



DESIGN COMMISSION STAFF REPORT

I. INTRODUCTION

The proposal is to construct 42,781 square feet of self-storage facilities that include parking and landscaping. The site is located at 21514 State Route 410 East, south of United Rentals. The site is currently vacant.

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 subject to the conditions proposed in the staff report.**

III. GENERAL INFORMATION

Applicant: Sound Engineering, Inc.
1102 Commerce St., Ste. 300
Tacoma, WA 98402

Property Owner: Bonlak Investment, LLC
6102 N. 9th St., Ste. 100
Tacoma, WA 98406

Project Name: Bonney Lake Self Storage

Location: 21514 SR 410
Parcel Numbers: 0519022008

Current Zoning: Combined Retail-Commercial, Warehousing, & Light Manufacturing (C-2/C-3)

**Comprehensive Plan
Land Use:** Commercial & Light Industry

Site Acreage: Parcel: 4.33 acres, Project: 3.85 acres

**Environmentally
Sensitive Areas:** None

Date of Application: February 28, 2008



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 as proposed is subject to environmental review as the buildings exceed 4,000 square feet. .

V. STAFF ANALYSIS AND FINDINGS

A. Current and Planned Uses of the Site

The site consists of 3.85 acres of vacant land and will be developed as self-storage. The parcel is located along State Route 410 with access to the site from State Route 410. Currently left turn access to the site is available; however a road widening project of the state route in this area (from 214th to 234th) will result in a landscaped median that will prevent left turn access to this site. At that point only right-in/right-out access will be permitted.

The site is bordered to the East, West and South by commercially developed parcels and to the North by developed residential parcels within Pierce County jurisdiction.

B. COMMUNITY CHARACTER ELEMENT BONNEY LAKE COMPREHENSIVE PLAN

Goal 2-4: Preserve Bonney Lake’s significant views and lush, green setting.

Policy 2-2a: Preserve views through sensitive site design, especially along scenic corridors. Prevent new development from blocking important public views.

Policy 2-4b: Discourage landscape plantings which would block significant views when mature.

Comment

The buildings will be setback from the state route at least 55 feet to prevent blocking views along the designated scenic corridor. No proposed landscaping would block significant views.

Goal 2-5: Require high-quality naturalistic landscaping.

Policy 2-5a: 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 2-5c: Plant native trees along both sides of all streets. Prepare a plan for what species should be planted on what streets.

Policy 2-5d: 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.



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Policy 2-5e: Coordinate landscaping with pedestrian circulation and architectural features.

Policy 2-5g: At the perimeters of buildings, encourage foundation plantings, hedges, vine trellises, window boxes, and hanging flower baskets, emphasizing native species.

Policy 2-5h: Emphasize building entries with features such as plantings, paving, and lighting.

Policy 2-5j: Require that unsightly objects such as dumpsters or chain link fences be screened by landscaping or structures.

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 will be required along the new public road to be built and dedicated by the applicant.

The project as proposed will provide landscape buffers around the perimeter of the project as well as along the new public road being built and dedicated as a condition of this project.

Staff suggests that planters be utilized at building entrances to meet the 10% landscaping requirement.

Sidewalks will be required adjacent to the public road. No other pedestrian amenities are planned, and there isn't a great deal of pedestrian activity anticipated.

Goal 2-6: Provide for the needs of pedestrians and bicyclists.

Policy 2-6a: Interconnect building entries, parking lots, parks, transit stops, and similar facilities with pedestrian routes. Include sidewalks in all street improvement projects.

Policy 2-6c: 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 2-6e: Encourage weather-protecting of building entries and sidewalks adjacent to building facades.

Comment

A minimal amount of pedestrian activity is anticipated.

Goal 2-7: Provide the optimum amount of lighting.

Policy 2-7a: Use pedestrian scaled lighting where there is pedestrian activity.



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Policy 2-7b: 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 2-7c: Prevent unwanted illumination of surrounding properties to avoid glare and light trespass.

