

**Date:** June 7, 2011

**From:** Kathy James, Associate Planner

**Re:** Design Review, File Number: PLN-2011-01423

## I. INTRODUCTION

The proposal is to develop a 45,000 square foot (sf) medical office building looking out to SR 410, and accessed from Sky Island Drive with 212 parking stalls. The proposal is subject to SEPA, the Downtown Design Standards, the zoning ordinance, and the comprehensive plan.

## 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 Downtown Design Standards. Staff recommends approval subject to the conditions outlined at the end of this report.

## III. GENERAL INFORMATION

**File Name:** Franciscan Health Systems

**File Number:** PLN-2011-01423

**Applicant:** Teresa Fortino  
Helix Design Group  
6021 121th St E, Suite 201  
Tacoma, WA 98424

**Property Owner:** Franciscan Health Systems  
1149 Market St  
Tacoma, WA 98402

**Architect:** Helix Architecture  
6021 12<sup>th</sup> St E  
Tacoma, WA 98424

**Location:** Southeast corner of Sky Island  
Drive and SR 410

**Parcel Number(s):** 5640001792, 5640001851, 5640001863

**Current Zoning:** The subject site is designated on the zoning map as Downtown Mixed Use; and is surrounded by parcels zoned C-2, Commercial District to the northwest, R-1, Single Family Residential to the southeast, R-3, High Density Residential to the southwest, and PF, Public Facilities to the west





**Comprehensive Plan / Land Use:** The subject site is designated on the Future Land Use Map (FLUM) as Mixed; and is surrounded by parcels designated Single Family Residential to the southeast, High Density Residential to the southwest, Public Facilities to the east, and commercial to the northwest.

**Site Acreage:** The total site is 3.2042 acres (139,574.95 sf).  
**Environmentally Sensitive Areas:** Potentially hazardous slopes are located on the perimeter of the property next to SR 410.

**Application Date:** May 24, 2011

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, the project as proposed is subject to environmental review. A determination will be made through the Type 3 site plan process.

**IV. STAFF ANALYSIS AND FINDINGS**

**A. Current and Planned Uses of the Site**

Currently the site is undeveloped. The proposal is to develop the site with a 45,000 sf medical services building looking out to SR 410, and to be accessed from Sky Island Drive. The proposal will provide 212 parking stalls, and associated landscaping. A pedestrian plaza is proposed near the northwest corner of the building next to SR 410. Pedestrian areas are planned throughout the facility.

**B. COMPLIANCE WITH THE COMMUNITY CHARACTER ELEMENT of the BONNEY LAKE COMPREHENSIVE PLAN AND APPROPRIATE ORDINANCES**

**1. LANDSCAPING**

**COMMUNITY CHARACTER ELEMENT**

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

- Policy 1-5a: 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 1-5b Retain native vegetation, large rocks, and similar materials as a component of landscaping. Preserve strategically selected mature trees and stands of trees.
- Policy 1-5c: Plant native trees along both sides of all streets. Prepare a plan for what species should be planted on what streets.

- Policy 1-5d: 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 1-5e: Coordinate landscaping with pedestrian circulation and architectural features.
- Policy 1-5f: Where development is dense, require a landscape strip between the curb and the sidewalk.
- Policy 1-5g: At the perimeters of buildings, encourage foundation plantings, hedges, vine trellises, window boxes, and hanging flower baskets, emphasizing native species.
- Policy 1-5h: Emphasize building entries with features such as plantings, paving, and lighting.
- Policy 1-5i: Buffer commercial and public areas from private residential spaces.
- Policy 1-5j: Require that unsightly objects such as dumpsters or chain link fences be screened by landscaping or structures.
- Policy 1-5k: Maintain City-owned landscaping and require maintenance of private landscaping.

**Staff Comment**

❖ *The proposed landscaping conforms.*

**DOWNTOWN DESIGN STANDARDS****1.1 Street Front Orientation****1.1.2 Properties adjacent to Mixed-Use Streets or Corridors:**

- a. Buildings featuring non-residential uses on the ground floor may be placed up to the edge of the sidewalk (unless otherwise noted) only if they feature a pedestrian-oriented façade, as defined in Standard 1.1.1(a).
- b. All other developments must feature at least 10 feet of landscaping or pedestrian-oriented space between the sidewalk or front property line and any building, parking area, storage, or service area.

Landscaping between the sidewalk and any parking area shall include:

- i. Trees, as approved by the director, shall be planted at a rate of one tree per 300 square feet of landscaped area. Choose tree, location, and trimming method to maximize visibility between windows and the street for safety.
- ii. Shrubs at a rate of one shrub per 20 square feet of landscaped area. Shrubs shall be at least 16 inches tall at planting and have a mature height between 3 and 4 feet.
- iii. Ground cover shall be planted in sufficient quantities to provide 100% coverage of the landscaped area within three years of installation.

Alternatives: Reduced width planting strips and/or alternative landscaping designs will be considered where the applicant can successfully demonstrate that the streetfront design creates an attractive, safe, and comfortable pedestrian environment that is consistent with the goals and objectives of the Downtown Plan. Such proposals must include design elements that clearly go beyond minimum requirements. For example, proposals for a reduced width planting area could include terraced planting beds along the sidewalk (see Figure 11

example below), extensive transparent window/door areas facing the sidewalk, and/or special building detailing that adds special interest at a pedestrian scale. For reduced setbacks for residential uses, the director may require that the ground floor be elevated at least 3 feet above the level of the sidewalk to increase privacy for the streetfront residential units.

#### **Staff Comment**

❖ *Sky Island Drive is designated a mixed use street; these standards are to be used only for Sky Island Drive. The proposal complies with this section.*

- c. Buildings must feature pedestrian entrances that face the streets (see Figure 10). Exceptions: Buildings organized around a courtyard may feature entrances facing the courtyard provided there is clear pedestrian access between the courtyard and the street.
- c. Parking lots must be located to the side or rear of buildings. For multi-building developments, no more than 50% of the street frontage may be occupied by parking lots and vehicle access areas. The director may grant flexibility to the 50% requirement for one street frontage where a property fronts on more than one Mixed-Use Street or Corridor and there are no other reasonable alternatives. Depending on width and visibility of frontage, additional design features may be required to mitigate impacts of parking lots on the pedestrian environment and define the street edge. Examples could include a trellis system with vines and/or a decorative low wall that incorporates landscaping. Such treatments shall maintain adequate eye level visibility into the site from the street for safety.
- d. Parking lots shall not be located adjacent to street corners.
- e. Structured parking configurations are preferred where economically viable. Such structures should locate parking areas below, above, or behind uses. Structures incorporating above-ground parking facilities must comply with building design standards in Chapter 4.

#### **Staff Comment**

- ❖ *The building is to be located against SR 410 with parking between the building and Sky Island Drive, exceeding the amount of parking against the street; however, the combined site is triangular with two sides next to streets. Section 1.1.3.b, c, & d must also be reviewed with this requirement. Structured parking is proposed in that a street level and a lower level is proposed against Sky Island Drive. The city may consider a sight-obscuring screen between the street and the parking lot if no other location for this structured parking is found.*
- ❖ *Parking exceeds the 50 percent requirement, but will be separated from view by 20 feet of landscaping and about 12 feet of elevation.*
- ❖ *The project does not comply with this section.*

#### **1.1.3 Properties adjacent to SR-410:**

- a. Developments must integrate a landscaped strip a minimum of 10 feet in width between the back of the sidewalk and any building or internal walkway. The landscaping strip

shall be at least 20 feet in width where separating the sidewalk from a parking area. The planting strip shall include:

- i. Trees, as approved by the director, shall be planted at a rate of one tree per 300 square feet of landscaped area.
- ii. Shrubs at a rate of one shrub per 20 square feet of landscaped area. Shrubs shall be at least 16 inches tall at planting and have a mature height between 3 and 4 feet.
- iii. Ground cover shall be planted in sufficient quantities to provide at 100% coverage of the landscaped area within three years of installation.

Where existing right-of-way widths allow, some or all of the required landscaping can be placed within the right-of-way provided minimum planting strip and sidewalk standards (see Subchapter 5.1) are met.

Breaks in the required landscaping may be provided for internal pedestrian routes and areas meeting the definition of pedestrian-oriented space.

#### **Staff Comment**

❖ *As conditioned, the project complies with this section.*

- b. Developments should configure and design buildings and parking areas to enhance the pedestrian and visual environment along SR 410. Specifically, no more than 50% of the street frontage may be occupied by surface parking lots and vehicle access areas (see Figure 14 for example) Parking lots shall not be located adjacent to street corners. The director may grant flexibility to these requirements provided the applicant can successfully demonstrate that the proposed configuration meets the intent of the standards, the goals and objectives of the downtown plan. For example, a configuration including a higher percentage of parking lots adjacent to the roadway may allow for a more desirable east-west pedestrian corridor with continuous storefronts in the Central Triangle. In such a scenario, the developer would be expected to provide additional design treatments along SR 410 to mitigate negative impacts of the parking lots on the visual environment.
- c. Buildings adjacent to SR 410 must provide a minimum level of ground floor transparency (portions of the façade between 2' and 8' above sidewalk level) of 25%.
- d. Buildings adjacent to SR 410 must feature pedestrian entrances that are visible and directly accessible from the sidewalk. Such entries do not necessarily have to be on the street front façade – they could be on the side of the building with a clear pedestrian connection from the sidewalk. For multi-tenant buildings parallel to the road, only the tenants at the corner or end of the buildings must have pedestrian entries visible from the sidewalk.

#### **Staff Comment**

❖ *As conditioned, the project complies with this section.*

**1.1.5 Blank walls: A wall (including building façades and retaining walls) is considered a blank wall if:**

- a. A ground floor wall or portion of a ground floor wall over 6 feet in height has a horizontal length greater than 15 feet and does not include a transparent window or door; or
- b. Any portion of a ground floor wall having a surface area of 400 square feet or greater does not include a transparent window or door.

All Sites: Untreated Blank walls visible from a public street or pedestrian pathway are prohibited. Methods to treat blank walls can include:

- c. Display windows at least 16 inches of depth to allow for changeable displays. Tack on display cases shall not qualify as a blank wall treatment.
- d. Landscape planting bed at least 5 feet wide or a raised planter bed at least 2 feet high and 3 feet wide in front of the wall with planting materials that are sufficient to obscure or screen at least 60% of the wall's surface within three years.
- e. Installing a vertical trellis in front of the wall with climbing vines or plant materials.
- d. Special building detailing that adds visual interest at a pedestrian scale. Such detailing must use a variety of surfaces; monotonous designs will not meet the intent of the standards.

#### **Staff Comment**

- ❖ *The walls are proposed to be brick, cream-colored stucco-like EIFS-1, with vertical accents to offset the horizontal walls. The center of the building will be about 12 feet above the SR 410 right-of-way and not clearly visible from the highway.*
- ❖ *The project complies with this section.*

### **1.3 Sub-District Standards and Guidelines**

1.3.1 Developments shall conform with Street Front Orientation standards as specified in subchapter 1.1. While the standards in that subchapter address many of the key objectives for downtown's sub-districts, some other key standards are noted below.

1.3.5 Southeast Downtown. Applicants for development south of SR-410 and east of 184th Ave E. must successfully demonstrate how the development accomplishes the following objectives.

- a. Provide attractive landscaping and building forms that contribute to dramatic Mt. Rainier views from eastbound SR-410. Terraced landscaping elements along the frontage of SR-410 can be a desirable way of meeting this objective. For development with large multi-story buildings, consider upper level building step-backs and dramatic rooflines.
- b. Incorporate design elements that minimize the negative visual impacts of uses on neighboring single family uses. Landscaping components (such as retaining some or all of the tall trees near the property lines) will be a critical element in accomplishing this objective. Consider building placement and orientation methods that minimize impacts to adjacent uses.

#### **Staff Comment**

- ❖ *Twenty feet of landscaping must be provided along SR 410; 10 feet is proposed, 10 feet may be within the right-of-way.*
- ❖ *As conditioned, the proposal meets this section.*

**5.2 Landscaping, Fences, and Retaining Walls**

**5.2.1 Development projects shall comply with the landscaping requirements of BLMC Chapter 16.14.** The standards below are in addition to those requirements specified in BLMC. Where there is a conflict between the standards below and standards within BLMC, the standards herein shall apply.

**5.2.2 Development projects shall comply with applicable landscaping requirements of Subchapter 1.1** of these standards (Street Front Orientation).

