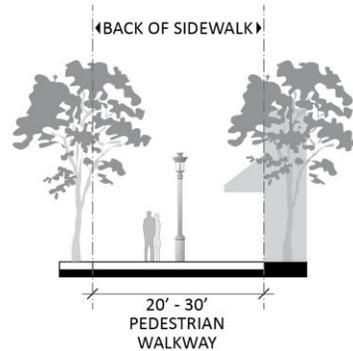
Note: This is a summary of key corridor standards. See 18.28.120 to .210 for supplemental details.

THOROUGHFARE CROSS-SECTION (See 18.28.140)

Existing street	n/a
New pedestrian walkway	See new cross-section

THOROUGHFARE STANDARDS (See 18.28.150)

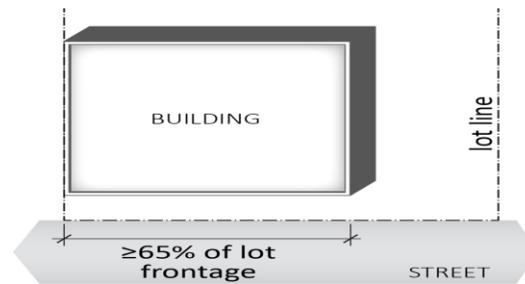
Total required width	20-30 ft
Landscaping	Street trees, along outside edges of walkway. Also see 18.28.240 General Landscaping.
Tree spacing	20-30 ft, depending on species.
Lighting	Pedestrian-scale decorative street lighting.



Thoroughfare cross-section

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

Building orientation walkway	Not required
Front yard setback minimum	0 ft
On-site surface parking locations	Front, side or rear of building
Front yard landscaping (<i>waived if Public Frontage improvements are built to standard</i>)	Required, except where buildings are adjacent to walkways



Facade articulation and ground level transparency

ARCHITECTURAL DESIGN STANDARDS (See 18.28.200)

Façade articulation increment

Commercial/mixed-use maximum	30 ft
Residential maximum	30 ft
Major vertical modulation maximum	120 ft

Ground level transparency

Commercial-use minimum	75%
------------------------	-----

Figure 21 Pedestrian Walkway Corridor Standards

Tukwila Pond Esplanade

Intent: To provide a public esplanade along the northern edge of Tukwila Pond Park that is a focal point and central gathering spot suitable for strolling providing a place for public activity to augment the shopping, dining, and other uses in the vicinity.

APPLIED TO:

Existing Streets: n/a

New Streets: Tukwila Pond Esplanade¹ – North Edge

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

THOROUGHFARE CROSS-SECTION (See 18.28.140)

Existing streets	n/a
New esplanade	See new cross-section

THROUGHFARE STANDARDS (See 18.28.150)

Total required width minimum	25 ft
Landscaping	Street trees in grates, except where buildings are adjacent to esplanade. Also see 18.28.240 and 18.28.250 Open Space Regulations.
Lighting	Pedestrian-scale decorative street lighting.

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

Building orientation to esplanade	Required
Frontage building coverage minimum	65%
Front yard setback minimum	0 ft
On-site surface parking locations	Permitted rear of building.

ARCHITECTURAL DESIGN STANDARDS

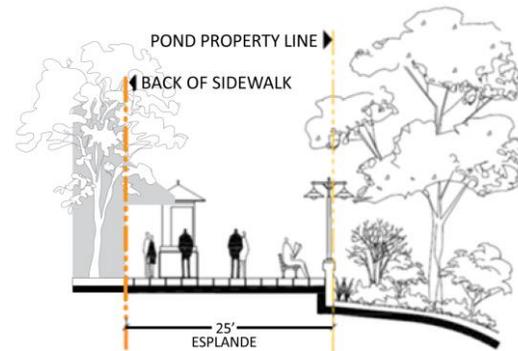
Façade articulation increment

Commercial/mixed-use maximum	30 ft
Residential maximum	30 ft
Major vertical modulation maximum	120 ft

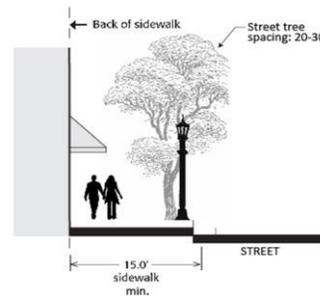
Ground level transparency

Commercial-use minimum	75%
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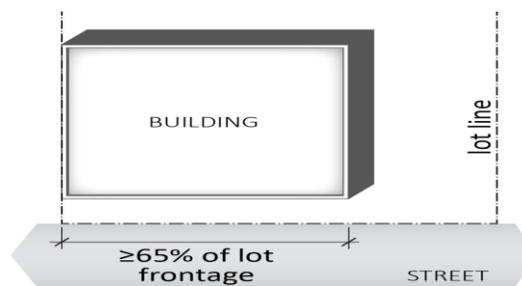
Figure 22 Tukwila Pond Esplanade Standards



Thoroughfare cross-section



Frontage building coverage



Facade articulation and ground level transparency

¹ 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

Intent: 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.

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

APPLIED TO:

Existing Streets: Andover Park E. (Tukwila Pkwy to Trek Christensen), Trek Dr, Industry Dr, Minkler (Andover Park E.), to River, Wig Dr, Bauch Dr, Nelson Pl, S. 156th St

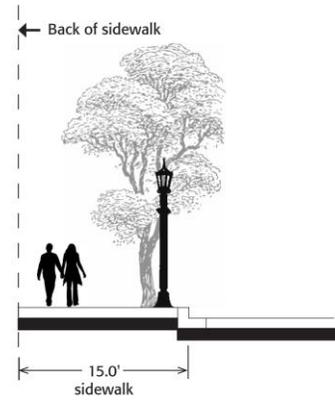
New Streets: As indicated on Corridor Type Map

THOROUGHFARE CROSS-SECTION (See 18.28.140)

Existing street	No change
New street	See new cross-section

PUBLIC FRONTAGE STANDARDS (See 18.28.150)

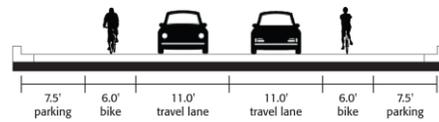
Total required width minimum	15 ft; 10 ft on Minkler
Landscaping	Street trees, located at back of curb face. On Minkler, trees in a continuous landscaped strip a minimum of 5 ft wide located at back of curb face. Also, see 18.28.240 General Landscaping.
Tree spacing	20-30 ft, depending on species.
Lighting	Pedestrian and vehicular-scale decorative street lighting.



Public frontage

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

Building orientation to streets/ open spaces	Required
Front yard setback minimum	15 ft
On-site surface parking locations	Side or rear of building. Street Front: 1 double-loaded aisle of parking between building and primary street (maximum 63 ft in width). ²
Front yard landscaping minimum (waived if Public Frontage Improvements are built to standard)	15 ft of streetscape



New thoroughfare cross-section



Facade articulation and ground level transparency

ARCHITECTURAL DESIGN STANDARDS

Façade articulation increment

Commercial/mixed-use maximum	50 ft
Residential maximum	30 ft
Major vertical modulation maximum	120 ft

Ground level transparency

Commercial-use minimum	50%
------------------------	-----

² New street south of Tukwila Pond shall only have on-street parking on the south side of the street.

Figure 23 Neighborhood Corridor Standards

Urban Corridor

Intent: 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.

