

**CHAPTER 18.43****URBAN RENEWAL OVERLAY DISTRICT****Sections:**

- 18.43.010 Purpose
- 18.43.020 Principally Permitted Uses
- 18.43.030 Accessory Uses
- 18.43.040 Height, Yard and Area Regulations
- 18.43.050 Parking Regulations
- 18.43.060 Application Regulations
- 18.43.070 Specific Urban Renewal Overlay  
Development Standards and Criteria
- 18.43.080 Basic Development Standards

**18.43.010 Purpose**

This chapter implements the Urban Renewal Overlay District, which applies 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 developments to activate the community along Tukwila International Boulevard. Urban Renewal Overlay District Boundaries are shown in (Figure 18-15.) This overlay may be applied in combination with the Commercial Redevelopment Areas procedures as described in TMC Section 18.60.060.

(Ord. 2257 §9(part), 2009)

**18.43.020 Principally Permitted Uses**

The Urban Renewal Overlay District is an overlay zone which allows the uses permitted in the underlying zoning district, while being consistent with all additional requirements of this chapter. In addition, larger scale multi-family buildings are permitted in the LDR and MDR districts within the Urban Renewal Overlay District.

(Ord. 2257 §9(part), 2009)

**18.43.030 Accessory Uses**

The Urban Renewal Overlay District is an overlay zone which allows the accessory uses permitted in the underlying zone district, while being consistent with all additional requirements of this chapter.

(Ord. 2257 §9(part), 2009)

**18.43.040 Height, Yard and Area Regulations**

All setbacks shall be as provided in the underlying zoning district, except as may otherwise be specified in this chapter.

(Ord. 2257 §9(part), 2009)

**18.43.050 Parking Regulations**

Parking shall be required as specified in Chapter 18.56, except as may otherwise be specified by this chapter.

(Ord. 2257 §9(part), 2009)

**18.43.060 Application Regulations**

Property located within the Urban Renewal Overlay District is identified on the official 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. The overlay district provisions shall apply in any case where the provisions of the overlay district conflict with the provisions of the underlying zone.

(Ord. 2257 §9(part), 2009)

**18.43.070 Specific Urban Renewal Overlay Development Standards and Criteria**

A. The Urban Renewal Overlay District's supplemental development standards are as follows, provided certain criteria are met:

1. Building heights shall be permitted up to 65 feet;
2. Existing Neighborhood Commercial Center (NCC) setback standards shall be followed per TMC 18.22.080 as amended. (See Durban Renewal Basic Development Standards.)
3. Multi-family parking standards shall 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.
4. The maximum number of dwelling units shall be determined by the building envelope, rather than a numeric density. The developer shall determine the unit mix with the limitation that studio 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.
5. 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 storefront appearance.
6. Allow ground floor residential uses in the NCC zone in buildings or portions of buildings that do not front on an arterial.

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

1. At least 100 feet of the development parcel's perimeter fronts on Tukwila International Boulevard.
2. At least 75% of required residential parking is provided in an enclosed structure (garage or podium). The structure must be screened from view from public rights-of-way.
3. 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.

4. 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, and street furniture.

5. 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.

6. 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 units on site. An additional space shall be provided for developments with over 200 units. 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.

7. One secure, covered, ground-level bicycle parking space shall be provided for every four residential units in a mixed-use or multi-family development.

(Ord. 2257 §9(part), 2009)

**18.43.080 Basic Development Standards**

A. If requested by the developer and if the specific requirements and criteria of TMC 18.43.070a and 18.43.070b are met, development within the Urban Renewal Overlay District

B. In the Tukwila International Boulevard corridor, there are circumstances under which these basic standards may be waived (see TMC 18.60.030). Certain setback and landscaping standards may be waived by the Director of Community Development as a Type 2 decision when an applicant can demonstrate that shared parking is provided. If a project requires a Type 4 approval process, certain setbacks and landscaping may be waived by the BAR when an applicant can demonstrate that the number of driveways is reduced, efficiency of the site is increased, joint use of parking facilities is allowed, or pedestrian space is provided. Landscaping and setback standards may not be waived on commercial property sides adjacent to residential districts.

(See the Tukwila International Boulevard Design Manual for more detailed directions.)

