

Date: June 7, 2011
From: Kathy James, Associate Planner
Re: Quick Mart Design Review
PLN/-2011-01405

I. INTRODUCTION

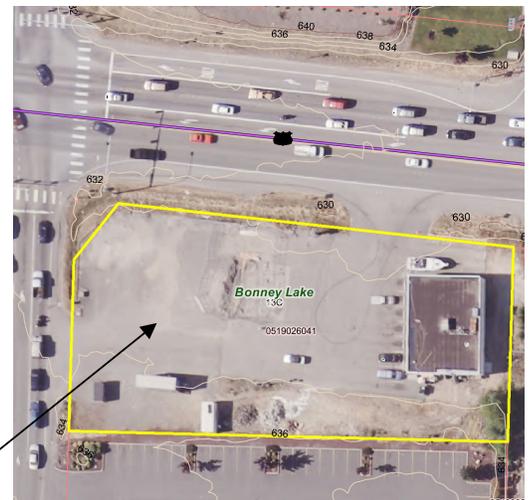
The current submittal to the Design Commission is a preliminary application submittal. The proposal is to develop the southeast corner of SR 410 and 214th Ave E with one of two developments: (1) a single story, approximately 7,500 square foot (SF) office/retail building for eight tenants, a total of 26 parking stalls, two pedestrian seating areas, and perimeter landscaping OR (2) a drive-through coffee stand, two pedestrian seating areas, and a carwash. The entire site is approximately 0.9353 Acres (40,741.67 square feet) and contains a gas station and mini-mart. The proposal is subject to the design criteria in the Comprehensive Plan and the Easttown design standards.

II. STAFF RECOMMENDATION

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 and the Easttown Subarea Plan. Placement of the buildings as proposed does not meet one of the Easttown Subarea plan criteria but there may be a way to accommodate this placement. Staff will do further research on this possibility.

III. GENERAL INFORMATION

File Name: Quick Mart
File Number: PLN-2011-01405
Applicant: Sheldon Smith
3043 Center St
Tacoma, WA 98409
Property Owner: Hwangpo Kyoungho & Kyoungae
23279 SE 52nd St
Issaquah, WA 98029-6810
Project Name: Quick Mart
Location: 21406 SR 410, on the southeast
corner of SR 410 and 214th Ave E
Parcel Number: 0519026041





Current Zoning: The property is zoned C-2/C-3, Combined Retail Commercial, Warehousing, and Light Manufacturing District; the parcel is surrounded by parcels zoned C-2/C-3, Combined Retail Commercial, Warehousing, and Light Manufacturing District to the north, south and east, and C-2 to the west across 214th Ave E.

Comprehensive Plan Land Use: The comprehensive plan designation is Commercial & Light Industry; and the parcel is surrounded by parcels designated Commercial & Light Industry to the north, south, and east, and Commercial to the west across 214th Ave E.

Current use: The site is currently used commercially as a gas station and mini-mart. The fueling station was recently moved toward the minimart and street trees were placed along the property lines. The existing store has eight parking stalls in front of it and a large propane tank between the store and SR 410. Another parking stall is west of the propane tank. In both proposals, a trash receptacle is between the existing building and the propane tank.

Site Acreage: .9353 Acres (40,741.668 square feet).

Environmentally Sensitive Areas: No environmentally sensitive areas are shown to be on or near the parcel.

Site constraints: A large drainage facility is underground is east of the fuel station. The location of this drainage tank severely limits location of new buildings.
Another limitation on the site is the location of utility lines. A sewer line is currently located along the south property line.

IV. SEPA THRESHOLD DETERMINATION

Pursuant to the State Environmental Policy Act (SEPA) and City of Bonney Lake Environmental Regulations, as codified in BLMC Chapter 16.04, Environmental Protection, project (1) as proposed would be subject to environmental review as proposed. Project (2) as proposed likely is not subject to SEPA review.

V. COMPLIANCE WITH THE COMMUNITY CHARACTER ELEMENT OF THE BONNEY LAKE COMPREHENSIVE PLAN, EASTOWN DESIGN STANDARDS, AND APPROPRIATE ORDINANCES



1. LANDSCAPING

COMMUNITY CHARACTER ELEMENT

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

Goal 1-9 Design surface stormwater facilities to double as attractive open spaces

Staff Comment

❖ **Both proposals appear to comply with these goals and policies.**

EASTOWN SUBAREA PLAN

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.