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

APPLIED TO:

Existing Streets: Andover Park W. (Tukwila Pkwy S. to Minkler), Longacres Way, Strander Blvd

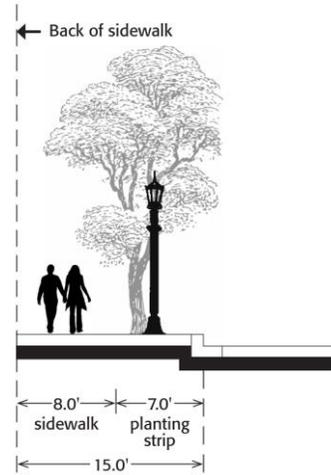
New Streets: As Indicated on Corridor Type Map

THOROUGHFARE CROSS-SECTION *(See 18.28.140)*

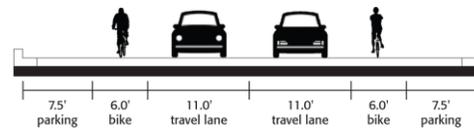
Existing street	No change
New street	See new cross-section

PUBLIC FRONTAGE STANDARDS *(See 18.28.150)*

Total required width	15 ft
Sidewalk width minimum	8 ft
Landscaping	Trees in a continuous landscaped strip 7 ft wide located at back of curb on existing streets; trees in wells on new streets. Also see 18.28.240 General Landscaping
Street tree spacing	20-30 ft, depending on species.
Lighting	Pedestrian and vehicular-scale decorative street lighting.



Public frontage



New thoroughfare cross-section

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

Building orientation to street	Required
Front yard setback minimum	15 ft
On-site surface parking locations	Side or rear of building. Street Front: 1 double-loaded aisle of parking between building and primary street (max 63 ft in width).
Front yard landscaping minimum <i>(waived if Public Frontage Improvements are built to standard)</i>	15 ft of Streetscape



Facade articulation and ground level transparency

ARCHITECTURAL DESIGN STANDARDS

Façade articulation increment	
Commercial/mixed-use maximum	50 ft
Residential maximum	30 ft
Major vertical modulation maximum	200 ft
Ground level transparency	
Commercial-use minimum	60%

Figure 24 Urban Corridor Standards

Commercial Corridor

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

APPLIED TO:

Existing Streets: Tukwila Pkwy, Southcenter Pkwy, S. 180th St, West Valley Hwy

New Streets: As Indicated on Corridor Type Map

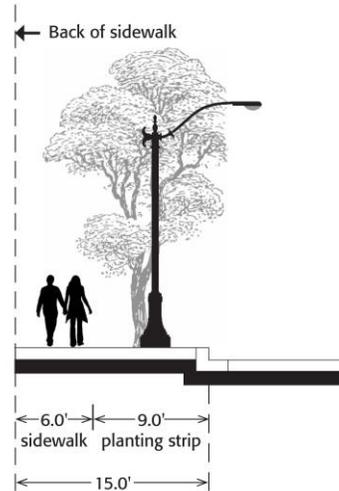
Note: This is a summary of key corridor standards. See 18.28.120 to .210 for supplemental details.

THOROUGHFARE CROSS-SECTION *(See 18.28.140)*

Existing street	No change
New street	See new cross-section

PUBLIC FRONTAGE STANDARDS *(See 18.28.150)*

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



Public frontage

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

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



Facade articulation and ground level transparency

ARCHITECTURAL DESIGN STANDARDS

Façade articulation increment

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

Ground level transparency

Commercial-use minimum	50%
------------------------	-----

Figure 25 Commercial Corridor Standards

Freeway Frontage Corridor

Intent: To provide safe and supportive pedestrian facilities along heavily travelled parkways oriented towards both the area's freeways and Westfield Southcenter Mall.

APPLIED TO:

Existing Streets: Tukwila Parkway (Southcenter Pkwy to 185' west of Andover Park West), Southcenter Pkwy (Tukwila Pkwy to Stander Blvd)

New Streets: n/a

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

THOROUGHFARE CROSS-SECTION *(See 18.28.140)*

Existing street	No change
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New street	NA
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PUBLIC FRONTAGE STANDARDS *(See 18.28.150)*

Total required width	15 ft
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Sidewalk width minimum	6 ft
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Landscaping	Street trees in 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. Also see 18.28.240 General Landscaping.
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Street tree spacing	30-50 ft, depending on species.
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Lighting	Vehicular-scale decorative street lighting.
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BUILDING ORIENTATION/PLACEMENT & LANDSCAPING *(See 18.28.160 - .190)*

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

Façade articulation increment

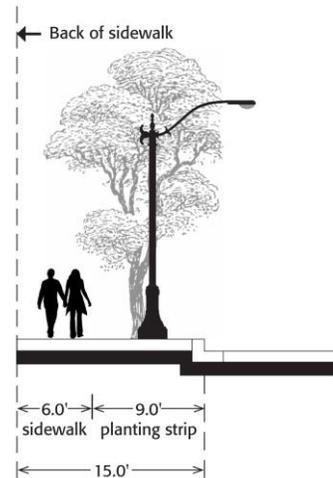
Commercial/mixed-use maximum	100 ft
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Major vertical modulation maximum	200 ft
-----------------------------------	--------

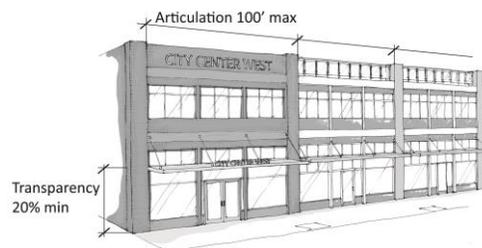
Ground level transparency**

Commercial-use minimum	20%
------------------------	-----

Figure 26 Freeway Frontage Corridor Standards



Public frontage



Facade articulation and ground level transparency

****** *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

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

APPLIED TO:

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

New Streets: As indicated on Corridor Type Map

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

THROUGHFARE CROSS-SECTION (See 18.28.140)

Existing street	No change
New street	See new cross-section

PUBLIC FRONTAGE STANDARDS (See 18.28.150)

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

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

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

ARCHITECTURAL DESIGN STANDARDS

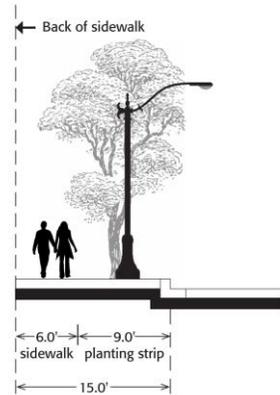
Façade articulation increment

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

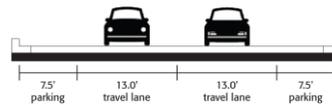
Ground level transparency

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

Figure 27 Workplace Corridor Standards



Public frontage



New thoroughfare cross-section



Facade articulation and ground level transparency

18.28.140 NEW STREETS

A. Purpose

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.

18.28.150 PUBLIC FRONTAGE STANDARDS

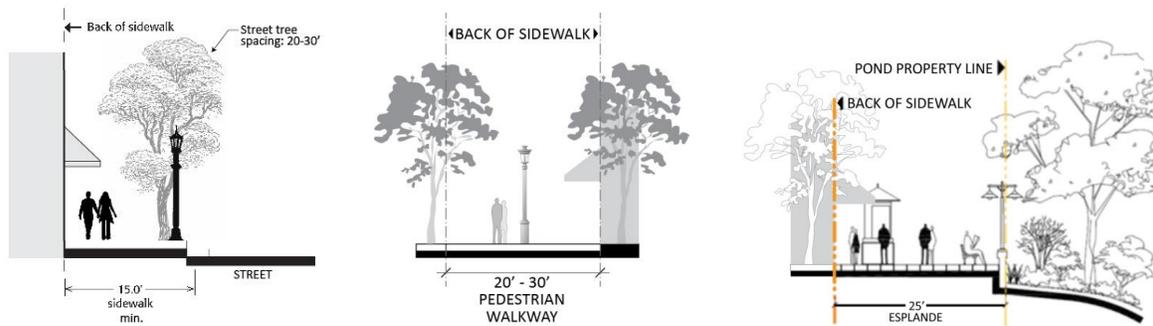


Figure 28. Examples of public frontages

A. Regulations

1. Public Frontage standards establish a specific configuration of improvements that match the configuration and design of new and existing thoroughfares. See Figure 28 for an example of public frontage.
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 (see Figures 20-27) 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 20-27.
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 intervals set forth in Corridor Charts (Figures 20-27). 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 height

and location should be consistent with IES recommendations.

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.

