



City of Tukwila

Department of Community Development

Jim Haggerton, Mayor

Jack Pace, Director

CHAIR, GEORGE MALINA, VICE-CHAIR, BILL ARTHUR; COMMISSIONERS, CHUCK PARRISH, ALLAN EKBERG, MARGARET BRATCHER, LYNN PETERSON AND BROOKE ALFORD

Planning Commission
Public Hearing Agenda
August 27, 2009 - 7:00 PM
Tukwila City Hall Council Chambers

CALL TO ORDER
ATTENDANCE
ADOPTION OF MINUTES 7-23-09

PLANNING COMMISSION PUBLIC HEARING

CONTINUANCE:

CASE NUMBER: L08-082
APPLICANT: Derek Speck/City of Tukwila
REQUEST: Rezone/Zoning Code change - Adopt alternative development standards and criteria for the proposed "Urban Renewal Overlay District" including 65' building height limit, reduced parking requirements, covered parking, pedestrian-oriented design features, and others.
LOCATION: Approximately 7 blocks in the vicinity of Tukwila International Boulevard between S. 140th St., 37th Avenue S., S. 146th St., and 42nd Avenue S.

CASE NUMBER: L09-028
APPLICANT: City of Tukwila
REQUEST: A series of proposed housekeeping code amendments ranging from code clarification to policy decisions about allowed uses and development standards.
LOCATION: City wide

SEPA DETERMINATION (File number E09-007): The City has determined that the proposed code changes do not have a probable significant adverse impact on the environment and based on the review of the environmental checklist a Determination of Non-Significance is issued under WAC 197-11-340(2). Comments on the SEPA Determination must be submitted to the City by August 27, 2009. You can call 206-431-3685 if you need additional information or would like to submit comments on the SEPA determination.

Director's Report
Adjourn



To: Planning Commission
From: Rebecca Fox, DCD
Subj: L08-082—Urban Renewal Overlay District—
Supplemental Information Memo for August 27, 2009 Meeting
Date: August 20, 2009

This memo supplements the staff report provided for the July 23, 2009 hearing, and reviews the proposed the supplemental development standards and criteria. It addresses several issues raised during the hearing, and in subsequent messages to staff, especially setbacks near Low Density Residential, and studio unit size and percentage. A matrix provides responses to Planning Commission queries received since the hearing. (Attachment A)

Urban Overlay District Proposed Standards and Criteria

The following reviews the Urban Renewal Overlay District's proposed supplemental development standards in the order that they were proposed in the staff report of July 23, 2009. Staff provides the original recommendation, discussion, and revised recommendation for each element.

1. Building Height Limits and Setbacks

Original Staff Recommendation: a) Allow building heights up to 65 feet in the Urban Renewal Overlay District. The existing Neighborhood Commercial Center (NCC) setback standards shall be followed per TMC 18.22.080;

Discussion:

In the July 27 hearing, Planning Commission members expressed special concern over the visual impact of a "wall" of tall buildings adjacent to or across the street from single-family residences. Several proposals were advanced to address this prospect, and to provide additional protection for single-family neighborhoods.

Staff has prepared three options, each with 30' maximum setbacks rather than the 20' maximum that was originally proposed. Rather than utilizing the NCC setback ratio of 1:5 feet of building height to every 1 foot of building setback, each option sets numeric standards for setbacks. The 20' setbacks within 50' of Medium Density Residential (MDR) and High Density Residential remain unchanged, but are expressed in terms of feet, rather than by a ratio.

As stated in the original staff report, supplemental development standards (65' buildings, reduced parking) would be allowed only if certain criteria were met by the development including 100' of frontage on Tukwila International Boulevard (TIB). The requirement

for frontage along TIB will tend to limit the use of the overlay provisions to the first and second tier of lots adjacent to the street. Only where there are large parcels or areas of contiguous ownership are we likely to see redevelopment reaching the overlay boundaries. (Attachment B)

Each of these proposals would provide additional separation between newly developed buildings and the LDR zones, whether adjacent to or across the street. Rights-of way at the perimeter of the Overlay District across from LDR range from minimum of 30' in width along S. 140th to a maximum of approximately 80' along portions of 42nd Avenue S. In the case of substandard streets, developers would be required to dedicate rights of way when properties develop. When the new setbacks are combined with the single-family home setback, and right-of-way, there would be at least 60' between a single family property line and new development.

The original code language specified a 20' setback within 50' of the LDR zone. This has been modified to remove the 50' distance requirement, and instead specify that the setbacks apply if any portion of the yard is "adjacent to, or across the street from LDR zoning that is outside the Urban Renewal Overlay District and that contains a single-family dwelling. This phrase was added to further focus added protection on single family dwellings.

Option 1

This option is based on the system of tiered setbacks that is currently established in the Office zone (TMC 18.18.080). (Attachment D-1) However instead of minimum setbacks, these distances would become "build-to" lines near LDR. It proposes achieving separation from the LDR zones by requiring tiered building setbacks at specific points with 30' maximum setback if any portion of the yard is across the street from or adjacent to LDR zoning that is outside the Overlay District, and is developed with a single-family dwelling. See chart (Attachment C) and graphic (Attachment D).

The proposal would require that any individual sides of buildings that faced LDR zones would be tiered back at set intervals for specific floors (i.e. 10' setback for the first floor, 20' setback for the second floor, and 30' setback for the third floor.) There would be no difference in setback requirements whether the front, second front, side or rear yard was adjacent to LDR. Setbacks would be attained by tiering the structure at specific floors up to the third floor at 30'. There would be no additional setback for floors four through six.

Pro: The tiered building setbacks help to further buffer residential areas from impacts of proposed development. Requirements for tiered buildings afford additional visual separation between potential buildings and existing LDR zones. Bringing the building tier closer to the street provides a presence for pedestrian interest, and is in scale with residential development. The option provides certainty by prescribing a specific tiered style of building, with fixed setback distances for individual floors.

Con: Requiring specific building tiers/upper floor setbacks limits flexibility for building design and site planning options. Requiring building tiers at specific points will increase building costs and system complexity, and will be a detriment to maximizing rentable space. (Attachment E, Tarragon Development) Requiring two tiers is unduly restrictive since the Tukwila International Boulevard Design Manual already provides design criteria meant to reduce the apparent scale of large commercial buildings located adjacent to residential districts.

Increased setbacks reduce developable land, and economic incentives for development. This may be an impediment to the City's reaching its redevelopment goals. Larger setbacks tend to maintain the more suburban feel, and lessen the desired compact center urban look and feel that is the goal in the Urban Renewal Overlay District.

Option 2:

This alternative extends the maximum setback to 30' in the vicinity of LDR. Rather than relying on the 1:5 to 1 ratio set out in the Neighborhood Commercial Center (NCC) zone, this option sets out minimum setbacks of 10', 20' feet for the first and second floors. The maximum setback for the third floor and higher is 30'. These standards apply equally for all sides, including the front, second front, sides and rear. Depending on the building design and site plan, this could be accomplished either through tiering the building at individual floors, by using a combination of tiers and setbacks, or by setting the entire building back up to a maximum of 30'. This flexibility is similar to what is allowed under current NCC zoning. See chart (Attachment C) and graphic (Attachment F)

It is noted that these standards apply if any portion of the yard is across the street from or adjacent to LDR zoning that is outside the Overlay District, and is developed with a single-family dwelling. Setbacks for buildings within 50' of MDR or HDR would retain the 20' maximum setback in the NCC zone.

Pro: This option could offer greatest flexibility to encourage future redevelopment, while affording protection to single-family residences. It allows developers and architects the ability to meet setbacks either by placing the entire building back, by providing one or two tiers and setting back the remainder of the floors, or by building a combination of tiers and setbacks to meet the desired uses. The flexibility provides somewhat of a transition between suburban and more urban-style development in proximity to single-family homes. Depending on the style of building and the site plan, a tiered building could sit within 10' of the property line for pedestrian interest, or a building without tiers could be set back 30' for a more open feeling.

Con: This option could possibly result in a series of tall buildings set back the maximum distance across from LDR. This is unlikely since building designs would come before the Board of Architectural Review for approval. In addition, the Tukwila International Boulevard Design Manual provides guidelines for building design to reduce the apparent scale of buildings located adjacent to residential districts through such features as modulation or distinctive roofline. The possibility of setting the entire building back

could allow parking lots being placed in front of buildings, and lessen the compact center feel that is desired for this area. Setting the entire building back would also tend to lessen pedestrian interest.

Option 3

Option 3 combines features of options 1 and 2 by requiring one tier-back with a minimum setback of 10' for the first two floors, and a maximum total building setback of 30' for all floors above two floors. Flexibility is provided to decide whether the tier will be one or two floors tall. See chart (Attachment C) and graphic (Attachment G)

As with the other options, these standards apply if any portion of the yard is across the street from or adjacent to LDR zoning that is outside the Overlay District, and is developed with a single-family dwelling. Setbacks for buildings within 50' of MDR or HDR would retain the 20' maximum setback in the NCC zone.