Comment

The lighting plan provided appears to be adequate.

The State Route 410 Corridor

“Easttown” from 214th to 234th, is unique in its high proportion of undeveloped land and in its availability for light industrial as well as commercial development. It comprises a peninsula jutting into rural land, more distant from residential concentrations. Where deep lot development is possible, such as in a large business campus, pedestrian orientation is achievable. Otherwise Easttown is expected to remain highway-oriented.

Goal 2-3: Develop the SR 410 corridor as three distinct but transitional commercial/mixed use areas.

Policy 2-3c: Develop the Easttown District (from 214th to 234th) with 1) architectural detail suitable for automobile orientation along SR 410, 2) internal and if possible external pedestrian connections, and 3) preference for business park or campus-scale development. Wherever possible, developments should reach deeply into the adjoining commercial/industrial land, providing pedestrian-friendly local access streets in locations dictated by the Transportation Element.

Policy 2-3e: Work with WSDOT to improve SR 410 incorporating native species landscaping and other signature treatment such as lighting and signage consistent with the “natural environment” theme.

Policy 2-3h: Require that major commercial, multifamily, industrial, and public development undergo design review.

Comment

Currently left turn access to the site is available; however a road widening project of State Route in this area (from 214th to 234th) will result in a landscaped median that will prevent left turn access to this site. At that point only right-in/right-out access will be permitted. This project is meeting the intent of the design review process by undergoing review by the design commission.

Goal 2-4: Create architectural interest per the following policies... and at a level of detail comprehensible in the Easttown.

Policy 2-4a: Provide interesting architectural form and color.



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Policy 2-4b: Encourage pitched roofs, varied rooflines, and articulated facades.

Policy 2-4c: Encourage decorative masonry, woodwork, glazing doors, light fixtures, and paving.

Policy 2-4d: Encourage public focal points such as plazas, green spaces, seating areas, and fountains.

Policy 2-4e: 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

Various materials and colors are being utilized within the design of these buildings as shown by the building elevations. The design of the structure does utilize pitched roofs and varied rooflines. There is some concern, however, with the east elevation of Bldg. E. The public road being built and dedicated as a condition of this project is anticipated to extend southward past this building. Since the east wall is built to be visible close to this future public road, staff suggests that architectural elements be added to the wall to make it appear more like the front of a building.

Goal 2-5: Create attractive streetscapes.

Policy 2-5b: 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 2-5c: 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 2-5f: 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

The public road to be built will be lined with street trees and have landscaping at the public entrance to the site.

C. EAST TOWN SUBAREA PLAN

7.1 Site Design

All requirements of Chapter 18.29, Combined Retail Commercial, Warehousing and Light Manufacturing District (C2/C3) shall be met, except as modified in this Plan.



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1. All site plans shall include sufficient detail to determine compatibility with development already situated in the area and future development on adjacent undeveloped parcels.
2. Development of parcels fronting on SR 410 must locate buildings adjacent to the edge of the proposed future right-of-way.
3. At least 50 percent of building façades facing SR 410 must be glazed.
4. Commercial sites divided into outlying pads for small tenants must be configured to ensure that buildings create a strong street edge.

Comment

Staff believes these requirements have been met.

7.2 Setbacks from Right-of-Way

1. Minimum building setback from SR 410 or proposed future right-of-way of SR 410: 4 feet (to be additional sidewalk width).
2. Minimum building setback from other public/private roads: 0 feet.
3. The setback area between the building and the edge of the future right-of-way must be developed with landscaping, a widened sidewalk or other pedestrian-friendly features. In no case can the area be utilized for improvements that could create a barrier between the building and the sidewalk or create an unsightly pedestrian environment.

Comment

This requirement has been met with the landscaping along the new public road and the placement of the buildings anticipating future right of way.