18.28.160 BUILDING ORIENTATION TO STREET/OPEN SPACE

A. Intent.

The building orientation to street provisions are intended to implement the vision for Southcenter by creating a network of “complete streets” and corridors that provide pedestrian comfort, bicycle safety, and automobile movement according to their location and necessary function in the overall area. The provisions herein include a hierarchy of street or “corridor” types ranging from vibrant and activated shopping and dining frontages (Walkable Corridors) to the Workplace Corridors, which accommodate significant truck traffic and support warehouse/distribution uses. The design provisions intend to physically enclose the street or pedestrian corridor to create the sense of an outdoor room with connections across the street to the extent appropriate for the particular street or corridor type. This is accomplished by locating buildings close to the street and containing visible pedestrian entries directly accessible from the street, with parking areas predominately located to the side or rear of buildings along most corridors.

B. Regulation

1. Building Orientation is required or not required, as specified by Corridor Type (see Figures 20-27).
2. A building is oriented to a street or open space (Figure 29) if the building has a primary public entrance which opens directly on to or facing new or existing streets or open space, excluding alleys (see Section 7 of the Southcenter Design Manual for additional standards and guidelines for entrances).

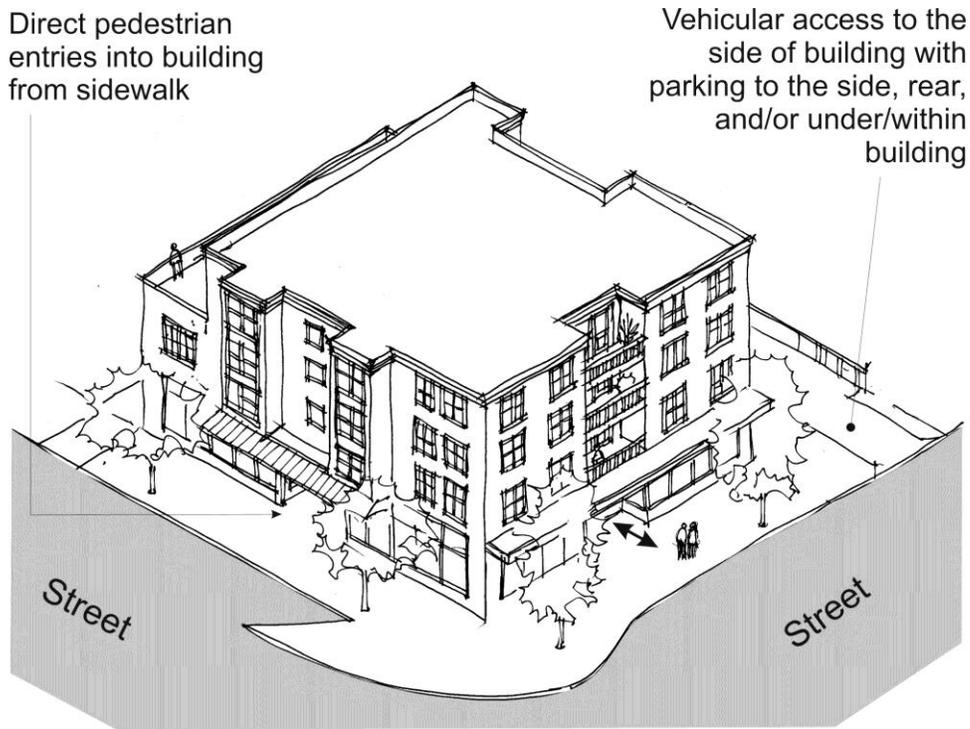


Figure 29 Example of a building oriented to the street

- Where Building Orientation to Streets/Open Spaces is required for the applicable Corridor Type weather protection at least 6 feet in width along at least 75 percent of the façade must be provided (see Figures 30 and 31). See Section 14 of the Southcenter Design Manual for additional standards and guidelines for weather protection.

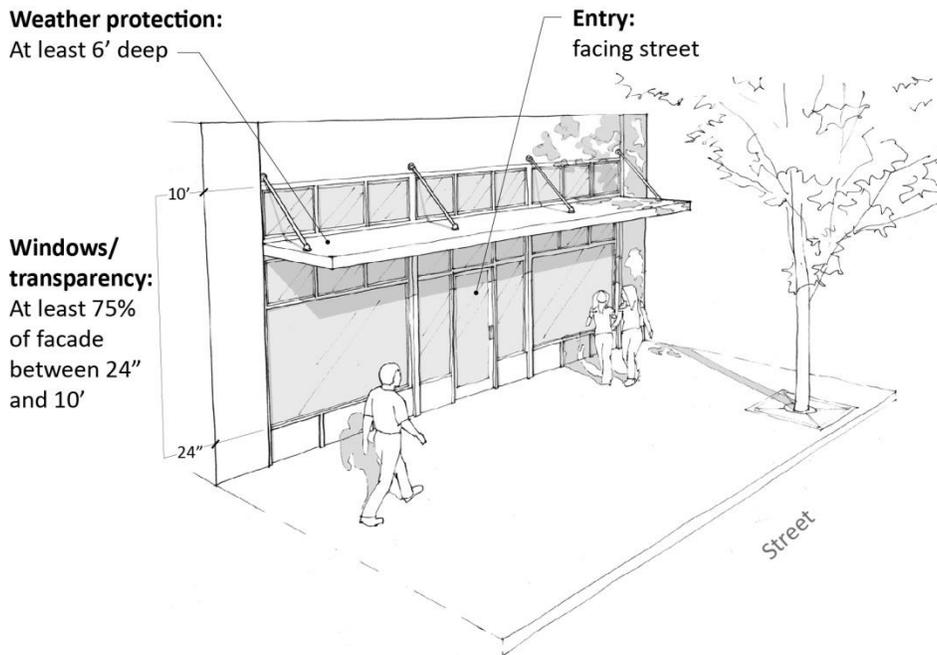


Figure 30 Example of features on a building oriented to street



Figure 31 Examples of Building Orientation to Streets/Open Space Treatments

4. Parking structures, garages, and accessory buildings are permitted and encouraged to be located along alleys in lieu of streets or open spaces. Those portions of parking structures, garages, and accessory buildings that are within 185 feet of the street are subject to applicable Corridor standards

C. Corner Parcels

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.

18.28.170 FRONTAGE BUILDING COVERAGE

A. Regulations

1. Frontage building 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 (Figure 32).
2. Minimum Building Frontage Coverage percentages are required by the Walkable Corridor and Tukwila Pond Esplanade Corridor Types (see Frontage building coverage minimum in Figures 20 and 22).
3. Where required, all new development shall include buildings sited such that minimum Frontage Building Coverage requirements are met.

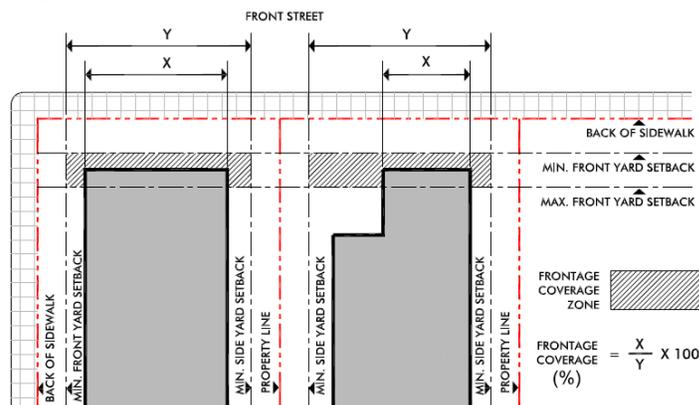


Figure 32 Frontage Building Coverage

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 passages designed to the standards in the Open Space Regulations, TMC 18.28.250.E.2.j may count toward frontage coverage requirements.

18.28.180 FRONT YARD

A. Setback

1. The minimum and/or maximum required front yard setback shall be as specified in the applicable Corridor Type Chart, see Figures 20-27.
2. Setbacks for the Walkable Corridor may be increased to allow for additional pedestrian space (see Figure 33) between the sidewalk and the building.