**5.2.3 Internal parking lot landscaping standards:**

- a. Parking lots containing stalls for more than 14 vehicles shall provide the following landscaped area (this may include required buffer areas between the parking lot and sidewalk or property line):

<u>Number of parking spaces</u>	<u>Minimum required landscaped area</u>
100 or more	35 square feet/parking space

- b. Plant at least 1 tree for every 6 parking spaces. Permitted tree species are those that reach a mature height of at least 35 feet.
- c. Plant shrubs at a rate of one shrub per 20 square feet of landscaped area. Shrubs internal to the parking lot shall maintain a mature height of no greater than 3 feet to maintain good visibility within the parking lot.
- d. Ground cover shall be planted in sufficient quantities to provide at 100% coverage of the landscaped area within three years of installation.
- e. Do not locate a parking stall more than 50 feet from a landscaped area.

- ❖ *Initial calculations indicate the minimum parking lot landscape area required is 6,930 sf, at least 35 trees are required in the parking lot areas.*
- ❖ *As conditioned, the proposal will meet this section.*

**5.2.4 Minimum landscaped areas:**

<b>Area or use type</b>	<b>Minimum required landscaped area (see Standard 5.2.5 for details)</b>
Buildings featuring a vertical mix of uses	NA*
Uses featuring structured parking (for more than 50% of parking)	15%
All other development	25%

\* These developments only have to meet other applicable landscaping requirements such as those in Subchapter 1.1 (Street Front Orientation), required landscaped buffers per BLMC Chapter 16.14, internal parking lot landscaping per Standard 5.2.3, and side and rear buffer requirements of Standard 5.2.7.

**Staff Comment**

- ❖ *Although the use features a structured parking, the parking structure doesn't contain half of its parking stalls (106 stalls), and will fall under the 25 percent parking lot landscape requirement.*
- ❖ *As conditioned, the proposal will meet this section.*

**5.2.5 Standards for minimum landscaped areas specific in Standard 5.2.4 above:**

- a. The required landscape areas shall be at ground level except for:
  - i. Landscaped areas over structured parking.
  - ii. Green roofs may be used to meet up to 1/3 of required landscaped area. Such roofs shall have a substrate depth of at least 4 inches designed to accommodate a variety of hardy, drought-resistant plant species.
- b. Permeable pavements may count for up to 1/3 of the required landscaped areas for commercial or mixed-use developments as determined by the director based on the level of permeability and long term maintenance capabilities.
- c. Except for buildings featuring storefronts directly adjacent to the sidewalk, developments shall provide at least 1 tree (species as approved by the director) for each 30 lineal feet of street frontage in the front yard area.
- d. Planting strip areas and trees between the sidewalk and street shall not qualify for the landscaped area requirements above.

**5.2.6 Foundation planting.** All street-facing elevations must have landscaping along any exposed foundation. The landscaped area may be along the outer edge of a porch instead of the foundation. This landscaping requirement does not apply to portions of the building facade that provide access for pedestrians or vehicles to the building. The foundation landscaping must meet the following standards:

- a. The landscaped area must be at least 3 feet wide.
- b. There must be at least one 3-gallon shrub for every 3 lineal feet of foundation.
- c. Ground cover plants must fully cover the remainder of the landscaped area.

**5.2.7 Side and rear yard buffer requirements.** All developments excluding those in the Central Triangle and those developments featuring storefronts adjacent to the sidewalk shall incorporate one or more of the following design options:

- a. Provide Type II or III landscaping (as defined in BLMC Chapter 16.14) at least 10 feet deep along side or rear property line.
- b. Other treatments that meet the intent of the standards as approved by the director. Factors that must be considered in determining the appropriate treatment include views, applicable uses, connectivity, and desired level of privacy. Depending on terrain and adjacent uses, some options include:
  - i. Tall privacy fence or hedge (up to 6 feet tall). This is most applicable to residential uses – where the fence doesn't negatively impact views from the street or nearby properties.
  - ii. Low screen fence or hedge (up to 3 feet tall). This may be a more attractive option where a taller fence might provide negative visual impacts.
  - iii. Shared pathway along or adjacent to the property line with landscaping. This is a desirable configuration that can enhance pedestrian circulation and provides an

efficient use of space. This treatment requires a recorded agreement with applicable adjacent property owner(s).

#### **5.2.8 Fence standards:**

- a. Fences within the front setback area and between any street and buildings shall not exceed 42 inches and be no more than 70% solid to maintain views into the street for security.
- b. Fences taller than 42 inches and visible from a street shall be screened with Type I or II Landscaping (at least 5 feet wide, Types as defined in BLMC Chapter 16.14) to mitigate the visual impact of a wall on the street.
- c. Chain link fences are prohibited.

#### **5.2.9 Retaining wall standards:**

Retaining walls taller than 4 feet and visible from a street shall be terraced so that no individual segment is taller 4 feet. Terraced walls shall be separated by a landscaping bed at least 2 feet in width including one shrub every 3 lineal feet of retaining wall. Departures from this standard may be considered provided the combination of wall treatment and landscaping reduce the bulk and scale of the retaining wall and enhance the streetscape. In determining whether departures will be granted, the director will consider the level of visibility of the wall (from adjacent uses, streets, parks, and pathways), quality of landscaping, and wall materials, detailing, and overall design quality.

#### **Staff Comment**

- ❖ *Retaining walls currently exist on the south side of the parcel next to residential developments and face away from the residences. In other words, the wall will not be seen by the immediate neighbors. Insufficient information currently exists to determine whether a departure from the terraced wall requirement may be allowed.*
- ❖ *A departure from the requirements of 5.2.9. is recommended.*

### **5. Streetscape, Landscaping, and Signage**

#### **5.1 Streetscape Design**

**5.1.1 Downtown streetscape standards.** Developments must incorporate the following streetscape standards into the design of their development:

- b. Mixed-use streets and corridors:
  - i. 10-foot minimum sidewalk widths (for Sumner Buckley Highway and other streets. Exception: Narrower sidewalks (as small as 8 feet wide) may be allowed provided a planting strip is included between the sidewalk and the street (at least 4 feet wide).
  - ii. Street trees at 30 feet on-center in tree grates (trees and grates as approved by the director) or within planting strips.
  - iii. Parallel on-street parking, where right-of-way widths allow. This is the preferred configuration on 90th Street E and 186th Avenue E.
  - iv. Curb bulbs at intersections and crosswalks, where approved street design allows.
  - v. Pedestrian-scaled lighting (lights as approved by the director) spaced at 30-foot intervals (between trees). Spacing at intervals up to 60 feet may be acceptable provided the proposed lights provide acceptable lighting levels per the director.

- vi. Other street furniture elements may be required by the director per other adopted plans. This could include bollards, bicycle racks, newspaper racks, or other street furniture elements.
- c. SR 410:
  - i. 8' minimum sidewalk widths. Narrower sidewalk widths (no less than 5' wide) may be approved by the director east of Main Street (184th Ave E.).
  - ii. Planting strips on both sides of the sidewalk. The planting strip between the roadway and the sidewalk shall be at least 6 feet wide (narrower planting strips may be needed in some locations to provide for turn lanes as part of WSDOT approved highway design). Planting strips on the opposite side of the sidewalk shall comply with Standard 1.1.3 in the Street Front Orientation Subchapter.
  - iii. Street trees at 30 feet on-center (trees as approved by the director) in the planting strip between the sidewalk and the roadway.
  - iv. Other roadway and street furniture elements may be required by the director per other adopted plans. This could include bollards, bicycle racks, newspaper racks, or other street furniture elements.
- d. All other public streets:
  - i. 60-foot minimum right-of-way width
  - ii. 5-foot minimum sidewalk width.
  - iii. 5-foot minimum planting strip width
  - iv. Street trees at 30 feet on-center (trees as approved by the director) within planting strip.
  - iii. Parallel on-street parking, where right-of-way widths allow.
  - iv. Curb bulbs at intersections and crosswalks, where approved street design allows.
  - v. Pedestrian-scaled lighting (lights as approved by the director) is encouraged.
  - vi. Other street furniture elements may be required by the director per other adopted plans.
- e. Private internal streets: Developers are encouraged to design internal access roads within large developments to look and function more like public streets, utilizing street trees, sidewalks, and parallel parking.

#### **Staff Comment**

- ❖ *A sidewalk is required on the opposite (northeast) side of SR 410.*
- ❖ *Street trees (frontier elm) are proposed along Sky Island Drive at roughly 30 feet on center (OC). Street trees will be required along the opposite (northeast) side of SR 410, to go with the sidewalk.*
- ❖ *A lighting plan is not yet submitted. Lighting will be reviewed as part of the Type 3 permit.*
- ❖ *The details of this section will be reviewed with the Type 3 permit to ensure compliance.*

**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**

- ❖ *A landscaping plan was submitted with the design review.*
- ❖ *As conditioned, the proposal meets this section.*

**DOWNTOWN DESIGN STANDARDS****1.4 Service Elements****1.4.1 Trash and recycling enclosures:**

- a. Trash and recycling areas visible from the street, pathway, pedestrian-oriented space or public parking area (alleys are exempt) shall be enclosed and screened around their perimeter by a wall or fence at least seven feet high, concealed on the top and should have self-closing doors.
- b. Trash and recycling enclosures should be designed consistent with the architecture of the primary structures. This includes the use of similar material and/or detailing. Acceptable materials include masonry, ornamental metal or wood, or some combination of the three.
- c. If the area is adjacent to a public or private street, sidewalk, or internal pathway, a landscaped planting strip, minimum three feet wide, shall be located on three sides of such facility.

**1.4.2 Service element location.** Trash and recycling enclosures, storage areas, gas and electrical meters, and other similar service elements shall be located to minimize impacts

on the pedestrian environment and adjacent uses. Such elements should generally be concentrated and located where they are accessible to service vehicles and convenient for tenant use.

- 1.4.3 Roof-mounted mechanical** equipment should be located so as not to be visible from the street, public open space, parking areas, or from the ground level of adjacent properties. Screening features should utilize similar building materials and forms to blend with the architectural character of the building.

**Staff Comment**

- ❖ *The project meets these requirements.*

**3. Vehicular Access and Parking**

**3.1 Access Roads**

- 3.1.1 Future road connections:** Where abutting developed land provides road stub-outs, easements, or other methods to provide the opportunity for future road connections, the interior network of new development shall be designed to utilize these connections.

- 3.1.2 Vehicular circulation:** Developments should provide a safe and convenient network of vehicular circulation that connects to the surrounding road/access network and provides the opportunities for future connections to adjacent parcels, where applicable. For example, large sites (at least 2 acres) should generally utilize a network of vehicular connections at intervals of no more than every 400 feet. This is on a scale similar to most pedestrian-oriented downtowns.

**3.2 Vehicular Entrances and Driveways**

- 3.2.1 Projects adjacent to SR 410** must comply with the State's Access Management Regulations.

- 3.2.2 Limit number of driveways.** Parking lot entrances, driveways, and other vehicle access routes onto private property from a street may be restricted to no more than one entrance lane and one exit lane per three hundred linear feet of property as measured horizontally along the street face.

- 3.2.3 Encourage shared driveways.** Properties with less than 300 linear feet of street frontage shall make a genuine effort to negotiate shared access with adjoining property owners. One entry and one exit lane for vehicle access will be allowed after there is demonstrable evidence, acceptable to the director, that shared access is not feasible.

- 3.2.4 Driveways for corner lots.** Vehicular access to corner lots shall be located on the lowest classified roadway and as close as practical to the property line most distant from the intersection.

Exception: Corner lots may have one entrance per street provided the owner provides evidence acceptable to the director that they are unable to arrange joint access with an abutting property.

- 3.2.5 Parking garage entries.** Parking garage entries (both individual private and shared parking garages) must not dominate the streetscape. They should be designed and sited to complement, not subordinate, the pedestrian entry. This applies to both public garages and any individual private garages, whether they front on a street or private interior access road. Specific standards and guidelines:

**Staff Comment**

❖ *The proposal meets these requirements.*

**2. PEDESTRIAN ORIENTATION**

**COMMUNITY CHARACTER ELEMENT**

**Goal 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.

**Staff Comment**

❖ *A lighting plan is not yet submitted.*

❖ *As conditioned, the proposal meets this section.*

**COMMUNITY CHARACTER ELEMENT**

**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 1-6b Prepare a sidewalk plan governing sidewalk location, width, vertical alignment, and other characteristics.