**Urban Renewal Overlay Basic Development Standards**

Unit density	The maximum number of dwelling units to be determined by the building envelope as in the NCC zone, rather than a numeric density.
Unit size and maximum percentage for studio dwellings	The developer shall determine the unit mix with the limitation that the studio 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.
Setbacks to yards, minimum (unless noted)	
Front	6 feet (12 feet if located along Tukwila International Boulevard South)
Front if any portion of the yard is adjacent to, or across the street from, LDR zoning that is developed with a single-family dwelling and that is outside of the Urban Renewal Overlay District	1 <sup>st</sup> floor - 10 ft. min/max 2 <sup>nd</sup> floor - 10 ft. to 30 ft. 3 <sup>rd</sup> floor and higher - 30 ft. Note: Buildings over two floors must have at least one tier. To achieve tiers, setbacks will be both minimum and maximum
Second front, if any portion of the yard is within 50 feet of MDR, HDR	1 <sup>st</sup> floor - 10 feet 2 <sup>nd</sup> floor and above 20 feet
Second front	5 feet
Front Second front, if any portion of the yard is adjacent to, or across the street from, LDR zoning that is developed with a single-family dwelling and that is outside of the Urban Renewal Overlay District	1 <sup>st</sup> floor - 10 ft. min/max 2 <sup>nd</sup> floor - 10 ft. to 30 ft. 3 <sup>rd</sup> floor and higher - 30 ft. Note: Buildings over two floors must have at least one tier. To achieve tiers, setbacks will be both minimum and maximum
Second front, if any portion of the yard is within 50 feet of MDR, HDR	1 <sup>st</sup> floor - 10 feet 2 <sup>nd</sup> floor and above 20 feet
Sides	10 feet

Sides, if any portion of the yard is adjacent to, or across the street from, LDR zoning that is developed with a single-family dwelling and that is outside of the Urban Renewal Overlay District	1 <sup>st</sup> floor - 10 ft. min/max 2 <sup>nd</sup> floor - 10 ft. to 30 ft. 3 <sup>rd</sup> floor and higher - 30 ft. Note: Buildings over two floors must have at least one tier. To achieve tiers, setbacks will be both minimum and maximum
Sides, if any portion of the yard is within 50 feet of MDR, HDR	1 <sup>st</sup> floor - 10 feet 2 <sup>nd</sup> floor - 20 feet 3 <sup>rd</sup> floor and higher - 20 feet
Rear, if any portion of the yard is adjacent to, or across the street from, LDR zoning that is developed with a single-family dwelling and that is outside of the Urban Renewal Overlay District	1 <sup>st</sup> floor - 10 feet min/max 2 <sup>nd</sup> floor - 10 to 30 feet 3 <sup>rd</sup> floor and higher - 30 feet Note: Buildings over two floors must have at least one tier. To achieve tiers, setbacks will be both minimum and maximum
Rear, if any portion of the yard is within 50 feet of, MDR, HDR	1 <sup>st</sup> floor - 10 feet 2 <sup>nd</sup> floor and above - 20 feet
Height, maximum – 65 feet (if all criteria are met)	
Landscape requirements (minimum): See Landscape requirements of specific underlying zone. Also see Landscape, Recreation, Recycling/Solid Waste Space requirements chapter for further requirements	
Front(s)	All building setback areas must be landscaped or developed with pedestrian improvements per the width of the setback, rather than the landscape standards of the underlying zone.
Front if any portion of the yard is adjacent to, or across the street from, LDR zoning that is developed with a single-family dwelling and that is outside of the Urban Renewal Overlay District	All building setback areas must be landscaped or developed with pedestrian improvements per the width of the setback, rather than the landscape standards of the underlying zone.
Front(s), if any portion of the yard is within 50 feet of MDR, HDR	All building setback areas shall be landscaped or developed with pedestrian improvements per the width of the setback, rather than the landscape standards of the underlying zone.
Sides	None
Sides, if any portion of the yard is within 50 feet of LDR, MDR, HDR	10 feet
Rear	None
Rear, if any portion of the yard is within 50 feet of MDR, HDR	10 feet
Recreation space	See underlying zoning
Recreation space, senior citizen housing	See underlying zoning
Off-street parking:	

Residential (except senior citizen housing)	<p>One automobile 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 multi-family dwelling unit.</p> <p>At least 75% of required residential parking is provided in an enclosed structure (garage or podium). The structure must be screened from view from public rights of way.</p> <p>One automobile space at no charge to a car sharing program (if available) for every 50 to 200 residential units on site. An additional space shall be provided for developments with over 200 units. 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.</p> <p>One secure, covered, ground-level bicycle parking space shall be provided for every four residential units in a mixed-use or multi-family development.</p>
Other uses, including senior citizen housing	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 43.21.C shall be evaluated to determine whether adverse environmental impacts have been adequately mitigated.	

(Ord. 2257 §9(part), 2009)