Figure 33 Example of exceeding maximum building setbacks to provide pedestrian space

B. Landscaping

1. The minimum required landscaping shall be as specified in the applicable Corridor Type Chart.
2. Front yard landscaping shall be designed, planted and maintained as specified in 18.28.230. A Front Yard Landscape Types and 18.28.240 General Landscaping.
3. Front yard landscaping requirements shall be waived if the public frontage improvements are built to the required standard. Exceptions: perimeter parking lot landscaping (see 18.28.240.B.6) and blank

wall screening standards (see Section 15 of the Southcenter Design Manual) still apply, where applicable.

18.28.190 ON-SITE SURFACE PARKING LOCATION

A. Permitted locations

The permitted on-site surface parking locations on a parcel shall be as specified in the applicable Corridor Type Chart, Figures 20-27. See 18.28.260 and .270 for additional parking regulations.

B. On Site Parking Types

1. 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.
2. Surface Lot - Front
 - a. Definition: A parking lot that is located between a building and the primary street fronting a development (Figure 34).

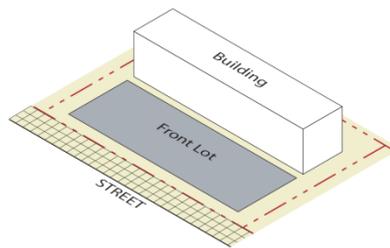


Figure 34 Surface Parking – Front

3. Street Front Parking

- a. This regulates the width of a front parking area allowed between a building and the closest street (Figure 35).
- b. For new construction the maximum width of street front parking is regulated by corridor type, see Figures 20-27.
- 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.

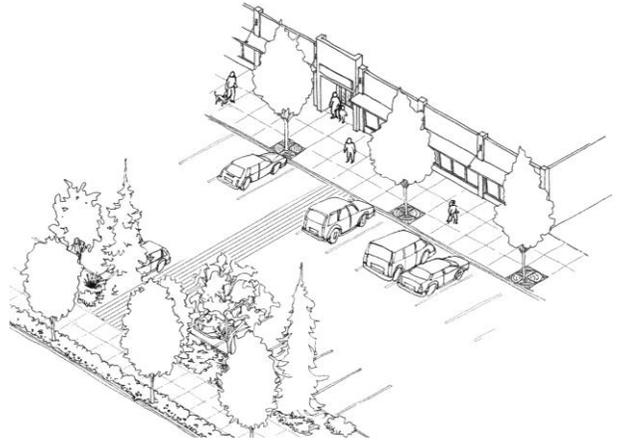


Figure 35 Street Front Parking Examples

4. Surface Lot - Side

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 36).

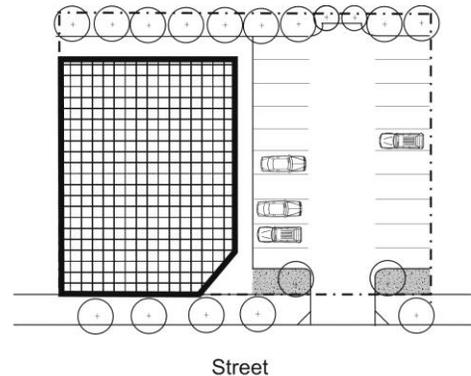
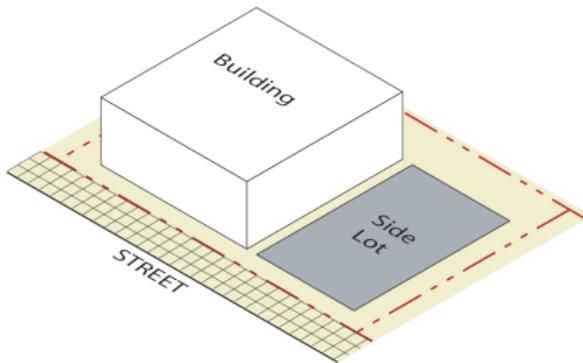


Figure 36 Surface Parking – Side

5. Surface Lot - Rear

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 37).

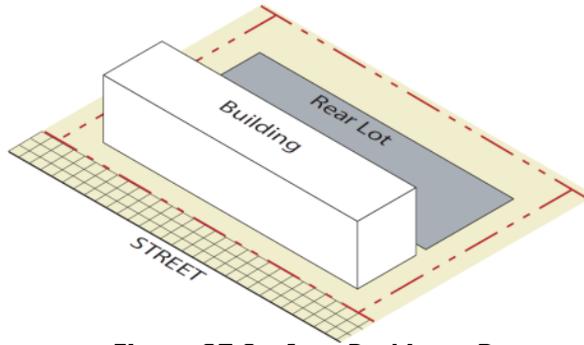


Figure 37 Surface Parking – Rear

6. Parking Structure

- a. Parking structures may stand alone or be integrated into a building.
- b. Parking structures are permitted in all Districts.
- c. Those portions of parking structures that are within 185 feet of the street are subject to applicable Corridor Type standards.

18.28.200 ARCHITECTURAL DESIGN STANDARDS

A. Applicability and definitions (see Figure 38)

- 1. Architectural Design regulations control the minimum required façade articulation and transparency, and are determined by Corridor Type as shown in the Corridor Type Charts, see Figures 20-27.
- 2. Street Façade. The Architectural Design regulations apply to the plane of a façade that fronts upon a street, extending from the ground up to the street façade eave line.
- 3. Articulation. The giving of emphasis to architectural elements that create a complementary pattern of rhythm, dividing large buildings into smaller identifiable pieces.
- 4. Modulation. The stepping back or projecting forward of portions of a building face, as a means of the building function and/or breaking up the apparent bulk of a structure’s continuous exterior walls.

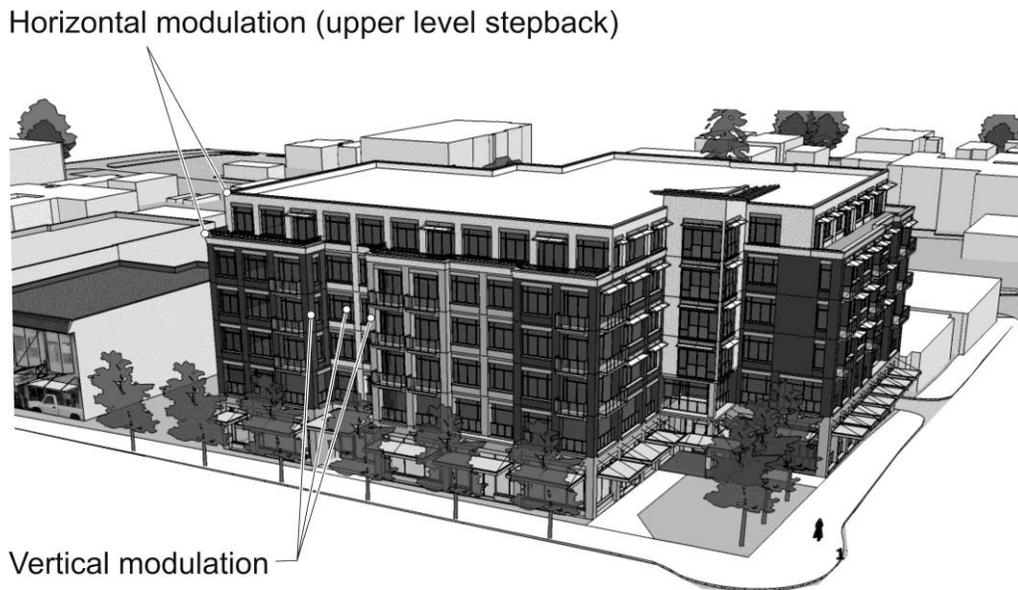


Figure 38 Example of vertical modulation and horizontal modulation

B. Facade Articulation Regulations

1. Intent. The objective of this section is to ensure that the length of new or renovated building façades maintain the desired human scale and urban character appropriate for the Southcenter area.

2. Facade Articulation Increment – Requirements.

The maximum increment shall be as specified by Corridor Type and ground level use. 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 (See Figures 39 and 40). See the Southcenter Design Manual: Section 10 Building Massing, A & B Façade Articulation, for techniques to achieve this standard.

3. Major Vertical Modulation Increment – Requirements. The maximum increment shall be as specified by Corridor Type. See Figure 41 for an example, and the Southcenter Design Manual: 10 Building Massing, C. Major Vertical Modulation Increment for techniques to achieve this standard.

a. See the Southcenter Design Manual: 10 Building Massing, C for a description of the permitted major vertical modulation increment elements.

4. Side and rear facades. 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.

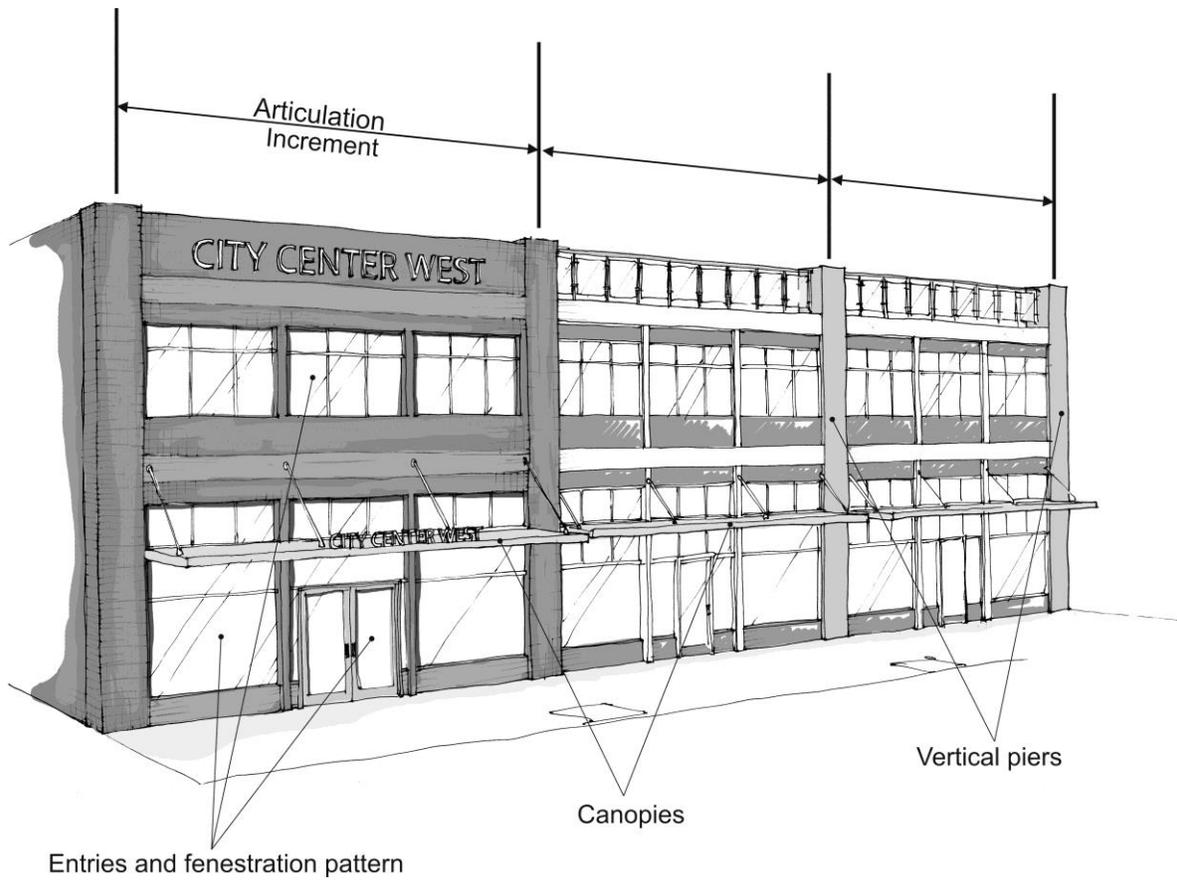


Figure 39 Facade articulation example for a mixed-use building



Figure 40 Example of articulating the façade of a residential building

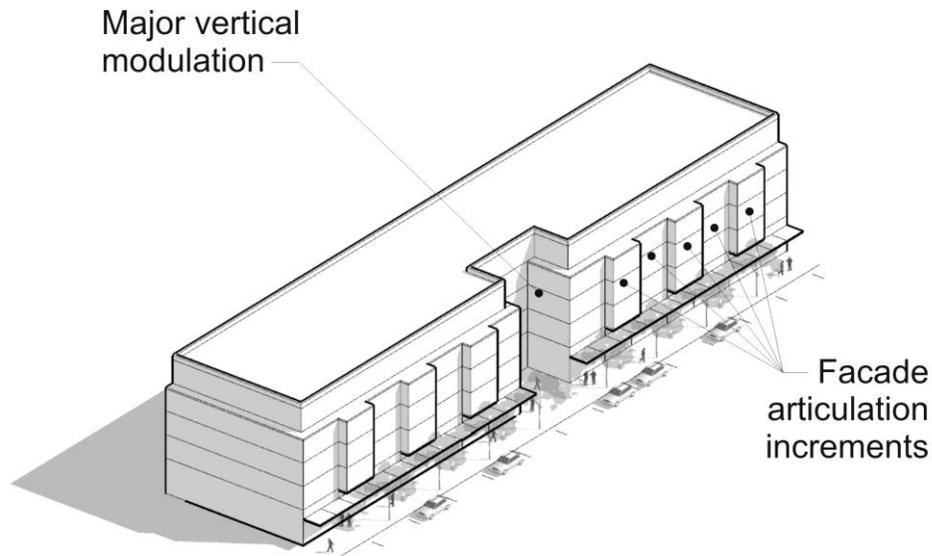


Figure 41 Major Vertical Modulation Example

C. Ground level Transparency Regulations

1. Intent. The objective is to promote a hierarchy of vibrant and activated streets in the Southcenter area. Transparent windows and doors add visual interest to the street for pedestrians, help to promote commercial uses within the building, and enhance the safety of streets by allowing visibility towards the street by building users.
2. A minimum transparency percentage for the area between the height of 2 and 10 feet along the length of a building façade (Figures 42 and 43) that faces the applicable Corridor, per Figures 20-27.
3. 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 (Figure 44).
4. Darkly tinted glass, mirrored glass, and glass covered by screening sheets, white, or UV protection film shall not meet transparency requirements.

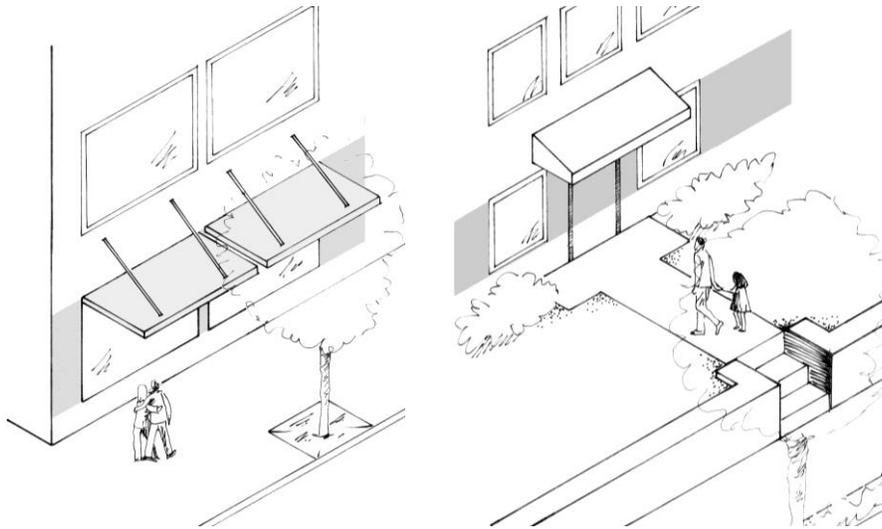


Figure 42 Ground level transparency requirements apply to the transparency percentage for the area between the height of 2 and 10 feet along the length of a building façade



75% Transparency



50% Transparency

Figure 43 Examples of percentage of transparency between 2-10' along the length of a building façade

This example meets the criteria.



This does not.



Figure 44 Display window example

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 8 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 (See Figure 45).