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.

**Staff Comment**

- ❖ *The interior sidewalks all connect the building to the sidewalk on Sky Island Drive.*
- ❖ *Crosswalks are proposed where an internal sidewalk crosses the driveway.*

**COMMUNITY CHARACTER ELEMENT**

**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**

- ❖ *Lighting is not being reviewed at this time. It will be reviewed as part of the Type 3 application.*

## **DOWNTOWN DESIGN STANDARDS**

### **2. Pedestrian Access, Amenities, and Open Space**

#### **2.1 Internal Pathways**

##### **2.1.1 Interior pathway design:**

- a. Sidewalks and pathways along the façade of mixed-use and retail buildings 100 or more feet in width (measured along the façade) that are not located adjacent to a public street shall be at least 12 feet in width. The walkway shall include an 8-foot minimum unobstructed walking surface and street trees placed no more than 30 feet on-center.

Exceptions:

- i. Pedestrian lighting fixtures are not required, but may be placed at 30 feet on-center as an alternative to some of the required street trees.
- ii. To increase business visibility and accessibility, breaks in the required tree coverage will be allowed adjacent to major building entries (for businesses with at least 5,000 square feet of floor area).

However, no less than one tree per 60 lineal feet of the required walkway shall be required.

- b. For all other interior pathways not applicable to paragraph (a) above, the applicant shall successfully demonstrate that the proposed walkway is of sufficient width to accommodate the anticipated number of users. At a minimum, walkways shall feature 5 feet of unobstructed width.
- c. All pedestrian pathways must correspond with Federal, State, and local codes for mobility impaired persons, and the Americans with Disabilities Act.

##### **2.1.2 Pedestrian access and connectivity:**

- a. All buildings must have clear pedestrian access to the sidewalk. Where a use fronts two streets, access shall be provided from the road closest to the main entrance, but preferably from both streets.
- b. Pedestrian paths or walkways connecting all businesses and the entries of multiple commercial buildings frequented by the public on the same development site shall be provided.
- c. Provide pathways through large parking lots. A paved walkway or sidewalk must be provided for safe walking areas through parking lots greater than 150 feet long (measured either parallel or perpendicular to the street front). Walkways through parking lots shall be provided for every three parking aisles or shall be placed no more than 150 feet apart, which ever is more restrictive. Such access routes through parking areas shall be separated from vehicular parking and travel lanes by use of contrasting paving material which may be raised above the vehicular pavement. Speed bumps may not be used to satisfy this requirement.
- d. For sites abutting vacant or underdeveloped land, the director may require new development to facilitate the eventual interior pathway system by installing pathway stub-outs, or by conducive configuration of buildings, and parking lots.

##### **2.1.3 Pedestrian crossings:**

- a. Crosswalks are required when a walkway crosses a paved area accessible to vehicles.

- b. Applicants must continue the sidewalk pattern and material across driveways.

## **2.2 Pedestrian-Oriented Spaces**

### **2.2.1 Definition and requirements of pedestrian-oriented spaces:**

- a. To qualify as a pedestrian-oriented space, an area must have:
  - i. Pedestrian access to the abutting structures from the street, private drive, or a non-vehicular courtyard.
  - ii. Paved walking surfaces of either concrete or approved unit paving.
  - iii. Pedestrian-scaled lighting (no more than 14' in height) at a level averaging at least 2-foot candles throughout the space. Lighting may be on-site or building-mounted lighting.
  - iv. At least three feet of seating area (bench, ledge, etc.) or one individual seat per 60 square feet of plaza area or open space.
  - v. Spaces must be positioned in areas with significant pedestrian traffic to provide interest and security – such as adjacent to a building entry.
  - vi. Landscaping components that add seasonal interest to the space.
- b. The following features are encouraged in pedestrian-oriented space:
  - i. Pedestrian amenities such as a water feature, drinking fountain, and/or distinctive paving or artwork.
  - ii. Provide pedestrian-oriented building facades on some or all buildings facing the space.
  - iii. Consideration of the sun angle at noon and the wind pattern in the design of the space.
  - iv. Transitional zones along building edges to allow for outdoor eating areas and a planted buffer.
  - v. Movable seating.
- c. The following features are prohibited within pedestrian-oriented space:
  - i. Asphalt or gravel pavement.
  - ii. Adjacent unscreened parking lots.
  - iii. Adjacent chain link fences.
  - iv. Adjacent blank walls.
  - v. Adjacent dumpsters or service areas.
  - vi. Outdoor storage or retail sales that do not contribute to the pedestrian environment. An example is stacked bags of potting soil or compost, which are common in front of grocery stores during the spring and summer. The area used for such purposes will not be counted as pedestrian-oriented space.

### **2.2.2 All non-residential uses** must provide pedestrian-oriented space in conjunction with new development according to the formula below.

1% of the lot area + 1% of the non-residential floor area.

**Note:** Minimum required sidewalks or interior walkway areas shall not count as pedestrian-oriented space. However, where walkways are widened beyond minimum requirements, the widened area may count as pedestrian-oriented space if the director determines that the area meets the definition of pedestrian-oriented space.

**Staff Comment**

❖ *As conditioned, the proposal meets this section.*

**3. BUILDING DESIGN****COMMUNITY CHARACTER ELEMENT****Goal 1-1 Enhance Bonney Lake’s small-town, natural-environment character.**

Policy 1-1a Require that new development complement the uniquenesses of Bonney Lake’s neighborhoods.

Policy 1-1b Protect Bonney Lake’s human-scale man-made environment and distinctive natural features. (“Human-scale” refers to urban settings whose individual buildings and features are small enough, varied enough, interesting enough, and close enough together to appeal to the pedestrian.)

Policy 1-1c Project human-scale architecture (see Figure 1-1) and the natural environment (native trees, shrubs, etc.) as a consistent design concept, especially in areas visible to the public, except that along SR 410 human-scale architecture will transition into highway-oriented architecture approaching the east city limits.  
(See the Landscaping section of this element for policies to implement natural-environment character.)

**Goal 1-2 Require context-sensitive design.**

Policy 1-2a Ensure that new development complements the existing and projected architectural context.

Policy 1-2b Tailor land development to the site such as by taking into account its topography, views, and surrounding improvements.

Policy 1-2c Balance variety against continuity in the design of buildings and landscaping.