Staff Comment

❖ **Both proposals appear to comply with these criteria.**

MUNICIPAL CODE

16.14.090 Street frontages.

- A. For subdivisions, four- to nine-lot short plats, and commercial developments, the proponent shall install street trees and Type III buffer along all street frontages.
- B. The director(s) shall determine street tree species. Trees under power lines shall be of a species whose height at maturity is compatible with such location.
- C. Street trees shall be at least two-inch caliper and shall be planted at least every 30 feet on center where practical.
- D. Shrubs planted along street frontage shall be of species that when mature are less than 36 inches tall.

E. In pedestrian-oriented zones the director(s) may specify alternative street frontage buffers appropriate to the design guidelines for such areas.

F. See BLMC [16.14.140](#) for vision clearance triangle. (Ord. 1171 § 1, 2005).

16.14.100 Parking lots.

Parking areas accommodating five or more cars shall have:

A. Type III buffers installed along interior, non-street property lines when the adjoining property is not also devoted to parking;

B. At least five percent of their surface area, including maneuvering areas but excluding Type III buffer areas, devoted to Type IV buffers to provide tree canopy, improve appearance, and reduce stormwater runoff; and

C. Sufficient number, species, and distribution of trees in Type III and Type IV buffers that, upon maturity, tree canopy shall cover at least 30 percent of parking and maneuvering areas, not counting receiving and refuse areas. (Ord. 1230 § 13, 2007; Ord. 1171 § 1, 2005).

16.14.110 Refuse containers.

Refuse containers shall be screened by a buffer at least five feet in depth that contains plantings and that may also contain a fence or wall. The buffer shall be dense and tall enough to totally obscure the refuse container from parking lots, public rights-of-way, and abutting properties, except that the buffer may have such opening as necessary for access. The buffer may be within a street right-of-way if approved by the public works director. (Ord. 1171 § 1, 2005).

16.14.120 Building facades.

Type III buffers shall be installed along building facades more than 50 feet wide. (Ord. 1171 § 1, 2005).

16.14.130 Native species – Drought resistance – Irrigation.

Preference shall be given to native, drought-resistant plant species. Permanent irrigation systems shall be installed if necessary for survival of required plantings. (Ord. 1171 § 1, 2005).

16.14.140 Vision clearance triangle.

Within vision clearance triangles (see BLMC [16.12.010](#), Definitions), no plants nor structures shall be allowed which substantially impair vision at a height between three feet and eight feet above the street grade. See also public works road approach standards. (Ord. 1171 § 1, 2005).

16.14.150 Other areas to be kept clear.

Plants shall be established which when mature will not conflict with overhead utilities, sidewalks, driveways, sight lines at street intersections, and which will not block access to equipment such as fire hydrants, telephone pedestals, and pad-mount transformers. (Ord. 1171 § 1, 2005).

16.14.160 Stormwater ponds.

To the extent feasible given engineering constraints, stormwater facilities shall be designed to also maximize natural biological functions and aesthetic appearance, such as through plantings of suitable wildflowers, shrubs, and trees. (Ord. 1171 § 1, 2005).

16.14.170 Plant installation methods.

Plants shall be installed using best landscaping practices. Prior to planting, soils shall be made friable and conducive to healthy growth. Newly planted trees shall be properly staked. Plants shall be manually irrigated if necessary until they are established. (Ord. 1171 § 1, 2005).

Staff Comment

- ❖ **The proposals and landscape plan appear to generally meet these requirements. Placement of the trees will need to meet the vision clearance triangle requirements and will be reviewed with the formal landscaping plan submittal. More landscape buffering may be needed around the refuse container, depending on access to the container.**

2. PEDESTRIAN ORIENTATION**COMMUNITY CHARACTER ELEMENT****Gal 1-5 Create attractive streetscapes.**

- Policy 1-5a Require developers to create attractive, pedestrian-oriented street edges. This may include
- 1) placing buildings close to the street,
 - 2) providing wide sidewalks, and
 - 3) providing benches, awnings, public art, and similar amenities for pedestrians. This policy applies especially Downtown and has continuously less applicability from Fennel Creek eastward to 234th Ave.
- 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 1-5e Require high-quality, durable building materials that evoke a sense of permanency.
- 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.

