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Copy to: Mayor and Council, Jason Wilson, Doug Beagle and Ryan Windish

<https://sumnerwa.gov.zoom.us/j/9423842057>

Meeting ID: 942 384 2057

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ROLL CALL

COMMISSION BUSINESS

1. **Kincaid Mixed Use (Red Apple site)**
City block of Maple, Kincaid, Alder and Academy
PLN-2021-0025
Design Review for the construction of a 3-4 story mixed use building in the TCP. Projects will include structured parking, open space landscaping and frontage improvements.
2. **7-11**
15006 Main Street E (Corner of Main and Valley)
PLN-2020-0078
Design Review for 7-11 convenience store and fuel station. Project will include landscaping, parking and pedestrian areas.

REPORTS

ADJOURNMENT



REPORT TO THE DESIGN COMMISSION
from the DEVELOPMENT SERVICES DEPARTMENT

Permit Number: PLN-2021-0025

Owner:
Kincaid Avenue
Associates, LLC
PO Box 111088
Tacoma, WA 98411

Applicant:
Casey De Chant Architect, LLC
1 N. Tacoma Ave, Suite 201
Tacoma, WA 98403

Project Location/Parcels: 802, 810 and 822 Alder Ave and 809 Kincaid Ave, Sumner WA, APN #7985100-160, -170, -190, -200, -210, -221

Project Components: Design Review for the development of a 3 and 4 story mixed use building with structured parking, landscaping, storm water and outdoor seating and frontage improvements.

Related Permits: SEPA determination of compliance, Civil and Building Permits.

Staff Representative: Scott Waller - Associate Planner

Date of Meeting: July 14, 2021 at 6:30pm **Virtual**

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Attachments: Plans (includes renderings, site plan, elevations, calculations, landscape plan and floor plans), shade analysis and stucco resource.

Recommendation: APPROVED WITH CONDITIONS

I. BACKGROUND INFORMATION

a. Site Location and Vicinity

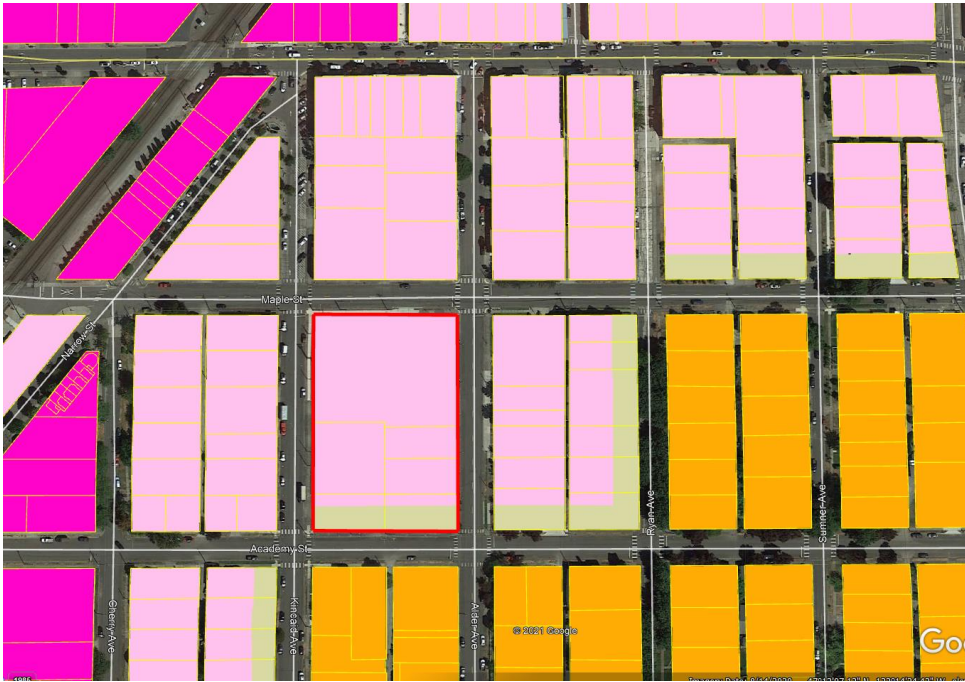
The site is a currently vacant 1.98-acre rectangular City Block with frontage along Academy, Alder, Kincaid and Maple Street in the Town Center Plan (TCP) Station District. To the east of the parcel is City Hall and TCP zoning; to the north is TCP Historic district with existing commercial businesses; to the west is TCP zoning with existing residential houses; to the south is LDR-6 Zoning with single family residential housing, as such the Academy frontage of this project is in a transition zone.

b. Proposal Description and Background

This proposal is for the construction of a 3 – 4 story mixed use development in Sumner's Town Center Station District. Project scope includes 180 residential units, 4,600 sf of commercial space, structured parking, landscaping, outdoor seating, frontage improvements, and storm water management. Sumner's Town Center Plan completed an update in December of 2018 that allows for more density with a focus on transit oriented development to take advantage of proximity to the Sounder station. The TCP uses form based code alongside Sumner's design and development guidelines to ensure projects fit in with Sumner's character, use quality materials, provide landscaping, walkability and an overall pedestrian oriented layout. Similar to previous projects outside the TCP, this project must meet Sumner's code requirements for building height, setbacks, parking, landscaping among other provisions as laid out in the form based code and Sumner's municipal code. The following design guidelines will look at how the site is laid out, pedestrian and vehicular flow, building orientation, building design, materials and open space to ensure this project meets Sumner's standards for a high quality product.

Vicinity:





II. REVIEW CRITERIA AND ANALYSIS

The project site is in Sumner's Town Center Plan (TCP) riverfront district and zoned for 3-4 stories multifamily and or commercial. This project is evaluated by the Town Center Plan section of the *Design and Development Guidelines*, Sections 1 and 3.4.1, 3.7.1, 3.7.2, 3.8.2 and 3.8.3 of the multifamily guidelines.

1.1 Site Design and Parking

1.1.1 Building location. Buildings must be located adjacent to the sidewalk and feature pedestrian-oriented facades. This includes:

- a) Primary building entry on this facade.
- b) For commercial space on the ground floor:
 - a. Transparent windows and doors covering at least 75 percent of the facade between 2 and 8 feet above the ground.
Exceptions:
 - i) Buildings may be set back from the sidewalk provided the space between the sidewalk and the building meets the definition of a pedestrian-oriented space.
 - ii) For street corner buildings, the Director will consider reducing the transparency requirement to 50 percent of the ground floor facade between 2 and 8 feet above the sidewalk provided the facade incorporates sufficient design details that provide visual interest at a pedestrian scale. Facades along Main Street shall not qualify for this exception.
 - b. Pedestrian weather protection at least 5 feet wide along at least 75 percent of the building's front face. Wider weather protection features are encouraged to provide for outdoor seating areas. The weather protection may be in the form of awnings, marquees, canopies, arcades, or building overhangs. Gaps in the covering allow for visual variety in the facade through the use of architectural features and/or landscaping components.

- c) **For residential space on the ground floor:**
 - a. **For townhouses and row housing, entrances should be raised or lowered and accessed via a stoop, or similar stair case access.**
 - b. **Where access is provided to multiple tenants a singular access point is preferable and may be provided at the rear of the building.**

The proposed development includes a mixed use building constructed with direct connection to sidewalk, plaza area and transition spaces. The buildings primary entrance is located along Maple Street, which has been designated as the primary street for this project. Orienting the building and entrance towards Maple Street provides a intuitive connection from Main Street and keeps the more impactful part of the building away from the residential zoning to the south. The Maple Street façade would need 1,800 square feet of transparency to meet the 75% requirement and proposes approximately 1,750 sf to meet this guideline. Transparency is provided through large storefront windows, doors and transom windows. While staffs measurements show this being about 50sf short of the 75%, staff feels the overall design and the prominent stair feature meet the intention of this guideline. Furthermore, the corner of Maple and Kincaid is used for the residential use and not commercial like the Maple and Alder corner. The Maple Street façade also needs 174' of 5' deep weather protection and proposes 182' of 6' deep weather protection to meet this guideline. The Kincaid, Alder and Academy facades include first floor residential units and primarily uses raised stoops to provide access. While stoops are traditionally used on a townhouse style development, the proposed raised stoops provide a transition space and more pedestrian activity/sense of neighborhood along the larger facades of the building. These areas include direct connection to the sidewalk with landscaped transition spaces between the entrances and the sidewalk. This guideline is met.

1.1.3 Parking location and design:

- a) **Main Street: New surface parking lots or ground floor structured parking fronting Main Street are prohibited.**
- b) **All other streets: Parking shall be located behind or under structures and away from streets. Where at least some street front surface or structured parking and vehicular access is unavoidable, as determined by the Director, no surface parking may occupy the street frontage. Structured parking (parking garage) may occupy the street frontage with appropriate screening elements. Vehicle access shall be limited from the street and should be shared by multiple users as applicable. Surface parking lots shall be screened from the sidewalk by one of the following methods:**
 - i) **Provide a 5-foot wide planting bed that incorporates a continuous low wall (approximately 3 feet tall). The planting bed shall be in front of the wall and feature Landscaping Type C. Alternative landscaping schemes will be considered by the Director provided they meet the intent of the guidelines. The wall shall be constructed of brick, stone, decorative concrete or concrete block, or other permanent material that provides visual interest and helps to define the street edge as determined by the Director. See Figure 1-5 for an example.**
 - ii) **Provide an elevated planter which is a minimum of 5 feet wide and between 2 and 3 feet in height. Ledges that are approximately 12 inches in width are encouraged as they can double as a seating area. The planter must be constructed of masonry, concrete or other permanent material that effectively contrasts with the color of the sidewalk and combines groundcover and annuals, perennials, ornamental grasses, low shrubs, and/or small trees that provide seasonal interest as determined by the Director. See Figure 1-6 as an example.**

Both options (i) and (ii) should choose and maintain plantings to maintain eye level visibility between the street/sidewalk and parking area for safety. This means that shrubs and other low

plantings should be maintained below 3 feet in height while trees (once they achieve taller heights) should generally be trimmed to up to the 8- foot level. See Figure 1-7.

- c) Surface or structured parking lots may not be located adjacent to street corners, but the Director may make exceptions for any street, except for Main Street, provided the development includes a special corner treatment that mitigates negative visual impacts of a parking lot, including applicable sight distance requirements, and adds character and identity to the Town Center. Examples could include:
 - i) Install distinctive landscaping (covering an area at least 20 feet by 20 feet or 400 SF) with a combination of groundcover and shrubs or trees. Such landscaping should be designed to provide special interest in all four seasons.
 - ii) Include a special architectural element, such as a trellis, to add identity or demarcation of the area.

Such landscaping or architectural element may have a sign or mural incorporated into it (as long as such sign does not identify an individual business or businesses).

Parking location and design for this development includes two stories of structured parking to provide parking levels to meet code and ensure that all parking is screened. This guideline is met.

- 1.1.4 Vehicular access and curb cuts. In the Historic District new driveways onto any street are prohibited. Access to all other off-street parking areas shall be from existing alleys. All other Districts shall limit the parking access from the street. Shared driveways and access are recommended when possible. An easement(s) for public and/or future access may be required.**

Exception: New driveways accessing parking lots approved per Guideline 1.1.3 may be permitted by the Director where it is determined that such a driveway will not adversely impact the pedestrian environment

Vehicular access for this site will be gained through one curb cut on the east side of the site. While this will be a rather large curb cut and driveway, it will serve all the parking spaces, tenant move in/out loading and trash enclosure access. Locating this to the east is ideal as it again moves the vehicular access and greater impacts away from the low density residential zoning to the south and to the side of the commercial frontage. There isn't any option to provide shared curb cuts since this takes up a whole City block. To help soften the impact of an approximately 85' wide driveway approach, the applicant is incorporating some decorative pavement at the ingress/ egress ramps to break up the otherwise large patch of gray concrete. This guideline is met.

- 1.1.5 Street corner sites. All buildings located at the intersection of streets are encouraged to include design elements that accentuate their street corner location. Consider orienting the primary entrance to the corner. Cropped or notched building corners that provide for small pedestrian-oriented spaces adjacent to the street corner are encouraged.**

This building is located on a City block and therefore includes 4 corners. The site and building are designed to provide inset corners with plazas between the building and sidewalk at the two Maple Street corners. This provides great corner presence at the primary building entrance and primary street corners. The building also uses modulated step backs to provide prominent visual chances at corners. This guideline is met.

- 1.1.6 Open space. Commercial developments within the Town Center Plan and in the Activity Nodes or**

Public Space designations are required to provide pedestrian-oriented space. Commercial developments in the Historic District are not required, to incorporate open spaces into the design of the site, but pedestrian-oriented space is encouraged to provide for gathering spaces Downtown.

Desirable locations for pedestrian-oriented space are:

- a) Between the sidewalk and the building entrance.**
- b) Adjacent to the street corner.**
- c) Adjacent to a building's secondary entrance (off the alley).**
- d) On rooftops as a patio or garden.**

Open space for this development is provided along the sidewalk/trail in the form of a pedestrian plaza including a seating area at the south east corner of the building. The pedestrian plaza creates a usable seating area and pedestrian friendly streetscape. The pedestrian area adjacent to Fryar is approximately 25' in depth and includes grated street trees, a multipurpose trail and plaza area with seating and landscape planters adjacent to the building and corner. A low masonry wall is shown along Fryar Avenues curb, while this wall creates a desired separation between the multiuse trail and Fryar Avenue, it also presents some challenges with Sumner's public works department. Alternative locations or designs should be considered, this could include the use of multiple low masonry planters between the street trees or a planter strip with grasses and shrubs between street trees. Ultimately any structure or plantings located in the ROW will need to be approved by Public Works. This guideline is satisfied as conditioned.

1.1.7 Pedestrian-oriented space guidelines:

- a) To qualify as a pedestrian-oriented space, an area must have all of the following:**
 - 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 feet 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 3 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 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.**

Pedestrian oriented space for this proposal includes a pedestrian plaza located adjacent to the building. This space can be directly accessed from the sidewalk/trail or the building and includes raised landscaped planters, seating, a dustless hard surface of either concrete or pavers and as conditioned will include pedestrian scaled lighting to be shown at time of development permit. This guideline is met.

1.1.8 Service and utility elements guidelines:

- a) **Dumpsters, refuse and recycling containers, loading, mechanical areas, utility meters, electrical conduit, and other service/utility elements shall be located in alleys where available. Where alleys are not available or alternative location is necessary, service elements shall be located and designed to minimize the impacts on the streetscape and customer parking areas. Solid waste receptacles visible from the street, customer parking areas, and residential units shall be surrounded on at least three sides by a site obscuring fence or wall. Chain link fencing with slats may be used for gates but not for the enclosure. Landscaping elements surrounding such screen walls are encouraged.**
- b) **All rooftop mechanical equipment shall be organized, proportioned, detailed, landscaped (with decks or terraces) and colored to be an integral element of the building.**
- c) **Exterior hose bibs must be located as to not interfere with access to entryways.**
- d) **No large outside item display areas are permitted (e.g. kitchen appliances or other similarly large merchandise that is visible from the street).**
- e) **Exterior mechanical devices shall conform to SMC 18.16.080(A) concerning noise impacts.**
- f) **Dumpster, refuse, and recycling containers shall be well maintained. Doorways shall be closed when not being serviced.**
- g) **Exterior electrical utilities, such as transformer boxes, shall be developed in a manner that provides visibility and shall include artwork murals to deter graffiti. These areas may include pedestrian amenities such as seating or plantings that reduce the visual impact.**

Service and utilities for this development are shown at the east side between the parking garage entrance and exit. This is a desirable location for these services as it's the least impactful to residential uses and neighboring properties. Any other service areas or exterior equipment will need to meet these guidelines for location and screening. The east façade includes four large bay doors that provide access to the parking garage, loading area and refuse. While the ingress and egress for the parking garage need to be grated for ventilation purposes, staff recommends the two interior roll up doors include upper windows or other features/design to create a more pedestrian friendly façade at this location. This guideline is met as conditioned.

1.2 Building Character and Massing

1.2.1 Historic District:

- 1.2.2 Non-period architecture. Existing architecture which is not consistent with the early 1900 style and represents later periods is also encouraged to celebrate distinctive design features, except where such features conflict with other standards and guidelines herein, as determined by the Director. Renovations of these structures should facilitate pedestrian access. Unique signage and design**

elements which are not inconsistent with the remainder of the guidelines are to be encouraged.

This is a vacant lot with no existing development; therefore this guideline is not applicable.

- 1.2.3 No franchise and corporate architecture. The use of stock building plans, typical corporate and/or franchise designs, “regional prototype alternatives,” or other designs which are easily identified with a particular chain or corporation are not allowed.**

No franchise or corporate architecture is proposed as part of this development. This guideline is met.

- 1.2.4 Design all visible facades. All facades of a building shall be given equal design consideration. Some flexibility may be given by the Director for alley or other facades that are not visible from streets, parks, parking lots, or other uses.**

The proposed building has frontage along Maple, Alder, Kincaid and Academy, which results in four highly visible and street facing facades. While the building primarily orients itself towards Maple Street, it does a good job of carrying design elements to all sides and giving equal treatment. This guideline is met.

- 1.2.5 Articulation. Buildings in the Town Center Plan should include modulation and/or articulation features every 30-60 feet to reinforce Downtown’s pattern of small storefronts. At least two of the following methods must be employed at intervals no greater than 30 feet:**
- a) Use of window and/or entries that reinforce the pattern of 30-foot storefront spaces.**
 - b) Use of weather protection features that reinforce 30-foot storefronts. For example, for a business that occupies three lots, use three separate awnings to break down the scale of the storefronts. Alternating colors of the awnings may be useful as well.**
 - c) Change of roofline**
 - d) Change in building material or siding style**
 - e) Use of pillars every 30-40 feet.**
 - e) Other methods that meet the intent of the guidelines as approved by the Director and as recommended by the Design Commission.**

The proposed building incorporates a variety of features to meet this guidelines requirement to provide modulation or articulation at the 30’-60’ intervals to include large storefront windows and weather protection along Maple Street patterned well below the 30’ threshold. The building also does a good job of breaking the roofline at or below these thresholds. The building also includes changes in siding material with a good use of brick/CMU along the base and at prominent areas a more panel style siding as the second material. This guideline is met.

- 1.2.6 Massing for Multi-story buildings: Buildings must use design techniques to break up long continuous building walls and reduce the architectural scale of the building, and add visual interest. Specifically, any building facade longer than 120 feet in width must employ design techniques to successfully limit the perceived length of individual facades. A combination of techniques will likely be required to meet the intent of the guidelines. Possible techniques include a combination of vertical building modulation or roofline modulation with a change in building materials or finishes, a clear change in building articulation and/or fenestration techniques. Changes in paint color alone will not be enough to meet the intent of the guidelines. For buildings incorporating residential uses on upper floors, this guideline is in addition to Guideline 3.6.1.**

As discussed above, this building does a great job of breaking up its rather large bulk through the above-

described methods at intervals that meet/exceed the guidelines. This guideline is met.

- 1.2.7 First story height.** In order to ensure the ground floor of structures have adequate height to function efficiently for potential commercial uses, the first story's height to finished ceiling of new infill buildings in the Town Center Plan must not be lower than 13 feet. No waiver or variance will be permitted in activity node areas.

The first story height on this building is 14' to provide for a viable commercial option on the ground floor. This guideline is met.

- 1.2.8 Vertical articulation.** To moderate the vertical scale of multi-story buildings, the design shall include techniques to clearly define the building's top, middle and bottom. The following techniques are suggested methods of achieving vertical articulation:

- a) **Top: Distinct cornice treatments.**
- b) **Middle: Upper level fenestration, material changes, and similar treatments that unify the building design.**
- c) **Bottom: Pedestrian-oriented storefronts, pedestrian-scale building details, and weather protection elements.**
- d) **Other methods that meet the intent of the guidelines as approved by the Director and as recommended by the Design Commission.**

The ground floor elevation along each street includes a strong use of brick and CMU, storefront windows where appropriate, residential stoops and weather protection. The middle stories incorporate a change in material to a proposed stucco/panel siding while still incorporating some brick and patterned windows, but the most prominent feature is the step backs that occur along Maple and Academy. These step backs do a good job of transitioning the buildings scale from neighboring uses and helping it fit in to the surrounding area while providing noticeable visual relief. Along Kincaid and Alder, the buildings middle section incorporates color/material changes at areas of modulation to give the appearance of distinct sections to the building. The top level includes a band around the perimeter and includes nodes that modulate the roofline to and break it up; however, staff feels a more distinct top or cornice treatment should be incorporated. This guideline is met as conditioned.

1.3 Building Details and Materials

When buildings are seen from a distance, the most noticeable qualities are the overall form and color. For example, a 100-foot wide, three-story commercial building must be observed at least 200 feet away in order for the building to fit within a person's cone of vision so its overall shape can be perceived. At that distance, the building's major features including windows and doors are clearly visible. However, at closer range (within 60 to 80 feet from the building - approximately the distance across a typical Downtown street), a person notices a building's individual elements and details much more than its overall form. From the adjacent sidewalk, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. In Sumner's Downtown setting, it is essential that buildings and their contents be attractive up close.

1.3.1 Building details.

- 1.3.1.1 Non-residential.** All non-residential buildings shall be enhanced with appropriate details. All new buildings are required to employ at least one detail element from each of the three categories below. The applicant must demonstrate how the amount, type, and mix of details meet the intent of

the guidelines. For example, a large building with multiple storefronts will likely need more than one decorative sign, one transom window, and one decorative kick-plate to meet the intent of the guidelines.

- a) **Window and/or entry treatment**
 - i) Display windows divided into a grid of multiple panes
 - ii) Transom windows
 - iii) Roll-up windows/doors
 - iv) Other distinctive window treatment that meets the intent of the guidelines.
 - v) Recessed entry
 - vi) Decorative door
 - vii) Arcade
 - viii) Landscaped trellises or other decorative element that incorporates landscaping near the building entry
 - ix) Other decorative entry treatment that meets the intent of the guidelines.
- b) **Decorative facade attachments**
 - i) Decorative weather protections element such as a steel canopy, decorative cloth awning, or retractable awning.
 - ii) Decorative, custom hanging sign(s).
 - iii) Decorative building-mounted light fixtures.
- c) **Building materials and other facade elements**
 - i) Decorative building materials/use of building materials. Examples include decorative use of brick, tile, or stonework.
 - ii) Decorative artwork on building (such as a mural) or bas-relief sculpture.
 - iii) Decorative kick-plate, pier, beltcourse, design.
 - iv) Other details that meet the intent of the guidelines as determined by the Director and as recommended by the Design Commission.

Other mixtures of detailed elements will be considered provided they meet the intent of the guidelines.

The ground floor of this building is primarily commercial along Maple Street and includes display windows, transom windows, steel canopies over the entryways and pedestrian plaza area and brick as the primary siding material. This guideline is met.

1.2.1.2 Residential. All residential buildings shall be enhanced with appropriate details. All new buildings are required to employ at least one detail element from each of the three categories below. The applicant must demonstrate how the amount, type, and mix of details meet the intent of the guidelines.

- a) **Window treatment**
 - i) Windows must be treated with trim at least 3 inches wide.
 - ii) Landscape treatments below the window ceil.
 - iii) Romeo and Juliet balcony at least 6 inches deep and as wide as the window.
 - iv) Other distinctive window treatment that meets the intent of the guidelines.
- b) **Entry treatment**
 - i) Recessed entry
 - ii) Decorative door

- iii) **Arcade**
- iv) **Landscaped trellises or other decorative element that incorporates landscaping near the building entry**
- v) **Other decorative entry treatment that meets the intent of the guidelines.**
Other mixtures of detailed elements will be considered provided they meet the intent of the guidelines.

The remaining street facing elevations as well as the upper stories along Maple Street are all residential. These include landscaping below the first floor windows and entryways, balconies with decorative railing and raised stoop entrances with transition landscaping. Overall, this project does a good job of creating a well designed mixed use building and this guideline is met.

1.3.2 Blank walls.

- a) **A wall (including building facades and retaining walls) is considered a blank wall if:**
 - i) **A ground floor wall or portion of a ground floor wall over 6 feet in height that has a horizontal length greater than 15 feet and does not include a transparent window or door; or**
 - ii) **Any portion of a ground floor wall having a surface area of 400 square feet or greater that does not include a transparent window or door.**
- b) **Untreated Blank walls facing a public street, pedestrian-oriented space, or pedestrian pathway are prohibited. Any new blank walls shall be treated through one or more of the methods below sufficient to meet the intent of the guidelines. For large walls, for example, a combination of treatments may be needed to break up the façade and provide visual interest. Owners of existing buildings containing visible blank walls are encouraged to utilize one or more of the following treatments to add visual interest to the street. Methods to treat blank walls can include:**
 - i) **Display windows.**
 - ii) **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 35 percent of the wall's surface within three years.**
 - iii) **Installing a vertical trellis in front of the wall with climbing vines or plant materials.**
 - iv) **Artwork (mosaic, mural, sculpture, relief, etc.) over at least 50 percent of the blank wall surface.**
 - v) **Other methods that meet the intent as determined by the Director and as recommended by the Design Commission.**

Blank walls as defined above are not present on any of the building facades. There are some areas that would have been considered a blank wall, but the applicant shows trellising used to treat it. This guideline is met.

1.3.3 Fire wall treatments: Exposed firewalls alongside property lines visible from a street or parking area must utilize material, color, and/or textural changes as approved by the City to add visual interest to the wall.

This guideline is not applicable to this development.

1.3.4 Secondary entrance design elements. All commercial uses containing a secondary side or rear customer entrance shall incorporate at least two of the following design elements to visually enhance such entries:

- a) **Weather protection over the entry at least 3 feet wide in the form of awnings, marquees, canopies,**

- or overhangs.
- b) **Decorative pedestrian-oriented signage consistent with SMC 18.44 that highlights the entry and adds visual interest.**
- c) **Pedestrian-oriented space or designated outdoor eating areas.**
- d) **Fixed landscaping elements, including one of the following:**
 - i) **Landscaped planter or fixed planter box incorporating decorative groundcover, shrubs, and/or trees.**
 - ii) **A trellis or other similar architectural element that incorporates landscaping.**
- e) **Decorative pedestrian-scaled lighting fixture(s).**
- f) **Special building details that highlight the entry and add visual interest.**
- g) **Other features that meet the intent of the guidelines as determined by the Director and as recommended by the Design Commission.**

The proposed building commercial along the Maple street frontage at the SE corner and provides a series of entrances along Maple and one on Alder Ave which appears to act as more of a secondary entrance. This secondary entrance uses weather protection and continues the large storefront windows with transoms above. This guideline is met.

1.3.5 Preferred exterior building materials. Building exteriors shall be constructed from high quality, durable materials. In the Historic District brick is the preferred exterior building material. Other building materials may be acceptable provided they meet all other guidelines herein. All other districts shall use durable materials that meet the intent of this section.

Exterior building materials include brick, large storefront windows and steel canopies along the ground floor commercial sections, the residential sections include brick but also incorporate an option of either stucco or a panel siding. Many troweled on siding materials have special standards in the standard commercial design guidelines and are not mentioned as a material. Staff would like the design commissions take on the proposed use/option to use stucco.

1.3.6 Prohibited materials. The following materials are prohibited in visible locations unless an exception is granted by the Director based on the successful integration of the material into the overall design of the structure.

- a) **Vinyl or plywood siding (including T-111 or similar plywood).**
- b) **Highly tinted or mirrored glass (except stained glass), except when used as an accent design element covering less than 10 percent of the building facade.**
- c) **Corrugated fiberglass.**
- d) **Chain link fencing (except for temporary purposes such as a construction site or as a gate for a refuse enclosure). See SMC 18.16.080(m) for restrictions for temporary uses.**
- e) **Crushed colored rock/crushed tumbled glass.**
- f) **Non-corrugated and highly reflective sheet metal.**

No prohibited materials are shown or proposed. This guideline is met.

1.3.7 Special material standards:

- a) **Concrete block. Special standards for concrete or concrete blocks (concrete masonry units or “cinder blocks”): When used for walls that are visible from a street, public park or open space, or pedestrian route, concrete or concrete block construction shall be architecturally treated in one or more of following ways:**
 - i) **Use a combination of textured surfaces such as split face or grooved to create distinctive**

- patterns that add visual interest.
- ii) **Use of other masonry types such as brick, glass block, or tile in conjunction with concrete or concrete blocks.**
- iii) **Use of decorative coursing to break up blank wall areas.**
- iv) **Use matching colored mortar where color is an element of architectural treatment for any of the options above.**

CMU is shown in some areas along the building foundation and transitions into brick. This meets the above design guideline as it is used with other masonry materials and in limited quantities to provide and other look and texture. This guideline is met.

- b) **Metal siding. When used for walls that are visible from a street, public park or open space, or pedestrian route, buildings shall have visible corner moldings and trim and incorporate masonry, stone, or other durable permanent material within 2 feet of the ground level. Facades wider than 40 feet that employ metal siding shall incorporate multiple colors or other siding materials.**

No metal siding is proposed.

- 1.3.8 **Year of construction. The year of construction of a building shall be noted by the installation of a permanent cast metal 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 cast metal 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.**

No year of construction plaque is shown on the plans. This guideline is met as conditioned.

- 1.3.9 **Color Palette. In the Historic District a storefront's palette should be no more than three colors; one base color, one trim color, and one accent color. Encourage trim and accent colors that contrast with the base color. Specifically, darker base colors with white trim work particularly well. However, lighter base colors can effectively be combined with dark trim colors. Applicants should consult with Sumner's Downtown Association on appropriate façade colors.**

Colors proposed for this building include red varitone for the brick, sand stone for the ground face block CMU, repose gray, dorian gray and gauntlet gray for the stucco or cement fiber panels. These colors provide a good mix of base, trim and accent colors that do a good job of providing contrast while ensuring the palette has a timeless look to it. This guideline is met.

1.4 Streetscape and Landscaping

1.4.1 Sidewalk widths and uses.

- a) **New buildings intended for ground floor restaurant or other similar uses that may desire outdoor dining or seating opportunities are encouraged to setback storefronts to provide for wider sidewalks. For example, 12-foot sidewalks allow for very limited outdoor dining/sitting opportunities, while 15-foot sidewalks provide a more desirable configuration for outdoor dining. Also see SMC 12.28.100 and 18.16.080(O) for related standards.**

This proposal includes commercial space along the ground floor, with additional first floor space acting

as the leasing, management, games, bistro and mail room for residents. Any coffee shop or restaurant use would occur along Maple Street where a 14' wide sidewalk is proposed, the sidewalk here also leads directly to a plaza space where more outdoor seating could occur. The remaining sidewalks along Alder, Academy and Kincaid are all 7' wide which is adequate for the use as a walkway with no proposed seating. This guideline is met.

- b) Sidewalks shall not be enclosed as building space for retailing. Outdoor dining and small, temporary displays for items such as groceries, hardware, books, etc. may be allowed provided they do not impede pedestrians passing comfortably on the sidewalk. Also see SMC 12.28.080 for related provisions.**

No sidewalk enclosure is proposed and future use of the sidewalks for commercial or outdoor dining would require review and approval by the City. This guideline is met.

- 1.4.2 Streetscape amenities. Pedestrian amenities must be included along all downtown streets. Specifically, at least one amenity listed below must be included for each 60 lineal feet (on average) of street frontage. The type, location, and design of chosen amenities must contribute to a well-balanced mix of features on the street, as determined by the Director. Developments with greater than 120 linear feet of frontage shall include at least one amenity from Category II below. Desired amenities include:**

Category I:

- a) Pedestrian furniture, such as seating space, approved trash receptacles, and consolidated newspaper racks (each piece of furniture may count as an amenity element). The design of such furniture should be compatible, durable, and located to minimize impacts to pedestrian movement on the sidewalk. Seating areas and trash receptacles are particularly important where there is expected to be a concentration of pedestrian activity (such as near major building entrances and transit stops) and may be required by the Director. Low walls or planter edges to be used for seating should be at least 12 inches wide to function successfully. Seating can be incorporated into parking lot screening walls, building foundations or be free-standing planters or benches.**
- b) Planting beds and/or other permanent planting elements;**
- c) Decorative pavement patterns and tree grates;**

Category II:

- a) Drinking fountain.**
- b) Ground-mounted Pedestrian-scaled lighting (placed between 12 feet and 14 feet above the ground) as approved by the Director.**
- c) Informational kiosks.**
- d) Transit shelters.**
- e) Decorative clocks.**
- f) Artwork such as sculptures, installations, or other artwork incorporated into sidewalk. Features above that are publicly funded, already required by code, and/or obstruct pedestrian movement (at least 8 feet of unobstructed horizontal clearance is required on all sidewalks) will not qualify as an amenity to meet this guideline.**

Streetscape amenities proposed along this developments frontage include outdoor seating and landscape planters. The applicant has also proposed pedestrian scaled lighting to be included along its frontage. A condition of approval requires outdoor seating, illumination and other amenities as discussed and recommended by the design commission to be shown on the site and landscape plans at time of

development permit issuance. This guideline is met as conditioned.

- 1.4.3 Site Lighting.** Provide adequate lighting levels in all areas used by pedestrians or automobiles, including building entries, walkways, parking areas, circulation areas, and other open space areas. New developments shall provide site lighting that meets the following design criteria through implementing measures such as:
- a) All public areas shall be lighted with average minimum and maximum levels as follows:
 - i) Minimum (for low or non-pedestrian and vehicular traffic areas) of 0.5 foot candles;
 - ii) Moderate (for moderate or high volume pedestrian areas) of 1-2 foot candles; and
 - iii) Maximum (for high volume pedestrian areas and building entries) of 4 foot candles.
 - b) Lighting shall be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.
 - c) Parking lot lighting fixtures shall be non-glare and mounted no more than 25 feet above the ground, with lower fixtures preferable so as to maintain a human scale. Requests for higher lighting fixtures may be considered with the approval of the Director. All fixtures over 12 feet in height shall be fitted with a full cut-off shield, except for catenary lights.
 - d) Pedestrian-scaled lighting (light fixtures no taller than 14 feet) is encouraged in areas of pedestrian activity. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.

No illumination plans have been shown yet, but a condition of approval will require an illumination plan that meets these guidelines to include down shielding, pole height and illumination levels. This guideline is met as conditioned.

- 1.4.4 Landscaping.** Developments in the Town Center Plan incorporating landscaped areas are subject to SMC Chapter 18.41 requirements with the following exceptions/provisions:
- a) Properties adjacent to Main Street are exempt from the requirements of SMC 18.41.040.
 - b) Green roofs are encouraged to be used to provide pee patches and open space areas for residents. Such roofs shall have a substrate depth of at least 4 inches designed to accommodate a variety of hardy, drought-resistant plant species.

Landscaping for this project appears to meet the requirement found in SMC 18.41, which require a minimum of 10% of the site to be landscaped. The proposed plans only show an early design of the landscaping and complete plans in compliance with SMC 18.41 will need to be submitted with civil permits. The submitted plans need to generally comply with the layout and concepts agreed upon and staff would like the Design Commissions impute on the conceptual landscaping. This guideline is met as conditioned.

3.4.1 Dimensional standards for apartments.

See Table 3-3 below.

<i>Table 3-3: Dimensional Standards for Apartments.</i>	
Private Open Space	Minimum Private Open Space: 50 square feet/unit. Private usable open space must be attached and accessible from the dwelling. This may include porches, patios, and balconies. Private open space may be counted toward up to 20 - 30% of the minimum common open space required.

Common Open Space	Minimum Common Open Space: 200 square feet/unit. All space in the development must be pedestrian oriented. Common open space must have perceived tenant ownership, promoted with such amenities as gathering areas, community gardens, park spaces, big toys, picnic areas, etc. Common open space shall not interfere with private space of tenants and contain at least one of the following: ▪ Fountain, furniture, art, gardens or other as approved by the Design Commission. ▪ Driveways and minimum required landscape buffers may not be included in the calculations.
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The proposed development includes the following private and common open space:

Private open space requirement 180units @ 50sf per unit = 9,000sf required. Private open space proposed = 13,818sf. **Note DG 3.6.3 allows stacked flats to exclusively use common open space to meet the open space requirements, all private space will count towards to common open space for this project.**

Common open space requirement 180units @ 200sf per unit = 36,000sf. Common open space proposed is broken down below:

- Private Open Space – 10,800sf
- Lobby Complex – 4,331sf
- Activity Node – 1,695sf
- 2nd Floor Common Deck – 270sf
- 2nd Floor Court Complex – 14,390sf
- 2nd Floor Exercise/Yoga – 2,570sf
- 4th Floor Party Rooms – 2,287sf
- 4th Floor Party Terraces– 2,116sf

Total Common Open Space proposed = 27,659sf + 10,800sf private space = 38,459sf total open space.

Based off the proposed open space and the types of open space, this project provides ample amounts of space for the tenants to use. The types of space range from private balconies, shared decks, rooftop space, pedestrian plaza space and exercise rooms. The variety of spaces provided coupled with this projects proximity to the downtown Sumner and parks creates a healthy and accessible options for tenants. This guideline is met.

3.7 Building Design

Residential portions of mixes use buildings are required to comply with multifamily design guidelines addressing open space and building design. The above section addresses this projects proposed open space, while analysis of the residential portions of the buildings are addressed throughout sections 1.2 through 1.3.7 in the report, with additional analysis on applicable sections below.

3.7.1 Building articulation - multifamily residential buildings and residential portions of mixed-use buildings. All residential buildings and residential portions of mixed-use buildings shall include at least three of the following modulation and/or articulation features at intervals of no more than 30 feet along all facades

facing a street, common open space, and common parking areas, unless approved by the Design Commission:

- a) Repeating distinctive window patterns at intervals less than the required interval.
- b) Vertical building modulation. To qualify for this measure modulation shall be significant and tied to a change in color or building material and/or roofline modulation as defined below (Figure 3-27). Significant building modulation must have a distinct change in modulation, creativity as approved by the Design Commission like the reduction as seen in Figure 3-28. Balconies may not be used to meet modulation option unless they are recessed or projected from the facade and integrated with the building's architecture as determined by the Director. For example, "cave" balconies or balconies that appear to be "tacked on" to the facade will not qualify for this option.
- c) Horizontal modulation (upper level step-backs). To qualify for this measure, the horizontal modulation shall be significant as shown in figure 3-34.
- d) Articulation of the building's top, middle, and bottom. This typically includes a distinctive ground floor or lower floor design, consistent articulation of middle floors, and a distinctive roofline.

As discussed in previous guidelines, the building articulation of the residential portion of the development is accomplished through changes in color, changes in roofline, modulation patterned windows and distinct top, middle and bottom. This guideline is met as conditioned for a more distinct roofline.

3.7.2 Façade modulation.

Buildings shall be divided by a 30-foot wide modulation of the exterior wall. Such modulation must be at least 6 feet for buildings up to 120 foot wide structure and shall increase 1 foot for every additional 10 feet of width and extend through all floors. Decks and roof overhangs may encroach up to 3 feet (per side) into the modulation. The Director and the Design Commission will consider other design methods that are effective at reducing the perceived length of the building. Examples could include a combination of vertical and/or horizontal building modulation with a change in building materials or finishes, a clear change in building articulation and/or fenestration technique.

The proposed building does a good job of providing modulation along each building façade. This is accomplished through step backs and protrusions at varying intervals along the residential and upper floors. This guideline is met.

- 3.1.1 Details toolbox:** All multifamily buildings shall be enhanced with appropriate details. Each of the types of details listed below are worth one point unless otherwise noted. Multifamily buildings must achieve the equivalent of two points worth of architectural details from each section on their facades from the following elements:

Section 1

- a) Decorative porch design with distinct design and use of materials.
- b) Decorative treatment of windows and doors, such as decorative molding/ framing details around all ground floor windows and doors, bay windows, decorative glazing, or door designs, and/or unique window designs.
- c) Brick or stonework covering more than 10 percent of the facade. These finishes cannot end on an outside corner (2 points).
- d) Decorative building materials that add visual interest, including

- i) Individualized patterns or continuous wood details.
- ii) Decorative moldings, brackets, wave trim or lattice work.
- iii) Decorative brick or stonework (may be in addition to the brick or stonework credits noted above if they are arranged in a decorative manner that add visual interest to the façade).
- iv) Other materials with decorative or textural qualities as approved by the Director and as recommended by the Design Commission. The applicant must submit architectural drawings and material samples for approval.

Section 2

- a) Decorative roofline design, including multiple gables and/or dormers or other design that adds distinct visual interest.
- b) Decorative railings, grill work, or terraced landscape beds integrated along the façade of the building.
- c) Other details that meet the intent of the guidelines as approved by the Director and as recommended by the Design Commission.
- d) Decorative balcony design, such as distinctive railings.
- d) 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 for each building entry on the facade.
- c) Landscaped trellises or other decorative element that incorporates landscaping near the building entry or entries.

3.8.2 Window design.

- a) Windows facing the street must be transparent. At least 35-45 percent of the front façade must be transparent. At least 10 - 15 percent of the side facade must be transparent.
- b) Building facades shall employ techniques to recess or project individual windows above the ground floor at least two inches from the facade 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 facade treatment that adds visual interest to the building.

Window design for the residential portion of the building includes repetition of window patterns to meet the transparency and repetition with variety intent. The proposed windows include dark frames that contrast the building siding and are incorporated in areas with building recesses or protrusions. Each street facing façade includes transparency as follows:

- Maple Street (front facade) - 49%
- Kincaid Ave – 46%
- Academy Street – 41%
- Alder Ave – 40%

This guideline is satisfied.

3.8.3 Preferred building materials.

Building exteriors shall be constructed from high quality, durable materials. Preferred exterior building materials that reflect the City's desired traditional main street character are as follows:

- a) Brick or other stone masonry.
- b) Horizontal wood or composite siding (generally with a reveal of 5 inches or less); wider siding will be considered where there is a historic precedent.
- c) Locally sourced or produced.
- d) Other materials subject to approval by the Director and as recommended by the Design Commission.

Building materials used throughout the residential portions of the building include brick, concrete and either stucco or fiber cement panel siding. Staff would like the Design Commissions impute on the proposal of stucco siding. Sumner's Commercial (not Town Center) guidelines 2.4.6 have special requirements for troweled on siding materials.

3.8.5 Prohibited materials. The following materials are prohibited in visible locations unless an exception is granted by the Director based on the integration of the material into the overall design of the structure.

- a) Vinyl or plywood siding (including T-111 or similar plywood).
- b) Highly tinted or mirrored glass (except stained glass) as more than 10 percent of the building facade.
- c) Corrugated fiberglass.
- d) Chain link fencing (except for temporary purposes such as a construction site or as a gate for a refuse enclosure).
- e) Crushed colored rock/crushed tumbled glass.
- f) Non-corrugated and highly reflective sheet metal.

None of the listed materials are proposed. This guideline is met.

3.8.6 Special material standards:

- a) ***Concrete block. When used for the façade of any building, concrete blocks shall be masonry washed, split, rock- or ground-faced. To add visual interest, the use of specialized textures and/or colors used effectively with other building materials and details are encouraged. Plain concrete block or plain concrete may be used as foundation material if the foundation material is not revealed more than 3 feet above the finished grade level adjacent to the foundation wall.***
- b) ***Other materials subject to approval by the Director and as recommended by the Design Commission.***

CMU is proposed; however, it is only used in the commercial area of the building and addressed in the above sections of this report. This guideline is met.

III. STAFF RECOMMENDATION

NOTE: PUBLIC WORKS, BUILDING AND FIRE APPROVAL HAVE NOT BEEN GRANTED UNDER THIS REVIEW. ADDITIONAL PERMITS AND FURTHER REVIEW AND APPROVAL BY ALL DEPARTMENTS IS REQUIRED PRIOR TO FINAL PROJECT APPROVAL.

The proposal (PLN-2021-0025) should be APPROVED subject to the following CONDITIONS, to be addressed prior to building permit issuance:

1. DG 1.1.4 Landscaping

At time of development permits plans shall show landscaping consistent with SMC 18.41 and reflect the concepts approved. Planter strips will need to comply with Engineering standard details and will likely require grass and street trees or tree grates.

2. DG 1.1.7 Pedestrian-oriented space guidelines.

Seating and pedestrian scaled lighting shall be used in the outdoor seating area the building corner.

3. DG 1.1.8 Service and utility elements guidelines.

- a. The two interior roll up doors shall include upper windows or other features/design to create a more pedestrian friendly façade at this location.
- b. Utility meters, vents, and other mechanical units shall be shown at time of development permit and screened.

4. DG 1.2.8. Vertical Articulation.

A more distinct top or cornice treatment should be incorporated along the building's roofline.

5. DG 1.3.8 Year of Construction

Prior to building permit issuance plans shall show a year of construction plaque near the primary building entrance along Maple Street.

6. DG 1.4.2 Streetscape amenities.

At time of development permits streetscape amenities shall be shown and labeled. Amenities should generally comply with what is shown on the plans and renderings and include seating, landscaping, lighting and paving materials.

7. DG 1.4.3 Site Lighting.

The project shall show that site lighting is provided in compliance with these guidelines and FBC at time of development permit application.

8. **Signs**

Signs are not approved as part of this design review; a separate sign permit shall be required for any proposed signs, showing that it complies with the location, height and size limits of the sign code. By approving design review plans, the City does not review or approve the shown signs.

NOTE: The Design Review approval process does not authorize uses or construction. Public Works, Building and Fire Department approvals have not been granted under this review; additional reviews and approvals are required prior to final project approval.



View from Maple Street

Drawing Index	
P1	Rendering and Index
P2	Rendering and Statistics
P3	Statistics
P3a	Open Space Information
P4	Colored Site Plan/LS Plan
P5	Colored Building Elevations
P6	Colored Building Elevations
P6a	Bldg. & Landscaping Detailing
P7	Alta Survey
P8	Civil Street Design
P9	Civil Street Sections
P10	Site Plan
P11	Basement Garage Plan
P12	1st Floor Building Plan
P13	2nd Floor Building Plan
P14	3rd Floor Building Plan
P15	4th Floor Building Plan
P16	Exterior Elevations
P17	Exterior Elevations
P18	Building Sections

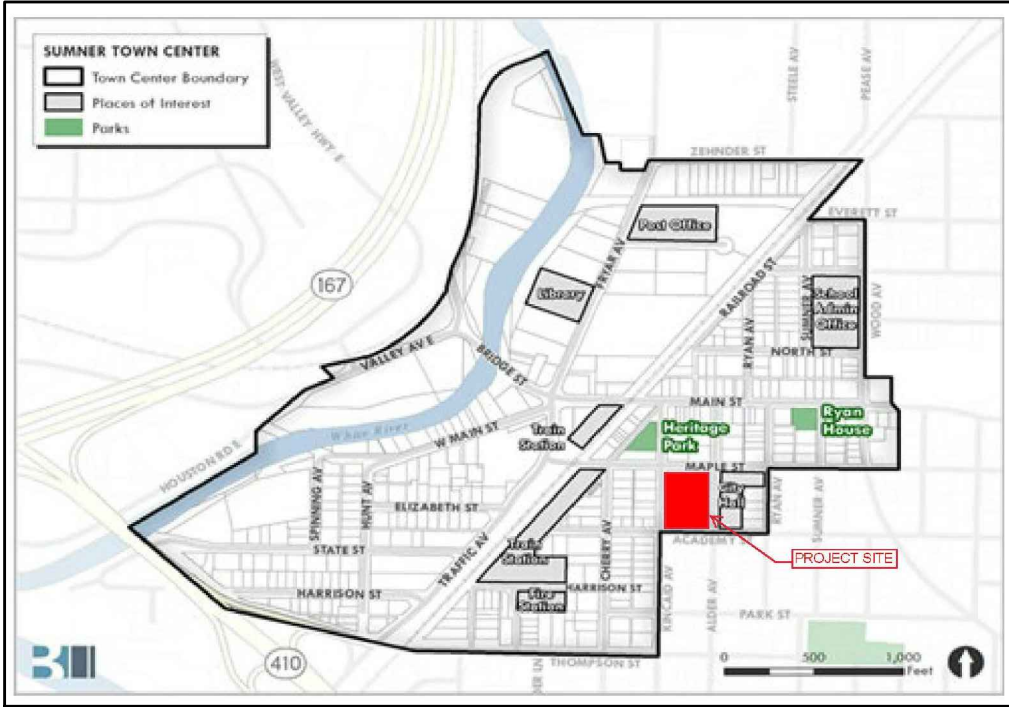


View along Kincaid Ave.

Site and Building Statistics			
Applicant/ Developer:	Kincaid Avenue Associates, LLC, PO Box 111088, Tacoma, WA 98411		
	Contact: David Dearth	253-475-2405 ext 101	dearth@dmcimail.com
Architect:	Casey DeChant Architects, LLC, 1 N. Tacoma Ave. S. 201, Tacoma, WA 98403		
	Contact: Larry DeChant	253-584-5207	ldechant@caseydechantarch.com
Site Address:	802, 810, & 822 Alder Ave. and 809 Kincaid Ave.		
Parcel Numbers:	7985100-160, -170, -190, -200, -221		
Zoning:	Town Center Area: 4 Stories Multi-Family/Commercial and		
	Town Center Area: 3 Stories Single Family/Multi-Family		
	at southen portion of site adjacent to Academy Street		
Comprehensive Plan:	Town Center Countywide Center		
Site Area:	81,786 S.F. with street dedications removed.	1.88	Acres.
Proposed Uses:	Mixed-Uses that include apartment multi-family dwelling units		
	with related common/support areas; commercial space for		
	retail, business services, and/or restaurant uses; and structured parking		
	use.		
Apartment Use:	180 d.u.	96 d.u./acre	
Commercial Use:	4,600 S.F.		
Parking Required on-site:	"C" Business and Commercial Buildings:	2.5 stalls/1,000 S.F.	
	"M" Office and Professional Buildings:	2.5 stalls/1,000 S.F.	
	"O" Resataurants:	1 stall/four seats plus 1 stall/max. employee shift	
	"U" Multi-family Dwelling:	1.25 per d.u.	
	Commercail Uses: (assumed uses are "C" and "M" uses, if "O" uses are used, additional on-street parking may be required as allowed by an administrative waiver per 18.42.047)		
	Required Parking Calculation:		
	"C" and "M" uses:	12 stalls	
	"U" Multi-Family:	225 stalls	
	Total Required:	237 stalls	
Parking Provided:	238 stalls		
Building Areas:	Concrete at Basement & 1st:	128,167	S.F.
	Wood Frame at 2nd, 3rd, & 4th:	165,706	S.F.
	Total:	293,873	S.F.
Please refer to building code analysis contained in the Planned Action Project			
Application Narrative- Exhibit B			

Spatial Statistics and Calculations:			
Building Coverage Calculation: Maximum 90% of Lot Area			
Lot Area with Dedications Removed:		81,786	S.F.
Building Coverage Area including covered porches:		73,485	S.F.
Building Coverage		90%	
Landscape Area Calculation: Minimum 10% of Lot Area			
Landscaped Areas Provided:			
Grade Level		3,602	S.F.
Planters at 2nd Floor Courtyard		1,880	S.F.
Planter at Activity Node Plaza		212	S.F.
Planters at 4th Floor Common Area Terraces		219	S.F.
Green Roof adjacent to 4th Floor Terraces		2,272	S.F.
Percentage of Lot .10%		8,185	S.F.
Lot Frontage Calculation:			
Primary Street: 80% Minimum (building located between 0' min. and 10' max. setbacks)			
Maple St.:	Total Lot Width less Activity Node width:	180	Feet
	Façade length between 0'-10' Setback	152	Feet
	Provided Lot Frontage:	84%	
Secondary Street: 70% Minimum (building located between 0' min. and 10' max. setbacks)			
Alder Ave.:	Total Lot Width less Activity Node width:	312	Feet
	Façade length between 0'-10' Setback	244	Feet
	Provided Lot Frontage:	78%	
Academy St.:	Total Lot Width:	239	Feet
	Façade length between 0'-10' Setback	216	Feet
	Provided Lot Frontage:	90%	
Kincaid St.:	Total Lot Width:	342	Feet
	Façade length between 0'-10' Setback	237	Feet
	Provided Lot Frontage:	70%	
Grade Plane Determination:			
Exist. Survey Elev. at Property Corners	Average Street Frontage Elev. (Feet)		
NE 72.5 Feet	Maple	71.93	
NW 71.36 Feet	Alder	72	
SE 71.5 Feet	Academy	71.25	
SW 71 Feet	Kincaid	71.18	
		286.36 /4 =	71.59 feet
Average Top of Curb Elevation Determination: (along multi-family frontage)			
Alder	(71.83+ 71.37)/2 =	71.60	feet
Academy	(71.37 + 70.74)/2 =	71.06	feet
Kincaid	(71.84 + 70.74)/2 =	71.29	feet
	213.95/3 =	71.32	feet

Kincaid Ave. Mixed-Use Sumner, WA

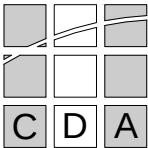


Vicinity Map

Multi-Family Unit Summary						Total Unit Type and Area (S.F.) per Floor		
Floor	Type	Unit Numbers	Number	Unit Area (S.F.)	Total	Studio	1-Bed	2-Bed
3rd Floor	Studio	303,304	2	459	918	10	20	29
	Studio	307, 329, 345	3	568	1,704	5,337	13,276	28,290
	Studio	359	1	555	555			
	Studio	320, 323, 351, 354	4	540	2,160			
	1-Bed	305	1	650	650			
	1-Bed	308, 309	2	571	1,142			
	1-Bed	310	1	626	626			
	1-Bed	317	1	684	684			
	1-Bed	321, 322, 352, 353	4	733	2,932			
	1-Bed	324, 325	2	551	1,102			
	1-Bed	332, 342	2	673	1,346			
	1-Bed	336, 338	2	745	1,490			
	1-Bed	337	1	637	637			
	1-Bed	339	1	752	752			
	1-Bed	349, 355	2	599	1,198			
	1-Bed	350	1	717	717			
	2-Bed	301, 319, 327, 330, 344	7	1,014	7,098			
		347, 357						
	2-Bed	302	1	852	852			
	2-Bed	306	1	970	970			
	2-Bed	311, 316, 326, 328,335,	8	963	7,704			
		346, 348, 356						
	2-Bed	312	1	896	896			
	2-Bed	313, 333, 341	3	997	2,991			
	2-Bed	314	1	970	970			
	2-Bed	315	1	995	995			
	2-Bed	318	1	857	857			
	2-Bed	331, 343	2	960	1,920			
	2-Bed	334, 340	2	1,031	2,062			
	2-Bed	358	1	975	975			
			59		46,903			
4th Floor	Studio	403, 404	2	459	918	10	14	24
	Studio	407, 429, 445	3	568	1,704	6,109	9,054	23,617
	Studio	459	1	555	555			
	Studio	420, 423, 451, 454	4	733	2,932			
	1-Bed	405	1	650	650			
	1-Bed	408, 409	2	571	1,142			
	1-Bed	410	1	629	629			
	1-Bed	417	1	684	684			
	1-Bed	421, 422, 452, 453	4	733	2,932			
	1-Bed	424, 425	2	551	1,102			
	1-Bed	449, 455	2	599	1,198			
	1-Bed	450	1	717	717			
	2-Bed	401, 419, 427, 347, 357	5	1,014	5,070			
	2-Bed	402	1	852	852			
	2-Bed	406	1	970	970			
	2-Bed	411, 416, 426, 428,	7	963	6,741			
		446, 448, 456						
	2-Bed	412	1	896	896			
	2-Bed	413	1	997	997			
	2-Bed	414	1	970	970			
	2-Bed	415	1	995	995			
	2-Bed	418	1	857	857			
	2-Bed	430, 444	2	1,185	2,370			
	2-Bed	433,441	2	962	1,924			
	2-Bed	458	1	975	975			
			48		38,780			
Totals						Total Building Unit Type and Area (S.F.)		
						Studio	1-Bed	2-Bed
						34	57	89
						19%	32%	49%
						19,019	37,671	87,062

Multi-Family Unit Summary						Total Unit Type and Area (S.F.) per Floor			
Floor	Type	Unit Numbers	Number of Type	Unit Area (S.F.)	Total Area (S.F.)	Studio	1-Bed	2-Bed	
1st Floor	Studio	124, 125	2	521	1,042	5	7	9	
	Studio	129, 145	2	567	1,134	2,727	4,491	8,649	
	Studio	159	1	551	551				
	1-Bed	132, 142	2	628	1,256				
	1-Bed	136, 138	2	704	1,408				
	1-Bed	149, 155	2	571	1,142				
	1-Bed	150	1	685	685				
	2-Bed	127, 147	2	965	1,930				
	2-Bed	130, 144	2	965	1,930				
	2-Bed	131, 143	2	900	1,800				
	2-Bed	134, 140	2	1,010	2,020				
	2-Bed	157	1	969	969				
			21		15,867				
	2nd Floor	Studio	207, 229, 245	3	568	1,704	9	16	27
		Studio	259	1	555	555	4,846	10,850	26,506
Studio		218	1	427	427				
Studio		220, 223, 251, 254	4	540	2,160				
1-Bed		210	1	629	629				
1-Bed		217	1	684	684				
1-Bed		221, 222, 252, 253	4	733	2,932				
1-Bed		224, 225	2	551	1,102				
1-Bed		232, 242	2	673	1,346				
1-Bed		236, 238	2	745	1,490				
1-Bed		239	1	752	752				
1-Bed		249, 255	2	599	1,198				
1-Bed		250	1	717	717				
2-Bed		201, 258	2	975	1,950				
2-Bed		206	1	970	970				
2-Bed		211, 216, 226, 228, 235,	8	963	7,704				
		246, 248, 256							
2-Bed		212	1	896	896				
2-Bed		213, 233, 241	3	997	2,991				
2-Bed		214	1	970	970				
2-Bed		215	1	995	995				
2-Bed		219, 227, 230, 244, 247	6	1,008	6,048				
		257							
2-Bed		231, 243	2	960	1,920				
2-Bed		234, 240	2	1,031	2,062				
			52		42,202				

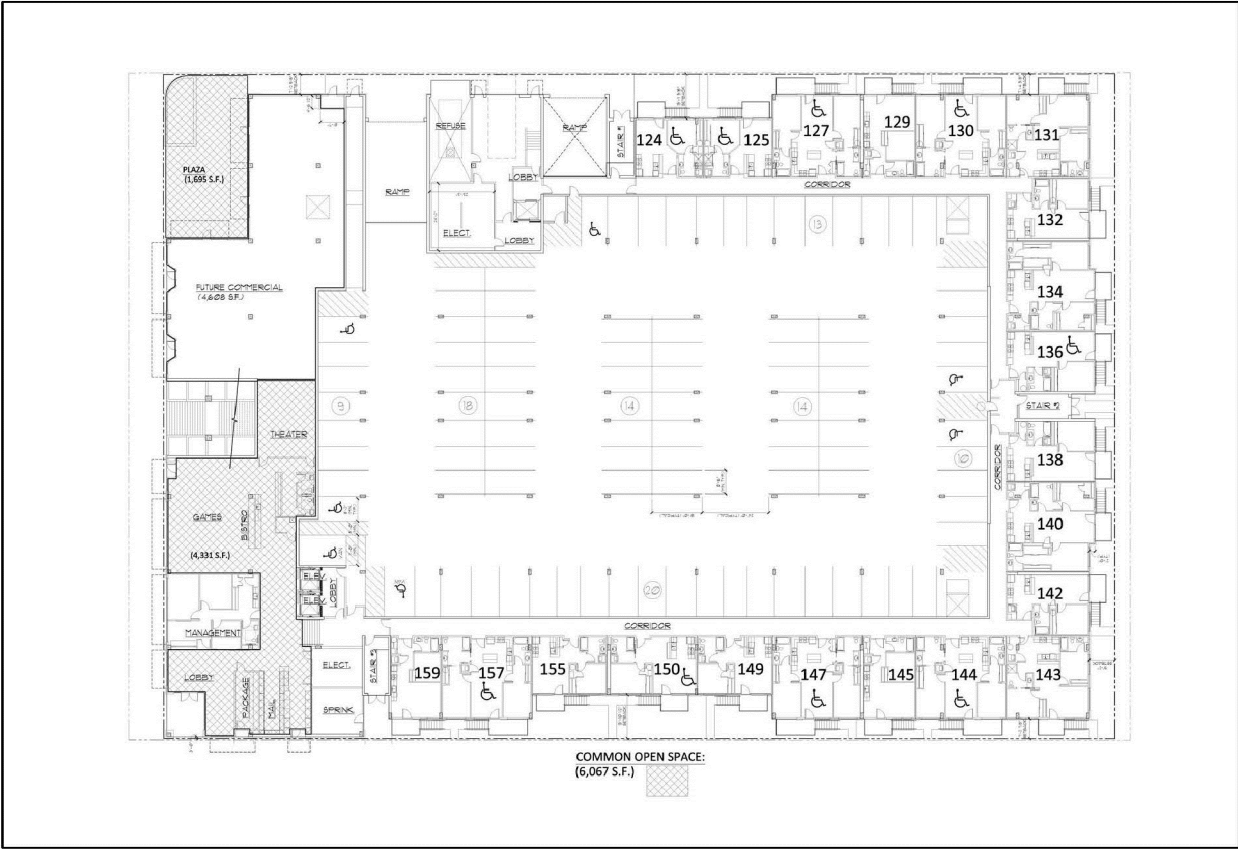
March, 2021



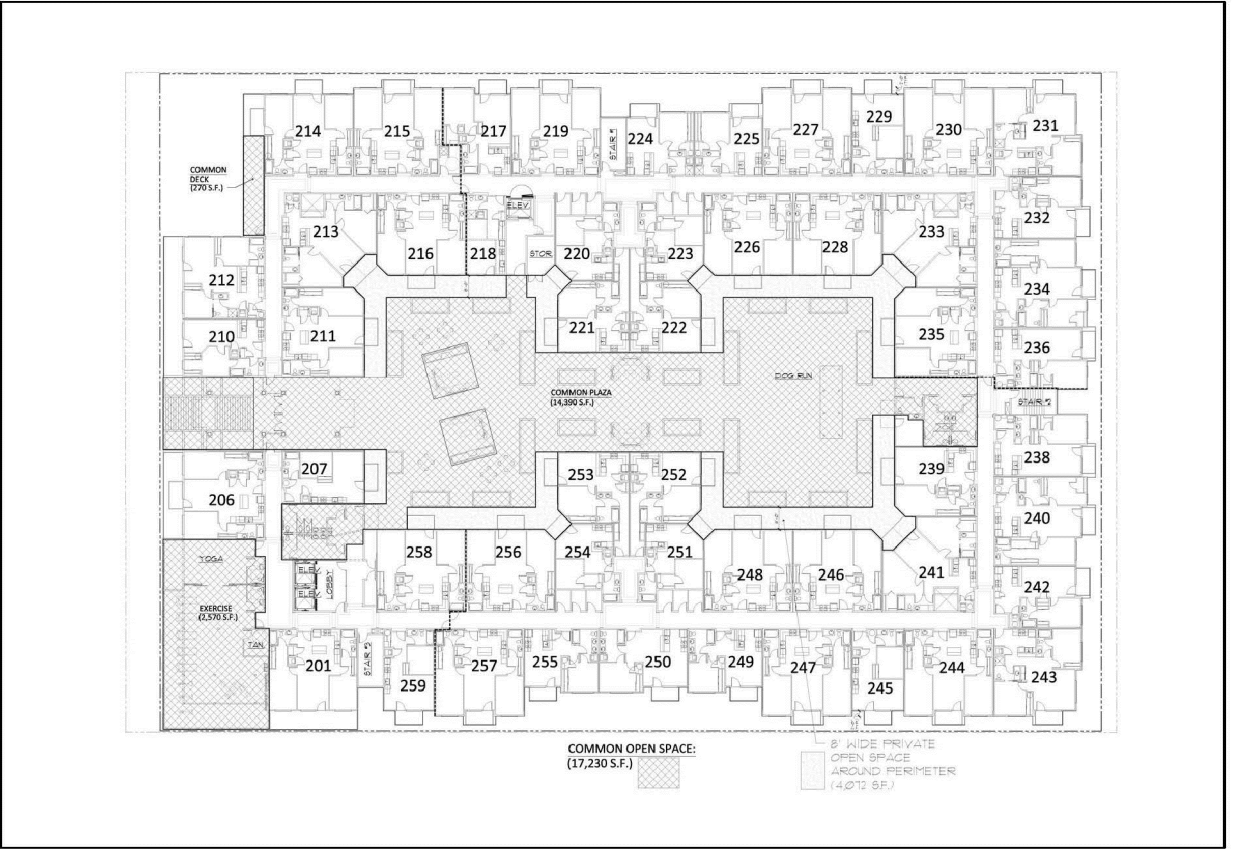
Kincaid Ave. Mixed-Use Sumner, WA

P3

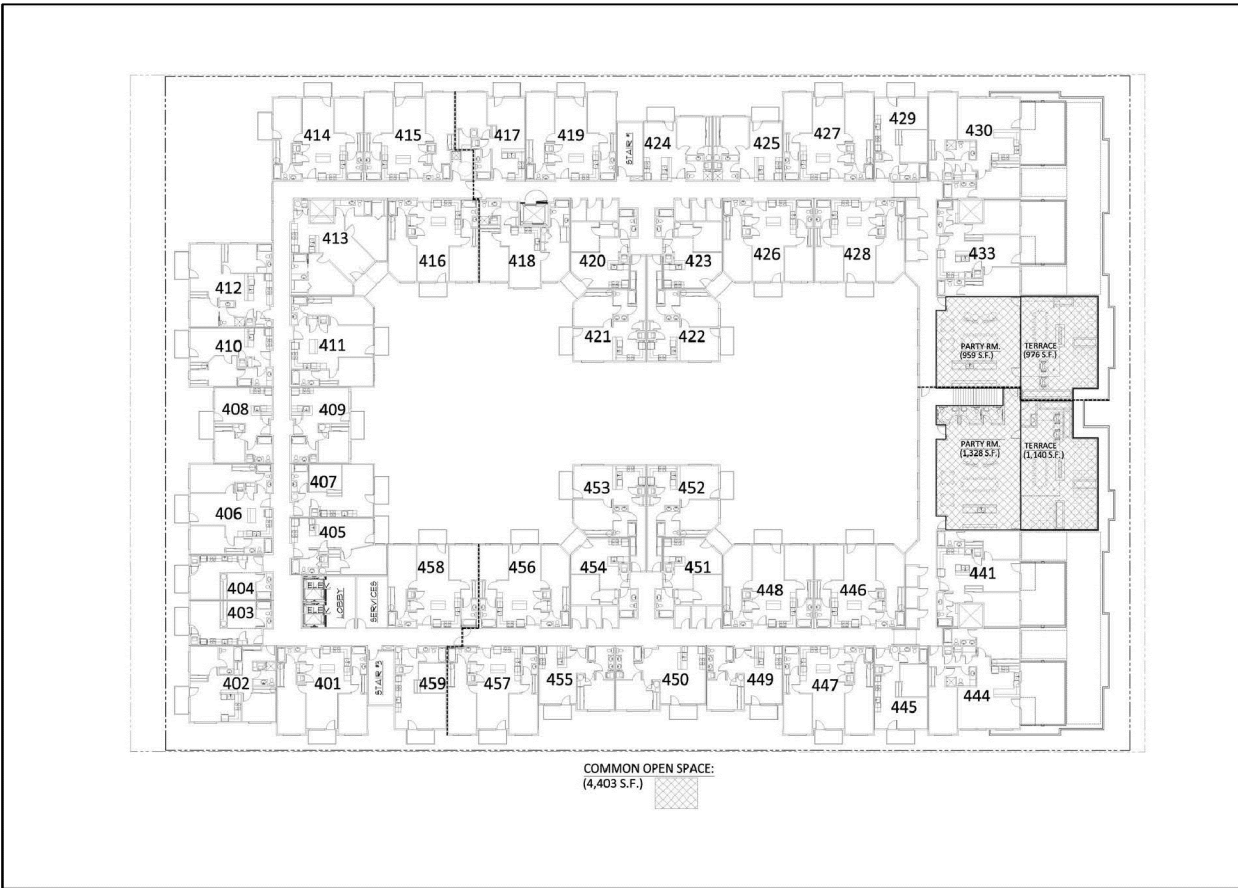
1st Floor Common Open Space Plan



2nd Floor Common Open Space Plan



4th Floor Common Open Space Plan



Common Open Space Statistics

Open Space Required:
200 S.F. x 180 units: 36,000 S.F.

Private Open Space Provided: 13,818 S.F.
30% max. of counted towards minimum required.
Common Open Space = 10,800 S.F.

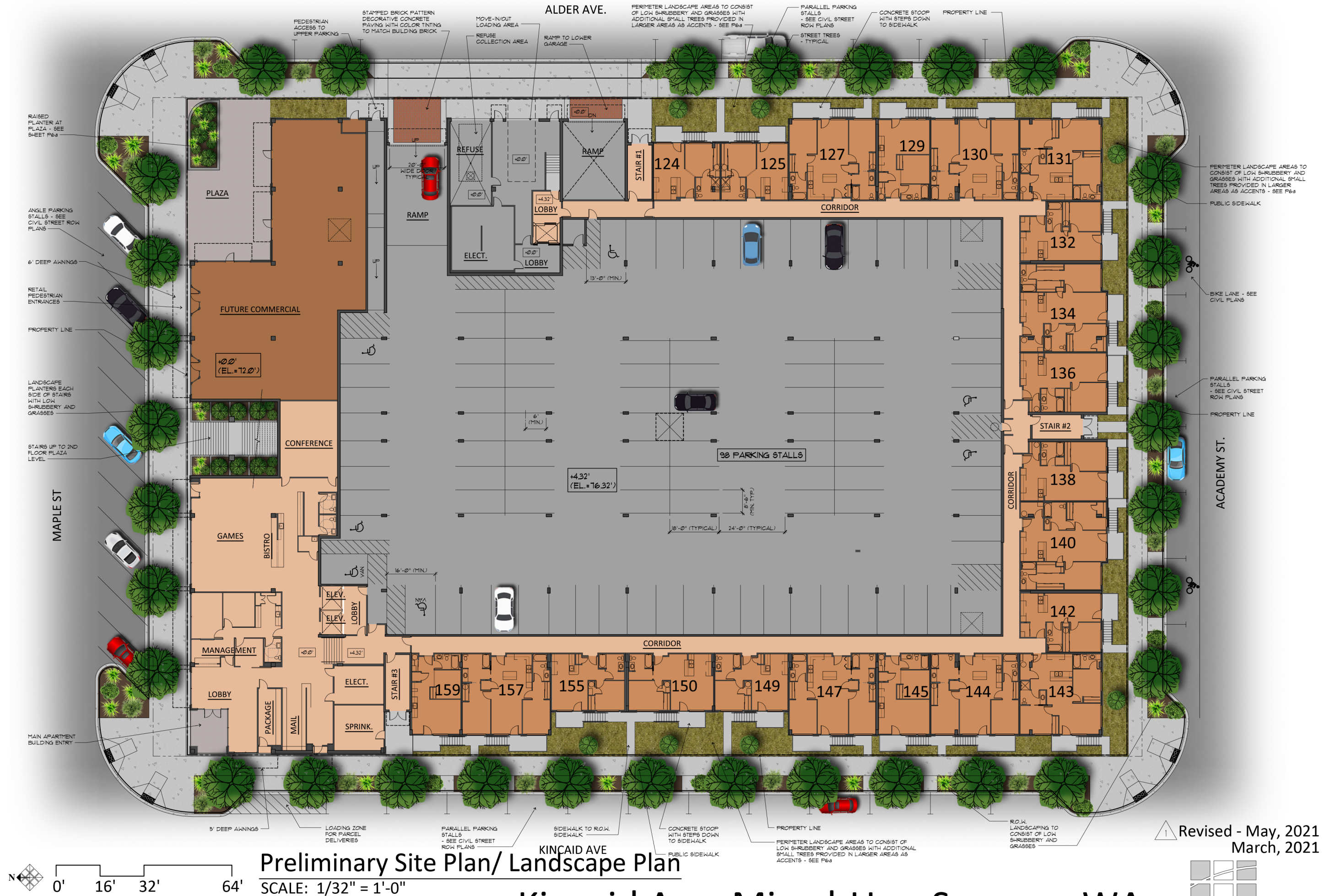
Common Open Space Provided: (Floor Plans on P12, P13, and P15 also contain the S.F. areas below)

Private Open Space:	10,800 S.F.
Lobby Complex:	4,331
Activity Node Plaza:	1,695
2nd Floor Common Deck:	270
2nd Floor Court Complex:	14,390
2nd Floor Exercise/Yoga:	2,570
4th Floor Party Rooms:	2,287
4th Floor Party Terraces:	<u>2,116</u>
Total:	38,459 S.F.

Private Open Space Calculation

1 st Floor:	(16) 60 S.F. Decks =	960 S.F.
	(5) 78 S.F. Decks =	<u>390</u>
		1,350 S.F.
2 nd Floor:	Around perimeter of	
	Central Courtyard =	4,072 S.F.
	Decks at building	
	Step-backs =	780
	(25) 50 S.F. Decks =	<u>1,250 S.F.</u>
		6,102 S.F.
3 rd Floor:	(52) 50 S.F. Decks =	2,600 S.F.
	(3) 86 S.F. Decks =	<u>258 S.F.</u>
		2,858 S.F.
4 th Floor:	(4) 368 S.F. Decks =	1,472 S.F.
	(1) 86 S.F. Deck =	86
	(39) 50 S.F. Decks =	<u>1,950 S.F.</u>
		3,508 S.F.
	Total =	13,818 S.F.

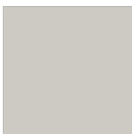
Revised - May, 2021
March, 2021

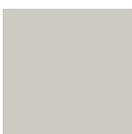


Building Wall Finish Colors:

- 

FACE BRICK:
MUTUAL MATERIALS
"RED VARITONE"
- 

GROUND FACE BLOCK:
MUTUAL MATERIALS
"SAND STONE"
- 

STUCCO/CEMENT FIBER PANELS:
SHERWIN-WILLIAMS 1015
"REPOSE GRAY"
- 

STUCCO/CEMENT FIBER PANELS:
SHERWIN-WILLIAMS 1017
"DORIAN GRAY"
- 

STUCCO/CEMENT FIBER PANELS:
SHERWIN-WILLIAMS 1019
"GAUNTLET GRAY"



North - Maple Street Elevation

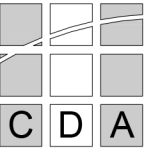
SCALE: 1/16"=1'-0"



West - Kincaid Avenue Elevation

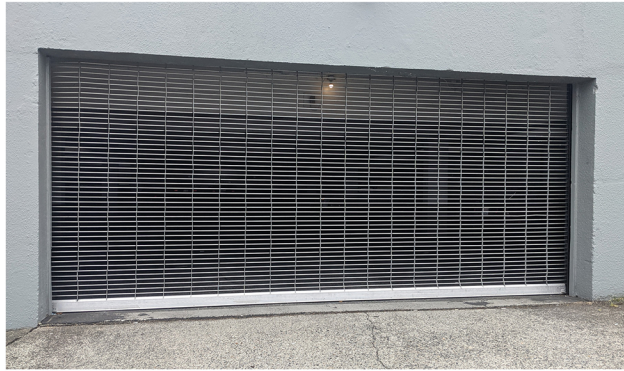
SCALE: 1/16"=1'-0"

1 Revised May, 2021
March, 2021



P5

Kincaid Ave. Mixed-Use Sumner, WA



GARAGE DOOR EXAMPLE



REFUSE & LOADING DOOR EXAMPLE



South - Academy Street Elevation

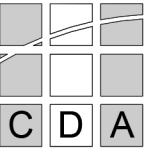
SCALE: 1/16"=1'-0"



East - Alder Avenue Elevation

SCALE: 1/16"=1'-0"

1 Revised May, 2021
March, 2021



P6

Kincaid Ave. Mixed-Use Sumner, WA



PRIMARY STREET LANDSCAPING
INSPIRATION



PLAZA PLANTER DETAIL



SECONDARY STREET LANDSCAPING
INSPIRATION



STREET CORNER LANDSCAPING
INSPIRATION

BLACK STEEL CANOPIES

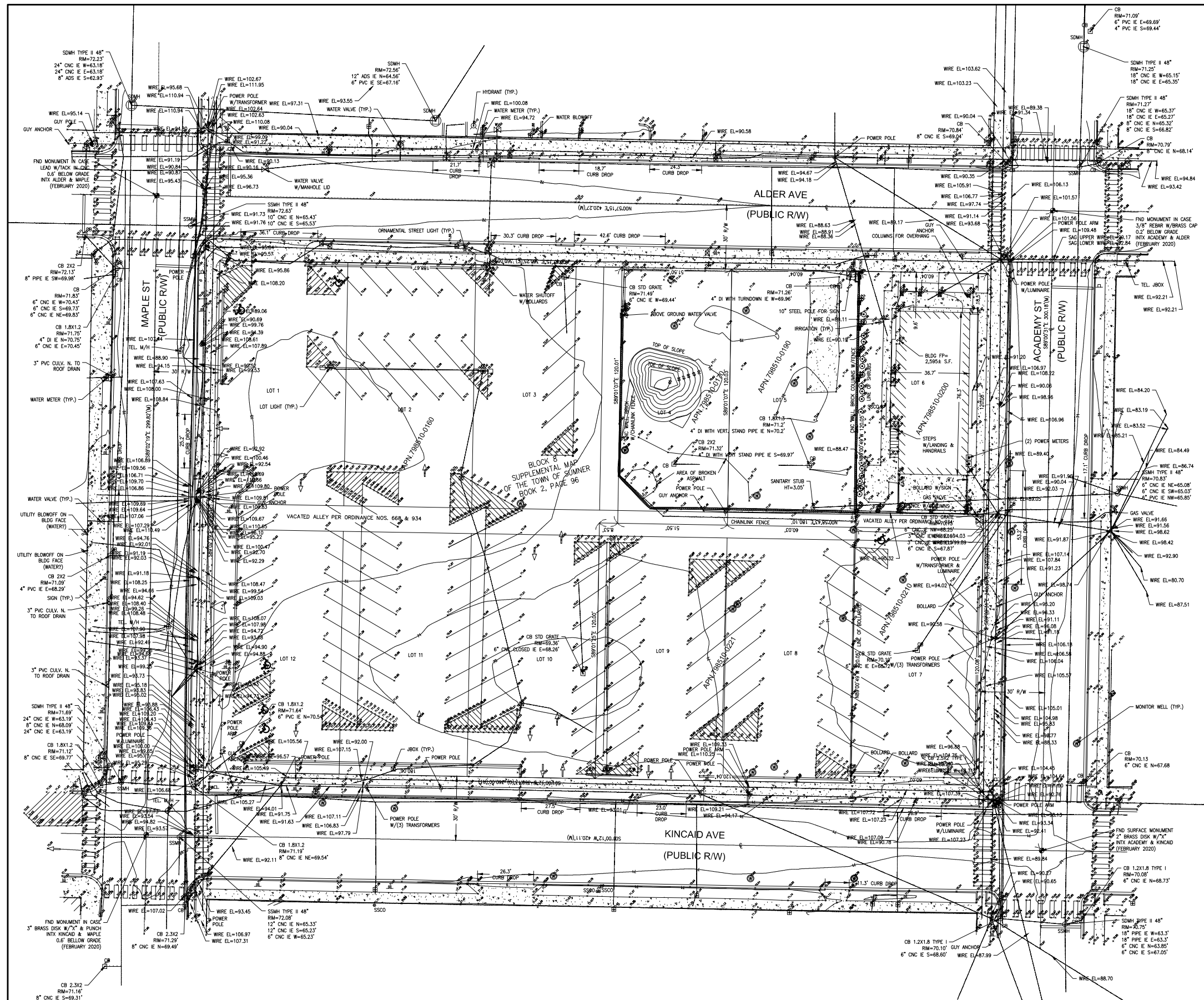
BLACK STEEL BALCONY
WITH DOUBLE TOP
GUARDRAIL AND
VERTICAL PICKETS

CONCRETE RESIDENTIAL
PORCH WITH
GUARDRAIL TO MATCH
BALCONY ABOVE



TYPICAL RESIDENTIAL PORCH
AND BALCONIES ALONG ALDER,
ACADEMY, AND KINCAID

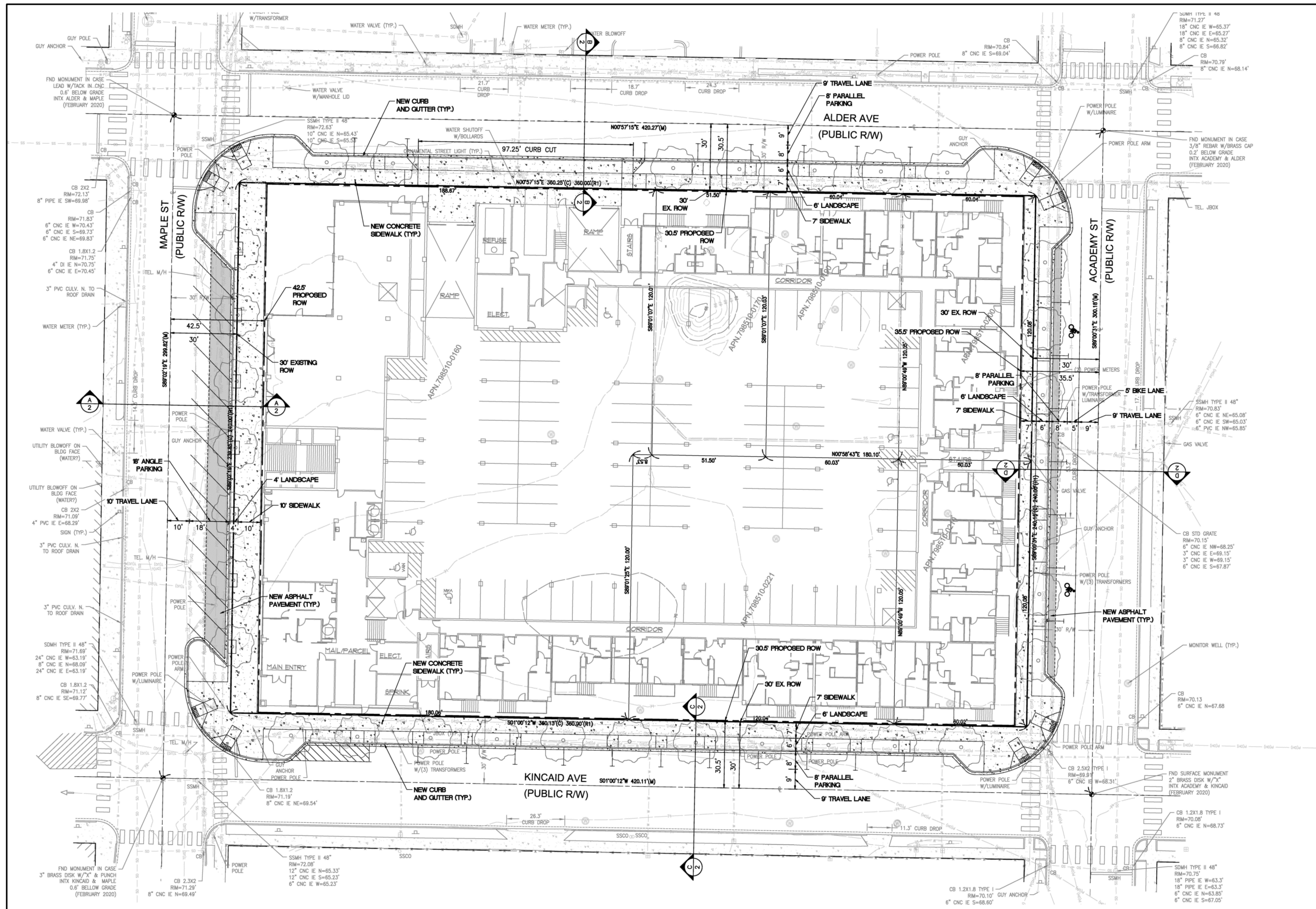
Kincaid Ave. Mixed-Use Sumner, WA



Scale: Horizontal 1"=20' Vertical 1"=20'

Designed	Drawn	Checked	Approved	Date
JT	JT	DKE	DKE	02/01/21

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com





02/01/2021

Scale:	Horizontal	1"=20'	Vertical	1"=10'					
Designed	JT	Drawn	JT	Checked	DKE	Approved	DKE	Date	02/01/21

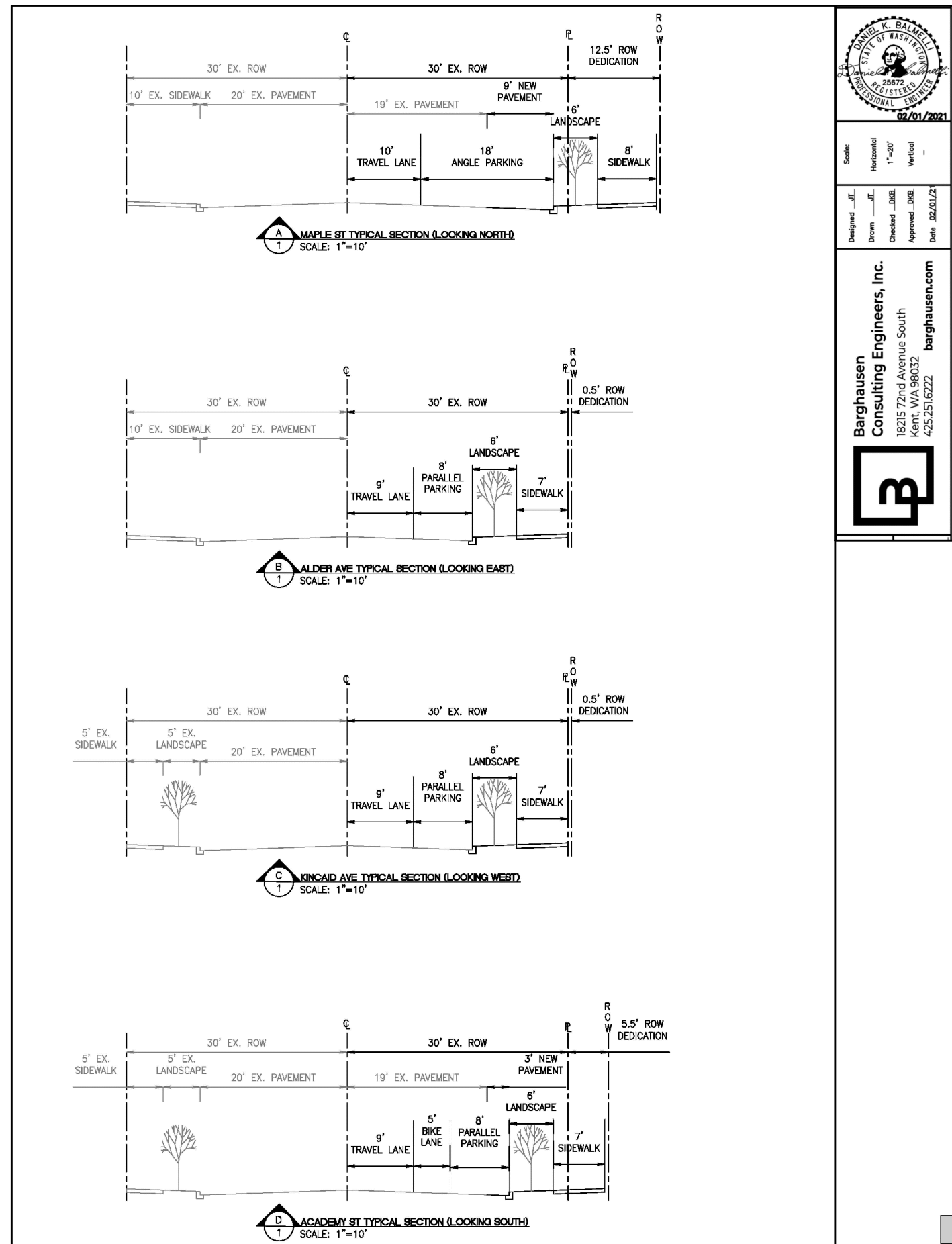
Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com



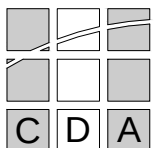


Preliminary Street Sections

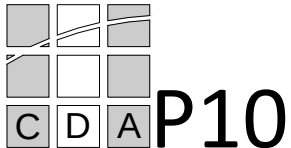
Kincaid Ave. Mixed-Use Sumner, WA

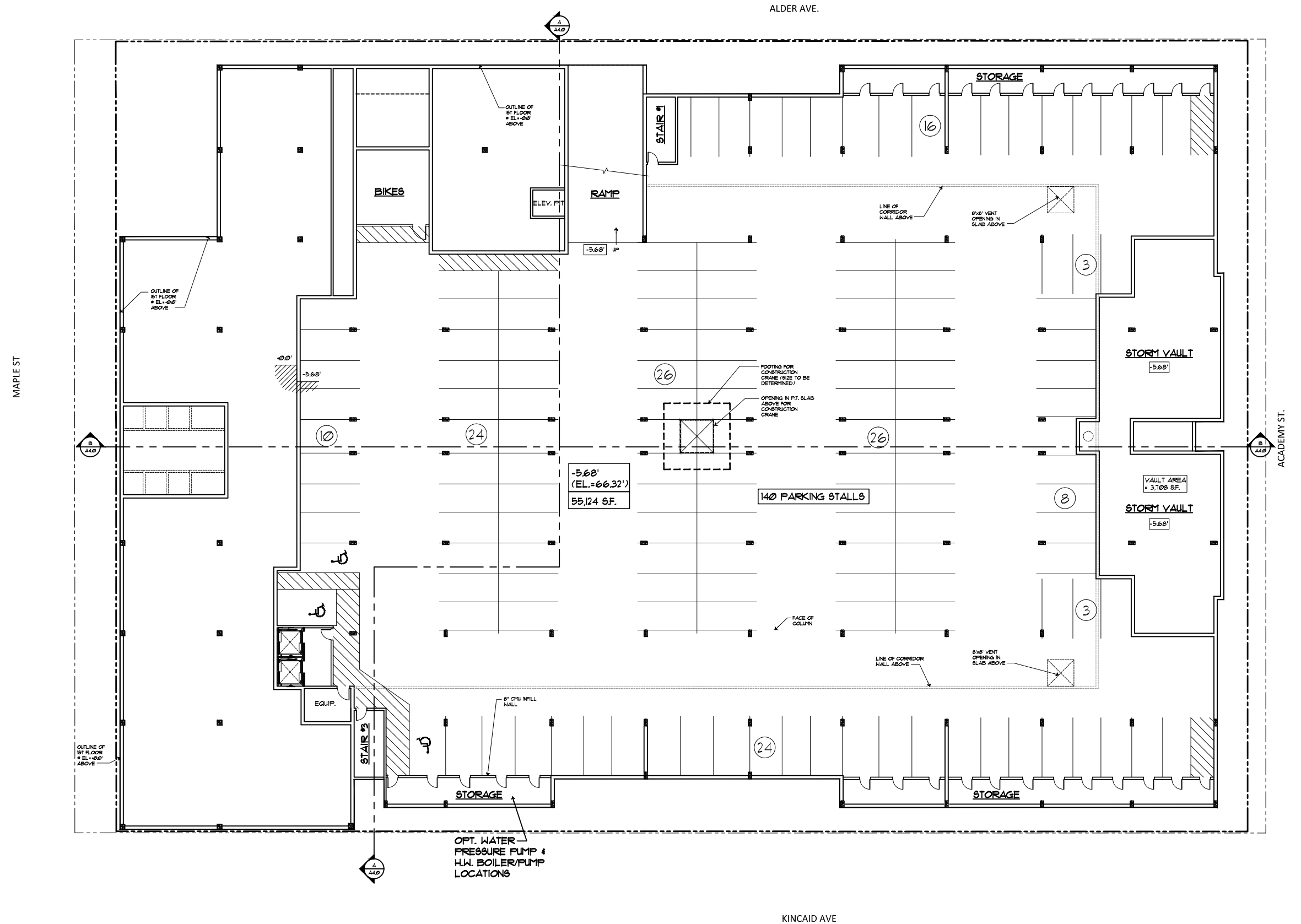


March, 2021



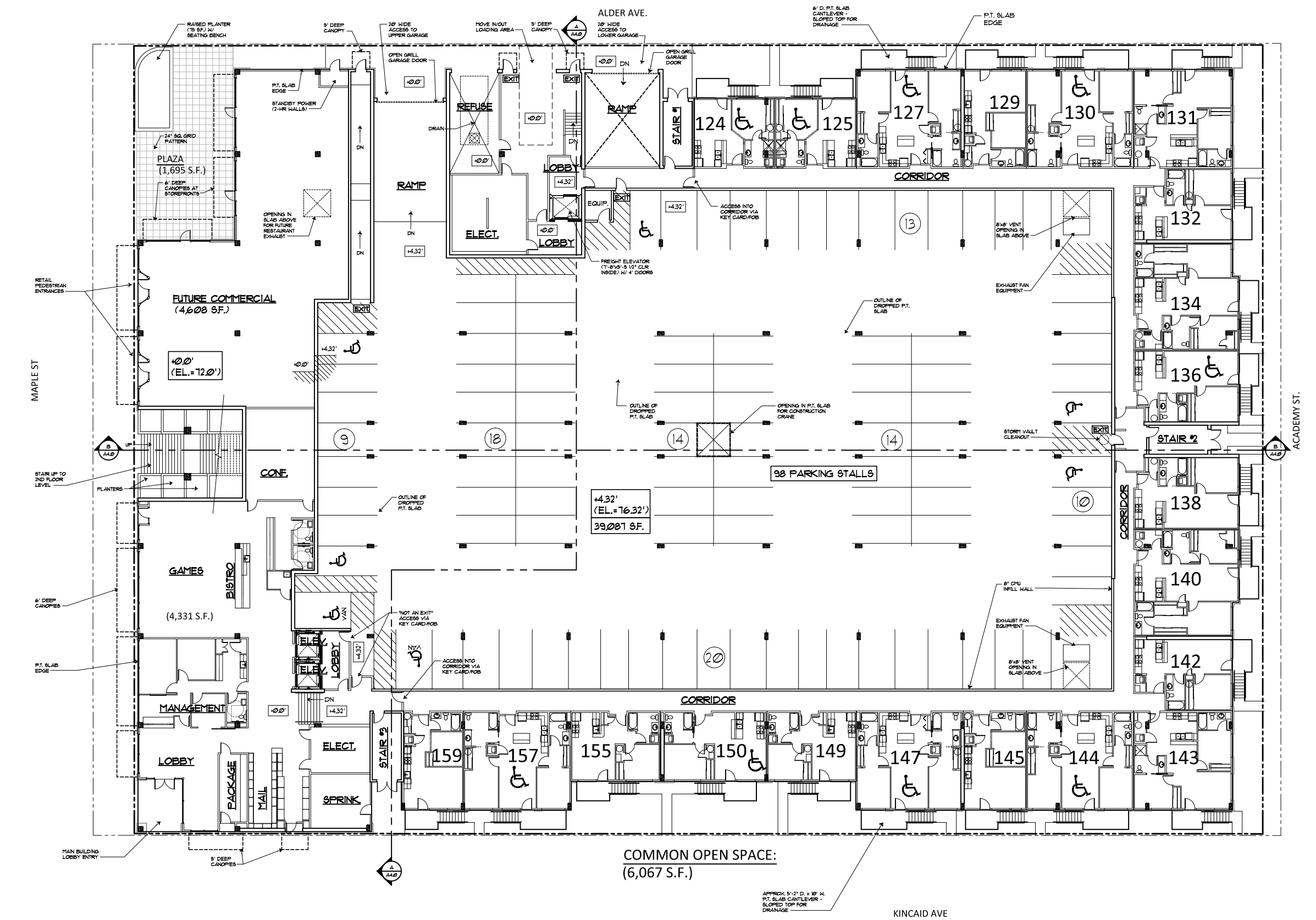
P9





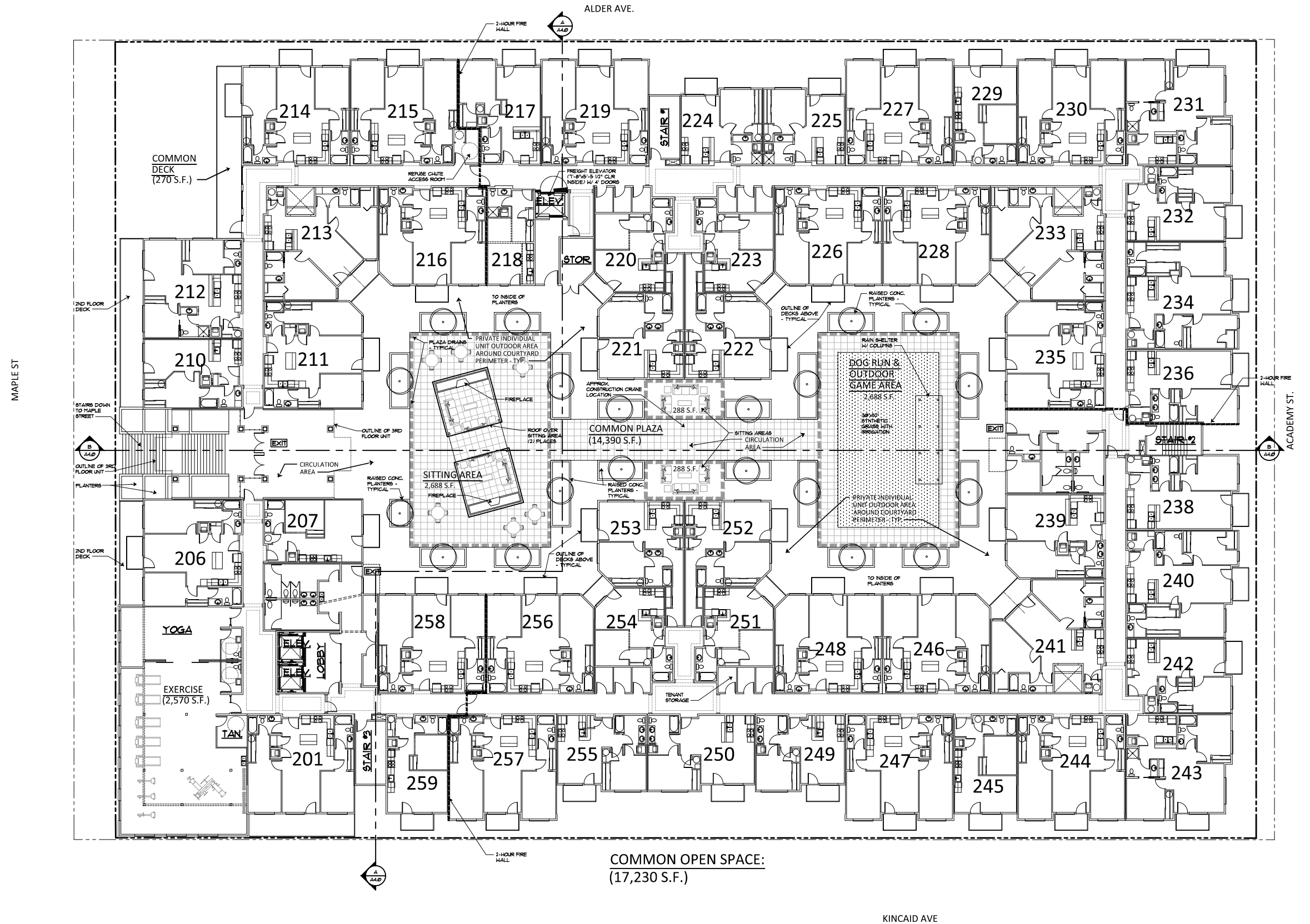
Preliminary Basement Garage
 SCALE: 1/32" = 1'-0"
 0' 16' 32' 64'

Kincaid Ave. Mixed-Use Sumner, WA



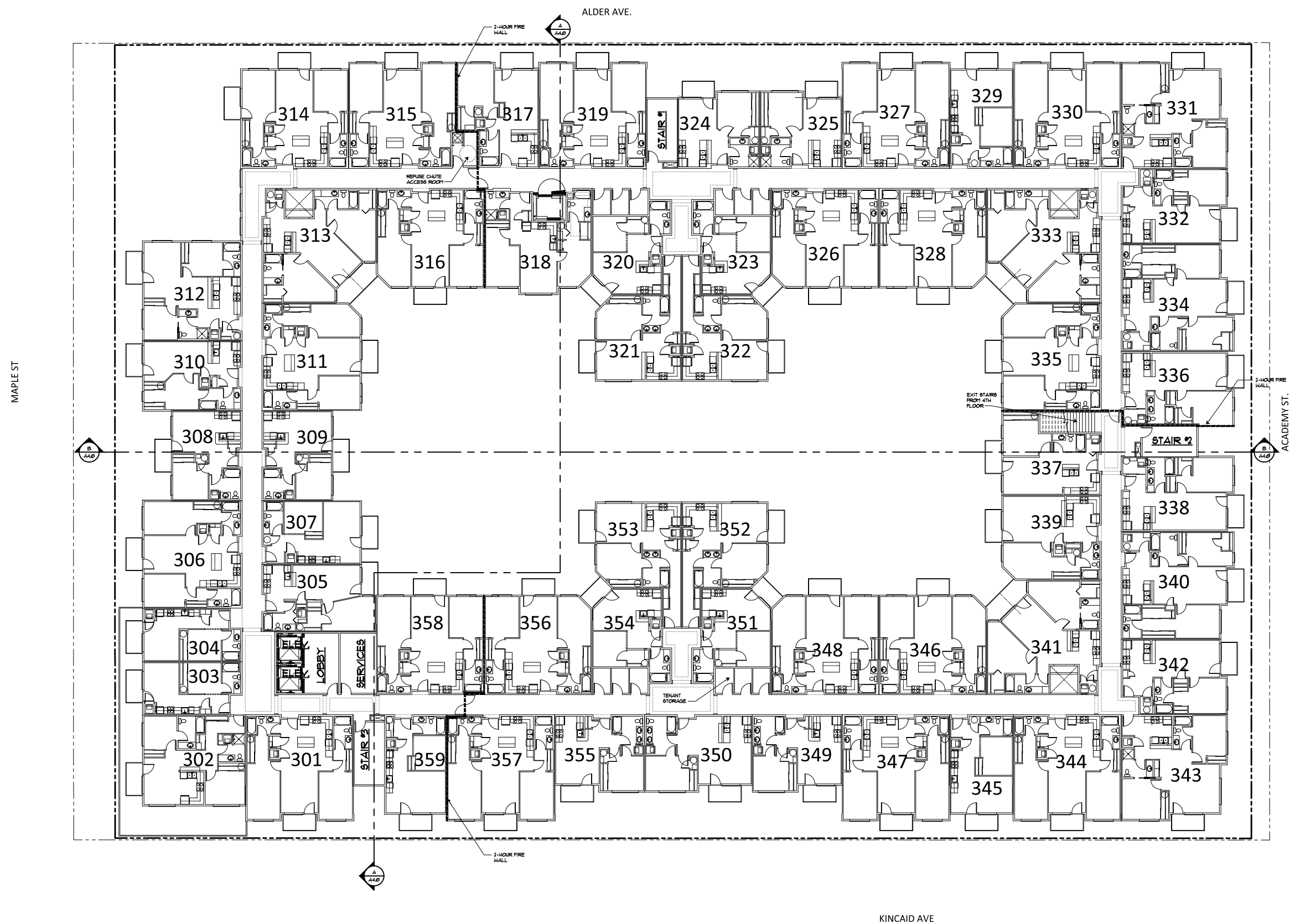
Preliminary 1st Floor Plan
 SCALE: 1/32" = 1'-0"
 0' 16' 32' 64'

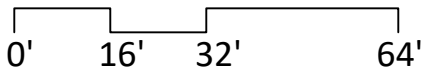
Kincaid Ave. Mixed-Use Sumner, WA



Preliminary 2nd Floor Plan
 SCALE: 1/32" = 1'-0"
 0' 16' 32' 64'

Kincaid Ave. Mixed-Use Sumner, WA




Preliminary 3rd Floor Plan
 SCALE: 1/32" = 1'-0"


Kincaid Ave. Mixed-Use Sumner, WA

Red Apple Site Transparency Calculations

North - Maple Street Elevations

	Total Wall Area	Glazing Area	Percentage
First Floor	1225.5	951.9	77.7%
Second Floor	2093.5	778.6	37.2%
Third Floor	2275.5	859	37.7%
Fourth Floor	2238.5	962.5	43.0%

West - Kinkaid Avenue Elevations

	Total Wall Area	Glazing Area	Percentage
First Fl. Storefront	176.3	135.5	76.9%
First Fl. Residential	3629.5	1371.3	37.8%
Second Floor	3401.3	1263.8	37.2%
Third Floor	3328.7	1254.5	37.7%
Fourth Floor	2976.7	1289.6	43.3%

Maple Street:

Articulation in Building Façade: (minimum of 2-2 foot depth variations that extend through all stories, 15% minimum of façade)

Provided: 34%

Articulation in Building Height: (minimum of 5' height variations of street-facing roof line, minimum of 15% minimum of roof line length)

Provided: 51%

Kincaid Avenue:

Articulation in Building Façade: (minimum of 2-2 foot depth variations that extend through all stories, 15% minimum of façade)

Provided: 29%

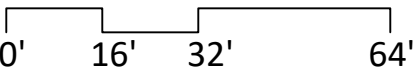
Articulation in Building Height: (minimum of 5' height variations of street-facing roof line, minimum of 15% minimum of roof line length)

Provided: 48%



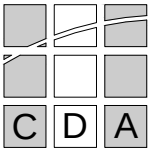
Preliminary Building Elevations

SCALE: 1/32" = 1'-0"



Kincaid Ave. Mixed-Use Sumner, WA

Revised May, 2021
March, 2021



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Red Apple Site Transparency Calculations

South - Acedemy Street Elevations

	Total Wall Area	Glazing Area	Percentage
First Floor	2694	1140.5	42.3%
Second Floor	2301.1	874.8	38.0%
Third Floor	2301.1	874.8	38.0%
Fourth Floor	2263.7	1035.2	45.7%

East - Alder Avenue Elevations

	Total Wall Area	Glazing Area	Percentage
First Fl. Storefront	429	232.3	54.1%
First Fl. Residential	3124	853.4	27.3%
Second Floor	3328.7	1303.8	39.2%
Third Floor	3328.7	1303.8	39.2%
Fourth Floor	2976.7	1345.8	45.2%

Academy Street:

Articulation in Building Façade: (minimum of 2-2 foot depth variations that extend through all stories, 15% minimum of façade)

Provided: 60 %

Articulation in Building Height: (minimum of 5’ height variations of street-facing roof line, minimum of 15% minimum of roof line length)

Provided: 63 %

Alder Avenue:

Articulation in Building Façade: (minimum of 2-2 foot depth variations that extend through all stories, 15% minimum of façade)

Provided: 26 %

Articulation in Building Height: (minimum of 5’ height variations of street-facing roof line, minimum of 15% minimum of roof line length)

Provided: 26 %



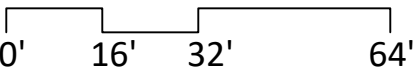
South - Academy Street Elevation



East - Alder Avenue Elevation

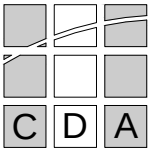
Preliminary Building Elevations

SCALE: 1/32" = 1'-0"

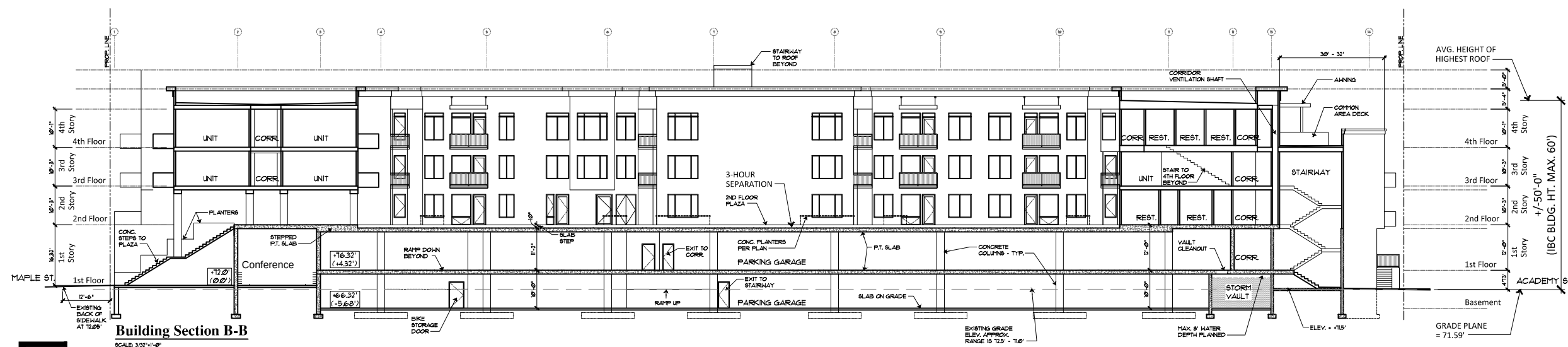
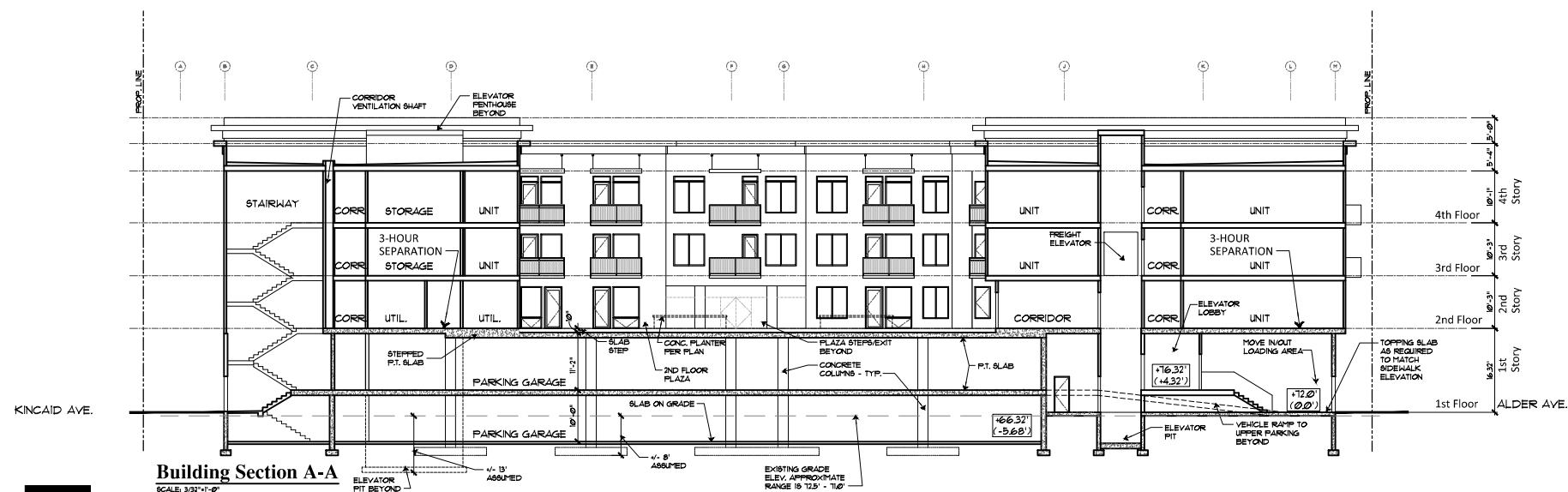
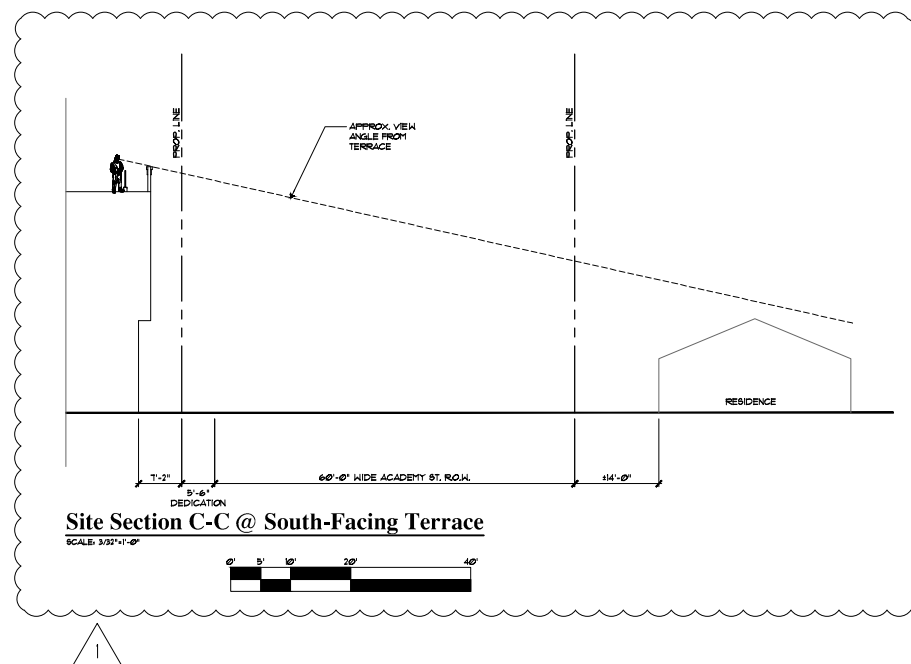


Kincaid Ave. Mixed-Use Sumner, WA

Revised May, 2021
March, 2021

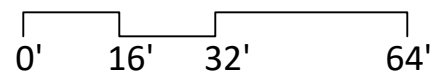


P17



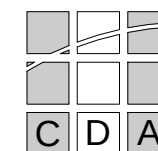
Preliminary Building Sections

SCALE: 1/32" = 1'-0"

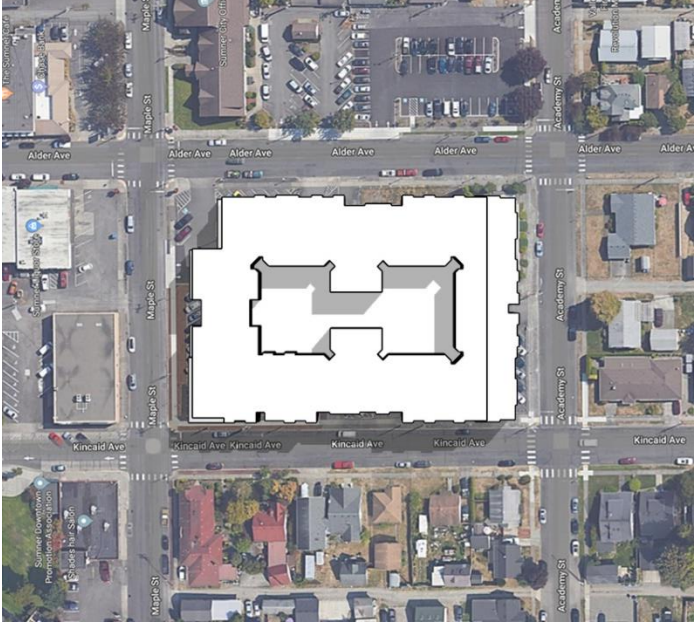
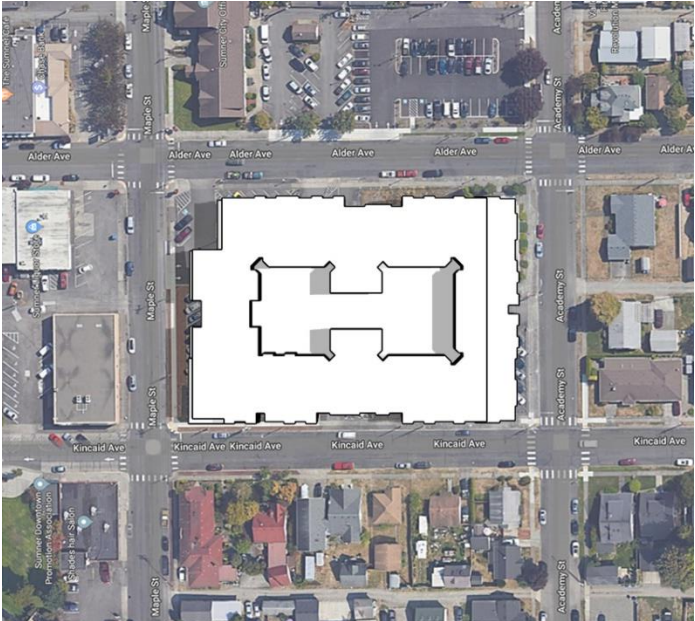
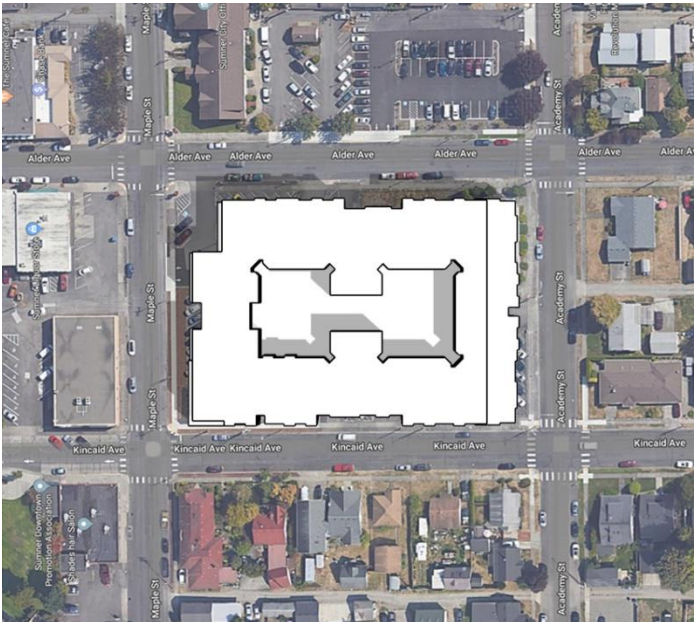


Kincaid Ave. Mixed-Use Sumner, WA

Revised May, 2021
March, 2021

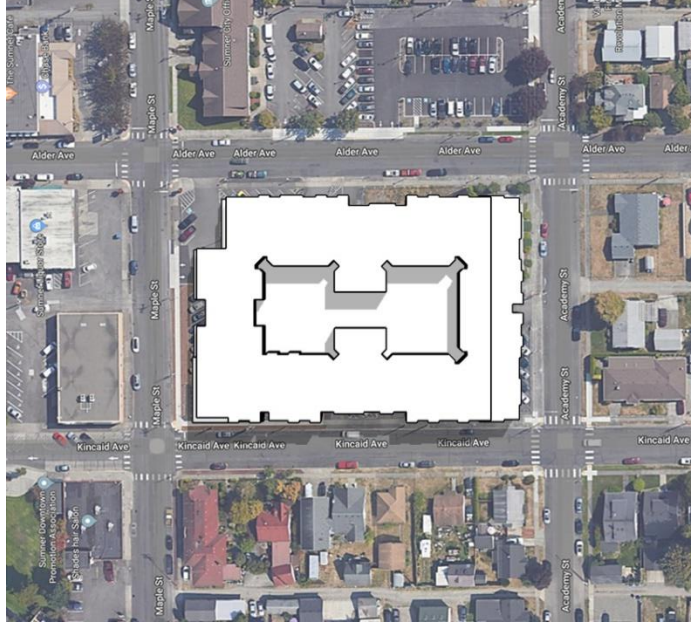


P18

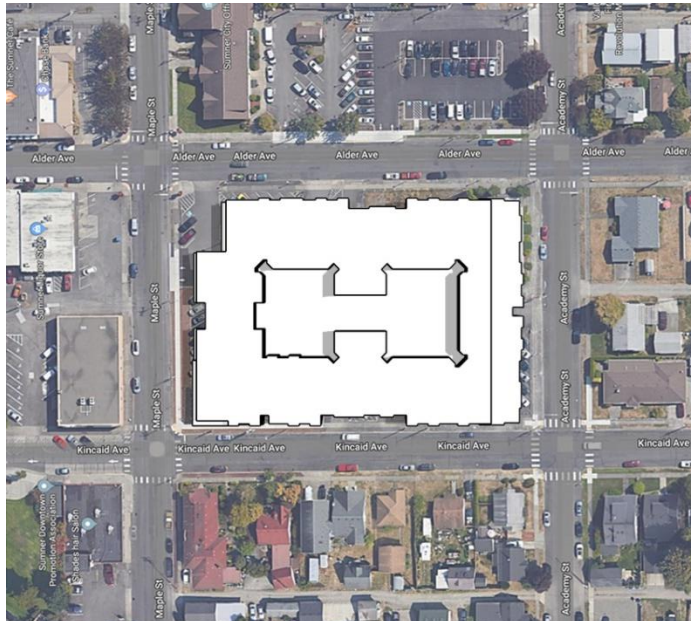
Shading Study		Spring/Fall Equinox (March/September 21)	Exhibit A
10 AM			
12 PM			
2 PM			

Summer Solstice (June 21)

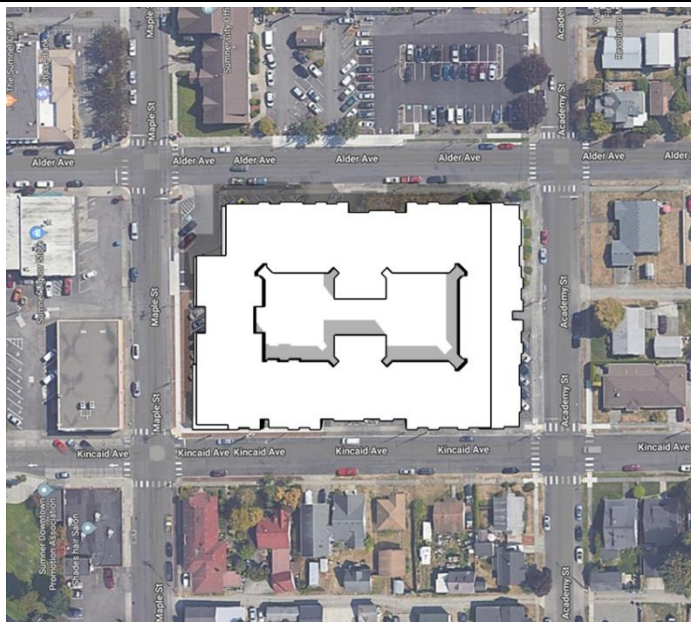
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12 PM

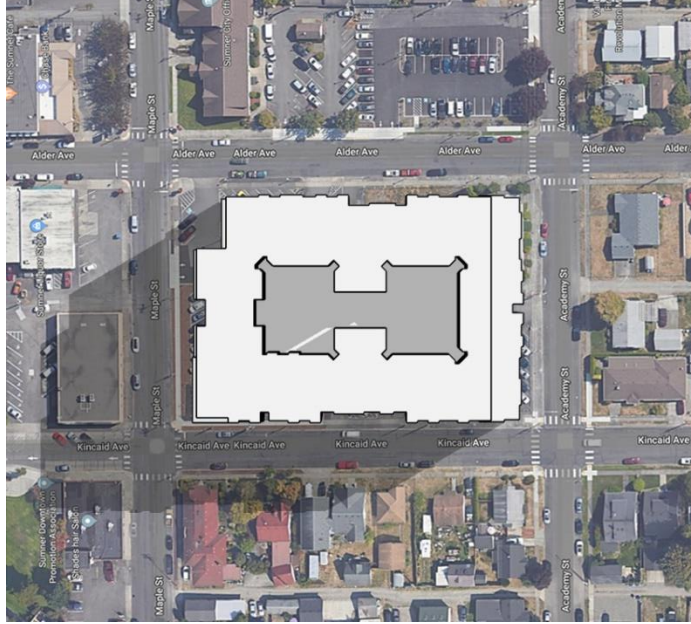


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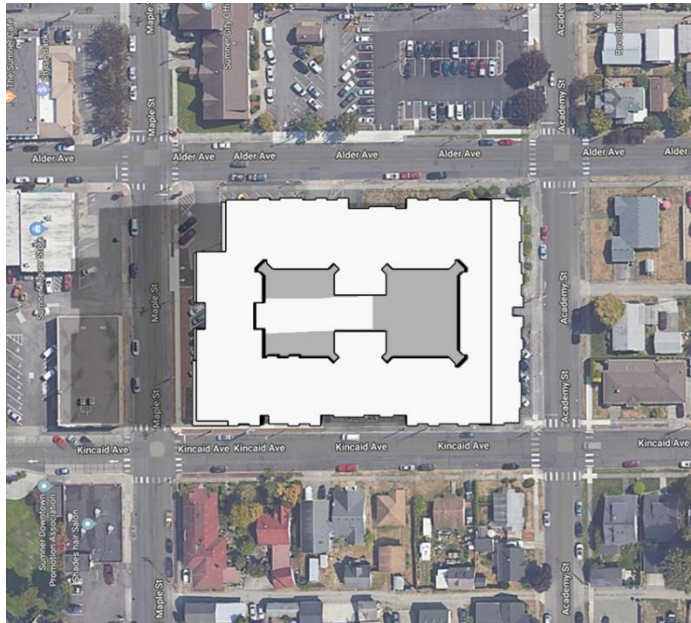


Winter Solstice (December 21)

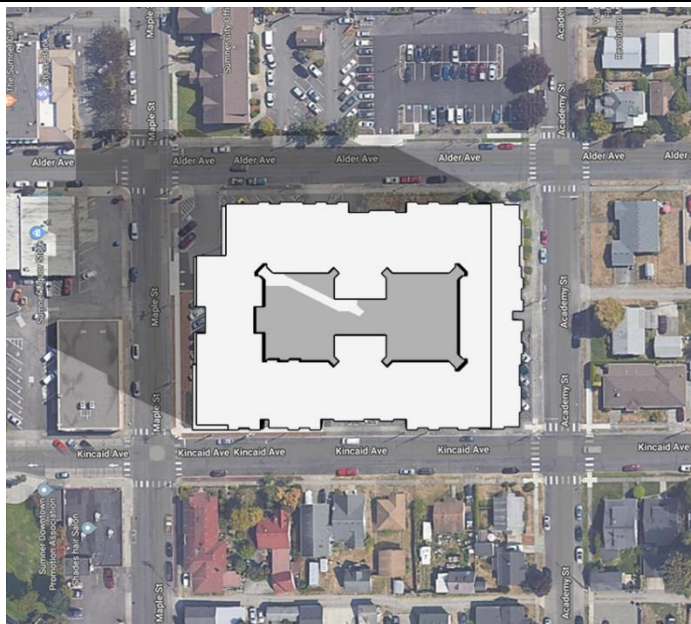
10 AM



12 PM



2 PM



1. GENERAL INFORMATION

A. Introduction

The *Stucco Resource Guide* has been prepared by the Northwest Wall and Ceiling Bureau (NWCB), a nonprofit trade association incorporated in the State of Washington. This is the Fourth Edition of the original guide published in 1997.

The objective of the *Stucco Resource Guide* is to help with the promotion and creation of quality stucco systems and plastering-related exterior cladding systems. This manual provides information for the design and installation of stucco systems. It has been developed for reference to be used by the owner, architect, contractor, and educators to ensure quality stucco projects.

This document is a guide for stucco systems and is not intended to neglect code requirements.

The NWCB is an international, nonproprietary trade association serving the wall and ceiling industry in the United States and Canada since 1953. It is a proactive organization encompassing all the wall and ceiling products and systems available for interior and exterior construction.

The NWCB is recognized as a technical authority, educational body, and spokesperson for the wall and ceiling industry. It provides services to architects and the construction community on all matters related to the diversified wall and ceiling business.

The basic scope of work performed by the wall and ceiling industry consists of interior and exterior construction. The systems installed by this industry include gypsum wallboard; acoustical and specialty ceilings; cold-formed, steel-stud framing; fireproofing; interior lath and plaster; exterior plaster (stucco); exterior insulation and finishing systems (EIFS); and other related systems. This manual addresses stucco systems, EIFS, and other related scopes of work that make up the industry's exterior cladding systems.

As the industry's development and coordination organization, the NWCB saw the need to provide the construction and the wall and ceiling industries with an all-encompassing stucco reference guide. The goal of the Stucco Resource Guide is to provide information on stucco and assist in the design and application of stucco assemblies.

The Fourth Edition of the guide provides new information, updates, code compliance, and other information to further meet the constructability and aesthetic objectives of building owners and architects.

The guide focuses on all aspects of traditional and new stucco systems and has incorporated information on industry related exterior cladding systems such as EIFS and One-Coat stucco. It is a generic guide of standards, recommendations, and "best field practices" to help develop construction documents (drawings and specifications) for a stucco project.

For purposes of this guide, "Portland Cement Plaster" and "stucco" are often interchangeable and this guide refers to them as "stucco systems."

The NWCB makes no express or implied warranty or guarantee of the techniques, construction methods, or materials identified in the guide.

The contents of this manual are meant to provide the user with general information only and are intended only as basic guidelines. The guide does not pertain to any specific situations or building projects.

The guide addresses optional methods and details for stucco systems. It is understood that alternative methods might be required and/or recommended because of project conditions.

This manual is specific to stucco systems and relates to exterior wall assembly components such as windows, doors, framing, roof, etc., only as they interface with the stucco system.

This manual is separated into a number of divisions and underlying sections. The divisions are listed at the front of this guide under "Contents." Some divisions and sections start with an informational "Note" relating to that section.

The NWCB specifically disclaims any form of liability from the use of information in this manual. The information and further technical advice pertaining to this manual are based on NWCB's knowledge and experience and the NWCB assumes no liability for providing such information.

NWCB makes no expressed or implied responsibility and or guarantee for the design or workmanship of projects using information contained in the *Stucco Resource Guide*.

To the best of our knowledge, the information in the Stucco Resource Guide is correct and up-to-date. Please visit www.nwcb.org for the latest information on stucco and any available updates to the Stucco Resource Guide.



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info@nwcb.org

www.nwcb.org

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Stucco Resource Guide revisions:

First Edition: August 1997

Second Edition: March 1999

Third Edition: September 2002

Fourth Edition: March 2016

B. Stucco as an Exterior Cladding

Stucco (cement plaster) is an excellent traditional exterior cladding finish system. Historically, it has been the finish cladding of choice for quality buildings.

Traditional stucco systems have a long history as a quality exterior wall and now feature improved corrosive-resistant components; continuous insulation high-energy systems; water-drainage systems; pre-blended basecoat mixes; air-and-weather barrier systems; along with a wider range of finish coatings.

Stucco systems have been commonly and successfully used for many years on residential and commercial building projects throughout North America. New systems have been developed in order to accommodate new code requirements, building trends, and sustainability enhancements. This guide incorporates changes that will assist the construction community and building owners in constructing better buildings.

Today, there are many reasons for the increased use of stucco, including the following key benefits and features:

- Versatility of design and aesthetic appeal
- Variety of finish styles and color
- Water resistance
- Water management/water drainage systems
- Good performance in a wide range of climates, enduring wet/dry and freeze/thaw cycles¹
- Fire-resistive properties and fire-rated systems
- Low-maintenance and life-cycle cost ratio²
- Energy-efficient continuous-insulation systems
- High abuse-and impact-resistance
- Excellent finish over other building surfaces, such as concrete and CMU.
- Environmentally sensitive and sustainable materials
- Increased value of the building
- Improved seismic performance with framed building construction, as demonstrated by lab and field tests.

The sustainability features of stucco, such as its small environmental footprint, make it a favorite among owners and architects. A few of its features related to sustainability and environmental impact include:

- Local materials from local sources
- Durable, long-lasting cladding
- Low-maintenance
- Materials diverted from landfills

¹ Stucco is often perceived as only a warm climate cladding but this is not true. Stucco has proven its performance through long use in exposures to wet, cold, and warm climates. As an example, the Pacific Northwest climate with low temperatures coupled with high humidity provide an environment well suited for stucco projects.

² Life-cycle cost studies of stucco systems confirm they are cost-effective over the life of a building. Traditional stucco systems and water-management systems have been studied and test-ed and when installed correctly provide an economical, low-maintenance cladding.

- Recycled materials
- Finishes that eliminate the need for additional coatings
- Reduced CO2 emissions
- Installation that does not require major equipment investments
- Fire-resistive cladding for structure exteriors

C. Properties of Stucco

1. The physical properties of cementitious scratch-and-brown basecoats are key elements for a stucco system to qualify as a good exterior cladding system.
2. These properties pertain to field-mixed or pre blended mixed basecoats.

Values

- **Hardness**

- a. Impact-resistance
- b. Abrasion-resistance
- c. Durability

- **Weather-resistance**

- a. Resistance to rain penetration
- b. Resistance to extreme thermal and moisture changes
- c. Resistance to natural environment, acid rain, wind, and snow

- **Vapor-Permeability:** $\frac{3}{4}$ inch (19 mm) basecoat, perm rating 11.

- **General Physical Properties** (Unmodified)

Compressive strength	1,600 - 2,600 psi
Tensile strength	Increases with fibers
Thermal resistance	.15
Durable	

- **Durability**

Weight per square foot	Sand Aggregate	Light-Weight Aggregate
$\frac{1}{2}$ inch thick	5.89 lbs	4.00 lbs
$\frac{3}{4}$ inch thick	8.85 lbs	6.80 lbs
1 inch thick	11.78 lbs	7.88 lbs

- **Fire Resistance:**

Noncombustible	
Flame spread	0 - Class I exterior cladding
Smoke, developed	0
Fire-resistive assemblies	1 to 4 hours

These values apply to properly mixed and applied stucco.

Properties of Stucco Basecoats

The flexural strength of the cementitious membrane is low, but with the addition of fibers (alkali-resistant glass fibers, polypropylene fibers, or nylon fibers) the flexural strength increases. A fiber additive reduces cracking and should be used.

The substitution of lightweight aggregate for a portion of traditional sand aggregate in the base coat mix can reduce the weight per square foot by up to 30 to 35 percent. A lightweight aggregate to be used only if fully tested and approved for a stucco basecoat

A traditional stucco system is a nonstructural wall cladding but does provide some structural integrity to the building in the form of shear. A stucco system provides added shear/racking value to a building's structural wall assembly. Stucco has been proven in earthquake testing and has been shown to have a seismic benefit in earthquakes.

D. Water-Resistance and Water Management (WMS)

Stucco Assemblies

There are two recommended ways of managing water through concealed weather-barrier stucco systems for framed and sheathed exterior wall construction:

- The traditional, incidental moisture-drainage system
- The rainscreen system.

Traditional stucco assemblies over sheathed-framed construction is referred to as a concealed barrier wall system. This pertains to both rainscreen and continuous insulation systems. (Refer to Division 8-A.)

An important physical property of cement plaster is that it breathes, allowing moisture vapor to pass through to the outside. The amount of vapor movement to the outside depends on the type of finish coat and coatings over the finish.

Stucco is water-resistant. Testing of a stucco basecoat has shown that when properly mixed, applied correctly, and adequately cured, a $\frac{3}{4}$ inch (19 mm) stucco membrane is vapor-permeable and water-resistant.

Stucco water-barrier assemblies accommodate moisture intrusion that may occur at the wall or penetrations such as windows, vents, or other openings in the exterior envelope. The air- and water-resistant barriers between the stucco and the substrate direct the moisture, in drainage fashion, down toward a weep point.

According to International Building Codes on the performance requirements for weather protection, exterior walls should provide the building with a weather-resistant exterior wall envelope.

Key points of the IBC include:

- The building is to be designed and constructed to prevent the accumulation of water within the wall assembly by having a water-resistive barrier behind the exterior cladding.
- The building should provide a means for draining water to the exterior, unless it is determined that water behind the exterior cladding would not be detrimental to the wall assembly.

It is critical to ensure that the design and construction of the exterior wall envelope and the components are installed correctly and function together to prevent moisture issues.

Water Management

The building's design and its exposure to environmental conditions are key factors to consider on whether to have a traditional system, which drains incidental moisture, or a rainscreen drainage system. For a more definitive stucco water-management system, use a rainscreen design. NWCB recommends the stucco rainscreen over the stucco incidental moisture-drainage system.

Water-management stucco systems can incorporate continuous insulation as part of assembly in order to meet energy construction requirements. Historically, EIFS has been an efficient continuous insulation system and also has the option of providing effective water management.

Traditional Stucco Incidental Drainage System

Refer to details WMS-1 & 2

WATER RESISTANCE TEST:

The Northwest Wall and Ceiling Bureau sponsored a water-testing program on stucco assemblies. The testing was conducted by Federal Testing Laboratories of Seattle, WA.

The objective of the program was to determine if a ¾ inch (19 mm) thick cement plaster basecoat was water-resistant and if a stucco assembly panel would drain water down the wall between the basecoat and the water-resistant barrier to the outside of the assembly.

Three test panels, each with a different cement plaster mix, were tested. Testing, mixing, and application procedures followed recognized industry standards (ASTM C926). The water barrier was single-layer Grade D, 60-minute asphalt-saturated craft building paper, attached to exterior wood-sheathing panels. If tested today it could be tested with two layers of Grade D, 60-minute, asphalt-saturated craft building paper --or a combination of products such as synthetic building wrap water-resistive barrier with Grade D, 60-minute, asphalt-saturated craft building paper over it.

For the water-resistance test, the panels were sprayed for over two hours with 112 gallons (424 L) of water per hour at a pressure equal to wind-driven rain at 38 mph (61 km/h).

At the end of testing, the panels showed no signs of moisture or dampness on the back of the cement plaster membrane. Thus, it was determined that a ¾ inch thick cement plaster basecoat will resist water intrusion for over two hours.

Finding: A properly mixed, applied and cured ¾ inch (19 mm) basecoat of stucco is water-resistant.

WATER-DRAINAGE TEST:

Water was sprayed at a designed opening at the top of a nine-foot-high stucco wall assembly.

The water drained down the full height of the stucco panel between the water-resistant barrier (building paper) and the back surface of the stucco basecoat and, finally, out the bottom of the weep point area of the panel.

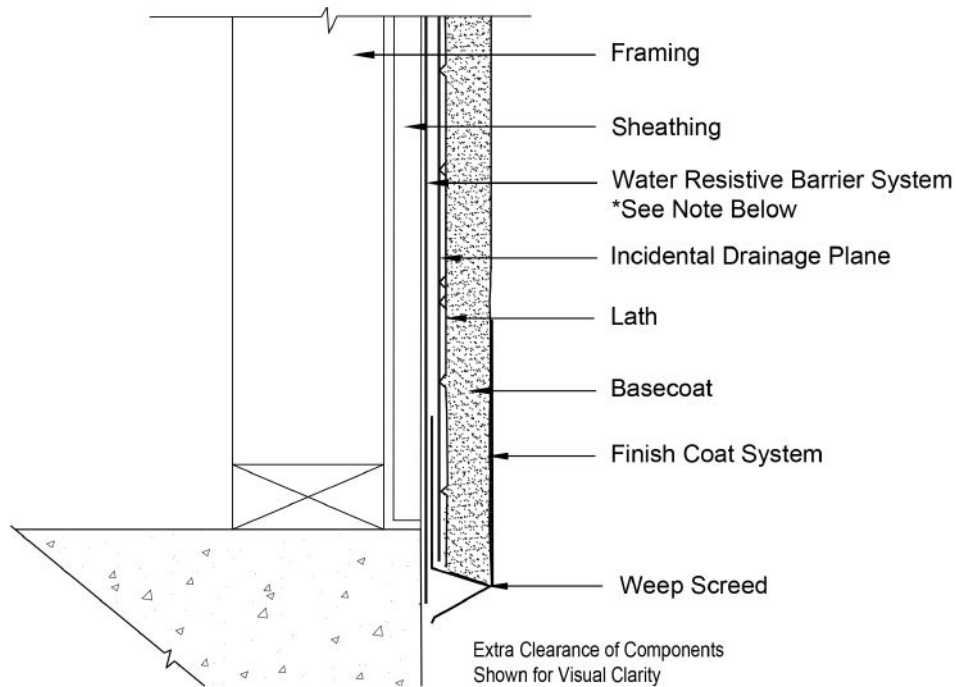
Finding: The back surface of the stucco basecoat developed shallow vertical waves that functioned as channels for the water to drain down. The channels were a result of the curing of the cement plaster and the effect it had on the water-resistant barrier sheets. A stucco assembly performs as an incidental water-drainage system.

The incidental drainage system accommodates small amounts of moisture and the moisture is diverted down and out at the weep points by means of the water-resistant barriers between the building structure and the cement plaster.

Stucco Rainscreen System

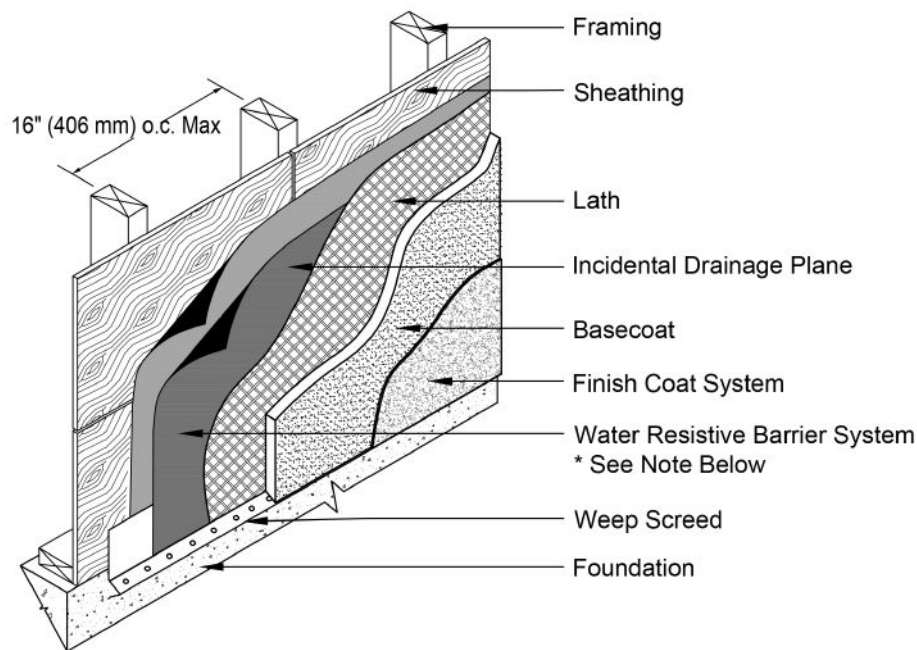
Refer to details WMS-3 & 4

To accomplish the most effective water-drainage system, the NWCB recommends incorporating a rainscreen into the design of the building envelope. This stucco system will develop a vertical air space between the cladding and the water-resistive barrier that is over the sheathing. The design uses a drainage mat or configured drainage products that create a positive drainage plane and ventilation chamber. The continuous insulation stucco system can incorporate a rainscreen design with vertical channels in the foam panels or a drainage mat.



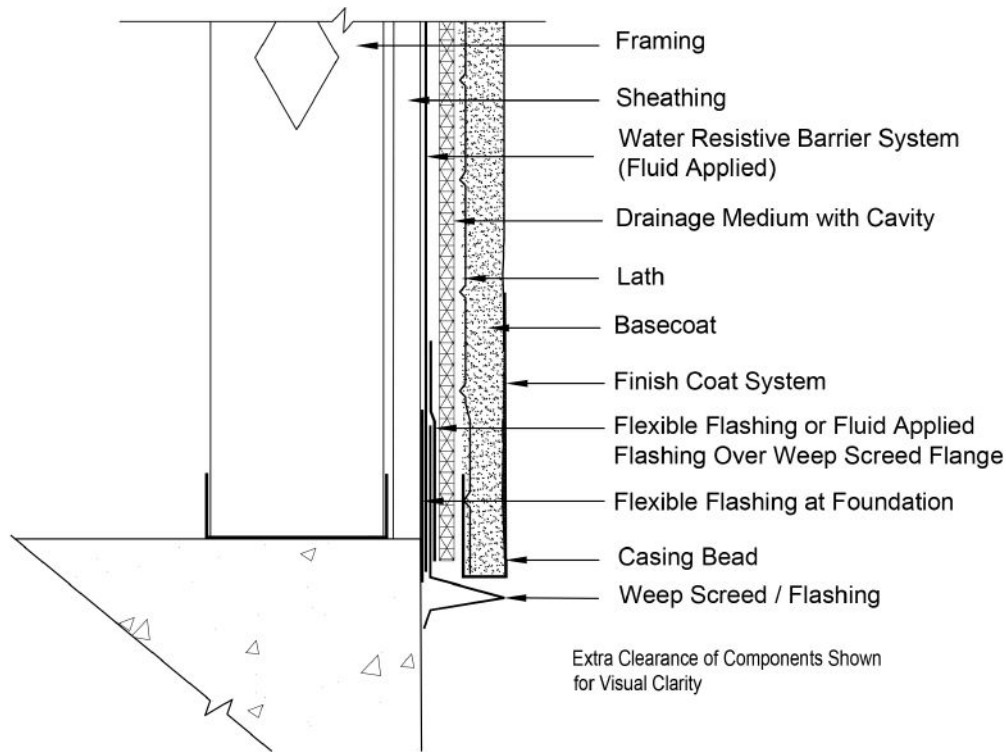
Note: 2 Layers of Grade D 60 min Bldg. Paper or 1st Layer of Synthetic Bldg. Wrap and 2nd Layer of Grade D 60 min Bldg. Paper

WMS-1 Stucco Incidental Drainage System

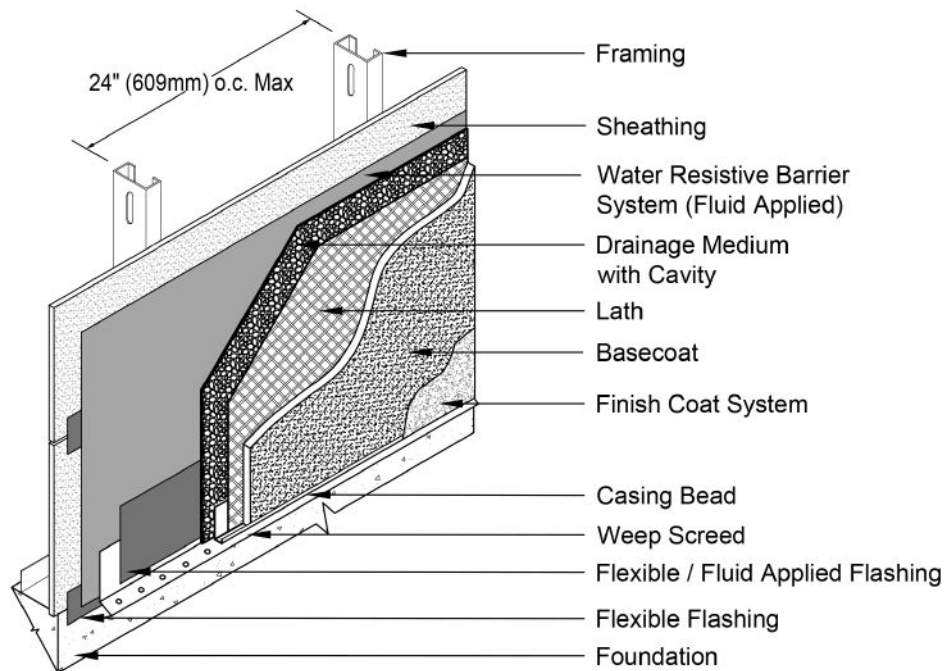


Note: 2 Layers of Grade D 60 min Bldg. Paper or 1st Layer of Synthetic Bldg. Wrap and 2nd Layer of Grade D 60 min Bldg. Paper

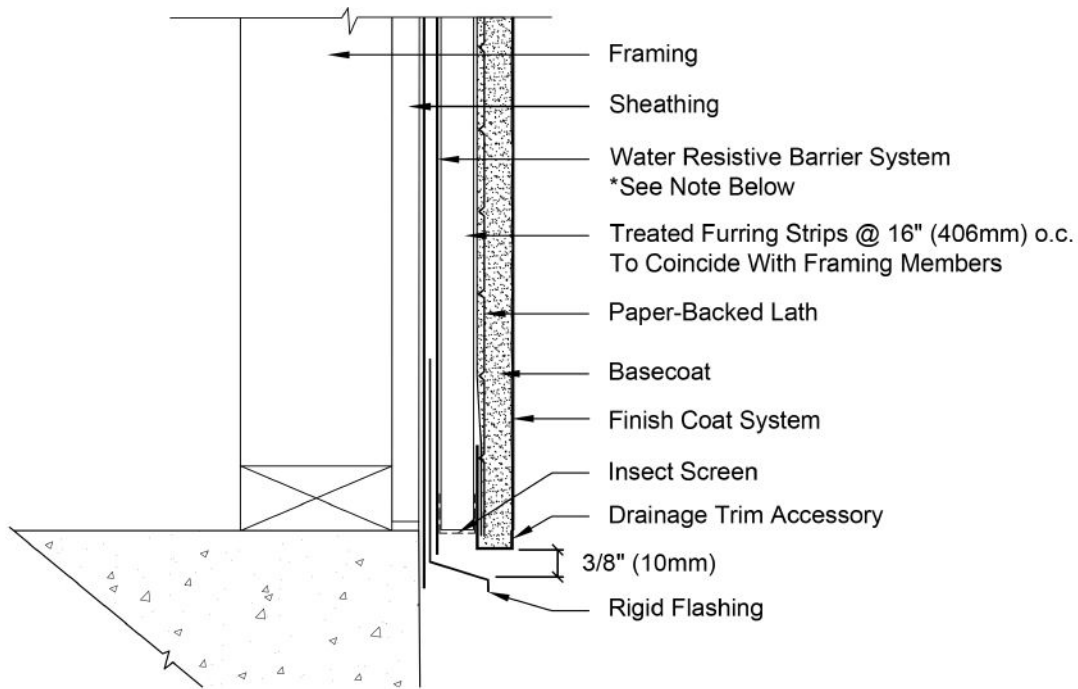
WMS-2 Stucco Incidental Drainage System



WMS-3 Stucco Rainscreen Drainage System

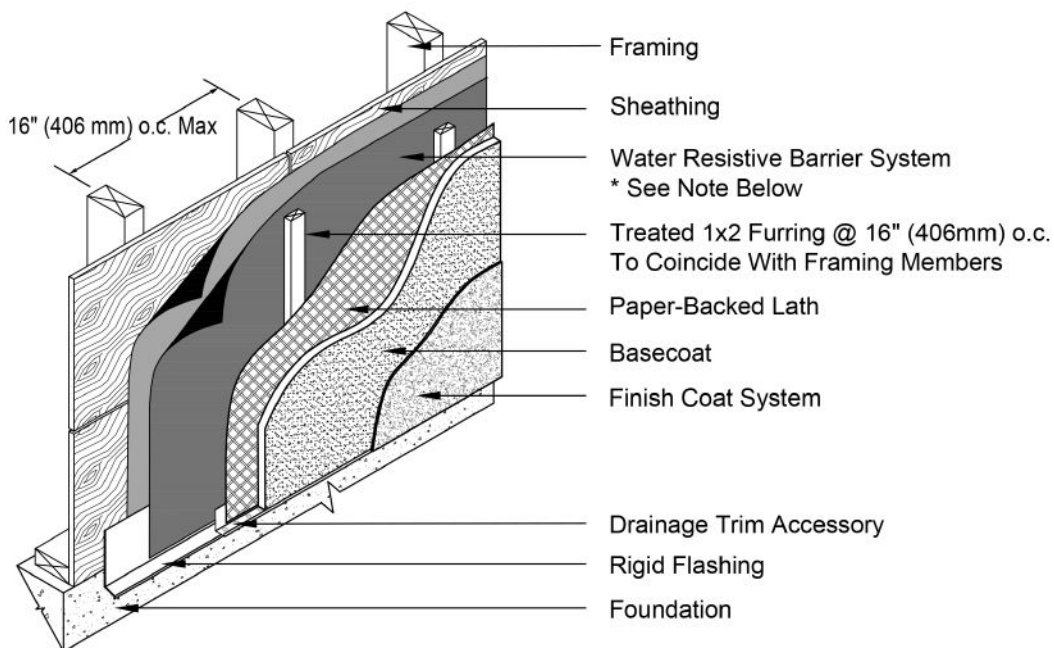


WMS-4 Stucco Rainscreen Drainage System



Note: 2 Layers of Grade D 60 min Bldg. Paper or 1st Layer of Synthetic Bldg. Wrap and 2nd Layer of Grade D 60 min Bldg. Paper

WMS-5 Wood Furring Rainscreen Detail



Note: 2 Layers of Grade D 60 min Bldg. Paper or 1st Layer of Synthetic Bldg. Wrap and 2nd Layer of Grade D 60 min Bldg. Paper

WMS-6 Wood Furring Rainscreen Detail



REPORT TO THE DESIGN COMMISSION
from the DEVELOPMENT SERVICES DEPARTMENT

Permit Number: PLN-2020-0078

Applicant: Ja-ay Klinthavorn
PM Design Group
19401 40th Ave W Suite 420
Lynnwood, WA 98036

Owner: Donald Casad
9318-8 Veterans Drive SW Apt. A
Lakewood, WA 98498

Location/Parcel(s): SE Corner of Valley Ave E and Main St E 136th Ct E (APN: 0520193800, 0520193100 and 0520193022)

Project Components: Design Review for construction of a new 7-11 convenience store and fuel station, project will include parking, cross access corridor construction and dedication, landscaping, utilities and pedestrian spaces.

Related Permits: Building and site civil permits.

Date of Meeting: July 14th, 2020 at 6:30 pm **(Virtual)**

Meeting Access Link:

Staff Representative: Scott Waller – Associate Planner

Recommendation: Conditionally Approve

Attachments: Plans set (includes site, truck circulation, floor plan, elevations, fuel canopy and landscape plans) and Driveway Dedication Letter.

I. BACKGROUND INFORMATION

a. Site Location and Vicinity

The project is located at the corner of Valley Ave and Main Street in Sumner. The site is made up of several vacant parcels. To the north are a variety of commercial establishments and gas station, to the east is a bank, to the south is a residence and a restaurant and to the west is Valley Ave and a commercial building. The site is located in the General Commercial (GC) zone and is within the East Main Street plan area. The proposed use of a convenience store and gas station is a conditionally allowed use in the GC zone. The East Main Street area has specific requirements that are described in the Design Guidelines and in SMC 18.16 and 18.43, these requirements include pulling buildings up to the street, pedestrian oriented facades, pedestrian features, limiting driveways and cross access corridors.



b. Proposal Description

The project involves construction of a new approximately 3,616 square foot 7-11 convenience store along with a gas station and associated parking, landscaping and pedestrian areas.

II. REVIEW CRITERIA AND ANALYSIS

The project site is zoned General Commercial and is evaluated by the Commercial Guidelines of the *Design and Development Guidelines*.

GC, General Commercial District

The GC district is intended to provide for retailing and other commercial services that serve the large market area surrounding the Sumner community. In this respect, GC district regulations are intended to accommodate conventional commercial development that is typical to urban areas such as shopping centers, commercial malls and office complexes. While such commercial developments usually rely upon the automobile as their principal source of access, they should be designed to encourage pedestrian access.

2.1 Site Design and Parking

2.1.1 Building location guidelines:

- a) Non-residential and mixed-use buildings may be placed up to the edge of the sidewalk of any street (unless otherwise noted) only if they feature a pedestrian-oriented facade.**
- b) All non-residential buildings located along E. Main Street shall be placed up to the edge of the sidewalk and shall feature a pedestrian-oriented facade. Exceptions are provided in SMC 18.16.080(Q).**
- c) All other non-residential and mixed-use buildings that are not located adjacent to the sidewalk must feature at least 10 feet of Landscaping Type C or pedestrian-oriented space between the sidewalk or front property line and the building.**

Reduced setbacks will be considered provided the proposed landscaping and/or building design treatment adds visual interest to the street and creates a comfortable environment for pedestrians. Special standards and considerations for exceptions:

- i) All buildings within 5 feet of the sidewalk should provide a minimum transparency of 50 percent for the ground floor facade between 4 and 8 feet above the sidewalk level.**
- ii) Low level landscaping elements are usually needed to cover foundation materials while maintaining visibility between sidewalk and ground floor windows.**
- iii) Raised or terraced planting beds between a sidewalk and building can be an attractive way of defining the street and providing a comfortable transition between the sidewalk and building – particularly where buildings have a limited amount of transparency on the ground floor.**

This site is within the E Main Street Design Area and therefore subsection (b) applies to this project. The proposed building is located as close the edge of the site as possible. The building would be up to the sidewalk; however, a PSE easement/setback as shown on the plans will require the building to be shifted slightly back from the sidewalk. The proposal does a great job of providing a pedestrian oriented building façade and pedestrian amenities along Main Street in addition to locating the building as close to the sidewalk as feasible while providing a pedestrian oriented facade. The guideline is met.

2.1.2 Building orientation.

All buildings shall be oriented towards the street. To meet this requirement:

- a) Building entries must face the street. Exceptions:**
 - i) For multi-building developments where one or more buildings are located away from the street, the building entries for those buildings not adjacent to the street must be clearly visible and/or accessible from the street.**
 - ii) For street corner buildings, an entry on the corner or entries fronting on both streets are encouraged, but one entry only on the primary street may be permitted, provided the proposed design treatment on the secondary street meets the intent of the guidelines.**
 - iii) For the GC and IC Districts, entries may be on the side of buildings provided the entry is clearly visible and accessible from the street.**
- b) The facade must have transparent windows and/or doors covering at least 25 percent of the ground floor facade between 4 and 8 feet above the sidewalk. Exceptions:**
 - i) For street corner buildings, the Director may reduce the transparency on the secondary street provided the proposed building and landscaping design provide visual interest and create a comfortable pedestrian environment.**

- ii) **Reduced transparency proposals will be considered provided alternative design treatments meet the intent of the guidelines, provide an interesting pedestrian experience, and are compatible with the existing and/or desired character of the area. Examples could include, but are not limited to, a vertical trellis with vine plants, a mural, a series of terraced planting beds between the façade and the sidewalk, or distinctive building details that provide interest at a pedestrian scale. A blank wall with no windows and a simple evergreen planting screen will not be enough to meet the intent of the guidelines.**

This parcel is a corner lot with E Main to the north, Bock Ave to the east and Valley Ave to the west. The project includes an entrance addressing the primary corner of Main and Valley to match developments across the street and provides an inviting entrance at the most prominent corner. The building also includes windows exceeding the above requirement and steel canopies along the building to provide a pedestrian oriented façade. Plans do show some windows as being display windows that will aim to provide a storefront façade while addressing the needs of this business's internal layout. Sumner's Design Guidelines require an entrance facing the corner and with the secondary entrance at the back of the building there is little room left for necessary internal equipment without locating some against windows. Staff recommends that the display windows look the same as the transparent windows with the exception of tinting or film in order to create continuity along the façade. This guideline is met as conditioned.

2.1.3 Parking location guidelines.

Parking should be located behind structures, away from streets. Specifically:

- a) **Parking lots shall not be located between the street and any building.**
- b) **For properties where at least some street front parking and vehicular access is unavoidable, as determined by the Director, no more than 30 percent of the primary street frontage and no more than 75 percent of the secondary street frontage may be occupied by parking and vehicle access. Design elements must be included to screen parking areas and maintain visual continuity along the street. This could include a combination of trees, lighting, decorative banners, and architectural elements such as a low wall (approximately 3 feet in height) or a trellis.**
- c) **For properties in the IC zones, parking should be placed to the side or rear of buildings. For multi-building developments, no more than 50 percent of the street frontage may be occupied by parking lots and vehicle access areas. The Director may grant the following exceptions to this requirement provided design elements are included to maintain visual continuity along the street:**
 - i) **The applicant can successfully demonstrate that an increased amount of street front parking allows for a more desirable development configuration in terms of pedestrian access and amenities.**
 - ii) **Vehicle sales lots: Areas for display vehicles may be provided between the building and the street.**
- d) **Except for permitted garage entrances, structured parking on the ground floor may not occupy the primary street frontage. For street corner sites, structured parking may occupy up to 75 percent of the street frontage on the secondary street.**
- e) **Parking is prohibited on street corner sites.**

The parking configuration for this site locates parking in compliance with the above required locations of behind and beside the building. Being a double corner lot with three frontages some

parking along streets occurs; however, its limited to the end of parking aisles and no rows of parking occur along street frontages. The project does a good job of limiting parking along the street and providing a mix of landscaping and a low brick wall to provide effective screening and a good aesthetic along the street frontages. The fuel canopy area isn't considered parking under this guideline and does include screening through landscaping and a low brick wall with a wood arbor. This guideline is met.

2.1.4 Parking lot screening.

One of the following screening methods shall be provided between the sidewalk and any parking area:

- a) Provide at least 10 feet of Landscaping Type C.**
- b) Provide a 5-foot wide planting bed that incorporates a continuous low wall (approximately 3 feet tall). The planting bed shall be in front of the wall and feature Landscaping Type C. Alternative landscaping schemes will be considered by the Director provided they meet the intent of the guidelines. The wall shall be constructed of brick, stone, decorative concrete or concrete block, or other permanent material that provides visual interest and helps to define the street edge as determined by the Director and as recommended by the Design Commission.**

This guideline is met through subsection (b) by providing 5 feet of type C landscaping in conjunction with a low brick wall to screen the parking areas from the adjacent roads to the north and west. The fuel canopy is also provided with screening through a combination of landscaping, a notched corner with pedestrian space and a low brick wall with a wood arbor. This landscaped area with benches and a brick wall/arbor not only provide great screening but also provide a feature at the corner of Main Street and Bock Avenue. This guideline is met.

2.1.5 Driveways.

New driveways should be located and designed to minimize impacts on the pedestrian environment. Specifically:

- a) Parking lot entrances, driveways, and other vehicle access routes onto private property from a street may be restricted to no more than 25 feet of driveway width per 150 linear feet of street frontage as measured horizontally along the street face.**
- b) Properties with less than 150 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.**
- c) 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.
- d) Parking garage entries must not dominate the streetscape. They should be designed and sited to complement, not subordinate, the pedestrian entry.**
- e) Driveways and vehicular access in the East Main Street Area are regulated by SMC 18.43.**

This project proposes a few different vehicular access points, and it should be noted that the southeast and southwest driveways are part of a required cross access corridor to encourage vehicular movement off Main Street. Additionally, the southwest driveway is existing and part of the commercial development to the south but will also be used for this projects access. This project is seeking a driveway off E Main Street as provided through a modification in SMC 18.43.0140. The reasons for this driveway off E Main Street is for fuel truck access and circulation. The applicant has submitted responses to the criteria to grant this modification. While driveways along E Main Street are discouraged, there is an approval mechanism for them. Alternate site configurations have been explored, but in order to locate the building at the corner and provide access to and through the cross-access corridor, a driveway off E Main is needed for this project and to ensure efficient circulation can occur on site as well as through the cross-access corridor. The applicant also looked at using a stamped concrete design at the driveway approach, but this wasn't feasible due to City standard details. Stamped concrete could be looked at just south of the driveway approach on the private property side to provide a more pedestrian friendly surface along the driveway approach. This decision will ultimately be addressed by the Director following the Design Commissions recommendation.

2.1.6 Vehicular Access.

Specific standards:

- a) 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.**
- b) 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.**
- c) Properties within the East Main Street Area shall provide vehicular access per SMC 18.43**

This project provides a well laid out parking lot and fuel canopy connection and complies with the cross-access corridor requirement in SMC 18.43 by connecting to and continuing the existing cross access corridor to the southwest. This guideline is met.

2.1.7 Street corners.

Development proposals for street corner sites shall include at least one of the design treatments described below:

- a) Locate a building towards the street corner (within 15 feet of corner property line).**
- b) Provide pedestrian-oriented space at the corner leading directly to a building entry or entries.**

This project includes two street corners and satisfies the above requirements for both corners. The corner of Main St and Valley Ave is satisfied through option (a) and (b). The building is placed as far up the corner as possible given the earlier mentioned PSE easement. This corner also includes a pedestrian seating area directly to the south and east of the notched entrance. The corner of Main St and Bock Ave meets the above guideline through option (b). This area includes heavy landscaping

along with a low brick wall and wood arbor to screen the fuel canopy and provides a small pedestrian space adjacent to the sidewalk. This guideline is met.

2.1.8 Service, Loading, and Garbage Area Guidelines.

- a) **Service, loading, refuse and storage areas shall be located and designed to minimize the impacts on the streetscape, pedestrian areas, and customer parking areas. Solid waste receptacles visible from the street, customer parking areas, and residential units shall be surrounded on at least three sides by a wall. Such enclosures shall be designed compatible with the primary structure(s) onsite by using concrete block or other durable materials compatible with the primary structure(s). Enclosures located in a parking lot shall feature self-closing doors.**
- b) **Landscaping or other forms of screening shall be provided around outdoor service, storage, loading and mechanical areas, utility meters, electrical conduit, and other service and utilities apparatus to provide sensory (visual, olfactory, auditory) screening from adjacent properties, streets, affected pedestrian circulation routes, and affected pedestrian-oriented spaces.**
- c) **No large outside item display areas are permitted (e.g. kitchen appliances or other similarly large merchandise that is visible from the street).**
- d) **All rooftop mechanical equipment shall be organized, proportioned, detailed, landscaped (with decks or terraces) and colored to be an integral element of the building.**
- e) **Exterior mechanical devices shall conform to SMC 18.16.080(A) concerning noise impacts.**

The exterior refuse area and transformer is located to the south side of the site to ensure it is not at a street corner and the trash will be encased in an enclosure to provide further screening. The area to the south and east of the enclosure will also include heavy landscaping to provide screening and buffering of these. Some outdoor merchandise will be included along the south side of the building to keep items from being visible along the Valley and Main facades. These items are located against the building, painted to blend in and located against building pilasters when applicable to reduce their visual appearance. Rooftop equipment is not shown and will need to be screened. Some utilities are shown along the south end of the west elevation and provided screening includes a raised landscaped planter bed in conjunction with a large trellis. Staff feels that the raised landscaped bed and trellis provide a nice touch on this area; however, staff recommends that the trellis is scaled down in size to better suite the building size and rather small utilities needing screening. This guideline is met as conditioned.

2.1.9 Multiple Building and Large Lot Development.

Developments with more than 20,000 square feet of gross floor area should take advantage of special opportunities and mitigate impacts. Applicants shall demonstrate how their development features a unifying organization that accomplishes the following goals:

- a) **Mitigate transportation impacts and facilitate better traffic circulation by connecting through streets, where applicable.**
- b) **Provide convenient and connected pedestrian access system.**
- c) **Encourage buildings to complement adjacent activities and visual character (where desirable).**
- d) **Arrange buildings in clustered masses that enhance the pedestrian environment within the development and along street frontages. For example, consider clustering small retail**

stores are in close proximity to large retail stores and clustering smaller retail shops front on the main arterial as separate building “pads.”

- e) **Incorporate open space and landscaping as a unifying feature.**
- f) **Incorporate screening, environmental mitigation, utilities, and drainage as a positive element.**

This section is not applicable as the project is well under the threshold to be considered a large lot.

2.2 Pedestrian Access and Amenities

2.2.1 Internal pedestrian circulation guidelines:

- 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) **Developments must include an integrated pedestrian circulation system that connects buildings, open spaces, and parking areas with the adjacent street sidewalk system.**
- c) **For sites abutting vacant or underdeveloped land, the Director may require new development to provide for the opportunity for future connection to its interior pathway system through the use of pathway stub-outs, building configuration, and/or parking lot layout. For example, a grid of pedestrian connections at intervals of 200- 300 feet would meet the “Intent” statements above and be scaled similar to traditional Sumner block sizes in downtowns.**
- d) **Provide pathways through 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 shall be provided for every three parking aisles or spaced no more than 150 feet apart shall be maintained between paths (whichever is more restrictive). Such access routes through parking areas shall utilize pedestrian-scaled lighting (lights mounted no higher than 14 feet) and contrasting paving material. Walkways shall be separated from vehicular access and parking areas by 5-foot minimum planting strips with Landscaping Type C. Alternative configurations will be considered by the Director where such treatments create a more desirable configuration/design in terms of pedestrian access and visual or environmental amenities.**
- e) **Crosswalks are required when a walkway crosses a paved area accessible to vehicles. The crosswalk shall use contrasting paving material that differentiates it from the parking lot.**
- f) **Developments must continue the sidewalk pattern and material across driveways.**

This project includes pedestrian access and circulation throughout the site including access from the sidewalk to both building entrances, pedestrian spaces, parking stalls, fuel station and trash enclosure. All paths of pedestrian walkways will be constructed of a concrete material to provide distinction and contrast from the asphalt parking lot. This guideline is met.

2.2.2 Weather protection.

Provide pedestrian weather protection in public spaces such as transit stops, building entries, along display windows, and over outdoor dining areas. Specifically:

- a) Weather protection at least 5 feet deep is required over all primary building, individual business, and individual residence entries. This may include a recessed entry, canopy, porch, marquee, or building overhang.
- b) Canopies, awnings, or other similar weather protection features should not be higher than 15 feet above the ground elevation at the highest point or lower than 8 feet at the lowest point. The street-side edge of the canopy or awning shall be at least 8 feet above the walking surface.
- c) Multi-tenant retail buildings are encouraged to use a variety of weather protection features to emphasize individual storefronts and reduce the architectural scale of the building.

This project provides pedestrian weather protection throughout the site. The building proposes steel canopies above any areas that will be used for pedestrian access and along walkways adjacent to the building. This guideline is met.

2.2.3 Internal Pedestrian Paths and Circulation.

Provide appropriate pathway widths to accommodate the anticipated pedestrian activity and create a comfortable pedestrian environment. Specifically:

- a) All internal pathways must be at least 5 feet in width.
- b) Pathways along the facade of mixed-use and retail buildings 100 feet or more in length (measured along the facade) that are not located adjacent to a street must be at least 12 feet wide with 8 feet minimum unobstructed width and include the following:
 - i) Street trees, as approved by the Director, should be placed at an average of 30 feet on-center and placed in grates. Breaks in the tree coverage will be allowed near major building entries to enhance visibility. However, no less than 1 tree per 60 lineal feet of building facade must be provided;
 - ii) Planting strips may be used between any vehicle access or parking area and the pathway, provided that the required trees are included and the pathway is at least 8 feet in width and the combined pathway and planting strip is at least 15 feet in width; and
 - iii) Pedestrian-scaled lighting may be used as a substitute to the required street trees subject to Director approval, provided they are used at the same intervals.
- c) For all other interior pathways, the applicant must demonstrate to the Director's satisfaction that the proposed walkway is of sufficient width to accommodate the anticipated number of users. For example, a 10- to 12-foot pathway can accommodate groups of persons walking four abreast, or two couples passing one another. An 8-foot pathway will accommodate three persons walking abreast, while a 5-foot pathway will allow two individuals to pass comfortably

The length of the proposed building façade is less than 100 feet, so 5-foot-wide walkways are adequate. All internal pathways in the proposed project provide a minimum of 5 feet width in clearance and take into account any items along the buildings south side. Walkways widen along Main street and Valley where the sidewalk blends into pedestrian plaza spaces. The widening of the walkway will aid in pedestrian circulation around areas that expect high volumes off pedestrian traffic and seating. This guideline is met.

2.2.4 Secondary entrance design elements.

All commercial uses containing a secondary side or rear customer entrance shall incorporate at least two of the following design elements to visually enhance such entries:

- a) Weather protection over the entry at least 3 feet wide in the form of awnings, marquees, canopies, or overhangs.
- b) Decorative pedestrian-oriented signage consistent with SMC 18.44 that highlights the entry and adds visual interest.
- c) Pedestrian-oriented space or designated outdoor eating areas.
- d) Fixed landscaping elements, including one of the following:
 - i) Landscaped planter or fixed planter box incorporating decorative groundcover, shrubs, and/or trees.
 - ii) A trellis or other similar architectural element that incorporates landscaping.
- e) Decorative pedestrian-scaled lighting fixture(s).
- f) Special building details that highlight the entry and add visual interest.
- g) Other features that meet the intent of the guidelines as determined by the Director and as recommended by the Design Commission.

The proposed building does contain a secondary entrance that is located at the south east corner to provide a direct connection to the parking lot. This area contains a 5' deep steel canopy over the entry way running approximately 60 linear feet to provide ample weather protection and storefront feel. The second entrance also include brick building materials and large storefront windows. This guideline is met.

2.2.5 Pedestrian-oriented space.

All non-residential development shall provide pedestrian-oriented space (designed consistent with the definition below) according to the formula below:

2 percent of the lot area + 1 percent of the non-residential building area. This total area can be provided in one large space or split up into a few smaller spaces.

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.

A pedestrian-oriented space is an area that promotes pedestrian activity, subject to the following:

- a) To qualify as a pedestrian-oriented space, an area must have:
 - i) Spaces must be positioned in areas with significant pedestrian traffic to provide interest and security – such as adjacent to a building entry.
 - ii) Paved walking surfaces of either concrete or approved unit paving.
 - iii) Pedestrian-scaled lighting (no more than 14 feet 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) Pedestrian access to the abutting structures from the street, private drive, or a non-vehicular courtyard.
 - 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 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.

This project requires 628sf of pedestrian oriented space (2% of lot = 628 + 1% of BLD = 41, total required = 669sf). Approximately 1,646sf of space is provided at a variety of nodes throughout the site. These pedestrian oriented spaces are located along the street frontage between the building and Valley Ave, the building and Main Street and between the fuel canopy and Main Street near the corner of Bock. These areas provide usable pedestrian spaces throughout the site and encourage walkability and pedestrian activity at this prominent intersection and East Main. Each of the proposed pedestrian space will be located on a concrete surface with direct access from the sidewalk and easily accessible from the building. The pedestrian areas all occur in areas with landscaping around or near them to provide a softer feel from the paved areas. This guideline is met.

2.2.6 Site Lighting.

Provide adequate lighting levels in all areas used by pedestrians or automobiles, including building entries, walkways, parking areas, circulation areas, and other open space areas. New developments shall provide site lighting that meets the following design criteria through implementing measures such as:

- a) All public areas shall be lighted with average minimum and maximum levels as follows:
 - i) Minimum (for low or non-pedestrian and vehicular traffic areas) of 0.5 foot candles;
 - ii) Moderate (for moderate or high volume pedestrian areas) of 1-2 foot candles; and
 - iii) Maximum (for high volume pedestrian areas and building entries) of 4 foot candles.
- b) Lighting shall be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.
- c) Parking lot lighting fixtures shall be non-glare and mounted no more than 25 feet above the ground, with lower fixtures preferable so as to maintain a human scale. Requests for higher lighting fixtures may be considered with the approval of the Director. All fixtures over 15 feet in height shall be fitted with a full cut-off shield.
- d) Pedestrian-scaled lighting (light fixtures no taller than 15 feet) is encouraged in areas of pedestrian activity. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.

- e) **Lighting should not be permitted to trespass onto adjacent private parcels nor shall light source (luminaire) be visible at the property line. All building lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions should not be visible above the roofline of the building. Light fixtures other than traditional cobra heads are encouraged.**

The proposal does not show illumination plans and a condition of approval will require the lights located in the pedestrian areas to be a maximum of 15 feet high and be down shielded.

Illumination plans will need to be provided during the CUP permitting and shown to satisfy these guidelines and City codes. This guideline will be satisfied as conditioned.

2.3 Building Character and Massing

2.3.1 No franchise and corporate architecture.

The use of stock building plans, typical corporate and/or franchise designs, or other designs which are easily identified with a particular chain or corporation are not allowed. “Regional prototype alternatives,” may be considered as an alternative by the Director if all other design criteria have been met.

This project does a good job of providing a building that looks and feels like a commercial building you would find in Sumner and doesn’t include any features that would be considered typical corporate or franchise designs. Specifics of this projects design are discussed throughout this report. This guideline is met.

2.3.2 Design all visible facades.

All facades of a building shall be given equal design consideration. Some flexibility may be given by the Director for alley or other facades that are not visible from streets, parks, parking lots, or other uses.

The proposed project takes place on a site with three frontages at the west, north and east in addition to a cross access corridor to the south. This will create a site and development that is highly visible from all sides. The project does a good job of carrying building design and elements throughout the building and site to create a building that looks, feels and functions the same on each elevation. The building includes brick, steel canopies, vertical pilasters and large storefront windows on all elevations. The brick is carried beyond the building and used as low screening walls throughout the site to buffer parking and fuel areas from the sidewalk. This guideline is met.

2.3.3 Unique designs.

Designs which are unique and utilize generic products and integrate them into the building design may be considered.

The proposed building follows a traditional commercial design with heavy use of brick, large windows and canopies. This guideline is met.

2.3.4 Facade articulation in the NC and MU districts, facades along East Main Street, and on storefronts adjacent to a sidewalk. All non-residential building facades fronting on a street or

containing a pedestrian entrance must include at least two of the following articulation features at intervals no greater than 30 feet.

- a) Use of window and/or entries that reinforce the pattern of small storefront spaces.
- b) Use of weather protection features that reinforce the pattern of small storefronts. For example, for a business that occupies three lots, use three separate awnings to break down the scale of the storefronts. Alternating colors of the awnings may be useful as well.
- c) Change of roofline.
- d) Change in building material or siding style.
- e) Other methods that meet the intent.

This project incorporates window patterns and weather protection at intervals of 30' or less in order to meet the above requirements on each façade adjacent to E Main or a sidewalk. This guideline is met.

2.3.5 Facade articulation for all other non-residential buildings not covered in Guideline 2.3.4 above. All non-residential building facades fronting on a street or containing a pedestrian entrance must include at least three of the following articulation features at intervals no greater than 60 feet.

- a) Use of window and/or entries that reinforce the pattern of small storefront spaces.
- b) Providing building modulation of at least 2 feet in depth and 4 feet in width.
- c) Use of weather protection features that reinforce the pattern of small storefronts. For example, for a business that occupies three lots, use three separate awnings to break down the scale of the storefronts. Alternating colors of the awnings may be useful as well.
- d) Change of roofline.
- e) Change in building material or siding style.
- f) Providing lighting fixtures, trellis, tree, or other landscape feature within each interval.
- g) Other methods that meet the intent.

Exception: Alternative articulation methods will be considered by the Director provided such treatment meets the intent of the guidelines. For example, use of high quality building materials (such as brick or stone) with attractive detailing may allow a building to meet the intent of the guidelines using greater articulation intervals. Also, where the articulated features are more substantial in terms of effectively breaking up the façade into smaller components, then a greater distance between architectural intervals may be acceptable.

This project is zoned GC in the East Main area, and therefore this section is not applicable. This was addressed in the previous guideline above.

2.3.6 Rooflines:

- a) Rooflines visible from a public street, open space, or customer parking area must be varied by emphasizing dormers, gables, stepped roofs, prominent cornice or fascia, 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:
 - i) For flat roofs or facades with a horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of two feet or 0.1 multiplied by the wall height (finish grade to top of wall). The required change in elevation noted above may be reduced by approximately ½ provided the roofline change corresponds with a change in building materials.

- ii) A sloped or gabled roofline segment of at least 20 feet in width and no less than 3 feet vertical in 12 feet horizontal.
- iii) A combination of the above.

The Director may relax this requirement if building incorporates other design treatments that reduce the perceived scale of the building, add visual interest, and complement the design of other nearby buildings.

- b) For buildings in the NC zone, pitched roofs with a minimum slope of 5/12 are preferred to maintain the residential character of the area.

The proposed building's roof does not exceed 100 feet in width and it does contain modulation and breaks to the roofline through varying heights and colors and includes a cornice treatment along the roofline to create a distinct top. This cornice is also carried over to the proposed fuel canopy to create continuity of design. This guideline is met.

2.3.7 Maximum Facade Width.

The maximum facade width (the facade includes the apparent width of the structure facing the street) of the upper story of multi-story and large-scale retail buildings (with floor area greater than 50,000 square feet) visible from a street, public open space, or pedestrian-oriented space is 120. Buildings exceeding 120 feet in width along the street front shall be divided by a 30-foot wide modulation of the exterior wall, so that the maximum length of a particular facade is 120 feet. Such modulation must be at least 20 feet or deeper and extend through all floors except the ground floor where a pedestrian-oriented facade has been provided. Decks and roof overhangs may encroach up to 3 feet (per side) into the modulation. The Director will consider other design methods that are effective at reducing the perceived width of the building.

The proposed building does not exceed 50,000 square feet floor area or 120 feet in width and therefore this guideline is not applicable.

2.3.8 First story commercial frontages.

In order to ensure the ground floor of structures has adequate height to function efficiently for retail uses, the first story's height to finished ceiling of new infill buildings must not be lower than 13 feet.

This is a single story building and hasn't submitted detailed plans that show the distance between the floor and ceiling. It appears that the height in the indoor seating area will be 13 feet in height.

2.3.9 Vertical articulation.

To moderate the vertical scale of multi-story buildings, the design shall include techniques to clearly define the building's top, middle and bottom. The following techniques are suggested methods of achieving vertical articulation:

- a) Top: Sloped roofs, strong eave lines, cornice treatments, horizontal trellises or sunshades, etc.
- b) Middle: Windows, balconies, material changes, railings and similar treatments that unify the building design.
- c) Bottom: Pedestrian-oriented storefronts, pedestrian-scaled building details, awnings, and arcades.

The proposed building is a single story structure; therefore this guideline is not applicable; however, the building does a good job of addressing all of these guidelines.

2.3.10 Blank walls.

Untreated blank walls visible from a public street or pedestrian pathway are prohibited.

- a) Blank walls - A wall (including building facades and retaining walls) is considered a blank wall if:**
 - i) 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**
 - ii) 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.**
- b) Untreated Blank walls facing a public street, pedestrian-oriented space, or pedestrian pathway are prohibited. Any new blank walls shall be treated through one or more of the methods below sufficient to meet the intent of the guidelines. For large walls, for example, a combination of treatments may be needed to break up the façade and provide visual interest. Owners of existing buildings containing visible blank walls are encouraged to utilize one or more of the following treatments to add visual interest to the street.**
 - i) Transparent windows or doors;**
 - ii) Display windows**
 - iii) 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 approximately 1/3 of the wall's surface within three years.**
 - iv) Installing a vertical trellis in front of the wall with climbing vines or plant materials.**
 - v) Artwork (mosaic, mural, sculpture, relief, etc.) over approximately 1/2 of the blank wall surface.**
 - vi) Other methods that meet the intent.**

The south section of the west elevation and the east section of the north would contain a blank wall; however, the plans show raised planter beds against the building to create a visual break. A trellis is also shown at the west elevation in conjunction with the planting bed and as discussed in a previous guideline, staff recommends a smaller trellis is used.

2.4 Building Details and Materials

2.4.1 Building details.

All buildings shall be enhanced with appropriate details. All new buildings are encouraged to employ at least one detail element from each of the three categories below. Other mixtures of detail elements will be considered. The applicant must demonstrate how the amount, type, and mix of details meet the intent of the guidelines. For example, a large building with multiple storefronts will likely need more than one decorative sign, one transom window, and one decorative kick-plate to meet the intent of the guidelines.

- a) Window and/or entry treatment**
 - i) Display windows divided into a grid of multiple panes**

- ii) Transom windows
- iii) Roll-up windows/doors
- iv) Other distinctive window treatment that meets the intent of the guidelines.
- v) Recessed entry
- vi) Decorative door
- vii) Arcade
- viii) Landscaped trellises or other decorative element that incorporates landscaping near the building entry
- ix) Other decorative entry treatment that meets the intent of the guidelines.
- b) Decorative facade attachments
 - i) Decorative weather protections element such as a steel canopy, decorative cloth awning, or retractable awning
 - ii) Decorative, custom hanging sign(s)
 - iii) Decorative building-mounted light fixtures
- c) Building materials and other facade elements
 - i) Decorative building materials/use of building materials. Examples include decorative use of brick, tile, or stonework.
 - ii) Decorative artwork on building (such as a mural) or bas-relief sculpture
 - iii) Decorative kick-plate, pier, beltcourse, design
 - iv) Other details that meet the intent of the guidelines as determined by the Director and as recommended by the Design Commission.

Decorative elements referenced above must be distinct “one-of-a-kind” elements or unusual designs that require a high level of craftsmanship as determined by the Director.

The 7-11 building contains (a) transom window above the front elevations entrance, (b) steel canopies over all entry ways and windows and (c) uses brick as a building material. The proposed fuel canopy uses brick around the base of the 4 columns and a cornice treatment to match to primary structure. Staff recommends to following are incorporated into the fuel canopy design:

- Extend the brick up at least $\frac{3}{4}$ of the columns
- Incorporate decorative lighting into the design
- Provide color changes at the roof to distinguish the cornice treatment and better match the buildings colors.

This guideline is satisfied as conditioned.

2.4.2 Building materials.

Building exteriors should be constructed from high quality, durable materials. Building materials such as concrete, masonry, tile, stone, and wood are encouraged.

The proposed building uses brick Nichiha panels, and steel both of which meet the high quality and durable requirement. This guideline is satisfied.

2.4.3 Prohibited materials.

The following materials are prohibited in visible locations unless an exception is granted by the Director based on the integration of the material into the overall design of the structure.

- a) Vinyl or plywood siding (including T-111 or similar plywood).
- b) Highly tinted or mirrored glass (except stained glass), except when used as an accent design element covering less than approximately 10 percent of the building facade.
- c) Corrugated fiberglass.

- d) **Un-enhanced (e.g. galvanized, non-trimmed, non-vinyl) chain link fencing (except for temporary purposes such as a construction site or as a gate for a refuse enclosure).**
- e) **Crushed colored rock/crushed tumbled glass.**
- f) **Non-corrugated and highly reflective sheet metal.**

None of the prohibited materials are proposed.

2.4.4 Special standards for concrete block.

Special standards for concrete or concrete blocks (concrete masonry units, CMU, or “cinder blocks”): When used for walls that are visible from a street, public park or open space, or pedestrian route, concrete or concrete block construction shall be architecturally treated in one or more of following ways:

- a) **Use a combination of textured surfaces such as split face or grooved to create distinct banding or other design.**
- b) **Use of other masonry types such as brick, glass block, or tile in conjunction with the concrete or concrete blocks.**
- c) **Use of decorative coursing to break up blank wall areas.**
- d) **Use matching colored mortar where color is an element of architectural treatment for any of the options above.**

No CMU is proposed so this guideline is not applicable.

2.4.5 Special standards for metal siding.

When used for walls that are visible from a street, public park or open space, or pedestrian route, buildings shall have visible corner moldings and trim and incorporate masonry, stone, or other durable permanent material within 2 feet of the ground level. Facades wider than 40 feet that employ metal siding shall incorporate multiple colors / other siding materials.

No metal siding is proposed so this guideline is not applicable.

2.4.6 Special standards for Exterior Insulation and Finish System (EIFS) and other similar troweled finishes. EIFS and other 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 approximately 1/3 of the facade area. Weather exposed horizontal surfaces must be avoided. Masonry, stone, or other durable permanent material is required for the first 2 feet above ground level.

No EIFS or troweled finishes are proposed.

2.4.7 Year of construction.

The year of construction of a building shall be noted by the installation of a permanent cast metal 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 cast metal 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.

A year of construction plaque is not shown, but a condition of approval requires that a plaque is shown at time of building permit application. This guideline is satisfied as conditioned.

2.4.8 Color Palette.

A storefront's palette should be no more than three colors; one base color, one trim color, and one accent color. Encourage trim and accent colors that contrast with the base color. Specifically, darker base colors with white trim work particularly well. However, lighter base colors can effectively be combined with dark trim colors. An attempt should be made to choose colors that are compatible with surrounding buildings.

The color palate is primarily made up of two brick color patterns of light gray and brown, the buildings accents and trim are bronze and grey. These colors complement each other well and give the building a timeless look that complements the location well. This guideline is satisfied.

2.5 Streetscape and Landscaping

2.5.1 Sidewalk widths and uses.

- a) New buildings intended for ground floor restaurant or other similar uses that may desire outdoor dining or seating opportunities are encouraged to setback storefronts to provide for wider sidewalks. For example, 12-foot sidewalks allow for very limited outdoor dining/sitting opportunities, while 15-foot sidewalks provide a more desirable configuration for outdoor dining. Also see SMC 12.28.100 and 18.16.080(O) for related standards.**
- Wider sidewalks provide opportunities for a greater range of pedestrian activities.**
- b) Sidewalks shall not be enclosed as building space for retailing. Outdoor dining and small, temporary displays for items such as groceries, hardware, books, etc. may be allowed provided they do not impede pedestrians passing comfortably on the sidewalk. Also see SMC 12.28.080 for related provisions.**

The proposed building does include outdoor seating, but its proposed on private property adjacent to the sidewalk. Public sidewalk will range from 5' along Bock Ave to approximately 15' with street trees in grates along Main and Valley to provide more walkable surface and match developments across the street. The Bock Ave frontage will include a 5' sidewalk with 5' planter strip with grass to complement and provide continuity with the residential to the south. This guideline is satisfied.

2.5.2 Streetscape amenities.

Pedestrian amenities must be included along Main Street within the East Main Street Planning Area and Fryer/Traffic Avenue within the Town Center Plan Area. Specifically, one or more of the desired amenities listed below must be included for each 60 lineal feet (on average) of street frontage. The type, location, and design of chosen amenities must contribute to a well-balanced mix of features on the street, as determined by the Director. Developments with greater than 120 linear feet of frontage shall include at least one amenity from Category II below. Desired amenities include:

Category I:

- a) **Pedestrian furniture, such as seating space, approved trash receptacles, and consolidated newspaper racks, and drinking fountains (each piece of furniture may count as an amenity element). The design of such furniture should be compatible, durable, and located to minimize impacts to pedestrian movement on the sidewalk. Seating areas and trash receptacles are particularly important where there is expected to be a concentration of pedestrian activity (such as near major building entrances and transit stops) and may be required by the Director. Low walls or planter edges to be used for seating should be at least 12 inches wide to function successfully. Seating can be incorporated into parking lot screening walls, building foundations or be free- standing planters or benches.**
- b) **Pedestrian furniture, such as approved trash receptacles, consolidated newspaper racks, bicycle racks, and drinking fountains.**
- c) **Planting beds, hanging flower baskets, and/or large semi-permanent potted plants, and/or other permanent planting elements;**
- d) **Decorative pavement patterns and tree grates;**

Category II:

- a) **Drinking fountain.**
- b) **Ground-mounted Pedestrian-scaled lighting (placed between 12 and 14 feet above the ground) as approved by the Director.**
- c) **Informational kiosks.**
- d) **Transit shelters.**
- e) **Decorative clocks.**
- f) **Artwork such as sculptures, installations, or other artwork incorporated into sidewalk.**
- g) **Other amenities that meet the intent.**

Features above that are publicly funded, already required by code, and/or obstruct pedestrian movement (at least 8 feet of unobstructed horizontal clearance is required on all sidewalks) will not qualify as an amenity to meet this guideline.

The proposed project is in the East Main Street area and includes landscaping, low brick walls with benches and tree grates to satisfy category I. Nothing is shown that would meet category II and staff would like the Design Commissions impute on what features should be considered and recommended. This guideline is met as conditioned.

2.5.3 Bicycle Rack Location.

New developments are to provide bicycle parking per SMC 18.42.085. These bicycle racks should be placed close to major entrances in visible and well-lit areas on private property.

Bicycle racks are shown on the plans near the building and in pedestrian opens space to provide convenient access and increase usability. The project must include a minimum of 2 bike parking spaces and it's unclear if the proposed bike rack includes parking for two bikes. A condition of approval asks that development plans show a minimum of two bike parking stalls. Bike parking does not have a standard detail or spec but needs to be a rack or similar method to locate and secure a bike. It's recommended to use a bike rack that adds to the pedestrian space and contains a unique design. This guideline is met as conditioned.

2.5.4 Site Lighting.

Provide adequate lighting levels in all areas used by pedestrians or automobiles, including building entries, walkways, parking areas, circulation areas, and other open space areas.

New developments shall provide site lighting that meets the following design criteria through implementing measures such as:

- a) All public areas shall be lighted with average minimum and maximum levels as follows:**
 - i) Minimum (for low or non-pedestrian and vehicular traffic areas) of 0.5 foot candles;**
 - ii) Moderate (for moderate or high volume pedestrian areas) of 1-2 foot candles; and**
 - iii) Maximum (for high volume pedestrian areas and building entries) of 4 foot candles.**
- b) Lighting shall be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.**
- c) Parking lot lighting fixtures shall be non-glare and mounted no more than 25 feet above the ground, with lower fixtures preferable so as to maintain a human scale. Requests for higher lighting fixtures may be considered with the approval of the Director. All fixtures over 15 feet in height shall be fitted with a full cut-off shield.**
- d) Pedestrian-scaled lighting (light fixtures no taller than 15 feet) is encouraged in areas of pedestrian activity. Lighting shall enable pedestrians to identify a face 45 feet away in order to promote safety.**
- e) Lighting should not be permitted to trespass onto adjacent private parcels nor shall light source (luminaire) be visible at the property line. All building lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions should not be visible above the roofline of the building. Light fixtures other than traditional cobra heads are encouraged.**

A condition of approval will require a lighting plan that complies with the above design guidelines shall be supplied at time of building permit application.

2.5.5 Landscaping.

Developments are subject to SMC Chapter 18.41 requirements.

- a) Green roofs may be used to meet up to 50 percent 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 30 percent of the required landscaped areas based on the level of permeability and long term maintenance capabilities as determined by the Director.**

The proposed project is required to have approximately 3,117 square feet of landscaping (10% of 31,170 total lot) in order to meet the required 10% of the site. The project proposes approximately 5,000 square feet and therefor exceeds the required amount of landscaping. This guideline is met.

2.5.6 Side and rear yard buffer requirements.

All developments shall incorporate one or more of the following design options:

- a) Provide Landscaping Type A at least 10 feet deep alongside and rear property lines where adjacent to residential zoned land.**

- b) **Provide Landscaping Type B or C at least 10 feet deep alongside and rear property lines where a visual separation of uses is desired. The width of the planting strip may be reduced to 5 feet if used in conjunction with a screen fence approximately 6 feet tall.**
- c) **Other treatments that meet the intent of the guidelines 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. Some options include:**
 - i) **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).**
 - ii) **Tall privacy fence or hedge (up to 6 feet tall). This is most applicable for commercial uses adjacent to multifamily uses – where the fence doesn't negatively impact views from the street or nearby properties.**
 - iii) **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.**
 - iv) **Where allowed in the specific zoning district, buildings sited up to the property line may be acceptable provided design treatments are included to meet Guideline 2.4.7 (Blank Walls).**

Buffering is required between this project and the residential land to the southeast (only the area south of the enclosure and transformer). SMC 18.16.080 (E)(1) requires Commercial developments in the GC zone to use a 6' solid fence and 10' of landscaping when adjacent to residential zones. This project does a good job of providing dense evergreen landscaping in the buffer area that exceeds 10' in many areas. A solid fence such as wood or masonry will be required per code. This guideline is satisfied as conditioned.

III. STAFF RECOMMENDATIONS

A. The proposal (PLN-2020-0078) should be APPROVED subject to the following CONDITIONS, to be addressed prior to building permit issuance:

1. DG 2.1.2 Building Orientation

The display windows should carry over the same design and materials as the transparent windows with the exception of tinting, film or similar application in order to create continuity along the façade.

2. DG 2.1.8 Service, Loading, and Garbage Area Guidelines.

Utility meters, vents, and other mechanical equipment shall be located and screened in accordance with this guideline.

3. DG 2.2.6 and 2.5.4 Site Lighting

The project shall show that site lighting is provided in compliance with these guidelines prior to development permit issuance and will need to be included in the CUP submittal.

4. DG 2.4.1 Building Details

- A. Convenience store - The trellis on the west elevation should be reduced to better fit in with the scale of the wall.
 - B. Fuel Canopy – Staff recommends the following items are incorporated into the fuel canopy design
 - a. Extend the brick up at least $\frac{3}{4}$ of the columns
 - b. Incorporate decorative lighting into the design
 - c. Provide color changes at the roof to distinguish the cornice treatment and better match the buildings colors.
5. **2.4.7 Year of construction.**
A year of construction plaque shall be shown near the northwest corner entrance at time of building permit application.
6. **2.5.2 Street Scape Amenities**
At time of development permit plans shall include an item to satisfy Category II of this design guideline.
7. **2.5.3 Bike Rack Location**
At time of development permit plans shall show bicycle parking for 2 bikes and its recommended to use a unique design that complements the pedestrian space in which its located.
8. **2.5.6 Side and Rear Yard Buffer Requirements**
A 6' tall solid wood or masonry fence in compliance with SMC 18.16.080 (E)(1) shall be shown on the plans at the time of development permit between this project and residentially zoned properties to the south.
9. **Cross Access Corridor**
The Cross Access corridor shall be designed, constructed and an easement provided per SMC 18.43.100. The Bock Avenue driveway width should be reduced to 24' in width the match the cross-access corridor and reduce the projects overall driveway length.
10. **Signs**
Signs are not approved as part of this design review; a separate sign permit shall be required for any proposed signs, showing that it complies with the location, height and size limits of the sign code. By approving design review plans, the City does not review or approve any shown signs.

NOTE: The Design Review approval process does not authorize uses or construction. Public Works, Building and Fire Department approvals have not been granted under this review; additional reviews and approvals are required prior to final project approval.

- B. The proposed modification to the East Main Street driveway standard as depicted under (PLN-2020-0078) should be APPROVED subject to the following CONDITIONS, to be addressed prior to building permit issuance:

1. Signage should be installed posting this as a Right in Right out driveway at the discretion of the Cities Engineer and in compliance with standard details.
2. Extending the landscaping on either side of the East Main Street access to the greatest extend feasible should be looked at to provide additional green space bookending the driveway.

DRAFT



City of Sumner **DESIGN COMMISSION**

AGENDA
Wednesday, July 14, 2021
6:30 p.m.

LOCATION: -VIRTUAL MEETING-

Join the meeting via the link below:

<https://sumnerwa-gov.zoom.us/j/9423842057>

Meeting ID: 942 384 2057

One tap mobile +12532158782,,9423842057#
US (Tacoma)

Commission Members

Joleen Peterson, Chair
Jeanne Walter, Vice Chair
Cheryl Ebsworth
Brian Franchini
Kristen Martinson
Scott Fletcher

6:30 pm

1) *Call to Order*

2) *Roll Call*

3) *New Business*

6:30
(allow 1 hour
each)

Kincaid Mixed Use (Red Apple)

City Block of Maple, Kincaid, Alder
and Academy.

PLN-2021-0025

Design Review for the construction of a 3-4
story mixed use building in the TCP.

Project will include structured parking,
landscaping, and frontage improvements.

Staff Members

Scott Waller
Chrissanda Walker

7-11

15006 Main Street E (Corner of Main and
Valley).

PLN-2020-0078

Design Review for 7-11 convenience store
and fuel station. Project will include
landscaping, parking, and pedestrian areas

Copy to:

Mayor
City Council
City Administrator Development
Services Director

8:30 pm

4) *Commission Comments*

5) *Staff comments*

8:45 pm

6) *Adjourn*

June 10, 2021

City of Sumner, Washington
Planning Division – Design Review
1104 Maple Street
Sumner, Washington 98390
Phone: 253.299.5530

RECEIVED
06/11/2021
Development
Services

RE: **DESIGN REVIEW – PLN-2020-0078/REVIEW #2**
7-Eleven 41923 / SEC Valley Avenue East and Main Street East
PMDG JOB NO. 7EI-19013.2

Dear Plans Examiner:

Please see our request for the Driveway Dedication Request off of Main Street E. as addressed per Municipal Code 18.43.140 – Modified Approvals.

Planning

Contact: Scott Waller, Associate Planner

253.299.5527

18.43.140 Modified approvals.

The requirements of this chapter may be modified by the community development director in consultation with the public works director and following a recommendation from the design commission if the modification:

A. Is reasonable and necessary for the development of the property; and

Driveway dedication off of Main Street East is reasonable and necessary per the reasons below.

- Proposed Main Street driveway is a necessary driveway access for the fueling truck.
- The existing access easement will be fully developed upon combining the parcels and providing fully paved drive aisle from Valley Avenue to Bock Avenue, which is currently blocked by a residence. The developed access easement will be the main thoroughfare for customers seeking full directional access.
- The access easement at the south of the property does not allow for underground fuel tanks to be installed or loaded. The underground fuel tanks thus must be loaded away from the easement. This requires truck entrance/circulation from Main Street for the tanks to be approached and loaded on the northern portion of the site and away from the easement. See site plan for truck path in revised drawings provided.
- Proposed Main Street driveway is the furthest away from the Residential zone.
- Don Casad's previous inquiry and mutual technical agreements with numerous City of Sumner personnel concluded that this "right in, right out only" approach from Main Street made sense from a technical engineering standpoint; by effectively providing a diffusion of traffic loads on Bock Avenue, and Valley Avenue.
 - Per a previously approved Plan Review PLN2019-45, the city granted Don Casad the driveway off of Main Street E.

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- In addition to the Design Review Narrative and this Drive-way Dedication letter, we have included the recent correspondence between the owner and the city regarding driveway dedication on Main Street as well as the owner's letter addressing this code section and reasoning for the driveway off of Main Street, see Exhibits A-G attached below.
- The “right in-right out only” access to the site from Main Street will help minimize the impact of the driveway on traffic circulation and also, is the best solution for the truck path.

B. Will result in a more efficient access to and circulation within the property; and

- The proposed driveway off of Main Street will be more efficient not only for the fueling trucks but for trash pick-up trucks as well. We have confirmed with Murrey's Disposal and Waste Company the proposed location of our trash enclosure will suffice for their front loading trucks. The access off of Main Street is the most direct and straight forward approach.
- One new driveway is proposed but three existing driveways are being removed. This provides a more organized circulation within the site.

C. Will not create a hazardous condition for motorists or pedestrians.

- The driveway off of Main Street East will allow fuel trucks to make deliveries routing along the perimeter of the site, furthest away from the convenience store entry, parking, pedestrian circulation, and customer fueling.
- There are other adjacent business located along Main Street E. with driveway access off Main street: McDonald's, Columbia Bank, and Sumner Voiles Funeral Home. These existing accesses must have been considered a nonhazardous condition. Presuming the same condition would apply to our parcel as well.
- Plazas on both sides of Main Street East driveway provides further pedestrian amenities and visibility.

Thank you for taking the time to review our submittal. If you have any questions or concerns don't hesitate to contact me at the information provided below.

Respectfully,

Ja-ay Klinthavorn, Senior Job Captain
PM Design Group

jklinthavorn@pmdginc.com
 Phone: 425.368.5913

Valley Square LLC

9318 Veterans Drive SW, Apt A
Lakewood, WA 98498
253-576-9612

EXHIBIT A -
DRIVEWAY DEDICATION
LETTER

April 15, 2019
Revised April 19, 2019

Mr. Ryan Windish
Community Development Director
1104 Maple Street
Sumner, WA 98390

c/o City of Sumner
Attn: Mike Dahlem
Public Works Director
1104 Maple Street
Sumner, WA 98390

RE: "Right In/ Right-Out Only" Access; Main St., East & Valley Avenue; Valley Square LLC

Dear Mr. Dahlem & Mr. Windish,

In our meeting of February 6, 2019, among other elements, we discussed the potential for a "Right In/ Right-Out Only" access point off of Main St., East, approximately midway between Valley Avenue and Bock Avenue. And in yet another meeting of March 4th, along with city attorney Ms. Andrea Marquez, this issue was brought to the fore once again.

Based upon those initial discussions, we believe that it was generally accepted that the logical arguments that we gave verbally appeared to make sense, on at least a conceptual basis. However, it was very clear that more information would be needed in order for the City of Sumner to reasonably support such a request. In subsequent emails, it was requested that if this specific access option were to be seriously considered, that a site plan would need to be created, along with written rationale, in order to provide the necessary justification for such a request.

We also informed you that I am currently in negotiations with a significant potential tenant for the property, and that the "Right In/ Right-Out Only" access is very important for their consideration of this site. As of this point in time, no final agreement has been concluded.

We have obviously been collecting all known current information available regarding all aspects of this property, so as to remove as many of the unknown elements as is reasonably possible. This particular proposed "Right In/ Right-Out Only" access remains one of the most critical unknowns. Thus, we are currently in the proverbial "Catch 22". The prospective tenant desires this "Right In/ Right-Out Only" access, as it can be "intuitively" seen that it would significantly improve the overall efficiency and circulation in, out and within this property, and supports item B of **18.43.140 Modified Approvals** (see below). Furthermore, this particular access design will not just help this current prospective tenant's access requirements, but virtually any tenant in the future, should the current negotiations falter in any way.

The following additional written observations and comments reiterate that which was spoken verbally during our recent meetings:

- This proposed “Right In/ Right-Out Only” access into the property actually takes the pressure off of those vehicles traveling south on Valley Avenue and wanting to enter the subject site, as it will largely remove the potential backup of those vehicles desiring to enter via the Jack-in-the-Box northerly access point. Vehicles currently utilizing this point of access actually cross over double yellow lines, over and through the northbound stacking lane on Valley Avenue, an illegal and frankly potentially dangerous maneuver.
- This proposed “Right In/ Right-Out Only” access actually takes pressure off of the Bock Avenue access for traffic reentering onto Main St., East, as it provides yet another “pressure relief valve” alternative. As an additional observation, it should be noted that for those vehicles located on Bock Avenue desiring to enter back onto westbound Main St., East, that they need to cross over double yellow lines in the lane striping scenario currently in place which is a less than desirable attribute.
- There currently exists three points of access from the subject property onto Main St., East, two of them off of the Main St., East/Valley Avenue corner parcel (15006 Main St., East), and one of them off the Branks BBQ parcel (15012 Main St. E.). These individual parcels could potentially be sold and developed out separately, and is still under serious consideration, with each parcel requiring its own access onto Main St., East. However, this proposed “Right In/ Right-Out Only” access, if approved, could potentially effectively service both of these properties. In addition, this proposed access would substantially improve the internal traffic flow, all the while minimizing negative impacts upon both Bock Avenue and the existing Jack-in-the-Box access points.
- It is also our belief that this “Right In/ Right-Out Only” access will NOT create a “hazardous condition for motorists or pedestrians”, as is required to be shown in **18.43.140 D - Modified Approvals**, as it more fully distributes the traffic into and out of this property, subsequently minimizing any traffic backups, both on-site and off-site.
- Approximately 15 – 20 years ago the City of Sumner decided to substantially limit vehicle access points onto Main St., East. Although it seemed to be a wise choice at the time, it is a simple fact that over 50% of those businesses that front on the sidewalk on Main St. East have placards in their windows stating that their “doors are locked”, and that their clients have to go around to the north side of their businesses in order to gain access! (Pictures can be provided validating this statement if so requested). This *“no vehicular access - pedestrian friendly”* idea along Main St. East, appears to meet the proverbial *“it sounded like a good idea at the time”* response that we all too often personally, and professionally, make after a particular “less than successful” decision.
- Approximately 7-8 years ago, we met with a well-seasoned real estate broker to discuss this property’s attributes for future development. We did so because real estate brokers are essential “gatekeepers” to future tenants, and the products that developers create need to fit the ultimate end user’s needs! Simple fact! We specifically discussed City of Sumner’s required “dual entrance” design approach, and he made the very clear statement that A) having an access on both ends of their tenant space makes security very difficult, at best, B) makes the internal configuration of the needed countertops, seating, etc. also very difficult to successfully accommodate, and C) makes the street-side entrances basically obsolete, as people want/need to park their vehicles in the “back-side” parking areas, and enter in through the back entrance, versus walking around and entering the street-side entrance. His observations then, and even more so now, clearly show me, and numerous others, to have been substantially accurate. How else could this eventual outcome be rationalized otherwise?

- It is our observation that the newly constructed 16 angled parking stalls of the mixed-use development located approximately only two blocks to the east, poses a much greater risk of traffic congestion and accidents than the free-flowing attributes of this proposed “Right In/ Right-Out Only” access.
- It is our further observation regarding the above mentioned 16 angled parking stalls, that they are obviously located along the entire frontage of the new retail commercial portion of the mixed-use development, and that by so doing, the City of Sumner appears to be enacting a “de facto” change from their “parking in the rear” code requirement. At least that is certainly the “appearance”. I believe that by the enactment of this densified “street parking”, it simply validates the fact that people want to park close to the entrances into the businesses, and not necessarily walk to the street side entrance. It’s just not reasonable to expect them to do otherwise!
- As you are aware, as a professional civil engineer involved in authoring environmental impact statements, and development in various sectors of industry for over 40 years, I have a professional basis to substantiate my qualitative observations. In addition, well-known traffic engineer, Greg Heath, and I met on site to inspect and discuss this proposed “Right In/ Right-Out Only” access, and based upon initial observations and qualitative analysis, I am ever more concluded that this concept is both reasonable and sound.

Another potential problem is that if this request is turned down, and an appeal of the Community Development Director’s decision is ultimately deemed necessary, that future “solidified” plans anticipated to utilize this proposed “Right In/ Right-Out Only” access may also then be compromised. Obviously this, too, would not be a desirable outcome at this time.

As you are fully aware, this lack of access onto Main St., East, along with numerous other constraints thoroughly discussed in the past (no adjacent drive-thru allowed, two businesses minimum per structure, perceived excessive parking requirements, etc.), have all had a substantial negative cumulative impact upon the number of potential qualified tenants, project timing and the property’s ultimate developability, and is now attempted to be ameliorated, in part, with this reasonable request.

Thus the following facts are known: A) A successful long-term tenant negotiation is currently underway, but no agreement is yet in hand, and thus a definitive site plan design specific to this tenant has not been created, B) We not only desire, but really do require to have much more definitive knowledge as to the likelihood for the City of Sumner to support such a “Right In/ Right-Out Only” access, C) This proposed access is deemed to be critical to the current negotiations, and to the overall property, regardless of who/what are ultimately selected in future tenancy.

Therefore, we respectfully request that the City of Sumner carefully consider and approve this “Right In/ Right-Out Only” access, as approximately shown on the “generic” site plan. We obviously understand that in the final site plan configuration, it’s likely that this road approach may well slide one direction or the other, but the concept is fairly clear at this stage. We consider this access to be a justifiable and critical access for all stakeholders, and by receiving mutual agreement with the City of Sumner, successful negotiations with the future tenant can be successfully concluded. As mentioned previously, the denial of this proposed access may well compromise the current prospective tenant’s overall interest and ultimate decision to move forward... or not! Thus... the “Catch 22” as noted above.

Mr. Mike Dahlem
Mr. Ryan Windish
April 15, 2019 – Revised 4-19-19
Page 4 of 4

And finally, if deemed desired or necessary, we would be more than happy to promote an on-site meeting with any City of Sumner staff, in order to obtain an even more full understanding of the actual on-site conditions relative to this request.

We look forward to the receipt of approval for this proposed “Right In/ Right-Out Only” access at the earliest.

Sincerely,

Donald F. Casad, P.E.

Valley Square LLC

9328 Veterans Dr. SW, Apt A
Lakewood, WA 98498

dcasad@envisionpm.net

Cell 253-576-9612

18.43.140 Modified approvals.

The requirements of this chapter may be modified by the community development director in consultation with the public works director and following a recommendation from the design commission if the modification:

- A. Is reasonable and necessary for the development of the property; and
- B. Will result in a more efficient access to and circulation within the property; and
- C. Will not create a hazardous condition for motorists or pedestrians.
- D. The decision of the community development director may be appealed by the applicant to the hearing examiner, pursuant to SMC [18.56.170](#). (Ord. 2015 § 7 (part), 2002)

Valley Square LLC

9318 Veterans Drive SW, Apt A
Lakewood, WA 98498

EXHIBIT B -
RESPONSE TO DESIGN
REVIEW LETTER 2

April 8, 2021

Mr. Ryan Windish
Community Development Director
Mr. Doug Beagle
Development Services Director
1104 Maple Street
Sumner, WA 98390

**RE: CURRENT STATUS AND DIRECTION FOR VALLEY SQUARE LLC
PLN-2020-0078 / REVIEW #2**

Dear Mr. Windish & Mr. Beagle,

I recently had a phone conversation with Scott Waller, Assistant Planner for the City of Sumner, specifically surrounding the pending review of the second submittal of the 7-11 project for Design Review. Scott stated that A) the typical second review period is in the range of 6 to 8 weeks; and B) The two of you will be the principal parties responsible for coordination of that second review. It is my understanding that the second submittal was made on March 8, 2021, and thus 4 weeks have now passed. Assuming that the above is the case, I offer the following information to assist you in your analysis:

The City of Sumner has received significant writings from me over the last several years surrounding its actions, and non-actions, relative to my property, with this writing being considered as a "Update". Typically, past correspondence has been directed to Ryan Windish and/or City Attorney Andrea Marquez. Mr. Beagle, I would ask that Ryan and Andrea provide you with the plethora of those writings for your review, all so that you might gain a correct "Context" in which to render the most optimum decision possible, as after all... ***"Text without Context... is only a Pretext"!***

1. Within my writings you will find that I have attempted to bring forth relevant history of the surrounding area, and this property in particular, and in so doing, have attempted to respectfully challenge the City of Sumner on a number of fronts. To summarize the more salient issues, I provide the following update to my past writings:
 - a) **HISTORY:** In view of the fact that I have now owned my property for over 15 years, I have talked to literally hundreds (if not thousands) of real estate agents, developers, investors, politicians, engineers, architects etc. etc., over that time. Thus, I believe that I have laid a fairly good foundation for both the past, and the present, general marketplace conditions.
 - b) **RETAIL SHOPS:** For many years, Sumner wanted to essentially have a mirror image of the retail shops across the street, with the it encompassing a pedestrian-centric theme being desired. In view of the fact that those retail shops have largely been closed off to pedestrian street-side traffic, by the retail merchants themselves, for all of these many years, it is in my personal and professional opinion that this concept has been, by and large, a significantly **FAILED** concept. This falls into a category that I call ... ***"It sounded like a good idea at the time!"***. (Life is filled full of those!) Furthermore, having dual entrances into the retail shops creates a significantly difficult security and interior layout configuration, cost more to build out, and are certainly deemed to be substantially less than optimum, at best. Add onto that the current distress in the retail marketplace due to A) pandemic, B) stresses in our workforce, C) Digital Online Shopping; and D) our changeup to a digital Quantum Financial System (QFS) soon coming, all of which has had an overall substantial negative impact toward the future build out of additional retail space in the foreseeable future. Suffice it to say that by waiting, albeit not necessarily intentional, it has given time upon which to carefully consider the plethora of

attributes upon which a successful project always depends! In this case,,... "Time has been My Friend"!

- c) **BANKING SITE:** For many years the City of Sumner desired to have a Bank located on the corner, and essentially "Spot-Zoned" it for such use, as evidenced by Sumner only allowing banks to be allowed to have a drive through component for that corner lot. Of course, Spot Zoning typically viewed as an antithesis to sound Planning processes, and is often deemed to be legally *"invalid because it amounts to an arbitrary, capricious, and unreasonable treatment of a limited area within a particular district and is, therefore, a deviation from the comprehensive plan"*. However, Sumner dictated that a bank's actual drive-through component could not be located on the street-side of either E. Main St. or Valley Avenue. As a simple matter of site geometry, this constraint precludes any effective use for a drive through facility for the site. Fast forward 15 years... Tell me, in view of the current Digital Age, how many banks are actually being built out currently? If anything, banks are closing down, that's just a fact! And what would I have on my hands if I actually had constructed a bank on this property, only to have it vacated at some point in time in the near future? Not only could it be financially devastating to me as the owner/developer, but it would also be very negative for the City of Sumner in terms of its "image" of having a major vacant building on its corner, along with not receiving any tax revenues from that business! Suffice it to say that even though I spent thousands of hours of time and money in searching the marketplace for potential end-users, including the banking industry, I am very glad that I never was successful with securing a banking client!
- d) **COFFEE SHOP:** By all accounts, many believed that the corner could be a great new location for a Starbucks Coffee shop (and that included the Starbucks people themselves!). It was generally agreed that the current Starbucks immediately to the north could easily be moved over to a new building, and that perhaps the site might be able to incorporate a drive-through component, as essentially that's all that Starbucks (or any other coffee shop for that matter) builds out, as about 60% to 70% of their business is from the drive through component. HOWEVER, due to the City of Sumner's absolute refusal to allow a drive-through physically located up against either of the major roadways, this coffee shop possibility became nonexistent. In addition, as Starbucks expects an absolutely pristine building, and from my viewpoint, is not willing to match that high quality with a high rent, the composite of these factors just did not lead one to continue to consider this as a viable possibility.
- e) **7-ELEVEN:** As Convenience Stores are certainly included within the current zoning, for many years I had gone out to numerous convenience store marketplace with the myriad of site designs. Well, one of those "planted seeds" finally sprung forth, in the form of the 7-Elevation. And this is what they had to offer:
- I. A financially solid international corporation, with thousands of stores worldwide, which has historically been relatively unshaken in turbulent financial times. Thus, the chance of defaulting on their agreement is deemed to be nil.
 - II. The demographics of the area, particularly surrounding all the high school activities, undoubtedly provided a rich marketplace from which to draw.
 - III. My observations have shown me that when the high schoolers get out of class, that they are "frequent flyers" to the Starbucks across the street, oftentimes with lines outside the door. Add onto that the substantial increase in menu selection that 7-11 brings, and it can easily be concluded that this C-Store will do a stellar business!
 - IV. I've been through enough recently constructed 7-Eleven stores to observe that they create a quality store experience, and at a reasonable price.
 - V. The vast majority of 7-Eleven stores being built today require gas as being a critical component to their business model. The addition of a gas facility provides for a good potential source of "competition" to Fred Meyer (something that seems to be in short supply, as we appear to be heading into Socialism and Communism...much to my chagrin!)

- VI. **ACCESS ONTO E. MAIN ST.:** This one item appears to be a potential sticking point with the City of Sumner. A substantial amount of research, utilizing the consultation with other professionals in planning, site plans and traffic engineering disciplines, all culminated with preliminary approval by the City of Sumner for the use of a “*Right In – Right Out Only*” point of access onto E. Main St. All engineering types agreed that this access provides a great “relief valve” by the inclusion of a 3rd point of access into and out of the site.
- VII. **DESIGN OF ACCESS – E. MAIN ST.:** Discussion has ensued surrounding a traffic channeling device known as a “pork chop” for this access. Due to the requirements of the fuel truck delivery route, a substantially raised “pork chop” is not deemed to be viable. HOWEVER, in phone conversation with traffic engineer and longtime friend, Greg Heath PE, we discussed the various specific design elements that could easily work for this particular application. These ranged from just painted traffic-channeling markers, to a slight/modest very short rolled curb within the pork chop design (one that could easily be “wheeled over”), with the least desirable alternative being the potential of using a C curb running parallel with the turn lane of the west bound traffic on E. Main St. All of these alternatives included a “Right Turn Only” sign placement on the exit lane of this access. **In any case, Greg Heath and I concluded that this point of access could easily be designed such that it can be a quite successful traffic ingress/egress access for all stakeholders!** Note: Greg Heath and I have previously met on the site discussing this access design, and is thus very knowledgeable of this specific site’s attributes. Additionally, I understand that he has done contract work for the City of Sumner numerous times in the past, and it is fully anticipated that Mr. Heath will be brought on board the project team at an appropriate time in the future.

I trust that the above commentary, along with the plethora of previous correspondence over the last several years, will assist you both, in coming to what many of us believe to be a wise choice, in terms of both the use of the site, as well as the critical E. Main St. road approach access point design. I look forward to your earliest positive responses to the entire project.

Sincerely,

Donald F. Casad, P.E.

Valley Square LLC
9328 Veterans Dr. SW, Apt A
Lakewood, WA 98498

dcasad@envisionpm.net
Cell 253-576-9612

cc: Andrea Marquez - City Attorney
Greg Heath, PE
7-Eleven Team



1104 MAPLE STREET, SUMNER WA 98390

COMMUNITY DEVELOPMENT DEPARTMENT

253-299-5520

May 29, 2019

Via Email

Mr. Don Casad
Valley Square, LLC
9318 Veterans Drive SW, Apt. A
Lakewood, WA 98498

RE: Proposed Right-in/Right-out Driveway Modifications at 15012 E. Main Street

Dear Don:

This is a follow-up letter to our meeting last week regarding the requested modification to the driveway locations at your property located at 15012 Main Street East (Parcels #0520193800, 0520193100, 0520193022). This property is located within the East Main Street area and therefore future development is required to meet the Access Management requirements within SMC Chapter 18.43.

This letter is to inform you that your conceptual proposal to replace and consolidate the three (3) existing driveway accesses onto East Main Street with the placement of one (1) "Right-in/Right-out Only" driveway access is acceptable. The final location and design of the new driveway access will require approval of an exception/modification per SMC 18.43.140. The driveway modification approval will be contingent upon a final, detailed site plan complying with the City's Design and Development Guidelines and following recommendation by the Design Commission and consultation with the Public Works Director.

If you have any further questions please don't hesitate to contact me at 253.299.5524 or email: ryanw@sumnerwa.gov.

Sincerely,

Ryan Windish, AICP
Community Development Director

Cc: Andrea Marquez, City Attorney
Mike Dahlem, Public Works Director



REPORT TO THE DESIGN COMMISSION
from the COMMUNITY DEVELOPMENT DEPARTMENT

Permit Number: PLN-2019-0045

Applicant: Valley Square LLC

Project Representative: Don Casad
Valley Square LLC
Lakewood, WA

Location/Parcel(s): 15012 Main Street East (Parcels #0520193800, 0520193100, 0520193022)

Project Components: Design Commission approval of a future driveway on Main Street. Per SMC 18.43.140, Sumner Code requirement to close extra curbcuts on Main Street may be modified following a recommendation from the Design Commission.

Related Permits: N/A

Staff Representative: Ann Siegenthaler – Associate Planner

Date of Meeting: May 8, 2019

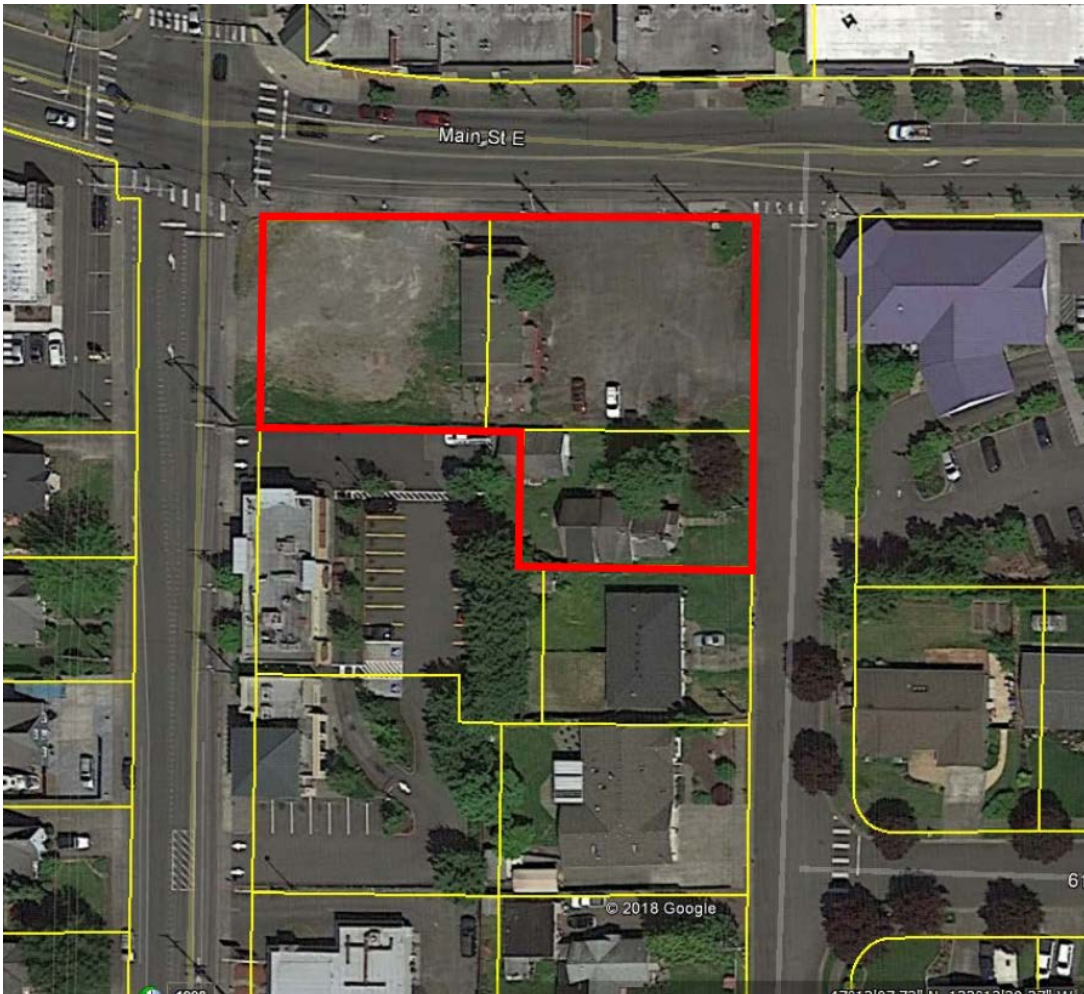
Recommendation: Conditionally Approve

Attachments: Conceptual site plan, applicant letter

I. BACKGROUND INFORMATION

A. Site Location and Vicinity

The request pertains to a site at the SE corner of Valley Avenue and Main Street (the old Branks location). The site is now referred to as the Valley Square site. No development is proposed at this time; the request is only for approval of a driveway on Main Street that would serve future development.



B. Proposal Description and Background

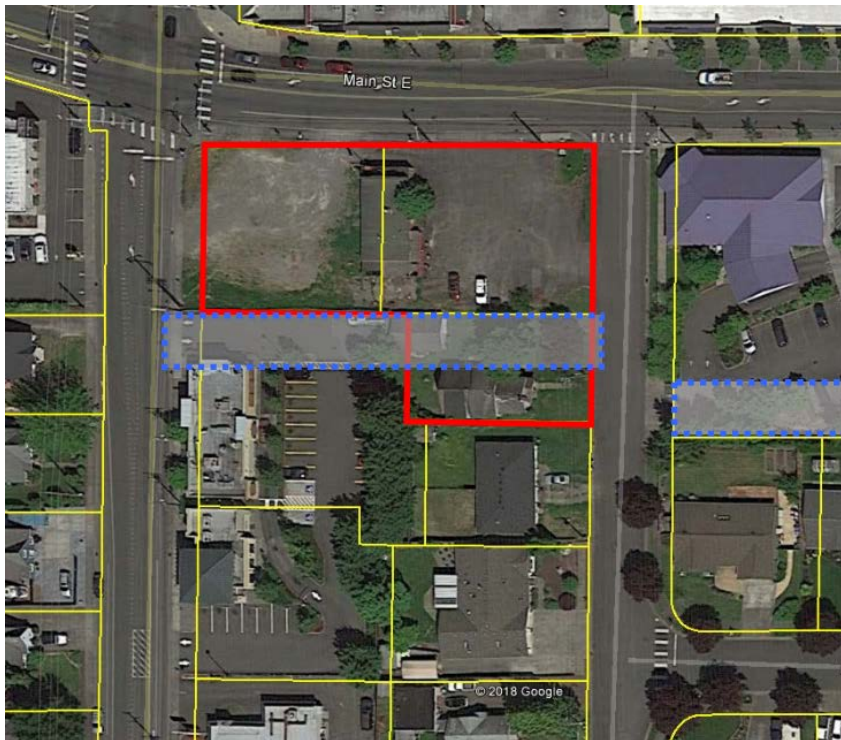
The proposal is not a typical request reviewed by the Design Commission. The applicant is requesting approval of a future driveway on Main Street. The driveway is not allowed outright, since the Sumner Code requires new development to close curbcuts on Main Street. However, an exception/modification may be granted to allow the proposed driveway following a recommendation by the Design Commission (Per SMC 18.43.140).

Properties located along Main Street east of Valley Avenue, like this Valley Square site, are subject to the East Main Street area (EMS area) access management regulations (SMC 18.43). The objective of these EMS regulations is to minimize curbcuts/driveways, promote shared driveways, and promote cross-access

corridors that connect parking lots behind buildings. The intent is explained in SMC 18.43.010: *“...the use of multiple driveways along East Main Street detracts from the aesthetic appeal of the area for pedestrians and auto traffic to the detriment of businesses. Therefore, it is the purpose of this chapter to maintain an appropriate balance between these functions, recognizing both the rights of property owners to reasonable access and the public purpose of safe and efficient movement of vehicles and pedestrians in an aesthetically appealing environment.”*

Constructing cross-access corridors:

The EMS area has an established “cross-access” corridor between the Valley Square site and the Jack in the Box site to the south. Part of this corridor has been completed at Jack in the Box; future development on the Valley Square site will be required to continue the corridor to Bock Avenue (per SMC 18.43.070). The general location of the corridor is shown in dashed lines below.



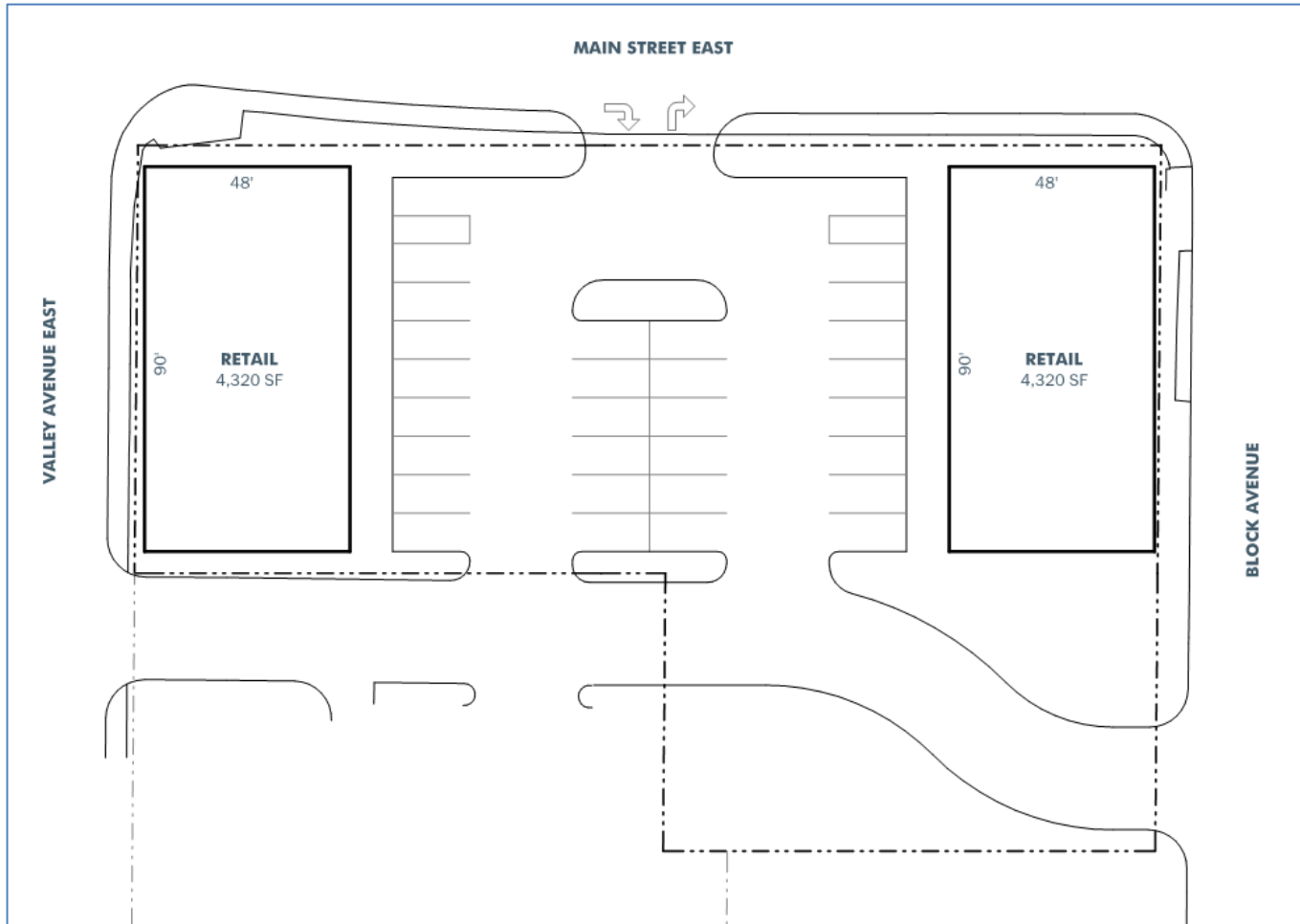
Minimizing curbcuts:

Under the EMS area regulations (SMC 18.43.050), any major development on this site will require that all existing curbcuts on Main Street be closed, and replaced with sidewalk. The owner of the Valley Square site is requesting a modification to this requirement to allow for a single driveway. Such a modification requires a Design Commission recommendation to the Community Development Director (SMC 18.43.140).

Conceptual driveway/access proposal:

The applicant has provided a conceptual site plan showing the cross-access corridor to Bock Avenue and the desired Main Street driveway location (below). The driveway, if approved, will have signs and/or directional arrows showing drivers that it is right-in/right-out only. Note that the site plan cannot be approved as shown. It is conceptual, and does not meet the Sumner Design Guidelines. Parking is required to be located behind structures, or at best the site can have no more than 30 percent of the primary street frontage occupied by parking and vehicle access (Guideline 2.1.3). The site will

also need to provide the minimum amount of pedestrian open space (Guideline 2.2.5), and the plan might not meet the minimum parking requirements, etc. Further, the location of the driveway may need to shift in the future, depending on the final site layout and circulation. Since the site plan cannot be approved, the request at this time is for the Design Commission to approve the concept of a single driveway on Main Street, designed to allow right-in/right-out only movements.



II. APPROVAL CRITERIA AND EVALUATION

A. Approval Criteria

SMC 18.43.140 Modified approvals:

The requirements of this chapter may be modified by the community development director in consultation with the public works director and following a recommendation from the design commission if the modification:

- A. Is reasonable and necessary for the development of the property; and*
- B. Will result in a more efficient access to and circulation within the property; and*
- C. Will not create a hazardous condition for motorists or pedestrians.*
- D. The decision of the community development director may be appealed by the applicant to the hearing examiner, pursuant to SMC 18.56.170.*

B. Evaluation of Impacts

General impacts to traffic and pedestrians:

- Two of the existing 3 driveways on Main Street would be closed. The proposal would leave 1 driveway on Main Street, overall reducing the number of driveways on Main Street.
- One existing driveway on Bock Avenue would be closed, and replaced by the Bock Avenue shared access corridor. Keeping 1 driveway on Main would not interfere with the Bock Avenue corridor.
- The shared access corridor out to Bock Avenue is required whether or not the proposed Main Street driveway is allowed.
- Valley Avenue access to the site is currently difficult due to traffic backups at the Main Street/Valley intersection. That access will not be changed or removed. Providing a mid-site driveway on Main Street as an alternative could alleviate the in/out problems at Valley Avenue.
- The right-in/right-out operation will minimize conflicts with the left turn lane on Main Street.
- The proposed driveway will impact the pedestrian environment by creating a curbcut, where pedestrians relying on a safe walkway must compete with cars coming in/out of the driveway. Curbcuts generally detract from the pedestrian environment, create cross-grades difficult for wheelchairs and strollers, and create auto conflicts. Pedestrian safety at the proposed driveway could be improved through additional paving, striping or other treatment.

Westbound traffic on Main:

- Traffic leaving the site would not be allowed to go west on Main. Right-in/right-out operation would direct westbound traffic to the Bock access corridor to exit onto Bock Avenue.
- Right-in/right-out minimizes conflicts with the left turn lane and the Main Street/Valley intersection.
- Westbound cars coming to the site from east Sumner could access the site only via Bock Avenue. A monument sign at Bock Avenue/Main Street could be used to identify this other driveway.
- Allowing a right-in/right-out driveway on Main Street is not likely to worsen traffic (no more than closing all driveways).

Eastbound on Main:

- Cars enter the site from the right lane. Keeping 1 driveway open is likely to have little impact on eastbound traffic.
- Proposed driveway is at least 100 feet back from the intersection, so it meets the City requirement for a minimum 35 feet away from an intersection. This minimizes conflicts with the intersection.
- The proposed driveway may need to be deeper to prevent queuing of cars out onto Main Street, but those details will be determined at a later design phase.

Southbound on Valley Ave:

- Site is difficult to access from Valley Avenue southbound, due to cars backed at the stop light south of Main Street.
- If all the site's curb cuts are closed, southbound could access the site by going east on Main Street to Bock Avenue, but that is less convenient than a mid-site driveway.
- The proposed driveway would likely improve southbound/eastbound access (versus closing all driveways).

Northbound on Valley Ave:

- Traffic northbound could access the site in the same way as now—through the shared Jack in the Box driveway.
- The proposed driveway provides another way for northbound/eastbound cars to get into to the site.

- There is a potential that once the new driveway on Main and the Bock Avenue driveway corridor are created, there may be cut-through traffic northbound, trying to bypass the light at the Main/Valley intersection. Future development on the site should address this.
- The proposed driveway would likely improve northbound access (versus closing all driveways).

C. Conclusion:

Based on the above facts and analysis, Planning staff concludes that the proposed right-in/right-out driveway is reasonable for the function of the site and flow of traffic. While the applicant has not demonstrated that the driveway is critical for the use or operations at the site; the driveway provides a more convenient access to the site than to close all of the driveways for one block. Further, staff concludes that the proposed driveway will result in a more efficient access to and circulation within the property; and will not create a hazardous condition for motorists or pedestrians, provided the conditions below are satisfied. The proposal consolidates 3 driveways into one single driveway. While this modification does not close all driveways per the requirement, it brings the site closer into compliance and is consistent with the intent of the EMS area policies. Staff has consulted with the Public Works Director, who concurs that the proposal meets the approval criteria.

III. STAFF RECOMMENDATION

Staff recommends that the proposed right-in/right-out driveway be APPROVED with the following CONDITIONS to be addressed at the time of major site development:

1. The exact driveway location is not approved and subject to change at time of development, based on City review of specific driveway design and details needed to safely connect to Main Street.
2. Approval of a right-in/right-out driveway does not constitute approval of the site plan, location of parking or buildings or any other features on the site plan. Future development will be required to meet the Sumner Design Guidelines and other applicable City codes.
3. The proposed driveway shall be adequately signed and/or striped to direct right-in/right out traffic.
4. The proposed driveway shall be of adequate depth to minimize queuing of cars out onto Main Street.
5. The pedestrian crossing at the driveway shall have continuous concrete paving (City standard) and shall include additional design treatments to enhance safety and highlight the crossing as a pedestrian zone, such as adding a 10-foot wide strip of contrasting pavement, painted striping, raised curbs, lighting, additional landscaping or planters, or similar treatments. Final design is subject to approval by Community Development Director and Public Works Director.
6. At the time of development, applicant/owner shall close all other driveways on Main Street and provide the required dedications per SMC 18.43.070, and shall construct the Main Street right-in/right-out driveway to City standards.
7. At the time of development, applicant/owner shall close the Bock Avenue driveway, construct the Bock Avenue cross-access corridor, and grant an access easement to other properties, per SMC18.43.100.
8. Future development will be required to complete street frontage improvements per City standards, which may require additional right-of-way dedication, a 10-foot wide sidewalk, street trees, etc.



December 6, 2019

Karen Wallace
PM DESIGN GROUP
19401 40th Ave W, Suite #200
Lynnwood, WA 98036

RE: Pre-Application Review Letter/7-11 E Main Street and Valley Ave/Project No. PRE-2019-0027 (Previously PRE-2019-0021)

Dear Karen:

The Community Development Review Committee meeting took place on November 27, 2019 for review of the pre-application described above. Each reviewing department has listed the following comments as items to address in further applications regarding this project.

Public Works Department

Contact: Joe Fessler, Civil Engineer

253.299.5704

Storm Water:

1. Applicant shall provide impervious surface area calculations for existing and developed conditions. All projects that add or replace impervious surface will be required to submit a stormwater site plan.
2. Applicant shall provide the City with preliminary storm drainage calculations and drawings showing that the proposed tract will provide adequate space for water quality and quantity control as part of the SEPA review. No open wetponds will be permitted for stormwater treatment facilities.
3. Storm water runoff quantity and quality control shall be designed in accordance with the 2012 Washington State Department of Ecology Stormwater Management Manual. The use of "wet ponds" or those open water quality treatment facilities that rely on retaining a permanent volume of water are prohibited.
4. Applicant shall submit a storm drainage design and calculations to the Public Works department for review and approval.
5. Prior to issuance of any clearing, filling or grading, sedimentation and erosion control, or building permit for which a storm drainage plan is required the applicant or owner shall execute an Agreement to Maintain Stormwater Facilities.
6. Commercial washing operations of vehicles are not permitted without significant site upgrades. All wash water must be collected and recycled or discharged to the sanitary sewer system, yet no stormwater may enter the sanitary sewer system which effectively means that the washing operation must take place indoors or under cover within a

collection basin. Prior to discharge to the sewer system, the waste water must have the oil separated from it and removed. Pressure washer hookup requires that the water service be equipped with an RPBA.

Streets:

1. Applicant shall grant additional ROW as required to construct street frontage improvements. Frontage improvement design shall be submitted to Public Works for review and approval.

Sanitary Sewer:

1. Applicant shall submit a design for all sanitary sewer related connections including connections to the City's system to Public Works department for review and approval.
2. Applicant's plan shall include a grease interceptor or trap, per City of Sumner Standards to protect the sanitary sewer system. All wastewater from the facility except restroom wastewater must be routed through the trap including the dishwasher. Minimum grease trap size is 25GPM and 50lb. Grease trap sizing calculations must be stamped by a professional engineer.

Water:

1. Applicant shall submit a design for all water related connections including fire department connections to the Public Works department for review and approval.
2. Applicant shall provide a backflow device to protect the city water system. The device shall be inspected by the City and tested by a Washington State certified backflow assembly tester. Testing shall be performed annually.

General Comments:

1. Applicant shall pay all necessary permit fees and general facility charges associated with development. Visit the permit center or the city website for a schedule of fees.
2. Applicant shall design and construct all facilities in accordance with City of Sumner Standards and Codes.
3. Most projects require the posting of multiple bonds or assignments of funds as a financial guarantee that you will complete the project. The bond amount will be determined by the city based upon a stamped engineer's estimate that you will provide. The bonds must be posted prior to permit issuance.

Fire Department

Contact: Paul Brockwell, Deputy Fire Marshal pbrockwell@eastpiercefire.org

1. This project shall comply with the Sumner Municipal Code, the 2015 International Fire Code and the set standards of Sumner as established by the Fire Chief. (NFPA)
2. Provide documentation of compliance with IFC Section 510 Emergency Responder Radio Coverage.
3. Provide 2A:10B:C rated fire extinguishers. Install one at or near the main entrance of building and maintain 75-foot travel distance. All fire extinguishers shall remain visible and accessible. IFC Sec 906.3
4. Provide an approved address that is visible from the street and in high contrast to the background of 6-inch number/letter size.
5. A fire department access road/lane shall be provided to within 150 feet of all exterior walls of the first floor of the building.

6. An approved addressable, automatic and manual fire alarm system is required in all structures 5,000 gross square feet or more. (SMC 15.24) A separate permit and submittal is required for alarm systems.
7. An approved automatic sprinkler system is required in all structures 5,000 gross square feet or more (SMC 15.24). A separate permit and submittal is required for automatic sprinklers. The sprinkler underground shall be included and stamped as such or by a separate permit submittal.

Planning Department

Contact: Ann Siegenthaler, Associate Planner

253.299.5520

1. Zoning of the site is General Commercial (GC); also subject to East Main Street Design Area.
2. Proposed parking appears to meet the minimum and maximum (1.25% of minimum) parking requirements.
3. Convenience stores with gasoline sales in the GC zone require a Conditional Use Permit (CUP). The application form is available on the City's website at: <https://sumnerwa.gov/services/city-services/permits/forms/>. A CUP may take 2-3 months to process and requires a public hearing with the Hearing Examiner.
4. The proposal does not meet Sumner design guidelines. Listed below are some of the deficiencies.
 - a. Buildings located along East Main Street must be placed up to the edge of the sidewalk, and feature a pedestrian-oriented façade (e.g. windows, awnings). The fuel island canopy does not comply.
 - b. The primary building entrance should be located at the street, not the parking lot, and must include pedestrian amenities. Also, building facades on both streets must have minimum 25% window/door transparency. The fuel canopy does not comply.
 - c. Parking is prohibited at the corner. Also, for corner sites, buildings are required to be placed at the corner.
 - d. Parking must be located behind the building, so buildings will need to be moved up to Main Street. It does not appear that the project qualifies for any exception to these standards for parking location.
 - e. Sumner code requires parking to be accessed via a cross access corridor in back, not via Main Street (SMC 18.43). Further, Sumner design guidelines require new driveways to be located to minimize impacts to the pedestrian environment. A driveway on Main Street that is occasionally blocked by tanker truck circulation does not enhance the pedestrian environment and is not likely to be allowed.
 - f. Sumner code requires the project to close the driveway on East Main Street (SMC 18.43). An exception *may* be granted by the Director, but that first requires a recommendation from the Design Commission, which this project does not have. The Director accepted a "conceptual" proposal for a right in/right out driveway (May 2019); however, that was based on a different site plan and assumptions. A new proposal with semi-trucks potentially blocking the entire driveway and impacting the Main Street/Valley Avenue intersection will have to be reevaluated.
 - g. The design guidelines require a certain amount of pedestrian-oriented open space (e.g. a lawn or plaza with benches). The site plan is missing this required space.
 - h. Sumner design guidelines do not allow corporate architecture, and require architectural features such as façade modulation, roofline modulation, architectural

- details, etc. Building elevations will need to be submitted for evaluation relative to the guidelines.
5. The project will require Design Review by the Sumner Design Commission (per SMC 18.40.020). Building permits cannot be approved until design review is completed. The Design Review application form is on the City's website at: <https://sumnerwa.gov/services/city-services/permits/forms/>. The design guidelines are available on the City website at:
 6. The project will require SEPA environmental review. The application and SEPA checklist can be found on the City's website: <https://sumnerwa.gov/services/city-services/permits/forms/>.
 7. If you would like to review the applicable codes, you can review the following:
 - Sumner Design and Development Guidelines (the section for commercial uses), available on City website: <https://sumnerwa.gov/government/council/commissions/design-review/>.
 - Sumner Municipal Code 18.16, General Commercial zone, available online.
 - Sumner Municipal Code 18.43, Access Management in the East Main Street area.

It is highly recommended that the applicant address all the above comments prior to submitting further applications for this project. Please refer to your Pre-Application number when submitting future permit applications.

If you have any questions regarding your pre-application please contact the Permit Center at 253-299-5530.

Sincerely,



Chrissanda Walker
Permit Tech

Cc: Project File

Valley Square LLC

9318 Veterans Drive SW, Apt A
Lakewood, WA 98498
253-576-9612

EXHIBIT F -
2019 PROPERTY OWNER
RESPONSE TO PREAPP
LETTER

January 27, 2019

Mr. Ryan Windish
Community Development Director
1104 Maple Street
Sumner, WA 98390

RE: COMMENTS TO RECEIVED DECEMBER 6, 2019 PRE-APPLICATION REVIEW LETTER FOR VALLEY SQUARE LLC

Dear Mr. Windish,

This letter is written specifically to address the comments/requirements as contained within the December 6, 2019 "Pre-Application Review Letter" received from the Chrissanda Walker, Permit Technician for the City of Sumner (see attached). Also attached are the original "as submitted" copies of the proposed site plan for that particular submittal. My comments are as follows:

PUBLIC WORKS DEPARTMENT: (contact: Joe Fessler)

- Storm Water:** As expected and no comment
- Streets:** As expected and no comment
- Sanitary Sewer:** As expected and no comment
- Water:** As expected and no comment
- General Comments:** As expected and no comment

FIRE DEPARTMENT: (contact: Paul Brockwell-Deputy Fire Marshal)

- General Comments:** As expected and no comment

PLANNING DEPARTMENT: (contact: Paul Brockwell-Deputy Fire Marshal)

- #1 - Comment:** As expected and no comment
- #2 - Comment:** As expected and no comment
- #3 - Comment:** As expected of CUP, and no comment
- #4 - Comment:** City of Sumner states, in part: *"The proposal does not meet Sumner design guidelines. Listed below are some of the deficiencies".*
 - a. "The fuel Island canopy does not comply".** It is our position that since gas stations are specifically allowed with a CUP within the City of Sumner's General Commercial zone, that a "Fuel Island Canopy" is an integral component of such a facility, and thus is NOT a violation of the zoning code. Question: When was the last gas station constructed that had a set of fuel islands that was built that didn't have a canopy?
Answer: Not since probably around the 1930s. The point is that a canopy is an

expected part of gas station improvements the City's Code has allowed, with a prime example of course being the Fred Meyer gas station across the street.

- b. *This comment is specific to the requirements for buildings to be placed at edge of sidewalk.*
 - i. *The Convenience store building is located along Main Street.*
 - ii. *Fuel canopies require circulation and thus putting up against the edge of sidewalk doesn't work for the use, thus this guideline does not apply.*
 - iii. *There is no pedestrian-oriented façade potential on a fuel canopy. The façade is an open view to the site, thus meets the guideline for transparency.*
 - c. *Same comment as above.*
 - i. *The Convenience store building is located along Main Street and entrance will be provided along street as well as minimum transparency.*
 - ii. *Fuel canopy has no pedestrian entrance, it's completely open thus meets the guideline as you can enter from all directions.*
 - d. *To Be Determined (TBD)*
 - i. *Building is placed at corner, but presuming you wish for bldg. to be on corner of Main and Valley, not Main and Bock. We have changed the site plan accordingly.*
 - e. *TBD*
 - i. *Parking is behind bldg. and side parking is behind TE on revised site plan.*
 - f. *"Sumner code requires parking to be accessed via a cross access quarter in back, not via Main Street (SMC 18.43). Further, Sumner design guidelines require new driveways to be located to minimize impacts to the pedestrian environment. A driveway on Main Street that is occasionally blocked by tanker truck circulation does not enhance the pedestrian environment and is not likely to be allowed."*
- D. CASAD COMMENT:** Logic dictates that a tanker truck entering Main St., East off of the proposed "Right Turn In – Right Turn Out Only" access will be essentially the same as a truck entering Main Street at Bock Avenue, or directly onto Valley Avenue, on the north side of the Jack-in-the-Box!!! The truck that is shown on the proposed site plan is intended to show what the "turning radius" is, and that it is capable of handling such a truck. Trucks are not going to stop at that location, but will rather be traveling probably about 2-5 mph as it moves out onto the eastbound traffic lane to exit the site. The fact that a fuel truck entering and exiting off of this site every couple days is an insignificant impact upon the pedestrian traffic, or even the vehicular traffic at this location. This is no different than the fuel trucks entering onto Valley Avenue from the fueling island area for Fred Meyer store. I feel confident that my traffic engineer will testify to the same. Also, I feel that treating my site differently from the Fred Meyer site is arbitrary.
- Fuel canopy will require additional circulation and access, in addition to access to the bldg. parking. Tanker truck circulation has been revised so there will be no blockage.***
- g. *"Sumner code requires a project to close the driveway on E. Main St. (SMC 18.43). An exception may be granted by the director, but that first requires a recommendation from the design commission, which this project does not have. The director excepted a "conceptual" proposal for a right in/right out (May 2019); however that was based on a*

different site plan and assumptions. A new proposal with semi-trucks potentially blocking the entire driveway and impacting the main Street/Valley Avenue intersection will have to be reevaluated."

D. CASAD COMMENTS: Once again, "...semi-trucks potentially blocking the entire driveway..." is simply not an accurate description of the action in question, as semi-trucks entering and exiting at that particular access point, is no more of an impact upon Main Street than entering off of Bock Avenue, or off of Valley Avenue at the Jack-in-the-Box or the Fred Meyer access locations. In fact, it is my strong belief that it effectively provides a "pressure relief valve" to this site's traffic flow. As a professional civil engineer having worked in the site development industry for 40+ years, as well as having written environmental impact statements incorporating many other professional engineering reports, including traffic reports, I have a fairly high level of confidence in my above assessment.

Additionally, I have met specifically onsite with my traffic engineer, Mr. Greg Heath PE (with whom the City of Sumner is quite familiar), and I gave him my professional assessment for this "Right in – Right out Only" access, and he quickly agreed that it does make for a very logical and sound technical argument for its implementation.

Furthermore, when I presented my logical arguments regarding specific traffic flow into and out of this proposed access, from each lane, from the North, South, East & West, including turning lanes, Public Works Director Mike Dahlem, verbally agreed with my assessment that it was a definite positive for improving that traffic flow.

As noted in previous correspondence, I own three separate parcels, and currently have a total of 5 different road approaches out onto city streets. This "Right in – Right out Only" road approach was both recognized and conceptually approved last May 2019, and even though the site plan has been modified, it does not cancel or otherwise preclude the logical arguments and conclusions presented at that time! And now the City of Sumner wants to essentially reduce the total number of road approaches down to only one for my entire commercial property?! **From a technically positive "traffic-flow analysis" standpoint alone, it is my strong contention that this proposed "Right In – Right Out Only" is once again a totally reasonable design concept for this application as well.**

Fuel canopy will require additional circulation and access, in addition to access to the bldg. parking. Tanker truck circulation has been revised so there will be no blockage.

h. TBD

Site plan did show additional landscape, benches and hardscape plaza at corner. Revised site plan has some additional amenities at same corner but also along main now that the proposed building is at the corner of Main and Valley, leaving less room for pedestrian plaza.

i. TBD

a. *building elevations submitted to show compliance design guidelines.*

5: As expected and no comment

6: As expected and no comment

7: As expected and no comment

This concludes my analysis and commentary responding to the above referenced pre-application response letter from the City of Sumner, and is intended to accompany my November 14, 2019 letter to you within the overall CUP application package to be submitted to the hearing examiner for consideration.

Thank you for carefully considering my professional and personal observations regarding this proposal.

Sincerely,

Donald F. Casad, P.E.

Valley Square LLC

9328 Veterans Dr. SW, Apt A
Lakewood, WA 98498

dcasad@envisionpm.net

Cell 253-576-9612

Attachments: D. Casad letter November 14, 2019

cc: Mike Dahlem - Public Works Dir.
Andrea Marquez - City Attorney

Valley Square LLC

9318 Veterans Drive SW, Apt A
Lakewood, WA 98498
253-576-9612

EXHIBIT G -
2019 PROPERTY OWNER
SITE DEVELOPMENT
DIRECTION LETTER

November 14, 2019

Mr. Ryan Windish
Community Development Director
1104 Maple Street
Sumner, WA 98390

RE: CURRENT STATUS AND DIRECTION FOR VALLEY SQUARE LLC

Dear Mr. Windish,

This letter, in my mind, has been some 13+ years in the making and it is intended to bring forth a “big picture” perspective (at least from my viewpoint), of just some of the past history of this property, particularly relative to the City of Sumner, as it has a direct impact upon our current direction. And as is certainly “true to form” with me, it is not short in its length, as it is only through “detail of thought” that a much more comprehensive view and understanding can be communicated! Thus, I make no apology for its length and detail! With this precursor, I offer the following:

On October 24th I received a phone call from you, wherein you stated that the City of Sumner is in receipt of emails, site plans and other related communications regarding the potential for 7-11, and perhaps other companies, to seriously consider my property for their businesses. Frankly, and even though you attempted to remain calm, it was obvious to me that you were upset, and stated quite incredulous,... something along the lines of... *Don, I thought we had made good progress in reducing the number of City of Sumner requirements, including laying the groundwork for other types of businesses, including a future Starbucks with a drive-through!!* Honestly, your phone call took me entirely off guard, for any number of reasons, and so I just asked questions as to what information was it that you had in hand, as clearly you were quite surprised by that received information as well. I just stayed entirely noncommittal in our conversation, and ended the phone call by stating that I would get back to you in the near future. I followed up that conversation with an email to memorialize that phone conversation, as well as included specifications for a formal Public Records Act (PRA) “Request for Information”, to which city attorney, Andrea Marquez, responded quickly and respectfully. I am now in receipt of that information, and have done significant review, so I have a much better understanding of where you were coming from. Thank you.

HISTORY

This “historic” narrative is not meant to be all-inclusive (as it would become exceptionally long and detailed), but rather specific to any number of elements deemed pertinent for our mutual recall and consideration here.

I originally located and locked up the property in 2006, and closed on it in late 2007. There’s no doubt that I was aware of its “Gateway” to Sumner designation, as well as many other critical constraints placed on the property, such as “no adjacent drive-thru’s”, access driveway from east-west, past gas station, existing structures, etc. One of my primary driving motivations for purchasing this particular property was the always applicable... *“Location... Location... Location”* mantra that describes any excellently located property! Although it has obviously taken a while (much longer than I had anticipated due in large part to the 2008 – 2012 economic crash), with the ever-increasing population

and related buildout of all areas surrounding this property, it does appear that the above assessment and forecast is ultimately being shown to have been a reasonable one.

PAST DECISIONS BY THE CITY OF SUMNER

Having been around professional “Land Use Planners” for many years, I believe that I can empathize, and even sympathize, with the often delicate and difficult positions in which to weave projects through to success! Between the personalities and positions of City Councils, the Public at large, and those of us in private industry wanting to “create” value for all stakeholders, it makes for a most challenging position to hold, that I am most sure!

Over the many years working with you, I have highlighted, and often challenged, many of these difficulties that have been imposed upon this property by the City of Sumner, through its code, policies and methodologies. Suffice it to say, that these “difficulties” have had a substantial impact upon the prospective tenant/buyers, and the timing for execution on these prospective projects. Add onto that, the ever-changing code and/or design constraints placed by the City of Sumner over many years, and then we have a most difficult blend of variables that require adept weaving in which to meet all development requirements. Thus, I offer the following commentary for your serious consideration:

- **ASSIMILATION OF RETAIL SPACE IN EAST SUMNER:** As I have made known to you any number of times in the past, I have accumulated over 200 potential viable commercial tenants in my database that I have made contact with. I have also created over 30 site plans for both permanent and temporary uses, and have spent thousands of hours on the phone and in meetings in an attempt to “create ideas and ultimate value”!

It is of significant note that it has taken many years for the retail space that was speculatively built across the street to get filled, and it has obviously been difficult and costly to the developer, I am most sure. Clearly, with Amazon and other online retailers “taking the market by storm”, these unforeseen forces have substantially changed the dynamics in retail sales since 2006 when I originally purchased! I have also had a chance to analyze and consider the obvious difficulty of retail commercial in the current environment, as well as take into account as to when, not if, the economy will take the inevitable substantial downturn. The obvious question then that I ask myself is.... *“Why would I commit millions of dollars and build out this property with retail commercial, only to have a partially occupied facility sit idle, and put my life’s financial work in jeopardy?”* I also hardly believe that the City of Sumner would like to see such a retail facility sit vacant during times of recession or depression, ...do you? In addition, the City of Sumner knows only too well some of the holding costs associated with Golf Courses, Red Apple store/town center area, etc., so such an understanding should be easily understood by the City.

- **UNUSED RETAIL SPACE & ACCESS ON EAST MAIN STREET:** Although designed to accommodate the Main St., East “walking” customers, the vast majority of those businesses across the street (probably 80%+/-) have closed down their direct access “walk in” client entrances off of E. Main St., thus requiring their customers to enter their stores from the parking areas, on the north side of their businesses. I recall from our discussions that this idea was initiated by the City of Sumner almost 20 years ago, and was thought at the time to simply be an extension of what typically occurs in downtown Sumner itself. However, as what happens many times, the concept of the majority of customers “walking the streets of Sumner” in this area has been waylaid, at best, and may, in fact, be a much more permanently embedded feature for the foreseeable future! Once again, the conclusive description of... *“It sounded like a good idea at the time!”* appears to fit here! (And why would I bring it up here? Because the City of Sumner wants me to essentially replicate what’s been happening across the street... to which I reply... *“Isn’t that the very definition of insanity??”*)

DUAL ACCESS RETAIL SPACE - POOR DESIGN: As you will most assuredly recall from our numerous past conversations, approximately 7 to 8 years ago, I met with a well-seasoned real estate broker to discuss this property's attributes for future development. We did so because real estate brokers are essentially "gatekeepers" to future tenants, and must "sell the products" those developers create to ultimately meet the user's needs! Simple fact! We specifically discussed the City of Sumner's required "dual entrance" design approach into each retail space across the street on E. Main St. This broker made the very clear statement that A) having an access on both ends of their tenant space makes security very difficult, at best, B) makes the internal configuration of the needed utilities, countertops, seating, etc. also very difficult, and expensive, to successfully accommodate, and C) makes the street-side entrances basically obsolete, as people want/need to park their vehicles in the "back-side" parking areas, and enter in through the "back entrance", versus walking around and entering the street-side entrance. His observations then, and even more so now, clearly show me, and numerous others, to have been substantially accurate. **How else could this eventual outcome be rationalized otherwise?**

In short, this City of Sumner mandated design is considered by many to be a substandard and difficult design, which in turn has no doubt had a negative impact upon the solicitation and procurement of tenants, as well as the bottom line for the developer and the City's ability to collect new tax revenue. See the picture below as a prime example of the questionable results that have been obtained from what I can and many others, believe is an exceedingly poor presentation and functionality. Is this really the kind of storefront that the City of Sumner was originally looking for? I hardly believe that it is!

Note: the City of Sumner mandated closure of the vast majority of accesses on two E. Main has been written in the code in order to accommodate the concepts and principles that have now been built out. I strongly suggest that those original assumptions, and their resultant application, are subsequently not proving to be particularly desirable, and call into question the very foundational thought processes, policies and procedures that have resulted in what I believe is a substantial disappointment!



- **45° PARKING AT MULTI USE DEVELOPMENT TO THE EAST:** Even in the earliest planning stages of this project, from both a civil engineering and interested stakeholder standpoint, I reviewed the preliminary site plans of the above referenced property/project. I then gave you my earnest concerns and observations regarding the pragmatic functioning impacts from the placement of such 45° parking, whereby each vehicle will effectively be backing out “blindly” out into the westbound traffic on Main St., East. It was my professional opinion then that it is a very unsafe design, and that this will become even more evident as the years go by, as the population and traffic only continue to increase!

The following excerpt from a previous letter to the City of Sumner is relevant here:... *“It is our further observation regarding the above mentioned 16 angled parking stalls, that they are obviously located along the entire frontage of the new retail commercial portion of the mixed-use development, and that by so doing, the City of Sumner appears to be enacting a “de facto” change from their “parking in the rear” code requirement. At least that is certainly the “appearance”. I believe that by the enactment of this densified “street parking”, it simply validates the fact that people want to park close to the entrances into the businesses, and not necessarily walk to the street side entrance. It’s just not reasonable to expect them to do otherwise!”*

Well... this last week I decided to go “test drive”, both literally and figuratively, my past observations and hypotheses, and parked in one of these 45° angle parking stalls. What I found, most unfortunately, was that my earliest observations were being confirmed, because even though there wasn’t that much traffic at the time, I still had to back out “blindly”, just hoping that the westbound traffic on Main St., East would see me, and not run into the right rear side of my vehicle! I then once again just shook my head and made the definitive comment to myself *“This is no way to run a railroad!”*. This, too, fits the above referenced mantra of... ***“It sounded like a good idea at the time!”*** **It is my professional opinion that this operational design will be considered to be one of the more negative and dangerous decisions over the years!**





- **EXCESSIVELY LONG 13 YEAR TEMPORARY OCCUPANCY PERMIT BY JACK-IN-THE-BOX:** About every six months or so, when we do happen to meet, I would regularly verbally ask you the question, almost facetiously at this stage... *"Did the Jack-in-the-Box ever obtain their Final Occupancy Permit for their store, as they had been working off of a "Temporary Occupancy Permit" from about the time when I originally purchased my property in 2007!"* The reason for this, of course, was that the City of Sumner's required "Road Access Agreement" had never been executed by the developer, Jeff Hogan, as apparently he was most hesitant to do so until such time as I build out my property. I informed you that I have asked many seasoned developers about this fact, and not one had ever heard of a regulatory governmental entity allowing for a 13+ year length of time for a "Temporary Occupancy Permit" to be utilized! I told you many times that, frankly, I objected to that obvious lack of compliance on his part, as well as believed that that Road Access Agreement requirement effectively forces me to give away my property to an adjacent Private Developer, subsequently greatly increasing the value of Jeff Hogan's property... without just compensation to me! It could even possibly be considered to be an ***"Illegal Taking"*** by the City of Sumner, in favor of Hogan! The obvious question then is *"How is it that the City of Sumner has become the judge that effectively is the transferor of value and wealth from one private citizen to another?"* To be fair, I also consistently verbally recognized that my property would also gain some limited, although, in my opinion, NOT commensurate value as that received by the Hogan property. I had suggested, with the somewhat rhetorical question.. *"Tell me, was this 13+ year delay because of the substantial reputation that Jeff Hogan enjoys within the City of Sumner Government?"* To which I typically received nothing other than an somewhat muffled, and less than confident assurance, that such was not the case! My logical follow-up question was... *"And would the City of Sumner be so gracious with me if the roles were reversed?"*... Something tells me that that would not be the case!

- **SPOT ZONING IN PLAY:** In my professional opinion, ever since the very beginning of my involvement in this area, the City of Sumner has, for all intent and purposes, inappropriately “Spot Zoned” this property in many ways, through its often changed various codes and requirements! It has led me to consider its ethical, and even legal, foundations for enactment. The evidence for this observation abounds, and has been recorded in various ways, and forms, over many years. For instance, the “No Adjacent Drive-Through Businesses” was enacted by City of Sumner, EXCEPT FOR... Financial Institutes (i.e. banks)! For years I have posed the following question: ***“From a strictly legal standpoint, how can the City of Sumner actually impose different standards upon adjacent “same zoned” property?”*** You have repeatedly informed me to the effect that ***“I have checked with the city attorney, and the City of Sumner stands firm in its belief and stance on this ‘dual standard’ topic!”*** And even though this position and zoning code has now obviously once again recently changed, I believe that it could reasonably be argued that its former stance and position could well be considered non-supportable (i.e. “illegal”) in a court of law! (This never did lend itself for me to place my trust in the City of Sumner’s logic, or actions.)

Other changes had been implemented by the City of Sumner over the years, but these are some of the more impactful upon what development concepts and business entities that I have pursued, and at substantial cost. **Question:** Isn’t it true that a substantial reason for having consistent planning, zoning and design guidelines, is to bring about a reasonable level of security and consistency, so that investors like me can depend upon a reasonable foundation of understanding and knowledge by which the “unknowns” can be minimized, and subsequent risk reduced? **Answer: Of course it is, as it is the very basis upon why good Planning is so important!**

FAIR APPLICATION OF LAW AND DEVELOPMENT FEES: In a fairly recent meeting with a substantial land and business owner within the City of Sumner, I learned that in the development of their building that the City of Sumner came back with what the developer believed to be astronomical development fees. In due time, and with very substantial rational and legal argument, it’s my understanding that those fees were dropped nearly in half, and in their opinion, represented a much more fair and principled application of law! How does their experience build a sincere “Trust” with the City of Sumner? Tell me, would the City of Sumner voluntarily offered my \$38,000 worth of utility fee credits that I had to tenaciously reveal and defend, had I not stood my ground and demanded them to be credited in the future? Honestly, I don’t believe that they would!

- **EVER CHANGING DEMOGRAPHICS AND MARKETPLACE CONDITIONS:** About 5 to 6 years ago, one of the City of Sumner Council members took me out for coffee, and seriously petitioned me to consider a “sit down” restaurant (i.e. Red Robin, Applebee’s, etc.), as *“this area of town is substantially lacking such a “restaurant” facility”*. From its initial purchase, a restaurant had been one of many types of uses considered, however due to the relatively large parking requirements for restaurants, and the physical size and limitations of this property, it did not lend itself well for further serious consideration.

A prime example of these changing marketplace conditions, is an article that I just read entitled ***“Are Sit down Restaurant Chains Dying out?”***, <https://www.foxbusiness.com/lifestyle/restaurant-chains-dying>, and is contained within, as an exhibit to this letter for your earnest consideration. **In particular, it appears that those types of sit-down restaurants are starting to become less favorable in the eyes of the public, as the public now appears to simply want “drive throughs” to purchase their food, and leave for home, or other parts unknown to enjoy!** However, as you rightly noted in the more recent meetings, the marketplace has become even more demanding for drive-throughs

to be incorporated in both existing and newly proposed businesses. And yet, the City of Sumner has now seen fit to remove drive-through restaurants as a viable option along E. Main St., as evidenced by the most recent changes to code. It certainly seems counterintuitive to me... does it not to you as well?

If I were to have taken the advice of that City of Sumner Council member, and somehow utilize the entirety of my site for one of these “sit-down only” restaurants, and then if that corporation decided to ultimately shut it down because it no longer fits the changed marketplace conditions (as revealed in the referenced article), how would that investment work out for me? I would’ve essentially taken up all my property space for parking for the restaurant, thus effectively “*put all my eggs in one basket*” in terms of an investment, and potentially not have the income to pay for the financing required for such a constructed facility? And how would those impacts look for the City of Sumner, both aesthetically and financially? As you aware, development has to work for all stakeholders, and not just one or two!

- **PROPOSED MIXED USE DEVELOPMENT:** As you will recall, I had actually made submittal for a comprehensive plan change which would specifically allow for a multi-story mixed-use facility. I believe that I was ultimately able to come up with a very viable and marketable concept, including underground parking, beautiful presentation and a very functional project (see exhibit below).



In fact, it was so nice in its conceptual design elements, that I made the statement that A) This project would most certainly fulfill the “Gateway” parameters desired by the City of Sumner, and B) this project was probably 20 – 30 years ahead of its time in many ways (but believe that the City of Sumner could “grow into it”! I spent many hundreds of hours, and thousands of dollars, in exploring this possibility, including even an application for such a proposed Comprehensive Plan and Zoning change. **However, ultimately this type of use was not pursued due to any number of people informing me that City of Sumner City Council was highly unlikely to approve such a Mixed-Use facility, as it would be in direct competition with the proposed mixed use development at the proposed Sumner Town Center!** Although it would’ve been quite the centerpiece for this area, the pragmatism and simple fact of “politics getting in the way” would most certainly have made it a “very steep hill to climb”, likely ending in defeat and a substantial financial loss in attempting to get approved and build out!

- **“TEMPORARY USES” DENIED :** As you well know, just like much of life for us all, it’s been a struggle to “keep it all going”, and I’ve related to you some of just a few of the personal sacrifices that have been required by my wife and me over the years! In so doing, I have come to you many times with prospective “temporary uses” businesses, however each and every time you made the very clear statement that ***“Don, we just don’t have any capability of dealing with so-called “Temporary Uses”, ...but that you would need to build out the site as any normal development would require, with curbs, gutters, sidewalks, landscaping, etc. etc.”!*** As a prime example, I have had probably somewhere between 20 and 30 different people/organizations make contact with me, over many years, desiring to install a “temporary use” drive-through coffee facility on my property. As discussed with you numerous times, your stated required improvements for such a temporary use would simply not be financially viable, because “any year now” we could have a long-term viable player that would just have to demolish all of those relatively expensive temporary improvements for me as the developer, or to the new user. As stated, you consistently turned down my reasonable “petitions” over and over again, which included, in part, sales lot for storage sheds, temporary leasing lot for moving vans, auto sales lot, drive-through coffee, temporary restaurant,... the list goes on and on and on! I have even spent substantial money with architects and engineers in preparing proposed site plans, not just for “permanent” site buildout, but for “temporary uses” well! You have received any number of those site plans for consideration,... but each time you shot me down for any kind of “Temporary Use”!! Again, and I cannot overemphasize it, I petitioned you often, continuously asking for your assistance in effectively assisting me in keeping the cash-flow going on the property until such time as the site was “permanently” developed out, ...but you repeatedly turned me, and other potential businesses/tenants directly, down from what they were proposing! This is just a simple fact!

DISPARATE TREATMENT. In early 2019 I happened to be reading about the City of Sumner’s “Red Apple” property, and its intended future development. I learned that the City of Sumner was demolishing the old store, paving the area over and creating and renting out **“Temporary Parking Spaces”** to assist in accommodating the ever-increasing need for parking as part of the Sounder train station impacts, along with collecting rent for those parking stalls. Then in a meeting shortly thereafter with you and Public Works Director, Mike Dahlem, I specifically asked if the stormwater quality and quantity control criteria were addressed and incorporated within the design and construction for this City of Sumner’s Red Apple “temporary parking” conversion project. Mike Dahlem made the very clear, and unmistakable, statement... “This is just a *Temporary Facility*”, which can only be reasonably interpreted as “This project did not incorporate any kind of water quality or quantity control for the requirements of the most recent Department of Ecology design guidelines”. On the one hand it didn’t surprise me, as I am an old professional civil engineer, having designed and completed hundreds of residential and commercial projects for over 40 years, including having written environmental impact statements in the past. I also know, only too well, that governing jurisdictions can write their own environmental documents, including the “Declaration of Non-Significance”, which is to typically incorporate any of the criteria necessary to mitigate any impacts created by a particular project. Clearly that’s exactly what has occurred in this case! As I am most sure you will recall, I told you the story of the City of Lakewood’s American Lake Park boat launch project, wherein they had planned to do a direct “totally untreated” stormwater discharge into beautiful American Lake, from the creation of over 2 acres of boat and vehicle asphalt paved parking, all the while knowing that what they were doing was wrong.... on so many fronts! As I live right next door, I professionally “called them out on it” by writing up a very detailed letter challenging their actions, and non-actions, and effectively refused to allow them “to write their own ticket”, and to contaminate a beautiful lake with the obvious hydrocarbons that are inevitably discharged from such a parking facility. Ultimately the project was put on hold while a new appropriate stormwater and parking lot design was

formulated and ultimately constructed, which then effectively protected the lake to which they are, in part, responsible for! When I seriously inquired of the status for such water treatment to you and Mike Dahlem in our meeting, I pretty much just received much hesitation, silence and a *“Deer in the Headlights”* look, as I told you the above story. Although I haven’t received the “evidence” in hand, I believe that the truth was revealed, both verbally and nonverbally, over the course of three meetings last spring. This revelation was then ultimately brought forth in one of the later meetings with you and city attorney, Ms. Marquez, as I wanted all of you to be fully aware of my knowledge and opinion on this matter. Subsequent to that meeting, I have visited the old Red Apple site and have documented, through photography and narrative, my findings of the various “non-code” deficiencies that were not addressed and/or ignored by the City of Sumner (i.e. old and crumbling curb gutter and sidewalks, limited to no landscaping, direct untreated discharge of excess stormwater etc. – See pictures below to validate these observations and comments). So once again the old hypocritical adage of *“What’s good for me... but not for thee”!* seems to apply here, doesn’t it?



So I challenged you, and Ms. Marquez, in at least one meeting stating the above facts, and noted... very clearly... the above disparate treatment of my inquiries about temporary use and the City’s temporary uses of its properties. You have repeatedly refused me use my property on a “temporary basis” so I could keep my property and business moving forward, but then when it came time for the City of Sumner to make money off of their property through a “temporary” use of its property, the City of Sumner applied the rules in a manner allowing their temporary use without making the substantial improvements the City would require for my temporary uses. There is really no other rationale, or excuse, that might be offered by you, or others, to explain otherwise! I suspect that you were being pushed by certain councilmembers

to NOT install the landscaping, or to NOT replace the curb gutter and sidewalk for the “temporary parking spaces”, and certainly to NOT require any kind of water quality treatment necessary for the obvious increase in increased surface areas generating non-treated stormwater (including hydrocarbons and other nefarious discharges) being released by a direct discharge off of the site! Pressure from the Council, or other City official is not, to my knowledge, an exemption from application of City code!

CONCLUSIONS

The above history, observations and opinions were largely based upon my more recent memory, and not from a “deep dive” back into all of my other 14+ years of accumulated documents. My objective is not to “vilify” anyone, as I sincerely believe that you, