

**I. INTRODUCTION**

Park Place Condominiums will be a 92-unit development located at the corner of Bonney Lake Blvd and West Tapps Highway adjacent to Allan Yorke Park. The proposal includes construction of multiple-unit structures with on-street parking, landscaping, and pedestrian access to the waterfront. Also incorporated into the proposal is construction of a private dock with multiple boat slips for the residents of Park Place.

II. STAFF RECOMMENDATION

Based on the evaluation of the proposal contained in this staff report, the proposal meets the intent and purpose of the Community Character Element of the Comprehensive Plan. Staff recommends **approval with conditions**.

III. GENERAL INFORMATION

Applicant: Reich Land Inc.
26009 11th Avenue East
Spanaway, WA 98387

Property Owner: Same

Project Name: Park Place Condominiums

Location: 7001 West Tapps Highway

Current Zoning: High Density Residential (R-3)

**Comprehensive Plan
Land Use:** High Density Residential

Site Acreage: 4.82 acres

**Environmentally
Sensitive Areas:** Located within 200 feet of Lake Tapps (Shoreline Management Area)

Date of Application: June 16, 2006

**Date Determined
Complete:** July 14, 2006

IV. SEPA THRESHOLD DETERMINATION

Pursuant to the State Environmental Policy Act (SEPA) and City of Bonney Lake Environmental Regulations, as codified in BLMC Title 16-Environmental Protection, the project was issued a Determination of Nonsignificance on November 17, 2006.

**V. STAFF ANALYSIS AND FINDINGS****A. Current and Planned Uses of the Site**

The project site has several one story apartment buildings with associated parking. The site is fairly flat with two street frontages, Bonney Lake Blvd and West Tapps Highway. Shoreline regulations are applied to the property as the site is within 200 feet of Lake Tapps.

As mentioned above the applicant proposes construction of a 92-unit condominium project with associated parking, landscaping, pedestrian facilities, and private marina.

B. COMMUNITY CHARACTER ELEMENTARY BONNEY LAKE COMPREHENSIVE PLAN**Goal 1-1: Enhance Bonney Lake's small-town, natural-environment character.**

Policy 1-1b: Protect Bonney Lake's human-scale man-made environment and distinctive natural features. ("Human-scale" refers to urban settings whose individual buildings and features are small enough, varied enough, interesting enough, and close enough together to appeal to the pedestrian.)

Policy 1-1c: Project human-scale architecture and the natural environment (native trees, shrubs, etc.) as a consistent design concept, especially in areas visible to the public...

Comment

As shown on the elevation rendering, the corner units are two story duplex structures. This minimizes the impact at the corner of Bonney Lake Blvd and West Tapps Highway. The human-scale element is met by lessening the height of the corner units. The proposed plan includes extensive landscaping at the base of the units along with street trees that will provide a visual barrier.

Goal 1-2: Require context-sensitive design.

Policy 1-2a: Ensure that new development complements the existing and projected architectural context.

Policy 1-2b: Tailor land development to the site such as by taking into account its topography, views, and surrounding improvements.

Comment

The property is zoned High Density Residential (R-3) which permits multi-family housing (i.e. condominiums). As mentioned above the corner buildings are shorter than the other proposed buildings to protect the lake view and lessen the impact of the development where the two roads intersect. This is the only R-3 zoning along Lake Tapps.

The site is relatively flat. The adjacent properties are developed as a park to the south, communication facilities to the west, Lake Tapps to the east, and R-1 zoning to the north.

Goal 1-4: Preserve Bonney Lake's significant views and lush, green setting.



Policy 1-4a: Preserve views through sensitive site design, especially along scenic corridors. Prevent new development from blocking important public views.

Policy 1-4b: Discourage landscape plantings which would block significant views when mature.

Comment

The proposed design of the site takes into account the scenic views of Lake Tapps and Mount Rainier. The corner buildings are shorter to lessen the impact at the key intersection of Bonney Lake Blvd. and West Tapps Highway. The City's Shoreline Master Program also keeps the buildings within 200 feet of the lake at 35 feet tall or below. Views of Lake Tapps will be impacted slightly from Bonney Lake Blvd and portions of Allan Yorke Park if looking north.

Goal 1-5: Require high-quality naturalistic landscaping.

Policy 1-5a: Require landscaping with plant communities that replicate local nature (for example, salal, ferns, and firs – see Natural Environment Element). Use easy-to-maintain, drought-resistant, native species.

Policy 1-5c: Plant native trees along both sides of all streets. Prepare a plan for what species should be planted on what streets.

Policy 1-5d: Require landscaping within and around the perimeters of publicly visible parking lots. Prefer small, dispersed parking areas over large ones. Relieve large expanses of pavement with isolated trees.

Policy 1-5e: Coordinate landscaping with pedestrian circulation and architectural features.

Policy 1-5g: At the perimeters of buildings, encourage foundation plantings, hedges, vine trellises, window boxes, and hanging flower baskets, emphasizing native species.

Policy 1-5h: Emphasize building entries with features such as plantings, paving, and lighting.

Comment

As part of the landscaping requirements of the BLMC native vegetation is required and drought tolerant plants are suggested to be used. Street trees are required as part of any new development and shall be installed along the project frontages (Bonney Lake Blvd. and West Tapps Highway).

The landscaping plan shows extensive landscaping along the buildings and throughout the interior of the development. This will provide screening, minimize the impact from the street but also provide visual interest from the street.

Also, the Bald Eagle Habitat Management Plan required by the Washington State Department of Fish and Wildlife requires the retention of existing trees in the two northeast corners of the project as well as some cottonwoods along West Tapps Blvd on both sides.

Goal 1-6: Provide for the needs of pedestrians and bicyclists.



Policy 1-6a: Interconnect building entries, parking lots, parks, transit stops, and similar facilities with pedestrian routes. Include sidewalks in all street improvement projects.

Policy 1-6c: Ensure pedestrian safety by 1) providing crosswalks, 2) providing vehicle-safe walkways from parking stalls to building entrances, with crosswalks at driving lanes, 3) illuminating high-volume walkways, and 4) making pathways visible from peopled areas and buildings.

Policy 1-6e: Encourage weather-protecting of building entries and sidewalks adjacent to building facades.

Policy 1-6g: Provide pedestrian amenities, especially Downtown and Midtown, as follows:

- Seating, drinking fountains, artwork, small open spaces, etc.
- Window displays and items of architectural interest (see Goal 2-4) wherever walkways pass near buildings.
- Pedestrian refuge islands at arterial crossings, and
- On-street parking, street trees, etc. to buffer the sidewalk from the street.

Comment

Frontage improvements (i.e. sidewalks) are existing along Bonney Lake Blvd. and West Tapps Highway. As part of the proposal street trees will be required along the two streets. The site plan shows pedestrian connections to the proposed private dock area with a crosswalk from the project site. Staff recommends that the crosswalk be constructed with a colored concrete pattern to clearly mark the area as a crosswalk along with street signage.

Sidewalks do not exist along the east side of West Tapps Highway. Staff will be requiring that curb, gutter, and sidewalks be installed along the project frontage on the east side of the road, atleast as far south as the stand of cottonwoods to be preserved.

Through the interior of the development defined walkways are provided along the driveway edge. Sidewalks continue from Bonney Lake Blvd. into the development and blend into the defined walkway.

Goal 1-7: Provide the optimum amount of lighting.

Policy 1-7a: Use pedestrian scaled lighting where there is pedestrian activity.

Policy 1-7b: Provide adequate lighting at building entries, on walkways, and within parking lots. A good rule of thumb is four foot candles of light at building entries and two foot candles on paths and in parking lots.

Policy 1-7c: Prevent unwanted illumination of surrounding properties to avoid glare and light trespass.

Policy 1-7d: Prohibit illumination of the sky to keep the night sky dark and stars visible.

Comment



The project will be required to provide a lighting plan as part of the building permit application. Parking lot lighting shall be directed towards the asphalt and the glare shall not extend past the property lines of the subject site.

The building elevations do not clearly show pedestrian lighting at the intersections to the public road system. Staff recommends that street lights be installed where the driveway connects to Bonney Lake Blvd and where the open space/fire lane connects to West Tapps Highway.

Goal 1-4: Create architectural interest per the following policies...

Policy 1-4a: Provide interesting architectural form and color.

Policy 1-4b: Encourage pitched roofs, varied rooflines, and articulated facades.

Policy 1-4c: Encourage decorative masonry, woodwork, glazing doors, light fixtures, and paving.

Policy 1-4d: Encourage public focal points such as plazas, green spaces, seating areas, and fountains.

Policy 1-4e: Avoid blank, uninteresting walls. Encourage interesting features such as varied roof forms, canopies, balconies, window displays, bay windows, vertically and horizontally modulated wall surfaces, trellises materials.

Comment

As shown on the submitted building elevation pitched roofs are utilized on the proposed buildings creating varying rooflines. Extensive glazing treatments are incorporated into the building design with windows on all levels of the structures. The building creates a northwest look with the building materials proposed by incorporating forest green into the storefront and doors, wood siding, and concrete veneer columns in natural.

Articulated facades are designed throughout the building layout of the site. Angled corners are used on the corner units and floor setbacks are incorporated with the use of decks. The building façade is modulated creating an interesting view from the street and lake.

Goal 1-5: Create attractive streetscapes.

Policy 1-5b: Where the context and the proposed land use argue against high pedestrian traffic, as in Eastown and immediately adjacent to SR 410, require developers to create attractive, automobile-oriented street edges.

Policy 1-5c: Minimize the impacts of dumpsters, mechanical equipment, loading areas, and similar facilities by placing them out of view or screening them. Install utilities underground.

Policy 1-5d: Control signs to avoid visual clutter and to harmonize with their environs.



Policy 1-5f: Where circumstances allow, provide SR 410 and other arterials with landscaped medians, street trees, and planting strips, all using native species. Also provide lighting, prominent crosswalks, and varied pavement colors and textures at intersections.

Comment

Frontage improvements exist along West Tapps Highway and Bonney Lake Blvd. but missing street trees and lighting. As mentioned earlier in the report staff recommends lighting be installed where the project accesses the public roads. Pursuant to BLMC street trees are required and are shown on the proposed landscape plan.

Any signage is required to obtain a permit including monument signage. All signs are reviewed by the city for compliance with the sign code. This development will be required to meet the sign code as well as have permits for any signage.

The view from both public roads is appealing while protecting the views of Lake Tapps. Two-story structures are proposed for the corners of the development minimizing the impact at the street corner and maintaining the human-scale element.

STAFF RECOMMENDATION AND CONDITIONS OF APPROVAL

1. Staff recommends to the design commission approval of the building design with the adoption of staff's findings.
2. Staff recommends that the pedestrian crossing from the development to the waterfront be constructed with a colored concrete pattern to be approved by the city.
3. The applicant shall provide a lighting plan that shows all lights on site, including the interior driveway, and the intersections with the public roads.

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