Pro: The visual impact on residential uses is limited by allowing a one or two story tier, which no greater in height than a single-family home. The greatest bulk and height of the building is set back 30'. Allowing a two-story tier within ten feet of the property line moves Tukwila closer to a more urban feel, as desired. The pedestrian environment is enhanced by the certainty of locating buildings closer to the "build to" line. Requiring only one tier of one or two stories in height limits the negative effects of tieres on building systems. Although a tier is required, greater design flexibility is maintained, by providing the developer the choice to construct either a one- or two-story tier. A two-story tier might be especially suitable for live-work space. Impacts on developable space, and negative impacts on building systems, though present, are lessened. With a required tier, the possibility of a "wall" of buildings is avoided.

Con: Requiring a tier imposes limits on developable space and design options. Modulation and visual breaks can be provided adequately without this requirement by utilizing the guidelines developed in the Tukwila International Boulevard Design Manual.

Revised Staff Recommendation:

Staff recommends Option 3 as this provides a reasonable scale tier to limit the visual impact of a tall structure, yet does not unduly limit developable space. By moving development closer to the street, it increases pedestrian interest and creates a more urban feel.

PARKING: Staff original recommendation:

b) Allow multi-family parking standards to be one parking space per each dwelling unit that contains up to one bedroom plus 0.5 spaces for every bedroom in excess of one bedroom in a dwelling unit.

Discussion:

A simplified approach is proposed to get a general idea of future development levels and parking requirements. Redevelopment in the Urban Renewal Overlay District is expected to take place gradually over a period of many years, primarily in response to market conditions. For the mid-term (approximately 25 years), staff assumes that approximately one-half of the 46 acre Overlay District will redevelop. This is considered optimistic, given the pace of development observed to date along Tukwila International Boulevard.

The requirement for frontage along TIB will tend to limit the use of the overlay provisions to the first and second tier of lots adjacent to the street. Only where there are large parcels or areas of contiguous ownership are we likely to see redevelopment reaching the overlay boundaries.

If all of those parcels were developed to the same residential density proposed for Tukwila Village (50 units per acre) the estimated number of new units would be 1,150. Other constraints such as Fire code requirements may keep that density from being realized, but in the interests of a conservative estimate we can keep that number. Assuming a unit mix of 25% studio, 50% one bedroom and 25% two bedroom, approximately 1,300 parking places would be available in the mid-term under revised parking requirements.

Planning Commissioners raised concern over the possibility that reducing requirements for providing on-site parking would result in overflow parking on residential streets. A citizen comment was received on this topic. (Attachment H) Parking for the retail or office components of these mixed use buildings would be required in addition to the residential spaces, and could serve as overflow parking for the residents at off-peak times.

On-street parking is currently available on 42nd Avenue South, and parts of 37th Avenue South. The City of Tukwila Public Works Department, although amenable to public improvements to provide additional on-street parking, has no current plans or resources for capital improvements and/or purchase of right-of-way. It is unlikely that streets would reconfigure to on-street angled parking in the mid-term unless the improvement were made by individual developers such as has been discussed with Tarragon.

Specific parking impacts are not fully known at this point since this new type of development has yet to occur. A Residential Parking Zone could be instituted in several years time, in the event that overflow parking becomes a problem for the neighborhood. At least a portion of the costs of establishing this type of parking monitoring could be borne by building owners.

Staff Recommendation: Adopt the proposed parking standard

3. Unit Mix and Size—

Original Staff Recommendation:

Allow the maximum number of dwelling units to be determined by the building envelope as in the NCC zone, rather than a numeric density.. Allow the developer to determine the unit mix with the limitation that the units contain at least 500 square feet of interior floor space and allow no more than 50% of the dwelling units to be studios.

Discussion:

Planning Commissioners requested additional information about the market for studio apartments, as well as the rationale behind staff's recommendation that a limit of 50% of all residential units could be developed as studios. Tarragon staff has provided information regarding studio apartment markets and sizes, including sample floor plans. (Attachment I)

It is important to recall that the overall goal in setting a maximum percentage of studio units and minimum unit size is to ensure that the community has a mixture of family-sized units with no unit size predominating. Communities are generally healthier if there is such a mix. Setting a percentage and size limit on studio apartments is intended to protect the community.

Currently we do not regulate the mix or size of units in our zoning code. For example, a developer could build a mixed-use project in the NCC zone today with 100% studio units, as long as the building height did not exceed 45', and 2 parking spaces per unit were provided.

As each new development is being planned, the developer would do a market analysis to determine the project size and unit mix. Broad demographic factors such as smaller household size, and an aging population indicate that there is some demand today for some new studios in Tukwila Village. This type of housing has not been built in the area, and it is consistent with a denser, more urban-type of development that is sought for this core area. However, it is likely that other significant changes in the market, such as a senior housing developer deciding this is a good location, or a major college locating in the area to draw students, would be required to prompt much more demand for studios.

Supportive zoning is not sufficient to spur development. For context, the Tukwila Urban Center provides examples of where supportive zoning has not resulted in new development patterns. Current zoning in the TUC allows an office building to be built to 115 feet. Although parcels that are suitable for office development are available, few new office buildings have been constructed. In addition, Special Building Height Exception Areas in various parts of the city allow structures up to ten stories to be built, but they have not developed. Although plans may encourage it, and the zoning may allow it, new development doesn't happen before there is market demand.

Although zoning allows a certain type of development to occur, market demand is the primary determinant of whether or not a project will be built. Even if our zoning were to allow a certain percentage of new units to be studios, development would happen at that rate only if there is market demand.

Maximum Percentage of Studio Apartments:

In its bid for selection as the developer for the Tukwila Village project, the Legacy company prepared a preliminary pro forma, and proposed that 40% or 80 of their proposed 200 units should be studios. This is the only market information that relates specifically to Tukwila and to the Urban Renewal Overlay District.

An analysis prepared by Dupre and Scott for the Applicant/Tukwila Village project provides history of approximately 90% of all 20 unit and larger market rate apartment properties built in Seattle since 2000. (Attachment J) Of these units, approximately 25% were studio units. The remainder was split among 45% one bedroom units, and 27% two or three bedroom units. The chart on page one shows the breakdown of units, along with the average sizes.

Studio units typically rent for proportionally more than larger units per square foot, and are more profitable. Therefore, future developers desire the flexibility to determine the mix of residential units based on market factors. Establishing a maximum percentage for the number of studios does not mean that the maximum will be reached. The actual mix of units is set by market forces, but the maximum percentage is intended to protect the community. However, since this type of development has not yet occurred in Tukwila, setting an artificially low lid on the percentage of studio units may create difficulties for developers, and lessen interest in developing projects here.

Given the historic market study showing approximately 25% studio units for all units constructed, and Legacy's proposal for Tukwila Village showing 40% studio units, staff feels that a limit of 40% studios is appropriate.

Revised Staff Recommendation:

Staff recommends setting a maximum limit of up to 40% studio units. This provides 60% one-bedroom and two-bedroom units, with no unit type predominating.

Studio Unit Size:

Discussion: The Dupre and Scott study indicates that the average studio unit size is 519 net rentable square feet. The chart at the top of page 2 shows that approximately 37% of studios are smaller than 500 s.f., while 30.4% are between 500 and 549 s.f. (Attachment J)

Staff's initial recommendation supported studio units with minimum size not smaller than 500 s.f. Tarragon Development Company initially requested minimum units of 400 s.f. , but now supports a minimum square footage of 450 s.f. (Attachment I) At their meeting on August 11, 2009, the Tukwila International Boulevard Action Committee (TIBAC) recommended a compromise alternative whereby the average size of studio units in a development would be not less than 500 s.f. with no unit smaller than 450 s.f. Staff agrees with this approach, as ensures that the community will not have too many small units, and also allows developers market flexibility.

Revised Staff Recommendation: Approve the following as shown:

Allow the maximum number of dwelling units to be determined by the building envelope as in the NCC zone, rather than a numeric density. Allow the developer to determine the unit mix with the limitation that the units contain an average size of at least 500 square feet of interior floor space with no units smaller than 450 square feet and allow no more than ~~50%~~40% of the dwelling units to be studios.

4. Live/Work Space—

Original Staff Recommendation:

Allow live/work space on the ground floor to meet the NCC requirement for ground floor retail or office space if the live/work space is built to commercial building code standards with a typical retail store front appearance.

Staff recommendation: Approve as is

5. Ground Floor Residential Uses—

Original Staff Recommendation

Allow ground floor residential uses in the NCC zone in buildings or portions of buildings that do not front on an arterial.

Staff recommendation: Approve as is

The Urban Renewal Overlay District's proposed development standards would apply if the owner/developer requests, and if all the following criteria are met:

6. Required Frontage on Tukwila International Boulevard—

Original Staff Recommendation:

At least 100 feet of the development parcel's perimeter fronts on Tukwila International Boulevard

Staff recommendation: Approve as is

7. Required Covered Residential Parking—

Original Staff Recommendation

At least 75% of required parking is provided in an enclosed structure (garage or podium). The structure must be screened from view from public rights of way.

Staff recommendation: Approve as is

8. Ground Floor Active Uses Required—

Original Staff Recommendation:

The ground floor along Tukwila International Boulevard must contain active uses except for the width of the garage access when site conditions allow.

