



Staff Report to Design Commission

I. INTRODUCTION

The proposal is a short plat, 29,900 square feet of retail space and 235,362 square feet of mini-storage space on a site totaling 17.70 acres at 21916 SR 410 E, Bonney Lake, WA. The proposal is subject to SEPA and Design Review although at this time the only thing being reviewed is the site plan and site landscaping. The site is located at 21916 Hwy 410 E, just east of the former Mazatlan restaurant.

II. STAFF RECOMMENDATION

The current submittal to the Design Commission is a formal site plan application submittal. There will be subsequent Design Commission review when the site is developed with buildings. Based on the evaluation of the preliminary proposal contained in this staff report, the preliminary 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:

Kelly Kahne
2001 Second St., Suite 23
Enumclaw, WA 98022

Property Owner: Kelly Kahne

Project Name: Kahne Commercial Center

Location: 21916 Hwy 410 E.
Parcel Numbers: 0519026035, 0519026036, 0519022060, 0519022061,
0519022062, and 0519022054

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

Comprehensive Plan

Land Use: Combined Retail-Commercial, Warehousing & Light Manufacturing

Site Acreage: 17.70 acres

Environmentally

Sensitive Areas: None identified

Date of Application: January 2, 2009



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.

V. STAFF ANALYSIS AND FINDINGS

A. Current and Planned Uses of the Site

The C-2 / C-3 zoning site allows for the uses proposed through this project.

The site is bordered on the north by SR 410, to the south by R10 zoning (Pierce County), to the southeast by vacant land and to the northeast commercial uses also zoned C-2 / C-3. To the southwest of the site is Quiet Meadows Mobile Home Park and to the northwest is the former Mazatlan restaurant.

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

No views will be affected by this proposal, however, approximately 8 acres of existing trees are proposed to be cut which does not preserve Bonney Lake’s lush, green setting.

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.



Staff Report to Design Commission

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 along what will be public right of way and frontage on SR 410.

The project as proposed includes landscaping along the north, east and west property lines of the project. The proposal is required to provide a twenty (20) foot wide Type I landscaping area on the south property line to buffer the residential lots from commercial development. The site plan currently shows this buffer. Since the zoning to the east, west and north is C-2/C-3, no landscaping buffer is required along these property lines. However, C-2/C-3 does require 10% of the development to be landscape / open space and BLMC 16.13.060 allows the city to retain as much as 25% of the native trees.

BLMC 16.14.170 requires that Type III landscaping buffers be installed along building facades more than 50 feet wide. The majority of the buildings on the site appear to exceed this threshold and will require 5 foot landscaping buffers in addition to any buffers required adjacent to streets.

The landscaping plan as depicted on the larger, southern parcel is equivalent to approximately one acre of landscaping. This parcel is 8 acres and if 25% of the existing trees were retained on the site, two acres of trees would be retained on that parcel alone.

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



Staff Report to Design Commission

Pedestrian circulation appears to be addressed on site #3 between the buildings through the parking lot except for the northwest and southwest buildings. There appears to be no provision for pedestrian connection between Site #3 and Site #4.

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.

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 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 from SR 410; however a road widening project of State Route in this area (from 214th to 234th) may 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 from 219th Ave. Ct. E. unless the midpoint traffic light is placed at this location.

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

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

These design elements will be reviewed when the drawings of the individual buildings come in.

EASTOWN 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.

4. Commercial sites divided into outlying pads for small tenants must be configured to ensure that buildings create a strong street edge.

Comment

While the buildings in site #3 have been placed adjacent to the street, they do not necessarily create a strong street edge. This may be addressed by a more site obscuring landscaping in between buildings along street edges or by reconfiguring the buildings.



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 Easttown 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.
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

The private road proposed to connect to the east and west could be determined to meet the spirit of shared driveways, however, if the property directly east and adjacent to SR 410 were to develop in a similar fashion, people who wanted to shop at site #3 to a shopping area directly east would have to get in their cars, drive around the building on the southeast of the site, get on the private road and drive into the parking area of the commercial area to the west. The landscaping between site #3 and the property to the west could become a shared driveway.

No bicycle parking is indicated on the site plan.



Staff Report to Design Commission

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.

Comments

See recommended conditions.

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

See recommended conditions.

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

The site plan does not provide for any apparent pedestrian plaza or exterior gathering place, however the northwest building of site #3 appears to meet the intent of having special architectural elements. Staff does not believe that by “special architectural elements” the code necessarily intends for corporate architecture.



STAFF RECOMMENDATION AND CONDITIONS OF APPROVAL

1. Staff recommends that a pedestrian connection be designed between the northwest and southwest buildings on site #3.
2. Staff recommends that the landscaping buffer on the southern parcel be widened to add an additional acre of landscaping / open space to the site, especially adjacent to current residential uses and meeting the tree replacement ratios of BLMC 16.13.120 OR that the proposal be redesigned to retain at least 1.5 acres of healthy, native stands of trees on the southern portion of the site.
3. Staff recommends that at least one pedestrian entrance to the site be added to connect to the mobile home park to the southwest.
4. Staff recommends that a pedestrian connection be designed between sites #3 and #4.
5. Staff recommends that a crosswalk be added between the sidewalks on SR 410 on 219th Ave. Ct. E.
6. Staff recommends that an area of at least 40' be designated along the northern 200' of the eastern property line for future shared driveway and / or pedestrian access.
7. Staff recommends that bicycle parking pursuant to the Easttown subarea plan section 7.4.8 (see above) shall be depicted on the site plan.
8. Staff recommends that a pedestrian plaza that includes "gathering areas with benches or seating spaces, landscaping and trash receptacles" be included in the design.
9. Staff recommends that the facades of the mini-storage buildings facing adjacent parcels be made to look like fronts and / or incorporate site-obscuring landscaping.

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