



Staff Report to Design Commission

I. INTRODUCTION

The proposal is to construct a 144 square foot espresso stand in an existing convenience store parking lot at 20801 SR 410. Access to the site will be from SR 410 at existing approaches to the state highway. The site is zoned Commercial (C-2).

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:

Joo Seung.
20801 SR 410 E
Bonney Lake, WA 98391

Property Owner: Joo Seung

Project Name: Coffe Time

Location: 20801 SR 410
Parcel Number: 7000340030

Current Zoning: Commercial (C-2)

**Comprehensive Plan
Land Use:** Commercial

Site Acreage: .73 acres

**Environmentally
Sensitive Areas:** None

Date of Application: June 30, 2008



Date Determined

Complete: July 18, 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 exempt from environmental review.

V. STAFF ANALYSIS AND FINDINGS

A. 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 building will be setback from the state route 55 feet to prevent blocking views along the designated scenic corridor. The landscaping on site was installed when the convenience store was built. Some landscaping upgrades or maintenance could be a condition of project approval.

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.

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.



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

Comment

As mentioned above, landscaping upgrades could be a condition of approval.

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.

Policy 2-6g: 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

The proposed development is predominantly vehicular access only. ADA parking is provided on site.

There are currently sidewalks along this stretch of SR 410 E since the proposed development is predominantly vehicular traffic staff is not recommending any additional pedestrian connection to SR 410.

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

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

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.



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Policy 2-7d: Prohibit illumination of the sky to keep the night sky dark and stars visible.

Comment

It's unclear from the submittal what type of lighting will be used.

The State Route 410 Corridor

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

Policy 2-3a: Develop the Downtown as Bonney Lake's center in accordance with Downtown section of this element, with the highest level of land use diversity, architectural interest, pedestrian orientation, and human-scale design. New buildings should have their facades at the sidewalk edge except in certain cases along SR 410, as shown in the Downtown Plan.

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

The project entrance will be at existing road approaches to SR 410 E. The site plan shows the vehicular circulation for the proposed use. As shown on the building elevations the roofline is flat and building modulation does not apply.

Goal 2-4: Create architectural interest per the following policies... at a level of detail comprehensible by pedestrians in the Downtown,

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

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.



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Comment

Staff has reviewed the building elevations, however, there isn't enough detail to make a recommendation as to design.

The proposed use is predominantly accessed by vehicles.

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 2-5d: Control signs to avoid visual clutter and to harmonize with their environs.

Policy 2-5f: Where circumstances allow, provide SR 410 E. 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

This proposal is consistent with the policy to require automobile-oriented street edges. The site fronts SR 410 E. and the proposed use is predominantly vehicular based. However, there is some opportunity for enhanced landscaping.

STAFF RECOMMENDATION AND CONDITIONS OF APPROVAL

1. Staff recommends to the design commission approval of the building with the adoption of staff's findings.

Prepared by: Heather Stinson, Planning Manager