Policy 1-2d Protect existing neighborhoods from development-related impacts.

**Goal 1-3 Develop the SR 410 corridor as three distinct but transitional commercial / mixed use areas.**

Policy 1-3c Develop the Eastown 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 1-3d Develop Downtown, Midtown, and Eastown equally with “natural-environment” landscaping and tree retention (see the Landscaping section of this Element).

- Policy 1-3e 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 1-3f Create a system of attractive historical markers at public locations in the SR 410 corridor, especially Downtown.
- Policy 1-3g Encourage future business complexes to incorporate residences (mixed use development) in order to enliven retail areas and lessen the dichotomy between commercial and residential areas.
- Policy 1-3h Require that major commercial, multifamily, industrial, and public development undergo design review.

**Staff Comment**

❖ *As conditioned, the proposal meets this section.*

**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.
- 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 with native vines, porches, artwork, planting beds, ornamental trim, modulations and varied textures, colors, and 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**

- ❖ *The medical building will provide pleasing color and texture.*
- ❖ *This plan meets the policy of pedestrian connections by providing access along SR 410, though on the other side of the street. (The state bridge engineers require only one sidewalk across the bridge that is further downhill from the site. The side already planned for this sidewalk is on the other side of SR 410; therefore, the proposal will provide sidewalk on the other side of the street.)*
- ❖ *More renderings should be provided to ensure the Mt. Rainier view is preserved from the intersection of SR 410 and Sumner/Buckley Highway.*

**DOWNTOWN DESIGN STANDARDS****4. Building Design****4.1 Architectural Character**

**4.1.1 All sites.** Architecture that is defined predominately by corporate identity features (and difficult to adapt to other uses) is prohibited. For example, some fast food franchises have very specific architectural features that reinforce their identity. Besides diluting the town's identity with corporate (and therefore generic) identities these buildings are undesirable because they are not adaptable to other uses when the corporate franchises leave.

**4.1.2 All sites:** The use of overly ornate building details that make a building look fake or contrived are strongly discouraged. See Figure 46 below for an example.

**4.2 Architectural Scale and Building Mass**

**4.2.2 Building articulation - all other non-residential buildings** (not included in Standard 4.2.1): Multi-story buildings and buildings wider than 100 feet (measured along the primary façade) shall include at least three of the following articulation features along all facades containing the public building entries (alley facades are exempt) at intervals of no more than 60 feet:

- a. Providing building modulation of at least 2 feet in depth and 4 feet in width.
- b. Repeating distinctive window patterns at intervals less than the articulation interval.
- c. Providing a covered entry or separate weather protection feature for each articulation interval.
- d. Change of roofline.
- e. Changing materials and/or color with a change in building plane.
- f. Providing lighting fixtures, trellis, tree, or other landscape feature within each interval.
- g. Other methods that meet the intent of the standards as approved by the director.

**Staff Comment**

- ❖ *As conditioned, the proposal meets this section.*

**4.2.4 Rooflines:** Rooflines visible from a public street, open space, or public parking area must be varied by emphasizing dormers, chimneys, stepped roofs, gables, prominent cornice

or wall, or a broke or articulated roofline. The width of any continuous flat roofline should extend no more than 100 feet without modulation. Modulation should consist of either:

- a. A change in elevation of the visible roofline of at least 4 feet if the particular roof segment is less than 50 feet wide and at least 8 feet if the particular roof segment is greater than 50 feet in length.
- b. A sloped or gabled roofline segment of at least 20 feet in width and no less than 3 feet vertical in 12 feet horizontal.
- c. A combination of the above.

**4.2.5 Maximum façade width.** The maximum façade width (the façade includes the apparent width of the structure facing the street and includes required modulation) is 120 feet. Buildings exceeding 120 feet in width along the street front shall be divided by a minimum 30-foot wide modulation of the exterior wall, so that the maximum length of a particular façade is 120 feet. Such modulation must be at least 20 feet or deeper and extend through all floors. Other design features will be considered by the director that effectively break up the scale of the building and add visual interest. This could include a combination of a clear change in vertical articulation and a contrasting change in building materials and/or finishes.

#### **Staff Comment**

❖ *As conditioned, the proposal meets this section.*

### **4.3 Building Details**

**4.3.1 Details toolbox:** All buildings shall be enhanced with appropriate details. All new commercial buildings shall include at least three of the following elements on their primary facades. All new residential buildings shall include at least two of the following elements on their primary facades:

- a. Windows divided into a grid of multiple panes.
- b. Recessed entry (commercial building) or decorative porch design with distinct design and use of materials (residential).
- c. Decorative treatment of windows and doors, such as decorative molding/ framing details around all ground floor windows and doors, decorative glazing, or door designs.
- d. Transom windows (commercial building).
- e. Landscaped trellises or other decorative element that incorporates landscaping near the building entry.
- f. Decorative light fixtures with a diffuse visible light source, such as a globe or “acorn” that is non-glaring or a decorative shade or mounting.
- g. Decorative building materials, including one of the following:
  - i. Decorative masonry, shingle, brick or stone.
  - ii. Individualized patterns or continuous wood details, decorative moldings, brackets, wave trim or lattice work, ceramic tile, stone, glass block, carrera glass, or similar materials.
  - iii. Other materials with decorative or textural qualities as approved by the director.

The applicant must submit architectural drawings and material samples for approval.

- h. Decorative roofline design, such as an ornamental molding, entablature, frieze, or other roofline device visible from the ground level. If the roofline decoration is in the form of a linear molding or board, then the molding or board must be at least 8 inches wide;
- i. Decorative paving and artwork.
- j. Decorative pedestrian-oriented signage.
- k. Decorative railings, grill work, or landscape guards.
- l. Other details that meet the intent of the standards as approved by the director.

The director may relax or waive this standard for buildings incorporating "exceptional design" that employs use of quality building materials and special design techniques that add visual interest at a pedestrian scale. Consideration will be given to the length of the façade, transparency, the "adaptability" of the design (to change uses/businesses over time), and views of the façade during business and non-business hours.

**4.3.2 Year of construction plaque.** All new buildings must note the year of construction of a building by the installation of a plaque attached to the building. Stone or masonry set integral with other masonry on the front building elevation facing the principal street may be used in lieu of a plaque. The year of construction is to be noted by numbers not less than six inches high. Other information associated with the building that may have historic interest in the future may be included in addition to the year of construction.