Discussion: The Planning Commission requested that staff provide a definition of active uses. The following definition incorporates a combination of both uses and design features as follows:

Active uses comprise uses such as retail, restaurant, office, live-work or other uses of a similar nature that encourage pedestrian activity, and feature a combination of design and amenities to create a sense of interest with features such as doors, windows, clear glass display windows, wide sidewalks, etc.

Revised Staff Recommendation: Approve the following wording:

The ground floor along Tukwila International Boulevard must contain active uses except for the width of the garage access when site conditions allow. Active uses comprise uses such as retail, restaurant, office, live-work or other uses of a similar nature that encourage pedestrian activity, and feature a combination of design and amenities to create a sense of interest with features such as doors, windows, clear glass display windows, wide sidewalks, etc.

9. Transportation Management Plan Required—

Original Staff Recommendation:

The property owner/manager shall prepare a Transportation Management Plan that encourages alternatives to automobile use, and that provides each residential and commercial tenant with materials that may range from offering information about transit and bicycle options to providing bus tickets and passes.

Discussion: The Planning Commission recommended changing “bus” to “transit” to encompass a wider range of transportation options.

Revised Staff Recommendation—Staff recommends approving the following wording:

The property owner/manager shall prepare a Transportation Management Plan that encourages alternatives to automobile use, and that provides each residential and commercial tenant with materials that may range from offering information about transit and bicycle options to providing ~~bus~~ transit tickets and passes.

10. Parking for Car Sharing Program—

Original Staff Recommendation

Residential development must encourage tenants to use a car sharing program and make one space available at no charge to a car sharing program (if available) for every 50 spaces on site.

Discussion: During the hearing, Tarragon suggested using a “green” standard to set the number of car share spaces. In discussion with staff, Tarragon Development suggested providing one carshare space for buildings with between 50 and 200 dwelling units, and an additional space for every additional 200 units as a more attainable goal. Staff agrees with this suggestion, on the condition that the car share space is provided in addition to the required residential parking. In the event that car share programs are not available, the space shall be used as guest parking until a car share program operates in Tukwila.

Revised Staff Recommendation—Staff recommends approving the following:

Residential development ~~must encourage~~ shall provide opportunities for tenants to use a car sharing program and make one space available at no charge to a car sharing program (if available) for every 50 to 200 residential spaces on site. An additional space shall be provided for developments with over 200 parking spaces. Car sharing spaces are in addition to required residential parking. If car sharing programs are not available when the building is constructed, an equivalent number of guest parking spaces shall be provided. These shall be converted to dedicated car share parking spaces when the program becomes available.

11. Require Pedestrian Amenities—

Staff Original Proposal

Development must provide amenities such as some of the following to enable a high quality pedestrian experience, including retail windows and doors, pedestrian scale design along sidewalks, wide sidewalks, pedestrian access through site, benches, art, landscaping and lighting, quality of materials, etc.

Staff Recommendation—Approve as proposed.

12. Bicycle Parking—

Original Staff Original Proposal

One secure, covered, ground-level bicycle parking space shall be provided for every three residential units in a mixed-use or multi-family development. For commercial development, one bicycle parking space shall be provided for every 25 automobile parking stalls.

Discussion: In discussion with Tukwila staff, Tarragon staff suggested providing one covered, secure bicycle storage space for every four residential units, rather than every three units, as staff had originally recommended. Staff agrees with this suggestion.

48 AM M2 / 79933X3

Additionally, staff suggests revising our initial recommendation to retain the existing commercial bicycle parking standard to provide one space per 50 parking stalls, with a minimum of 2 spaces. This is appropriate since no other commercial parking standards are being revised.

Revised Staff Recommendation: Staff recommends approving the following:

- e) One secure, covered, ground-level bicycle parking space shall be provided for every ~~three~~ four residential units in a mixed-use or multi-family development. For ~~commercial development, one bicycle parking space shall be provided for every 25 automobile parking stalls.~~

EXCERPT / SUMMARY

ZONING—RECOMMENDATION:

Staff recommends the following action in support of the request:

- 1) Amend the Zoning Code to add Figure 18-15 “Urban Renewal Overlay District” (Attachment K)
- 2) Amend the Zoning Code Chapter 18.50—Supplemental Standards to add TMC 18.50.170 establishing the Urban Renewal Overlay District with supplemental regulations and criteria as follows:

Urban Renewal Overlay District Chapter 18.50.170

18.50. 170. Urban Renewal Overlay District

A. Purpose. The Urban Renewal Overlay District is established to implement the adopted Tukwila International Boulevard Revitalization and Urban Renewal Plan. The intent is to promote community redevelopment, and revitalization and to encourage investment that supports well-designed, compact, transit-oriented and pedestrian-friendly residential and business activity to activate the community along Tukwila International Boulevard.

B. Application of Regulations. Property located within the Urban Renewal Overlay District is identified on the official land use maps, including the Comprehensive Plan Map and the Zoning Map, as well as in TMC 18, Figure 18.15, and is subject both to its zone classification regulations and to additional requirements imposed for the overlay district. In any case where the provisions of the overlay district conflict with the provisions of the underlying zone, the overlay district provisions shall apply.

C. Standards and Criteria

1) The Urban Renewal Overlay District’s proposed supplemental development standards are as follows:

- a) Allow building heights up to 65 feet in the Urban Renewal Overlay District. The existing Neighborhood Commercial Center (NCC) setback standards shall be followed per TMC 18.22.080 as amended by Option 3—*(to be put in appropriate format for ordinance)*;

b) Allow multi-family parking standards to be one parking space per each dwelling unit that contains up to one bedroom plus 0.5 spaces for every bedroom in excess of one bedroom in a dwelling unit.

c) Allow the maximum number of dwelling units to be determined by the building envelope as in the NCC zone, rather than a numeric density.. Allow the developer to determine the unit mix with the limitation that the units contain an average size of at least 500 square feet of interior floor space with no units smaller than 450 square feet and allow no more than 40% of the dwelling units to be studios.

d) Allow live/work space on the ground floor to meet the NCC requirement for ground floor retail or office space if the live/work space is built to commercial building code standards with a typical retail store front appearance.

e) Allow ground floor residential uses in the NCC zone in buildings or portions of buildings that do not front on an arterial.

2) The Urban Renewal Overlay District's proposed development standards would apply if the owner/developer requests, and if all the following criteria are met:

a) At least 100 feet of the development parcel's perimeter fronts on Tukwila International Boulevard

b) At least 75% of required parking is provided in an enclosed structure (garage or podium). The structure must be screened from view from public rights of way.

c) The ground floor along Tukwila International Boulevard must contain active uses except for the width of the garage access when site conditions allow. Active uses comprise uses such as retail, restaurant, office, live-work or other uses of a similar nature that encourage pedestrian activity, and feature a combination of design and amenities to create a sense in interest with features such as doors, windows, clear glass display windows, wide sidewalks, etc.

d) The property owner/manager shall prepare a Transportation Management Plan to encourage alternatives to automobile use, and that provides each residential and commercial tenant with materials that may range from offering information about transit and bicycle options to providing transit tickets and passes.

e) Residential development shall provide opportunities for tenants to use a car sharing program and make one space available at no charge to a car sharing program (if available) for every 50 to 200 residential spaces on site. An additional space shall be provided for developments with over 200 parking spaces. All car share spaces are in addition to required residential parking. If car sharing programs are not available when the building is constructed, an equivalent