7.4 Parking

1. Site plans shall provide information on how proposed developments relate to the planned roadway network.
2. Commercial developments shall provide coordinated internal circulation and connected parking facilities.
2. All new development shall accommodate joint use of driveways.
3. New driveways shall be spaced as specified in the Access Management chapter of the Eastown Development Plan.
4. Well-defined walkways must be designed into all parking lots containing over 100 cars. At least one walkway must be provided for every four rows of parking. Interconnections between walkways should be provided to create safe walking conditions throughout the parking lot.
5. Sites should be designed to avoid the appearance of domination by automobiles. This may be achieved by:
 - a) placing berms and landscaping or architecturally treated walls between the street and the parking lot where adjacent to roadways;
 - b) incorporating clusters of existing trees and vegetation within parking areas;
 - c) locating parking lots behind buildings;
 - d) designing lots into smaller interconnected areas rather than large, single-use lots.
6. On parcels fronting SR 410, no parking shall be located between the building and the front property line. On corners, no parking shall be located between the building and either of the two front property lines.



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7. Multifamily developments shall provide visitor parking. This parking may be accomplished by designating visitor spaces within a parking lot or by creating on-street parking on private internal roads.
8. Bicycle parking must be provided in all new parking lots. A minimum of one bicycle parking space per ten vehicle spaces must be provided, with a maximum ten bicycle stalls per parcel. Bicycle parking areas should be:
 - a) located in a covered, secure area;
 - b) accessible by means other than stairs;
 - c) separated from vehicle parking areas by physical barriers such as bollards, posts, or landscaping;
 - d) located adjacent to each building within a multi-building complex.

Comment

Staff finds that considering the nature of this project, these requirements are met, however, a bicycle rack should be provided for.

7.5 Pedestrian Circulation

1. Pedestrian walkways must provide direct and convenient connections between all roadways, parking lots and building entrances.
2. Pedestrian and bicycle linkage shall be provided between adjacent developments.
3. Internal sidewalks must extend to property lines to assure pedestrian connections between adjacent developments.

Comment

Pedestrian connection is well served from SR 410 by the sidewalk that will be built with the road improvements, however, pedestrian circulation on the site is not provided for. Striping in the parking lot might be a sufficient remedy.

7.6 Landscaping and Tree Retention

All projects must comply with Chapter 16.12 Land Clearing and Landscaping of the City of Bonney Lake Municipal Code except as modified in this plan.

1. Areas between the building and street shall be landscaped. Landscaping between the street and parking areas must be bermed or designed in such a manner as to obscure development from the street.
2. Trees and other landscape features shall be used in parking areas to promote pedestrian safety, provide shade, and reduce visual impacts of large parking areas and buildings.
 - a) Parking lots containing over 20 stalls shall have a minimum of one interior tree for every six parking stalls;
 - b) Trees shall be evenly distributed between parking rows or stalls throughout the parking lot;
 - c) Trees shall be planted in landscape islands that are a minimum of six feet wide and no more than two feet shorter than the length of the adjacent stall.



Comment

Due to the nature of the project, interior trees shall not be required. Landscaping is provided on the perimeter of the project and between the buildings and street as required.

7.7 Building Design

1. The front façade of all buildings immediately adjacent to the street right-of-way shall be oriented toward the street.
2. Development over five acres shall provide a plaza or other exterior gathering space. The plaza design must include gathering areas with benches or seating spaces, landscaping and trash receptacles.
3. Buildings located on a corner are encouraged to incorporate special architectural elements.

Comment

Number one above is the only applicable requirement. The east façade of Building E should have architectural elements that appear to be a “front.”

STAFF RECOMMENDATION AND CONDITIONS OF APPROVAL

1. Staff recommends to the Design Commission that architectural elements be added to the east wall of Bldg. E anticipating future ROW abutting the building.
2. Staff recommends that a bicycle rack be provided near the entrance of Building A.
3. Staff recommends, at a minimum, that striping be placed between Building A and the north pedestrian entrances of Buildings D and C.

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