**4.3.3 Window design.** Building facades shall employ techniques to recess or project individual windows above the ground floor at least two inches from the façade or incorporate window trim at least four inches in width that features color that contrasts with the base building color. Exceptions will be considered by the director where buildings employ other distinctive window or façade treatment that adds visual interest to the building.

**4.3.4 Non-residential building facades,** when located adjacent to a pedestrian pathway, must contain a pedestrian-oriented façade. As an alternative, developments may incorporate 3 feet wide (minimum) planting strips between the façade and the walkway. Exceptions will be considered by the director that meet the intent of the standards. For example, the director may allow reduced weather protection elements on north-facing facades to allow more day light into buildings. Reduced window transparency may be allowed in exchange for other desirable pedestrian amenities or building elements. See Figure 55 for an example.

#### **Staff Comment**

- ❖ *The toolbox item used is decorative brick.*
- ❖ *Windows are broken up into smaller panes.*
- ❖ *Decorative light fixtures will be placed over each entry.*
- ❖ *A year of construction plaque is required.*
- ❖ *As conditioned, the proposal meets this section.*

#### **4.4 Exterior Building Materials and Color**

**4.4.1 High quality materials.** Encourage the use of high quality building materials that add visual interest and detail and are durable and easily maintained.

**4.4.2 Metal siding standards:** If metal siding is used, it must have visible corner moldings and trim and incorporate masonry, stone, or other durable permanent material near the ground level (first 2 feet above the sidewalk or ground level).

**4.4.4 Standards for stucco or other similar troweled finishes:**

- a. Stucco and similar troweled finishes (including Exterior Insulation and Finish system or “EIFS”) must be trimmed in wood or masonry and should be sheltered from extreme weather by roof overhangs or other methods and are limited to no more than 30% of the façade area.
- b. Weather exposed horizontal surfaces must be avoided.
- c. Masonry, stone, or other durable permanent material is required near the ground level (first 2 feet above the sidewalk or ground level).

**4.4.5 Limit bright colors:** Bright building colors should be limited to trim and accents, generally no more than 10% of the façade. Awnings may not use the bright colors.

**4.4.6 All buildings: The following materials are prohibited:**

- a. Mirror glass
- b. Textured or scored plywood (including T-111 or similar plywood)

- ❖ *The proposed materials are a mix of earth and sky tones, brick, rust, brown, and beige.*
- ❖ *The proposed use of EIFS is acceptable and is next to brick, and is limited to 30 percent of the façade area, particularly on the side near the Sky Island/SR 410 intersection. Calculations for meeting the 30 percent façade requirement will be required at building permit.*
- ❖ *As conditioned, the proposal meets this section.*

**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**

- ❖ *Parking stalls are properly sized.*
- ❖ *The proposal is for 212 stalls,; using the gross building area, 150 stalls are required.*
- ❖ *Parking will be reviewed as part of the Type 3 permit.*
- ❖ *To eliminate the need for wheel stops, groundcover areas may intrude 1.5 feet into parking stalls; curbing should be allowed to be used as wheel stops, which will bring the sidewalk and landscaping features 1.5 feet into the parking stalls. Landscaping areas should have 1.5 feet of low-growing ground cover in this 1.5 feet strip and this area will not be used in any landscape calculation for satisfaction any landscape requirement. The sidewalks will be 1.5 feet wider, but this extra width cannot be counted as sidewalk area because it is part of the parking stall. This will eliminate the need for wheel stop strips.*

**4. SIGNS**

**COMMUNITY CHARACTER ELEMENT**

**Goal 1-3 Establish gateways that distinguish Bonney Lake from the surrounding area.**

Policy 1-3a Establish distinctive SR 410 gateways featuring public art, landscaping, natural and manmade views, and understandable signage.

**Goal 1-5 Create attractive streetscapes.**

Policy 1-5d Control signs to avoid visual clutter and to harmonize with their environs.

**Staff Comment**

- ❖ *The site constitutes a “gateway,” and is near the majestic view of Mt. Rainier. Further renderings are recommended to ensure the building does not inhibit the mountain view.*

**DOWNTOWN DESIGN STANDARDS**

**5.3 Signage Design**

Intent

- Provide standards that regulate the effective use of signs as a way to identify business properties, to promote economic viability.
- To encourage signage that is both clear and appropriate to the scale of the project.
- To encourage quality signage that enhances the character of Downtown Standards

NOTE: The following standards shall supersede the requirements of BLMC 15.28.110.

**5.3.1 Illumination standards:**

- a. Backlit signs are prohibited. Exceptions:

- i. Signs with individual backlit letters are acceptable for businesses adjacent to SR-410 (such signs must be facing SR-410 or be visible from SR-410).
- ii. Projecting signs may use internally illuminated letters or logos.
- b. Neon signs are permitted on C-2 zoned properties, within the Central Triangle, and along Main Street (184th Ave E between SR-410 and Sumner Buckley Highway). For multi-tenant developments, neon signs should be used sparingly.
- c. External lighting is permitted as long as light doesn't create a glare problem and doesn't project towards the sky.

**5.3.2 Freestanding sign standards**

- a. Prohibited on pedestrian-oriented streets or corridors.
- b. Signs shall conform to the requirements of Table 1 on the following page. (Where a small letter appears in a caption in the chart, refer to the corresponding "Notes" below.)

Table 1. Commercial Use Free-Standing Sign Requirements

Requirements <sup>a, b</sup>	Single + Multi-Tenant Developments (less than 25,000 sf floor area)
Height Limit	42''
Maximum Size Limit	20 sf
Minimum Setback	5'
Landscaping <sup>c</sup>	1 sf of landscaping per 1 sf of sign face
Minimum Separation <sup>d</sup>	150'

Notes:

- a. A minimum lettering height of four inches is recommended for readability.
- b. All free-standing signs shall include the street address number(s) with six-inch minimum lettering that is clearly readable from the street.
- c. Landscaping includes a decorative combination of ground cover and shrubs to provide seasonal interest in the area surrounding the sign. Landscaping shall be well maintained at all times of the year. The director may reduce the landscaping requirement where the signage incorporates stone, brick, or other decorative materials.
- d. An individual building, development, or complex may not display more than one free-standing sign on each street frontage. However, a second free-standing sign can be used on the site as long as it advertises a different business onsite and it can be placed at least 150 feet from the first sign.