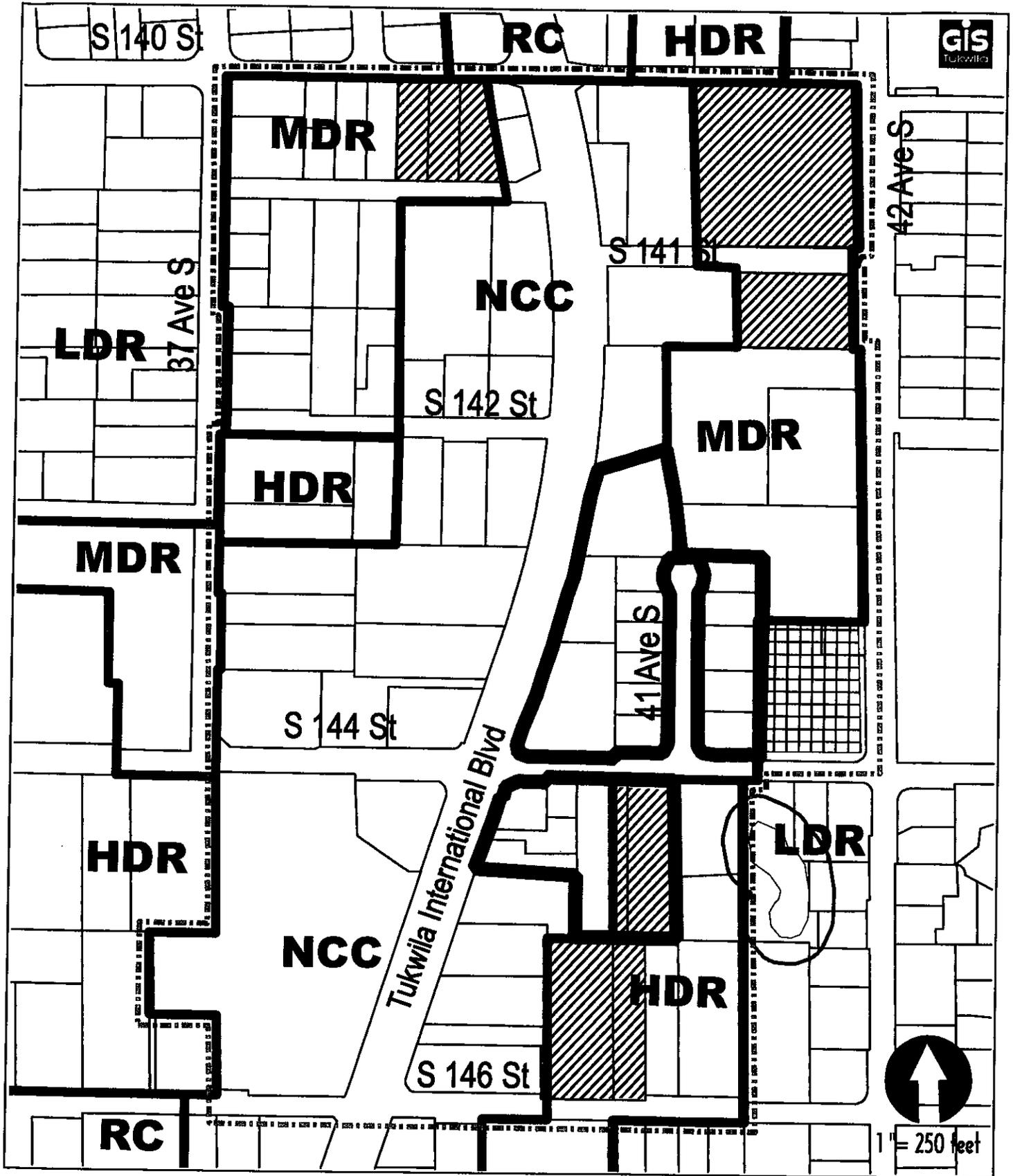
number of guest parking spaces shall be provided. These shall be converted to dedicated car-sharing spaces when the program becomes available.

- f) Development must provide amenities such as some of the following to enable a high quality pedestrian experience, including retail windows, pedestrian scale design along sidewalks, wide sidewalks, pedestrian access through site, benches, art, landscaping and lighting, quality of materials, etc.
- g) One secure, covered, ground-level bicycle parking space shall be provided for every four residential units in a mixed-use or multi-family development.

Attachments:

- A. Matrix with Planning Commission Comments
- B. Urban Renewal Overlay District Map
- C. Setback Options Comparison Chart
- D-1. Office Zone Development Standards
- D. Option 1
- E. Building Systems with Tiered Buildings (Tarragon)
- F. Option 2
- G. Option 3
- H. Greg Mozek (citizen comment)
- I. Tarragon Letter (Ryan Hitt, 8/19/009)
- J. Dupre & Scott Apartment Analysis (8/14/09)
- K. Figure 18-15

Because attachment A is 11" by 17" it is included in a separate document.



-  Tukwila Village Project
-  Zoning Lines
-  Commercial Redevelopment Areas
-  Proposed Commercial Redevelopment Area
-  Proposed Urban Renewal Overlay District

L08-081 Comprehensive Plan Amendment- Urban Renewal Overlay District
 L08-082 Rezone/Overlay District-Urban Renewal Overlay District

-  Wetlands
-  Wetland Buffer

Because attachment C is 11" by 17" it is included in a separate document.

TUKWILA MUNICIPAL CODE

18.18.080 Basic Development Standards

Development within the Office District shall conform to the following listed and referenced standards:

OFFICE-BASIC DEVELOPMENT STANDARDS

Setbacks to yards, (min):	
• Front	25 feet
• Second front	12.5 feet
• Sides	10 feet
• Sides, if any portion of the yard is within 50 feet of LDR, MDR, HDR	
- 1st floor	10 feet
- 2nd floor	20 feet
- 3rd floor	30 feet
• Rear	10 feet
• Rear, if any portion of the yard is within 50 feet of LDR, MDR, HDR	
- 1st floor	10 feet
- 2nd floor	20 feet
- 3rd floor	30 feet
Height, maximum	3 stories or 35 feet
Landscape requirements (minimum): See Landscape, Recreation, Recycling/Solid Waste Space requirements chapter for further requirements	
• Front	15 feet
• Second front	12.5 feet
• Sides	5 feet
• Sides, if any portion of the yard is within 50 feet of LDR, MDR, HDR	
• Rear	5 feet
• Rear, if any portion of the yard is within 50 ft of LDR, MDR, HDR	
Off-street parking:	
• Residential	See TMC Chapter 18.56, Off street Parking & Loading Regulations
• Accessory dwelling unit	See Accessory Use section of this chapter
• Office, minimum	3 per 1,000 sq. ft. usable floor area
• Retail, minimum	2.5 per 1,000 sq. ft. usable floor area
• Other uses	See TMC Chapter 18.56, Off-street Parking/Loading Regulations
Performance Standards: Use, activity and operations within a structure or a site shall comply with (1) standards adopted by the Puget Sound Air Pollution Control Agency for odor, dust, smoke and other airborne pollutants, (2) TMC Chapter 8.22, "Noise", and, (3) adopted State and Federal standards for water quality and hazardous materials. In addition, all development subject to the requirements of the State Environmental Policy Act, RCW 43.21C, shall be evaluated to determine whether adverse environmental impacts have been adequately mitigated.	

(Ord. 1976 §35, 2001; Ord. 1872 §2, 1999; Ord. 1758 §1(part), 1995)

Chapter 18.20

RESIDENTIAL COMMERCIAL CENTER (RCC) DISTRICT

Sections:

- 18.20.010 Purpose
- 18.20.020 Permitted Uses
- 18.20.030 Accessory Uses
- 18.20.040 Conditional Uses
- 18.20.050 Unclassified Uses
- 18.20.060 On-Site Hazardous Substances
- 18.20.070 Design Review
- 18.20.080 Basic Development Standards

18.20.010 Purpose

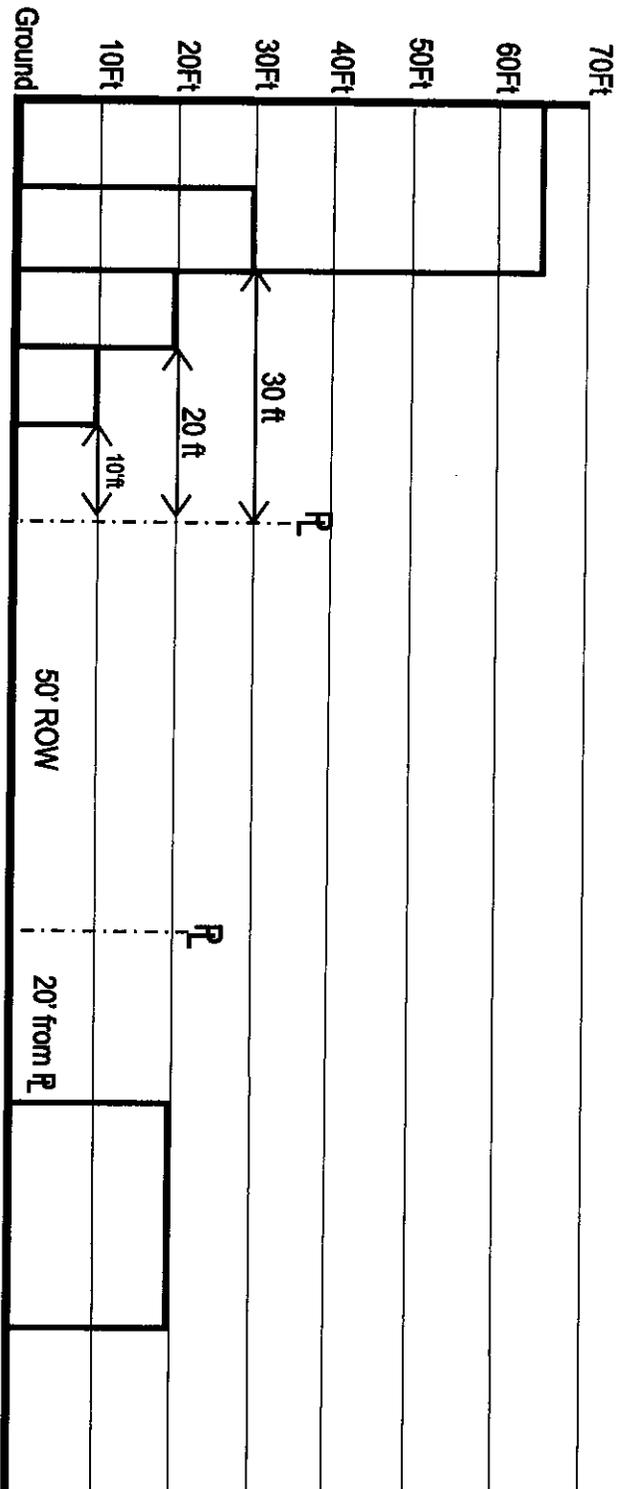
This district implements the Residential Commercial Center Comprehensive Plan designation which allows a maximum of 14.5 dwelling units per net acre. It is intended to create and maintain pedestrian-friendly commercial areas characterized and scaled to serve a local neighborhood, with a diverse mix of residential, retail, service, office, recreational and community facility uses.
(Ord. 1758 §1(part), 1995)

18.20.020 Permitted Uses

The following uses are permitted outright within the Residential Commercial Center District, subject to compliance with all other applicable requirements of the Tukwila Municipal Code.