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 1-6d: Size sidewalks to match anticipated traffic, either wide enough for two couples to pass or for two individuals to pass.
- Policy 1-6e: Encourage weather-protecting of building entries and sidewalks adjacent to building facades.
- Policy 1-6f: In commercial and public areas, locate building facades next to the sidewalk, keeping parking behind or beside the structure. This policy applies especially in the Downtown's Main Street and side streets and has gradually less applicability eastward on SR 410 from Fennel Creek to 234th Ave.
- 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 1-4) 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.
- Policy 1-6h: Minimize the number of driveway accesses along SR 410 and avoid accesses near busy intersections.
- Policy 1-6i: Provide for safe bicycle circulation. Include bicycle lanes if possible along arterials. Provide convenient bicycle parking facilities where bicycle traffic is significant.

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.

Staff Comment

- ❖ **A lighting plan was not submitted at this time. External lights exist on the convenience store and pumping station canopy.**
- ❖ **Walking and bicycle circulation could be improved by striping or placement of materials that distinguish pedestrian and bicycle paths leading from the buildings to the sidewalks. See conditions.**

EASTOWN SUBAREA PLAN

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.

Staff Comment

- ❖ **Walking and bicycle circulation could be improved by striping or materials that distinguish pedestrian and bicycle paths from the buildings to the sidewalks. See conditions.**

3. *SITE AND BUILDING DESIGN*

COMMUNITY CHARACTER ELEMENT

Goal 1-4: Create architectural interest per the following policies, at a level of detail comprehensible by pedestrians in the Downtown, at a level of detail transitioning from pedestrian-oriented to motorist-oriented in the Midtown, and at a level of detail comprehensible by motorists in the Eastown.

- 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. This policy applies to the entire SR 410 corridor, but the level of detail should vary from highest, on Downtown side streets such as Main Street, to lowest, on SR 410 in Eastown.

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.
- Policy 1-4c Acquire lands or view easements if necessary to preserve important public views.
- Policy 1-4d Encourage developers to retain mature trees to the extent possible, particularly in residential areas.

Staff Comment

- ❖ **Staff recommends that the buildings be required to provide pitched roofs and either physical or material modulation between the sections of the building.**

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.

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.

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.

7.3 Coordinated Site Planning

1. The City of Bonney Lake encourages cooperation among landowners to prepare overall development plans that provide for coordinated development and access between adjoining parcels.

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.

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.

Staff Comment

- ❖ **While neither proposal meets 7.4.6, staff believes there may be a way to allow the proposed placement of the buildings and will further research this issue.**

MUNICIPAL CODE

BLMC 18.31.010... Uses such as banks, professional offices and business offices, retail stores, supermarkets, department stores, personal service shops, medical/dental offices and skating rinks shall provide one parking space per 300 square feet of net leasable area. For the purpose of this section only, "net leasable area" shall be defined as the interior floor area of a building, excluding stairwells and mechanical areas.

Parking stalls shall be sized as follows:

1. Standard stall: nine feet wide by 18 feet long.
2. Compact stall: eight and one-half feet wide by 16 feet long.
3. Whether utilizing standard or compact stalls, overhangs shall not be permitted over sidewalks or required landscaping.

Compact stalls shall make up no more than 35 percent of the total minimum parking stalls required.

18.31.020 Off-street loading.

Off-street loading shall be provided for each use as determined by the director of planning and community development which shall base its decision on the frequency of deliveries to and from the proposed use, traffic patterns in the area, the use to which neighboring properties are put, all to avoid disruption of traffic in the area of the proposed use. (Ord. 740 § 13, 1997).

Staff Comment

- ❖ **The proposals meet the parking requirements.**



VI. STAFF RECOMMENDATION

Staff recommends that the Design Commission condition the proposals as follows:

- a. The refuse container should be screened with landscaping to the extent that it doesn't impede access.
- b. Striping or materials should be added that distinguish pedestrian and bicycle paths from the buildings to the sidewalks.
- c. Bicycle parking should be provided.
- d. The roofline of the proposed buildings should be pitched. The sections of the long building proposed in Option 1 should be further distinguished with physical or material modulation.

ATTACHMENTS

Application packet