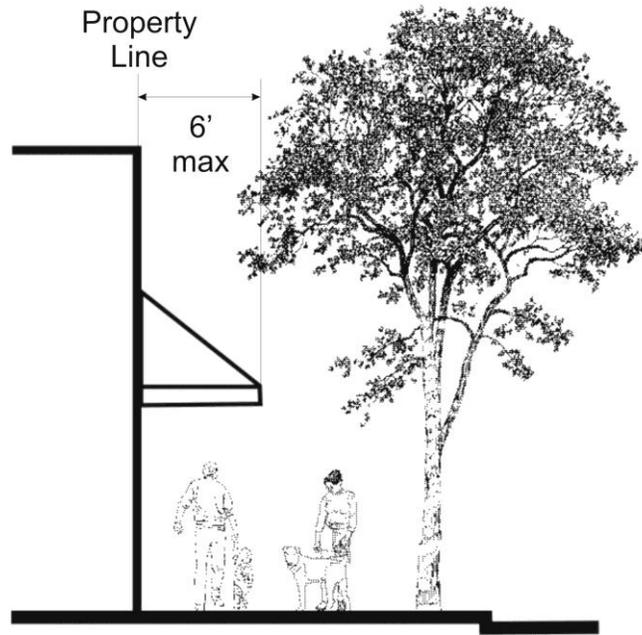


Figure 45 Encroachment provisions for building overhangs or weather protection features

SUPPLEMENTAL DEVELOPMENT STANDARDS

18.28.220 SPECIAL CORNER FEATURE

- A. Special Corner Features are permitted by District as shown in Table 3 District Standards.
- B. A Special Corner Feature is a distinctive building element used to emphasize the corner of a building at an important intersection, see the Southcenter Design Manual, Section 9 Corner Treatments, for additional guidance.
- 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. Frontage Improvements per Corridor Type

- a. When public frontage is constructed to meet the Corridor standard, any other front yard landscaping requirement shall be waived. Exceptions: perimeter parking lot landscaping (see 18.28.240.B.6 and blank wall screening standards (see Section 15 of the Southcenter Design Manual) still apply, where applicable. 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. For corridor types that contain a planting strip (Urban, Commercial, Freeway Frontage and Workplace) minimum plantings:
 - (1) Trees at the spacing listed per corridor type.
 - (2) 1 shrub per 4 linear feet of frontage, excluding curb cuts, or a planted berm at least 24 inches high.
 - (3) 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. 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.

3. 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 through 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. Minimum 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 shall 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.
4. 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.

B. Side and Rear Yard Landscape Types (see Figure 46)

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. Shared pathway along or adjacent to the property line with landscaping. This is a desirable configuration that can enhance pedestrian circulation and provides an efficient use of space. This treatment requires a recorded agreement with applicable adjacent property owner(s).

3. Shared internal drive along or adjacent to the property line. This is a desirable configuration for non-residential uses that can enhance circulation and provides an efficient use of space.

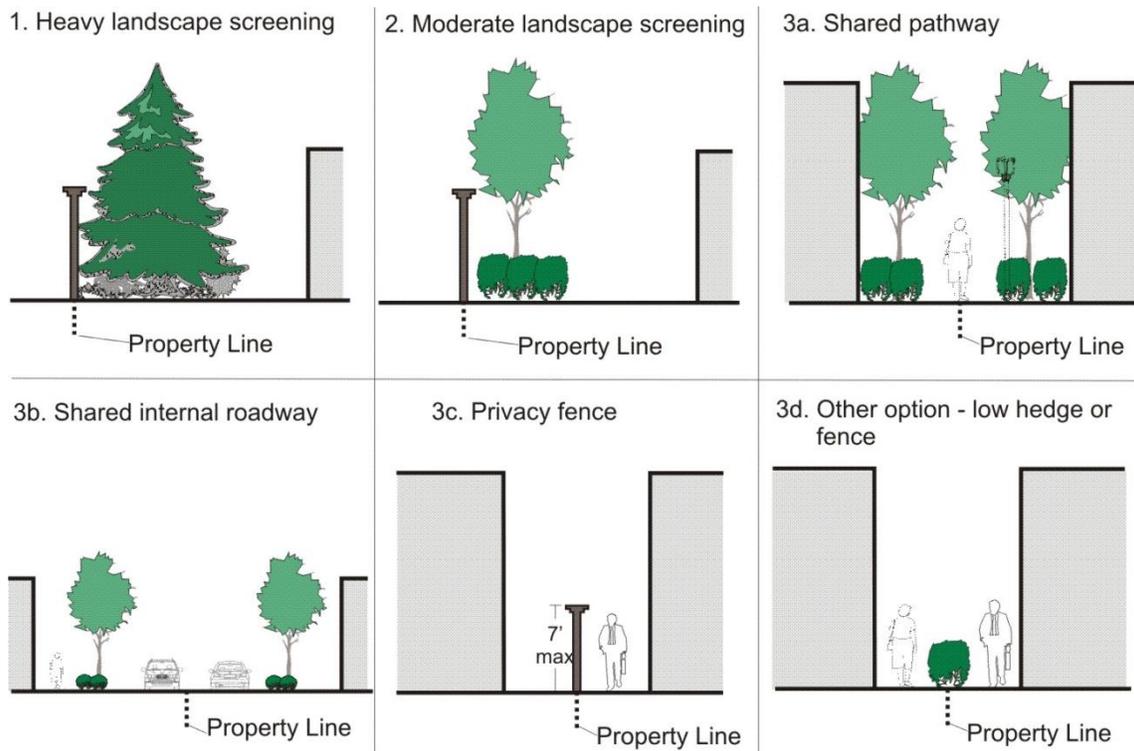


Figure 46 Illustrating the various side and rear yard treatment standards and options.

4. 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.

5. 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. Privacy screening utilizing evergreen shrubs, screening walls or fences (up to 7 feet tall) is allowed.
- 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. The provisions herein are applicable to setbacks, public frontage areas, open space, 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).
- 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 City or a qualified arborist shall be retained and protected during construction with temporary fencing or other enclosure, as appropriate to the site. The area designated for protection will vary based on the tree's diameter, species, age, and the characteristics of the planted area. 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. There must be a diversity of tree and shrub genus and species in the site landscaping, taking into account species in existing development around the site.
- 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. Large and medium canopy tree species are required, except where there is insufficient planting area (due to proximity to a building, street light, above ground or underground utility line, etc.)

2. Visibility

- a. Design of new landscaping and maintenance of existing landscaping shall consider CPTED principals and visibility for safety and views. Appropriate plant species shall be specified to avoid the need for excessive maintenance pruning. Trees along the street frontages, 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 and clearance for vehicles. Trees may be pruned to improve views of signage and entry ways by using such techniques as windowing, thinning, and limbing- up. However, no more than 1/4 of the canopy may be removed within any 2-year period, and the crown should be maintained to at least 2/3 the height of the tree. All pruning shall be done in accordance with ANSI Standard A-300 specifications. Trees may not be topped for any reason. Trees may only be pruned to lower their height to prevent interference with an overhead utility or electrical line, with prior approval by the DCD Director.
- b. 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.
- c. Landscaping at crosswalks and other locations where vehicles and pedestrians intersect must not block pedestrians' and drivers' views.
- d. 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. For trees planted in sidewalks and parking lots Cornell University (CU)- Structural Soils must be used to a preferred depth of 36 inches, to promote tree root growth and provide structural support to the paved area. Minimum soil volumes for tree roots shall be 750 square feet per tree (see specifications and sample plans for CU-Structural Soils). Trees and other landscape materials shall be directly planted into a planting mix, approved by the DCD Director, that is installed on top of the

structural soils.