1. Animal veterinary, including associated temporary indoor boarding; access to an arterial required.
2. Beauty or barber shops.
3. Bicycle repair shops.
4. Computer software development and similar uses.
5. Day care centers.
6. Dwelling - One detached single-family dwelling per existing lot.
7. Dwelling - Multi-family units above office and retail uses.
8. Fix-it, radio or television repair shops/ rental shops.
9. Greenhouses or nurseries (commercial).
10. Laundries:
 - a. self service;
 - b. dry cleaning;
 - c. tailor, dyeing.
11. Offices, when such offices occupy no more than the first two stories of the building or basement and floor above, including:
 - a. medical;
 - b. dental;
 - c. government; excluding fire and police stations;
 - d. professional;
 - e. administrative;
 - f. business, such as travel, real estate;

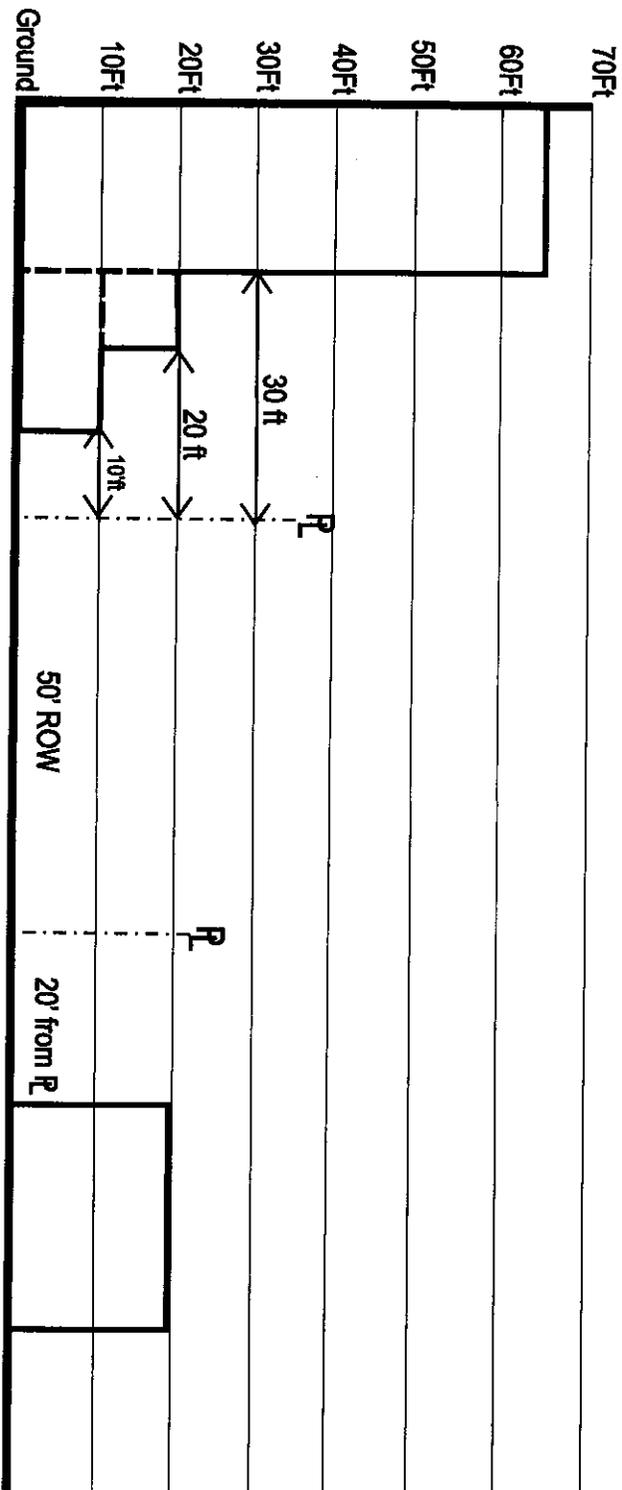
Option 1



Two required tiers with fixed setbacks

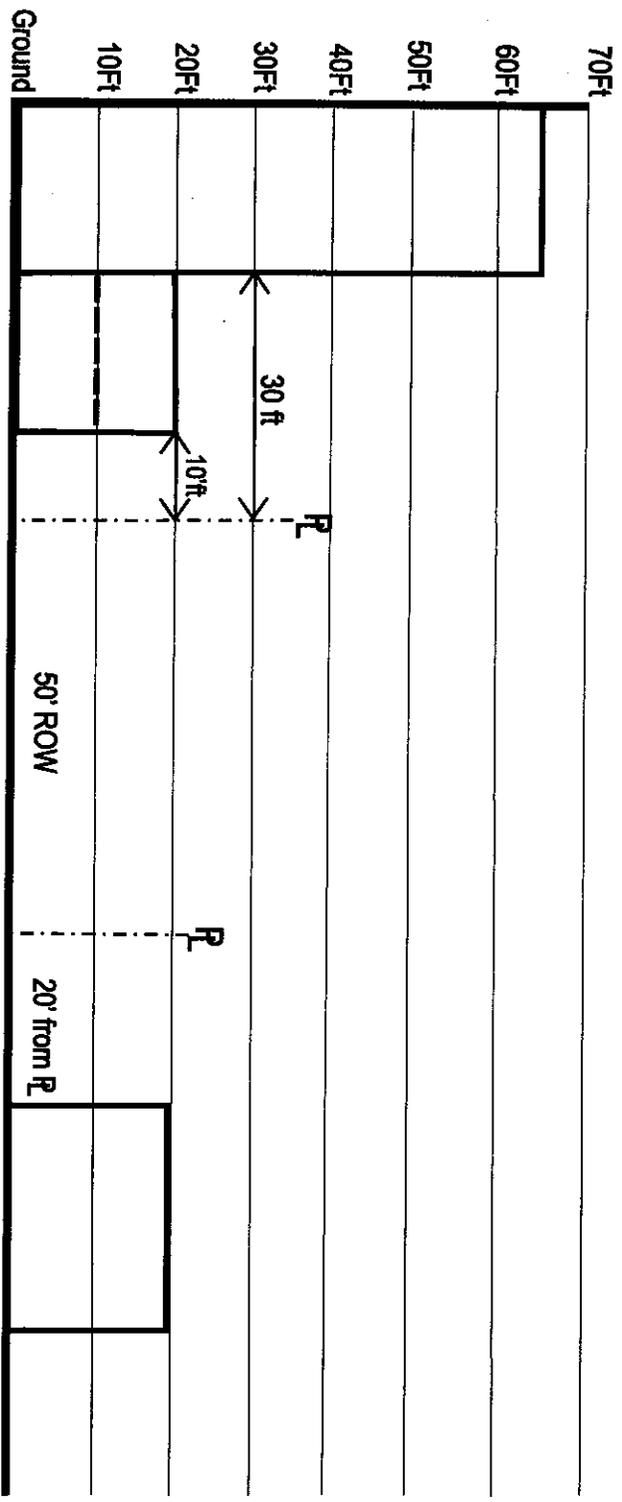
Because attachment E is 11" by 17" it is included in a separate document.

Option 2



Combination of tiers and/or set backs

Option 3



One required tier-one floor or two floors

Rebecca Fox - Fwd: Support King County Animal control / village parking

From: Derek Speck
To: Rebecca Fox
Date: 08/03/2009 11:27 AM
Subject: Fwd: Support King County Animal control / village parking

FYI re: citizen comment about parking impacts of Tukwila Village (I assume he means the proposed rezoning).

>>> Shelley O'Keefe 07/30/2009 12:02 PM >>>
Mayor Haggerton asked me to forward this on to you.

Shelley O'Keefe
Executive Assistant
Mayor's Office
City of Tukwila
6200 Southcenter Blvd
Tukwila, WA 98188
206-433-1850 - p
206-433-7191 - fax
sokeefe@ci.tukwila.wa.us

>>> On 07/30/2009 at 11:36 AM, in message
<878253577.175331248978985223.JavaMail.root@sz0063a.emeryville.ca.mail.comcast.net>,
<g.mozek@comcast.net> wrote:

Hi Jim

This is Greg Mozek 14621 42nd ave. and Carl Ellis of 14620 42nd ave. south. Carls dog passed away here on Wednesday and I helped him take her to King County animal shelter. Officer T. Harris accepted the dog and had her disposed of properly. I would just like to encourage our city's support of King County animal control and their services.

