



Staff Report to Design Commission

I. INTRODUCTION

The resubmittal is a proposal to increase the number of townhomes from 196 to 232 with the associated utility, landscaping and access improvements. The site is zoned Combine Retail-Commercial, Warehousing & Light Manufacturing (C-2 / C-3) and was previously a mobile home park. The site is located north of the East Pointe attached single-family subdivision, east of and adjacent to 214th Avenue. The proposal is subject to the standards and guidelines of the Easttown subarea plan.

II. STAFF RECOMMENDATION

The current submittal to the Design Commission is a formal application submittal. Based on the evaluation of the proposal contained in this staff report, staff believes 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:

Sunrise Manor, LLC
11515 Canyon Rd E, Suite A
Puyallup, WA 98373

Property Owner: Michael R. Mastro

Project Name: Sunrise Manor Estates

Location: 10300 Block of 214th Ave. E.
Parcel Number: 0519026040

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

**Comprehensive Plan
Land Use:** Commercial

Site Acreage: 13.10 acres

**Environmentally
Sensitive Areas:** 20 – 40 % Steep Slopes to the East

Date of Re-Application: February, 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 and was issued a Mitigated Determination of Nonsignificance on July 23, 2007. Due to the increase in the number of proposed units, the project will have to go through an additional SEPA process.

V. STAFF ANALYSIS AND FINDINGS

A. Current and Planned Uses of the Site

The proposal is to develop the site with 232 townhouse condominiums. The site was previously a mobile home park but is currently vacant.

The site is bordered on the south by the East Pointe attached single-family development (C-2/C-3), to the north by single-family residences (C-2/C-3), to the east by an existing mobile home park (C-2/C-3) and to the west by 214th Ave. E. Across 214th is the WSU demonstration forest zoned Public Facilities.

B. COMMUNITY CHARACTER ELEMENTARY BONNEY LAKE COMPREHENSIVE PLAN

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

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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.

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

Comment



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Preliminary landscaping plans suggest that the types of plants being used would be native or compatible with local climate and soil patterns. Deciduous street trees are proposed for the frontage along 214th as well as lining the internal private roads.

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

Frontage improvements along 214th Ave E are a requirement of this project and the Easttown design standards require sidewalks on both sides of the street.

At this point, no crosswalks are proposed and they may not be required by current standards.

An internal, shared open space is proposed.

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.

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

Comment



Lighting is not being reviewed at this time.

Goal 2-4: Create architectural interest per the following policies... at a level of detail transitioning from pedestrian-oriented to motorist oriented in the Midtown, and.....

Policy2-4a: 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.

Comment

The original architectural example provided on the elevation portrays a building with quite a bit of variation and modulation.

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 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

While the comprehensive plan suggests that Eastown should be auto-oriented, the Eastown Subarea plan contradicts this somewhat in allowing buildings to be close to the street and designed in such a way as to appear as if the front of the building is facing toward the street.



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One set of townhouses is proposed to face 214th and the other facades facing 214th are sides.

No dumpsters are proposed for this project

Any signage is required to obtain permit. 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.

C. EASTOWN SUBAREA PLAN

4.4 Internal Road Standards

4.4.1 East-West Private Roads: There are two options for the design of Private Roads (see attached diagrams.) The minimum width is 41' and requires sidewalks on at least one side of the road, but not both. It also requires a landscaping buffer between the sidewalk and street.

Comment

It is unclear at this time if the internal roads are subject to the private road standards spelled out in the Eastown Plan.

4.4.5 Streetscape Improvements:

Landscaping: In Eastown, planter strips with street trees will separate pedestrians from travel lanes on all newly-constructed roadways....Planter strips and street trees will be maintained by the adjoining property owner.

Street Lighting: Street lights will be located in the planter strips to meet City of Bonney Lake illumination standards per BLMC 17.12 and BLMC 12.24. Adequate lighting will be provided on interior sidewalks to create safe and secure environments.

Street Furniture & Plazas: Street furniture such as park benches, trash receptacles, and drinking fountains should be located in public areas to encourage passers-by to remain. Such pedestrian plazas will be the responsibility of developers and will be required for all developments 2 acres in size or greater. Decorative paving shall be used to create the gathering place.

Pavement Treatments: In addition to pedestrian plazas, decorative pavement will be used at all new internal intersections in Eastown to clearly define pedestrian crossings. Pavement types and colors will be determined by the City...

Comment

It is unclear at this time if the internal road of this development are subject to the private road standards in the Eastown Plan.

Street lights will need to be provided on the sidewalks as well. The current site plan does not include these.



Crosswalks may not be required by Public Works for this development.

7 Eastown Development Standards

7.2 Setbacks from Right-of-Way

- Minimum setback from roads other than SR 410: 0 feet.

- 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

The buildings as proposed meet the setback requirements.
The landscaping and streetscape proposed appear to meet this requirement.

7.4 Parking

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.

Comment

The proposal appears to meet the requirement of 2 parking stalls per unit. Some of this requirement is met with “visitor” parking areas.

7.5 Pedestrian Circulation

Internal sidewalks must extend to property lines to assure pedestrian connections between adjacent developments.

Comment

The sidewalks are proposed to meet this requirement.

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

As previously mentioned, the facades of buildings facing streets should be “oriented toward the street” by incorporating architectural elements that appear to be a front entrance. A pedestrian plaza could be accommodated by the placement of benches and shade trees.

STAFF RECOMMENDATION AND CONDITIONS OF APPROVAL

Staff recommends to the design commission approval of the building design with the adoption of staff’s findings:

1. Staff recommends that a condition of site plan approval be that all façades facing streets shall appear to be fronts. One way to meet this requirement is through the use of porticos, shutters and paned windows on the rear and sides of the buildings as well as the true front entrance, but other requirements may be necessary or desirable.
2. Staff recommends that on 214th Avenue that the planter strip with street trees be placed adjacent to the street and the sidewalk shall be built in such a way that it will connect to the existing sidewalks but be buffered by the new planting strip from 214th Ave.
3. Street trees and driveways shall be designed and built in such a way that the vision of drivers is not impaired as they exit driveways.

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