- b. For all other plantings, 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.
- c. The applicant will be required to schedule an inspection by the City of the planting areas prior to planting to ensure soils are properly prepared.
- d. 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 a permanent 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 to the irrigation requirement may be approved by the DCD Director, such as xeriscaping (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.

a. Setback and Perimeter Landscaping

- (1) Surface parking lots shall setback a minimum of five feet from any open space, building facade, or Corridor back-of-sidewalk. The setback shall be designed and planted with:
 - (i) 1 evergreen shrub per 4 linear feet of property line, excluding curb cuts
 - (ii) 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 turf grass is being used as the groundcover, a 3-foot diameter ring of bark mulch is required around any tree.
- (2) Surface parking lots shall be buffered from adjacent residential development with Heavy Screening in the side and rear setback areas.

b. Interior Parking Lot Landscaping

- (1) 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.
- (2) 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.
- (3) Flexibility is allowed for the layout of parking lots and landscaped areas, but the goal is to provide shade from trees that are evenly distributed throughout the parking lot. Planting trees in continuous, landscaped planting strips between rows of parking is encouraged. This approach may also be combined with surface water management design. For parking lots adjacent to public or private streets, if landscape islands are designed into the parking lot layout to divide continuous rows of parking stalls, they must be placed at

minimum spacing of every 10 parking spaces. For parking areas located behind buildings or otherwise screened from public or private streets or public spaces, if landscape islands are used they shall be placed at a minimum of one island every 15 parking stalls.

- (4) Landscape islands must be a minimum of 6 feet wide and a minimum of 100 square feet in area. All landscaped areas must be protected from damage by vehicles (curbs, tire stops, other techniques).
- (5) Landscape islands shall be placed at the ends of each row of parking to protect parked vehicles from turning movements of other vehicles.
- (6) A minimum of one **large-canopy** evergreen or deciduous tree or two medium-canopy trees are required for every 100 square feet of landscaped island, with the remaining area to contain a combination of shrubs, living groundcover, and mulch (see Figure 47).



Figure 47 Not OK – A single tree planted with no other materials and little room for viability.

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. Trees proposed under overhead transmission lines shall be approved by the City on a case-by-case basis. .
8. Street Trees in the Public Frontage
 - a. Street tree spacing in the public frontage shall be as specified in the applicable Corridor Type Chart. For smaller stature trees (those with canopies at maturity of less than 20 feet) spacing should be every 20 feet. For larger canopy trees, spacing should be wider as appropriate to the mature spread of the tree. Spacing will also need to consider sight vision distance at intersections, driveway locations, and utility conflicts.
 - b. Street trees in the public frontage shall be planted to at least the following spacing standards:
 - (1) At least 3.5 feet back from the face of the curb and with an approved root barrier installed on the curb side.
 - (2) At least 5 feet from underground utility lines

- (3) At least 10 feet from power poles
- (4) At least 7.5 feet from driveways
- (5) At least 3 feet from pad mounted transformers (except 10 feet in front for access)
- (6) At least 4 feet from fire hydrants and connections.

- c. When used, tree grates and landscaped tree wells shall be a minimum 36 square feet in size (6'x6'). Tree grates are not encouraged, but when used grates must have easily removable rings 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. See Section 18.28.240.B.3 Soil Preparation and Planting for structural soil requirements.
- d. Planting and lighting plans shall be coordinated so that trees are not 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 and Pruning

- 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. Pruning of trees is only allowed for the health of the tree, to maintain sight distances or sight lines into commercial areas, or if interfering with overhead utilities. All pruning must be done in accordance with American National Standards Institute (ANSI) A-300 specifications. 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 that meets the intent of this chapter within 120 days or the property owner will be subject to code enforcement action per TMC 8.45. Options at the DCD Director's discretion are to require replacement of the tree with a new tree of similar species that will achieve a similar canopy size at maturity, replace the tree with multiple smaller diameter trees of an appropriate species (only if there are limitations on space or conflicts with utility infrastructure), and/or require an in lieu fee for off-site tree replacement.

C. General Landscaping Considerations

1. Plant Materials

- a. Drought resistant species are encouraged in order to minimize irrigation requirements, except where site conditions within the required landscape areas assure adequate moisture for growth.
- b. The mature size of selected tree species should be suitable to lot size, the scale of adjacent structures, and the proximity to utility lines.
- c. 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.

- d. All trees should be selected and located so that they will not obstruct views to showroom windows and building signage as they mature.
- e. 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 48 Using evergreen landscaping to screen utilities

- f. Species selection is very important in grouped plantings (Figure 49). 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 49 Examples of landscaped tree wells

2. Design

- a. 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.
- b. 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. Purpose: 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 space for residential uses is also intended to promote the health of residents by providing on-site open space for recreational activities, physical exercise, and/or food production. 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 4 Provision of Open Space.

Table 4 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 of building footprint	Pedestrian space: 50 sf/1,000 sf of building footprint	--
Civic & Institutional	--	--	--
Office	Pedestrian space: 50 sf/1,000 sf of building footprint	Pedestrian space: 50 sf/1,000 sf of building footprint	Pedestrian space: 50 sf/1,000 sf of building footprint
Lodging	Pedestrian space: 25 sf/room	Pedestrian space: 25 sf/room	Pedestrian space: 50 sf/room
Residential	10% of residential unit floor area : may be any combination of common or private open space	10% of residential unit floor area, may be any combination of common or private open space	10% of residential unit floor area, may be any combination of common or private open space
Transportation, Communication & Infrastructure	--	--	--
Industrial, Manufacturing & Warehouse	--	--	--

Legend

/1,000 sf: per 1,000 square feet of building footprint

-- Open Space Not Required

2. Compliance with the open space square footage ratio listed in Table 4 is required for new construction, the area of expansion of existing buildings and changes in use from one category in Table 4 to another.
3. Open Space for new or expanded commercial and residential uses shall be built within the development by developers at the time development occurs.
4. Options for Provision of Open Space:
 - a. The square footage of all streets built per Section 18.28.140 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 (d) 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 or the required amount of open space (whichever is less) 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 spaces 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 or outdoors. 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). See Figure 50.
 - 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.
 - f. At least 3 feet of seating area (bench, ledge, etc.) or one individual seat per 60 square feet of plaza

area or open space shall be provided. This provision may be relaxed or waived where there are provisions for movable seating that meet the purpose of the standard. See Section 4 of the Southcenter Design Manual for guidelines on designing walls for seating.



Figure 50 Examples of Pedestrian Spaces

- g. Site design features that create entrapment areas in locations with pedestrian activity shall be avoided.
- h. Development shall incorporate Crime Prevention Through Environmental Design (CPTED) principles into open space site design.
- i. 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.
- j. Pedestrian Passage design requirements:
 - (1) 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 (Figure 51).
 - (2) Passages shall be paved and landscaped, and specifically reserved for pedestrian travel.
 - (3) Passages shall be a minimum of 10 feet and a maximum of 30 feet wide.
 - (4) The design of the passage shall encourage pedestrian circulation. This can be accomplished by:
 - (i) Having the walkway meet the public sidewalk in an engaging and identifiable manner;
 - (ii) Providing pedestrian amenities such as alternative paving methods, seating, and planters;
 - (iii) Designing the passage using CPTED principles.
 - (5) Incorporate design treatments to mitigate impacts of any blank walls along the passage ways (see Section 15 of the Southcenter Design Manual).



Figure 51 Examples of pedestrian passages

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

(7) 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.

F. Common Open Space for Residential Uses

1. Purpose:

- a. To provide accessible, safe, convenient, and usable common open space for residential uses;
- b. To promote the health of residents by providing access to common open space for recreational activities, physical exercise, and/or food production; and
- c. To create common open spaces that enhance the residential setting.

2. 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.

3. Common Open Space Design Requirements (See Figure 52, and Section 5 of the Southcenter Design Manual for additional guidance)

- 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. Courtyards shall be a minimum of 30 feet along the east-west axis and 20 feet along the north-south axis.
- g. 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.
- h. Common open spaces shall be located to take advantage of sunlight to the greatest extent possible.
- i. Site design features that create entrapment areas in locations with pedestrian activity shall be avoided.
- j. Development shall incorporate Crime Prevention Through Environmental Design (CPTED) principles into open space site design.
- k. 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.



Figure 52 Common open space examples

I. 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; and

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

m. Common open spaces shall be 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 (Figure 53), or landscaped areas used for recreation by inhabitants of a single dwelling unit.