On another note. I would also encourage more than enough parking spaces at the Tukwila Village. I am concerned about people parking out on the street here on 42nd ave. south from the village and the parking impact of the new light rail train. I know parking now it's not a problem, but would like to see it not be a problem in the future.

Thanks, Greg Mozek

Attachment H



TARRAGON

August 19, 2009

City of Tukwila
Planning Commission
c/o Department of Community Development
6300 Southcenter Boulevard
Tukwila, WA 98188

RE: City of Tukwila Zoning Amendment Comments

At the July 23, 2009 Planning Commission meeting, a number of concerns were discussed related to the proposed Overlay District and Zoning Code Amendment. Many of the issues were brought up by Tarragon and were related to upcoming design work at Tukwila Village. While we appreciate that the Overlay District is an area that extends well beyond the Tukwila Village project site, as with any other member of the public, our comments are primarily directed toward the parcels with which we are involved. It goes without saying that different areas within the overlay may have unique circumstances that require alternate approaches and additional attention. We do feel, however, that our comments are in keeping with the intention of the Overlay District as a whole, and, therefore, could be applied to the full area.

We support creation of the overlay district, and, in general, the proposed zoning amendments go a long way in creating a more favorable environment for transit-oriented, pedestrian-friendly development. Increasing the allowable building height to 65' is the most significant amendment and one that hits at the heart of whether or not a project such as Tukwila Village is actually feasible. As discussed during the meeting, the proposed height allows for increased density and higher efficiency in construction costs and site design.

We feel the parking count reduction is an appropriate response to a neighborhood that is looking for a more urban style of living in a City that hopes to see this district transform into a safe, attractive boulevard and regional draw. The reduction will both provide for a reasonable number of residential and commercial parking stalls while encouraging the use of mass transit and transportation alternatives. As discussed during the Planning Commission meeting, a certain amount of overlap between residential and commercial parking (i.e. space for guest parking) will also exist to the extent that the uses have varying peak demand times.

1000 Second Ave., Suite 3200
Seattle, WA 98104
206-233-9600 F
206-233-0260 F
www.tarragon.com

ATTACHMENT I



Since the last meeting, Tarragon has been in constant discussion with City Staff, and we have come to agreement on several issues that were previously a concern. It was also determined that several issues were more project specific and that further discussion may be required at a later date but is not warranted at this time. We have discussed the recommended requirements for bike storage and car sharing, and, although we haven't yet had a chance to review the updated report, we are conceptually in support of Staff's currently amended versions of these requirements. We have also discussed, and I believe we are in agreement on, concerns related to project phasing and the definition of 'active uses'. Lastly, as requested, we have worked with the City to develop diagrammatic sections that illustrate the concerns and complexities of requiring multiple, stepped back tiers at upper floor levels of new construction. It is our understanding that these sections are included in Staff's updated report to the Commission.

Studio Unit Discussion

The remaining issue relates to the discussion of allowable unit mix percentages and minimum studio unit size. Our primary concern with these limitations is that, as evidenced by many apartment buildings in the general market, residents in today's urban settings are more and more likely to consider these smaller units as a viable option. A smaller unit size is often considered a reasonable trade in exchange for the amenities and lifestyle offered by a modern, transit-oriented development. Now that the transit options have increased in Tukwila with light rail opening just down the road, this is of particular importance to new projects within the Overlay District.

According to the U.S. Census Bureau, while for the past fifty years, families with children have driven our country's housing industry, married couples with children now only make up around 25% of American households. Today's fastest growing households are made up of young professionals, empty nesters, single parents, couples without children, and senior citizens. These are the exact same people who are often interested in studio units. It is understood that the Commission has concerns about the perceived demographic that studio apartments sometimes attract; however, this perception will likely be offset as the impact of new development and opportunities reach and strengthen the community.

We support the previously suggested limit of 50% studio units and would not recommend any significant decrease to this number. Typically, unit mix is not determined by jurisdictional requirements, and there is no specific target that makes any given project succeed or fail. Unit mixes are market driven and are developed in response to varying factors within the community as the project's design is being developed. Owners often work with their design team to build flexibility into the unit layouts, and, as projects move closer to construction, it is not unheard of for the design to be modified in response to changing market conditions. While it is not necessarily likely that Tarragon would incorporate this full percentage of studios into the development, maintaining the current percentage will allow for flexibility in responding to market demand.



It is important to note that typical unit mixes for apartment buildings will vary from one area of a City to another. A breakdown of unit mixes within the overall Seattle area has been offered by City Staff as an example for review; however, this chart does not take into consideration the different market conditions that exist within different neighborhoods. Areas with less density will often have a higher percentage of larger unit sizes while, in more urban areas, the mix will include more of the smaller units. Also, as pointed out in the last Commission meeting, it is important to recognize that there is a fundamental difference between apartment buildings and condominiums. The residential components of Tukwila Village that Tarragon has proposed include apartment buildings, and apartments typically have a higher percentage of studio units when compared to condos.

Regarding the proposed limit on unit size, we support a minimum square footage of 450sf (rather than 500). The same reasoning from above applies, but we have also included several unit examples as attachments to this letter. These floor plans illustrate how a typical studio unit might be laid out, and they are good examples of the types of studios that could be incorporated into Tukwila Village. It is our understanding that the Tukwila International Boulevard Action Committee also supports the 450sf minimum so long as the average studio size equals 500sf or greater.

While our previous recommendation was 400sf, the unit examples provided are within the 450-500sf range, and we felt that 450 should be suggested as a reasonable alternative. A difference of 50sf may not seem significant, but it plays into the overall performance and success of the development. One point of clarification would be to confirm the approved method for measuring areas. Unit area lines are often drawn with different standards depending on how the area number is to be used. For example, cost calculations may require inclusion of the exterior wall area. In the case of determining a unit's rentable square footage, other standards may be applicable, and we would like to confirm this with the City.

Hopefully this additional detail will be helpful to the Commission in furthering the current discussion. Of course, we would be happy to answer any new questions that may come up and continue to offer assistance in working through the issues. We recognize that these changes will be significant for the City of Tukwila and understand the importance of making smart, forward thinking decisions. Tarragon is excited to be a part of the discussion and is looking forward to the positive impacts that will carry through to the development of Tukwila Village.

Respectfully,

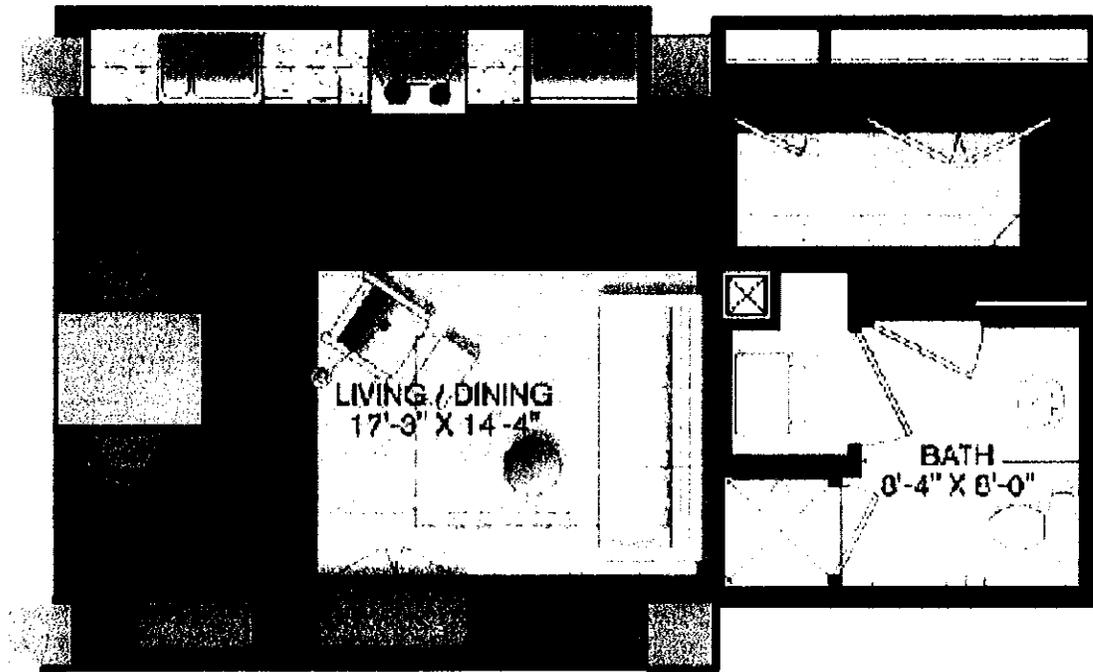
Ryan Hitt
Development Manager
Tarragon, LLC



Studio Unit Example 'A'