**5.3.3 Wall sign standards.**

Wall signs shall be designed and located appropriate to the building's architecture. For example, wall signs should not cover windows, building trim or ornamentation and should be centered on the architectural features of the building. Specific wall sign standards:

- a. Tenants are allowed a maximum of one wall sign per facade that contains public entry (open during all business hours), up to a maximum of two facades.
- b. Maximum size – individual business: Sign area shall not exceed 2 square feet for each lineal foot of the structure's primary facade (the facade facing the street or as identified

- by the director). Signs without internal lighting may contain a sign area of up to 10% of the facade, provided they are in proportion with the facade. Businesses located adjacent to street corners and containing pedestrian entries from both streets may feature wall signs not exceeding two square feet for each lineal foot of building frontage on applicable street facing facades. Businesses may include wall signs not exceeding 1 square foot for each lineal frontage of secondary facades facing a walkway, public plaza, or parking lot as long as the facade contains a pedestrian entry.
- c. Maximum size – building or center name: A wall sign up to 100 square feet or 5% of the façade (which ever is less) to identify the name of the building or shopping center.
  - d. Maximum size – joint business directory: A wall sign up to 50 square feet for joint business directory signs identifying the occupants of a commercial building and located next to the entrance.
  - e. Maximum height: Wall signs may not extend above the building parapet, soffit, the eave line or the roof of the building, or the window sill of the second story.
  - f. Mounting: Building signs should be mounted plumb with the building, with a maximum protrusion of 1-foot unless the sign incorporates sculptural elements or architectural devices. The sign frame shall be concealed or integrated into the building's architectural character in terms of form, color, and materials.
  - g. Lettering: The maximum height for lettering is three feet. The maximum height for logos is four feet. Greater heights for lettering and logos may be approved by the director when located and designed appropriate for the building.
  - h. If applicant demonstrates to the satisfaction of the director that a wall sign is creative, artistic and an integral part of the architecture, the director may waive the above restrictions.

### **5.3.7 Window Signs.**

Window signs meeting the following conditions are allowed for commercial uses:

- a. Maximum size: Permanent and temporary window signs are limited to a maximum of 25% of the window area. Every effort should be made to integrate window signs with window display.
- b. Materials: Window signs constructed of neon, stained glass, gold leaf, cut vinyl, and etched glass are allowed. Painted signs shall display the highest level of quality and permanence as determined by the director.
- c. An internally lit neon or stained glass window sign is allowed.

### **5.3.8 A-frame signs.**

A-frame signs meeting the following conditions are allowed for commercial uses:

- a. Signs must be within 12 feet of the applicable building entrance.
- b. Signs must be located to maintain at least 8 feet of horizontal clearance on the sidewalk for pedestrian movement.
- c. Each business shall not have more than one A-frame sign.
- d. A-frame signs shall be removed during non-business hours.
- e. The area of an A-frame sign shall not exceed 10 square feet.

**5.3.9 Prohibited signs include:**

- a. Pole-mounted signs.
- b. Signs employing video footage
- c. Signs employing moving or flashing lights.
- d. Signs employing exposed electrical conduits.
- e. Visible ballast boxes or other equipment.
- f. Changeable letter signage (permanent and temporary), except for theaters and other uses designed for public assembly.

**Staff Comment**

- ❖ *Signs will be reviewed under separate permit and will meet the above requirements.*

**V. STAFF RECOMMENDATION**

Staff finds this proposal to not meet the requirements of the Downtown Design Standards. The following conditions should bring the proposal into conformance with the city's design standards:

1. Landscaping.
  - a. The landscaping next to SR 410 needs to be expanded to 20 feet next to the parking areas and revised to meet the criteria of Goal 1-5 and DDS Section 1.1.3.
  - b. Street trees are required along SR 410 and shall be shown as part of the civil drawings for sidewalk construction.
  - c. Landscaping between SR 410 and the building should be increased to 20 feet in all parking areas.
  - d. The preservation of the mountain view should be reviewed further from all angles to ensure mountain views are ensured.
  - e. Required parking lot landscaping area is 6,930 sf with at least 35 trees in the parking lot areas. The landscape plan should show these calculations.
2. Site Design.
  - a. The applicant submitted a rendering to indicate how the location of the building may affect views of Mt. Rainier; however, the rendering shows the building at the SR 410 elevation and without landscaping. The view from the traffic light near SR 410 and Sumner/Buckley Hwy. should be provided.
  - b. Because of the physical constraints on the property, a departure from the terraced wall requirement should be allowed.
  - c. Pedestrians.
    - i. The pedestrian plaza needs to be about 100 sf feet larger or 100 sf should be added elsewhere in another pedestrian plaza.
    - ii.
  - d. Parking.
    - i. A safe walking area that is separated from vehicular traffic in accordance with Section 2.1.2.c. needs to be provided through the southern parking lot.



- ii. Bicycle parking stalls shall be provided (at least seven spaces are required at each entrance).
  - iii. To eliminate the need for wheel stops, groundcover areas may intrude 1.5 feet into parking stalls; curbing should be allowed to be used as wheel stops, which will bring the sidewalk and landscaping features 1.5 feet into the parking stalls. Landscaping areas should have 1.5 feet of low-growing ground cover in this 1.5 feet strip and this area will not be used in any landscape calculation for satisfaction any landscape requirement. The sidewalks will be 1.5 feet wider, but this extra width cannot be counted as sidewalk area because it is part of the parking stall. This will eliminate the need for wheel stop strips.
3. Building Design.
- a. The proposed use of EIFS is acceptable and is next to brick, and is limited to 30 percent of the façade area, particularly on the side near the Sky Island/SR 410 intersection. Calculations for meeting the 30 percent façade requirement will be required prior to approval of the Type 3 permit.
  - b. The façade facing the intersection of Sky Island Drive and SR 410 should be more modulated to offset the 98-foot façade.
  - c. A year of construction plaque is required on the building.
  - d. The northwes
4. Signs.
- a. A separate permit will need to be requested and reviewed at a later time.

Summary of items to be reviewed with the Type 3 permit:

- Landscaping Plan
- Lighting Plan
- SEPA

ATTACHMENTS

- Application packet received