Figure 53 Rooftop Garden

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. Private Yard landscaping shall be consistent with Side and Rear Yard Landscape Types per 18.28.230.B.
- d. 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 Table 5 Provision of Parking. 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 as a Type 2 Special Permission decision. Such determination shall be based on the requirements for the most comparable use specified in this section or a parking study.
2. Any off-street parking area already in use or established hereafter shall not be reduced below the ratios required in Table 5. 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 commercial development within 600 feet of the Sounder transit station or the Tukwila bus Transit Center, or residential development within 1,320 feet of either station 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 lot line of the station.
 - 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.

Table 5 Provision of Parking

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 ¹	4 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 bedroom unit or studio	1 space/unit		
2+ bedroom 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		

¹ Parking for office and residential uses within Regional Mall shall be calculated separately according to Table 5.

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 54).

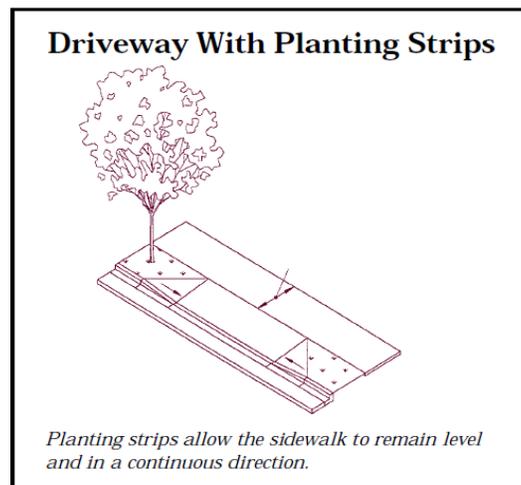


Figure 54 Example of Driveway level with the height of the sidewalk

- 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 18.28.140.
- 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

Minimum parking area dimensions for surface parking shall be as provided in TMC 18.56, Figure 18-6 Off-street parking area dimensions.

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. Tandem parking spaces (where one car is parked directly behind another) are allowed for residential units with two or more bedrooms and both spaces must be assigned for the exclusive use of that unit. All tandem parking spaces must be designed for full size rather than compact size vehicles based on the dimensions in TMC 18.56, Figure 18-6.
- c. Turning and maneuvering space shall be located entirely on private property (Figure 55) unless specifically approved by the Public Works Director.



Figure 55. Not OK – Not enough room on-site to exit loading area, resulting in disruption of traffic movements

- d. 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, Perimeter, and Interior 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 as specified in 18.28.240.B.6.a.

b. See 18.28.240.B.6.b for interior parking lot landscaping requirements.

5. Parking Lot Walkways

a. A hard-surfaced walkway a minimum of 6 feet in unobstructed width shall be provided for safe walking areas through surface parking lots between main building entrances and sidewalks adjacent to streets. 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. Walkways through parking areas (see Figure 56) shall be separated from vehicular parking and travel lanes by use of contrasting paving material, curbing, or landscaping and may be raised above the vehicular pavement. Trees and pedestrian-scaled lighting (maximum 15 feet in height) shall be used to clearly define pedestrian walkways or other pedestrian areas within the parking area.

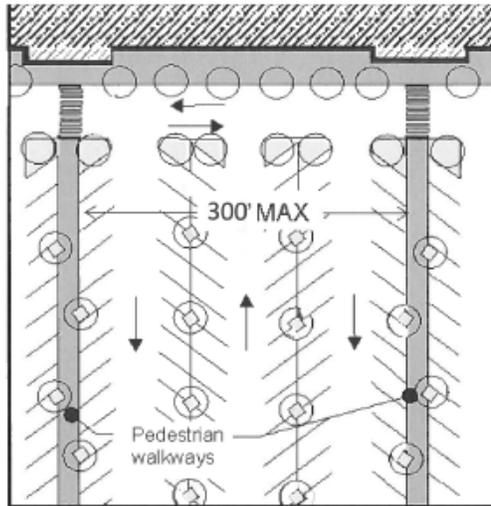


Figure 56 Parking lot walkway standards and example

c. Pedestrian crossings are required when a walkway crosses a paved area accessible to vehicles. Applicants must continue the sidewalk pattern and material across internal driveways.

6. Lighting and Safety

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 18.28.280.B.

E. Drive-Through Facilities

1. Stacking lanes shall be located to the rear or least visible portion 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 18.28.230.B.5 Landscape Types).
3. See the Southcenter Design Manual (Section 16 Parking Structures) 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 Lot Landscaping

Note: See 18.28.240.B.6 for standards for perimeter and interior parking lot landscaping.

1. Trees in parking areas, when mature, should be large and have a high-branching, broad-headed form to create maximum shade.
2. Landscaping in parking lot interiors and at entries should not obstruct a driver's clear sight lines to oncoming traffic.
3. Rooftop Parking Landscape Alternatives.
 - a. Landscape Planters
 - (1) 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.
 - (2) Each planter should contain a small tree or large shrub suited to the size of the container and the specific site conditions, including desiccating winds.
 - (3) The planter should be clustered with other planters near driving ramps or stairways to maximize visual effect.
 - (4) Only non-flammable mulch such as gravel should be used.
 - b. 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.

- c. 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.
- d. 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. Pedestrian Circulation

Note: For walkways through parking lots, see 18.28.260.D.5.

1. Redevelopment of a superblock site shall strive to create a pedestrian-friendly environment within the internal layout (see Figure 57). 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.

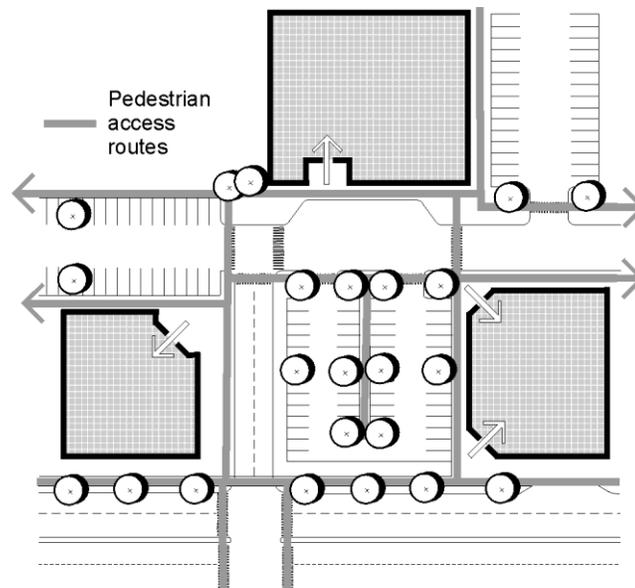


Figure 57 Example of good internal pedestrian circulation. Note connections from the street, between buildings and through parking lots

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 (see Figure 58).



Figure 58 Internal walkway standards and an example along retail or mixed-use buildings

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.
- B. Lighting (also see Section 3 of the Southcenter Design Manual)
1. Safety
 - a. 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.
 - b. Pedestrian walkways where stairs, curbs, ramps, and crosswalks occur shall be lit for nighttime safety.
 2. Glare Prevention
 - a. Where appropriate exterior lighting practices must follow the recommendations of the Illuminating Engineering Society of North America (IES).
 - b. New lighting fixtures shall 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. Where feasible new fixtures shall use a reflector and/or a refractor system for efficient distribution of light and reduction of glare.
- d. House-side shields and internal reflector caps shall be used to block light from illuminating residential windows.

3. Height

- a. The maximum mounting height for building-mounted lights is 20 feet above finished grade in Workplace and Corridor Commercial Districts and 14 feet above finished grade at all other Districts.
- b. The maximum height for pole-mounted lighting at parking lots is 20 feet from grade to light source; lower heights should be used wherever possible.
- c. The maximum height for pole-mounted lighting at pedestrian plazas, walkways, and entry areas is 12 to 14 feet in height from grade to light source.

C. Walls and Fences (also see Section 4 of the Southcenter Design Manual)

- 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 3 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 7 feet.

D. Utility and Service Areas (also see Section 2 of the Southcenter Design Manual)

- 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.