The Cobb

447 sf

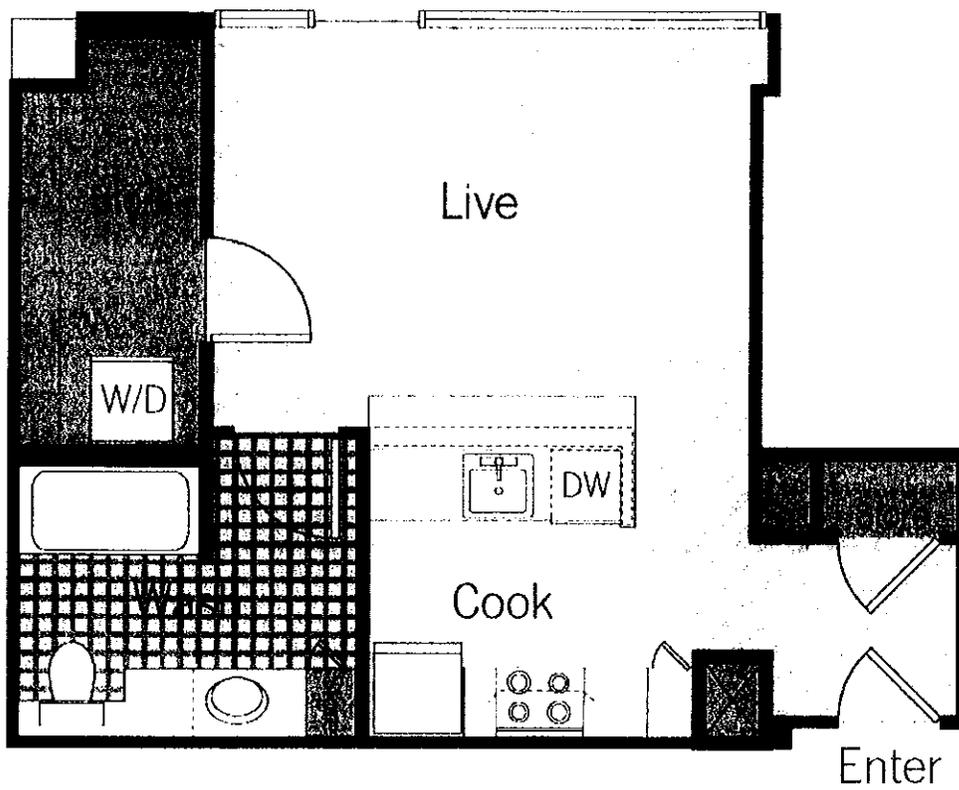




Studio Unit Example 'B'

M Street

475 sf

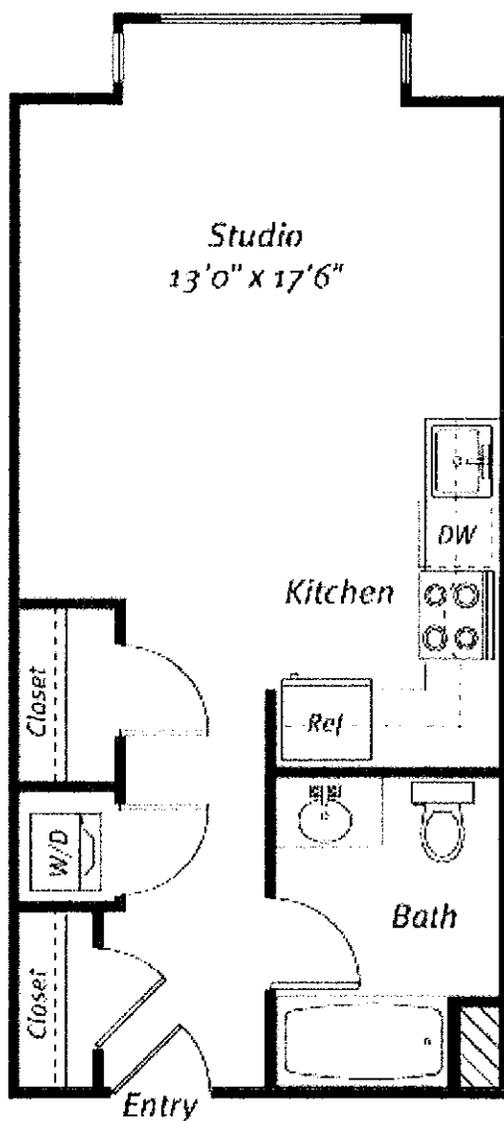




Studio Unit Example 'C'

Avalon Belltown

463 sf



4300 SW Holly Street, Seattle, Washington 98136-1711

Patty Dupre tel (206) 935-3459 e-mail patty@dsaa.com
Mike Scott tel (206) 935-3458 e-mail apts@dsaa.com

fax (206) 935-6763
web site www.dsaa.com



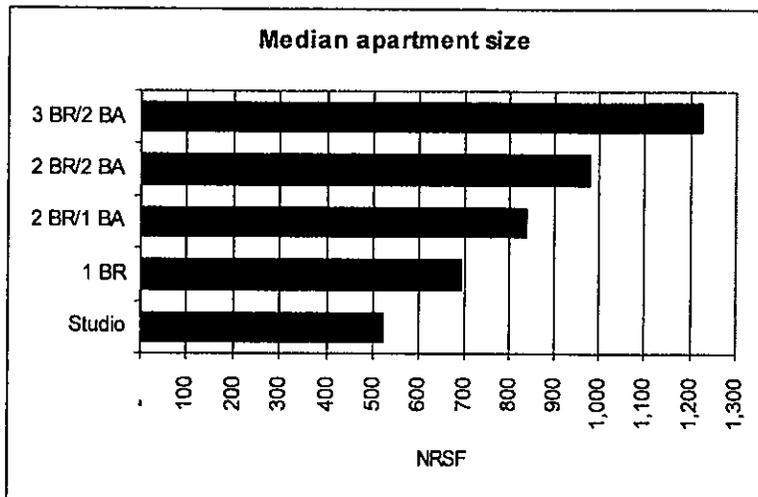
apartment advisors, inc

Date August 14, 2009
To Derek Speck
City of Tukwila
From Mike Scott
Re **Apartment unit mix and sizes**

The following is an analysis of 20-unit and larger market rate apartment properties built in the City of Seattle since the beginning of 2000. Out of the total development universe of 130 properties, our database contains unit mix and unit size information for 116 properties, or 89.2% of the total.

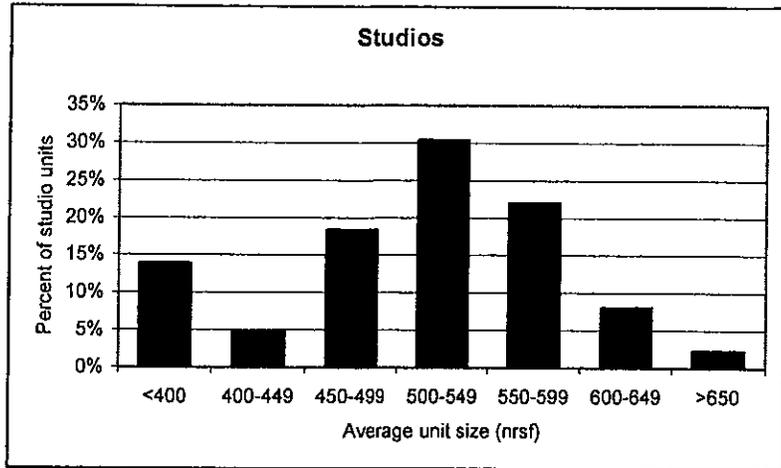
The table below shows the unit mix and both the average and median unit sizes for each unit type. For example, one bedroom apartments represented 45.3% of all units built. Their average unit size was 696 net rentable square feet (nrsf), and their median unit size was 694 nrsf. We included the median size because abnormally small or large units can distort the average. This was not the case except for the 3 bedroom two bath units.

Unit type	% of total units	Average nrsf	Median nrsf
Studio	24.9%	519	520
1 BR	45.3%	696	694
2 BR/1 BA	5.5%	838	836
2 BR/2 BA	20.0%	1000	980
3 BR/2 BA	1.1%	1327	1225

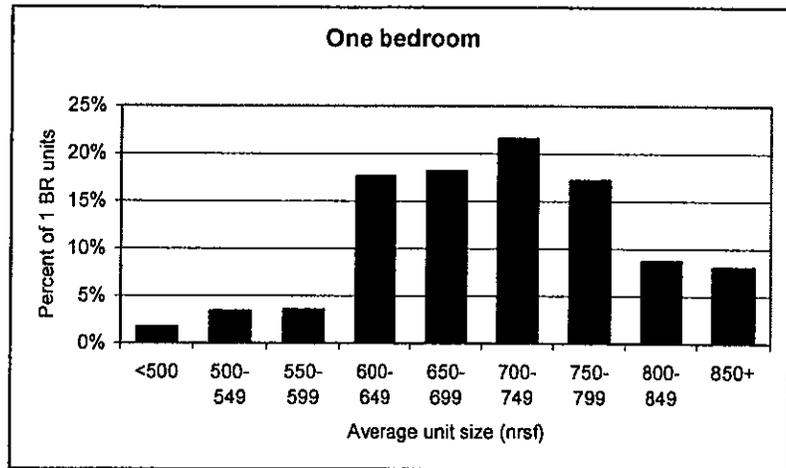


The following tables and graphs break down the average/median unit sizes in more detail.

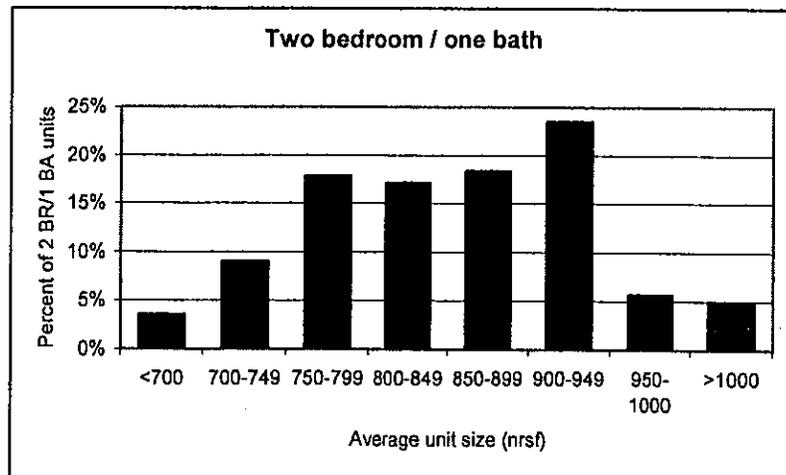
Studios		
NRSF	Units	Percent
<400	357	13.9%
400-449	126	4.9%
450-499	471	18.4%
500-549	781	30.4%
550-599	564	22.0%
600-649	206	8.0%
>650	60	2.3%
Total	2565	100.0%



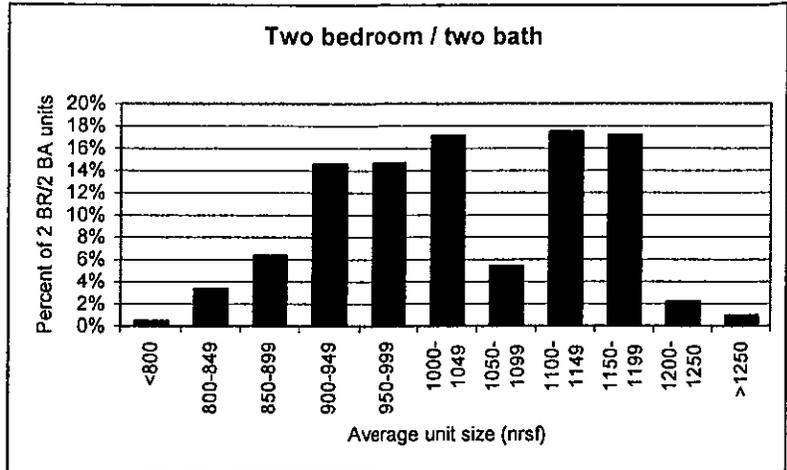
1 BR		
NRSF	Units	Percent
<500	80	1.7%
500-549	158	3.4%
550-599	166	3.6%
600-649	819	17.6%
650-699	846	18.2%
700-749	1003	21.6%
750-799	799	17.2%
800-849	405	8.7%
850+	375	8.1%
Total	4651	100.0%



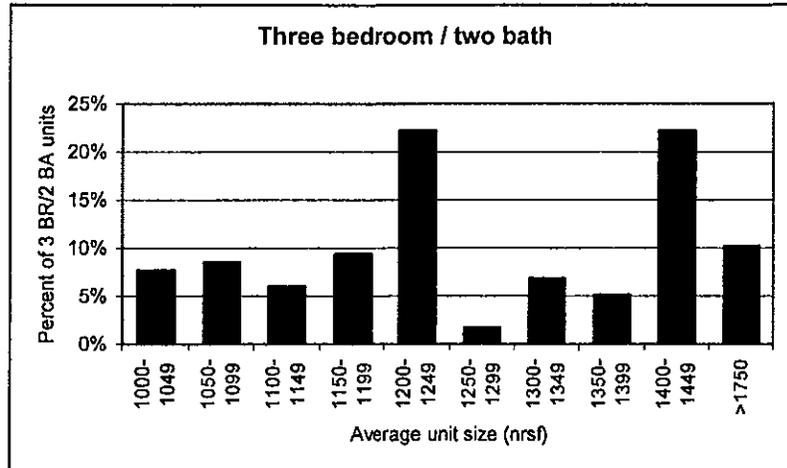
2/1 BR		
NRSF	Units	Percent
<700	20	3.5%
700-749	51	9.0%
750-799	101	17.8%
800-849	97	17.1%
850-899	104	18.4%
900-949	133	23.5%
950-1000	32	5.7%
>1000	28	4.9%
Total	566	

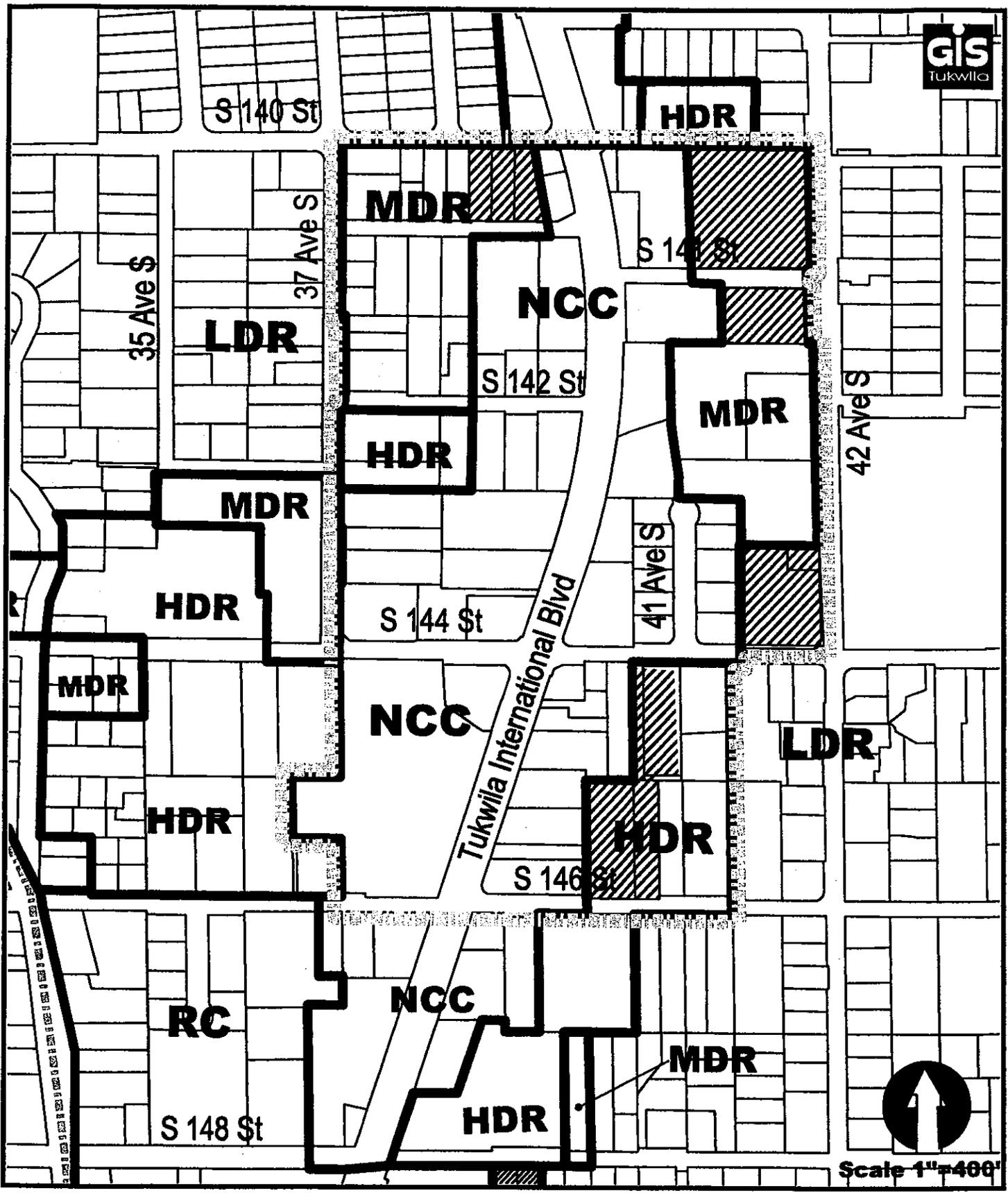


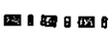
2/2 BR		
NRSF	Units	Percent
<800	10	0.5%
800-849	70	3.4%
850-899	132	6.4%
900-949	302	14.6%
950-999	303	14.7%
1000-1049	354	17.1%
1050-1099	111	5.4%
1100-1149	362	17.5%
1150-1199	355	17.2%
1200-1250	46	2.2%
>1250	20	1.0%
Total	2065	



3/2 BR		
NRSF	Units	Percent
1000-1049	9	7.7%
1050-1099	10	8.5%
1100-1149	7	6.0%
1150-1199	11	9.4%
1200-1249	26	22.2%
1250-1299	2	1.7%
1300-1349	8	6.8%
1350-1399	6	5.1%
1400-1449	26	22.2%
>1750	12	10.3%
Total	117	





 Commercial Redevelopment Areas
 Urban Renewal Overlay District

Tukwila International Boulevard Urban Renewal Overlay District

Figure 18-15
Attachment K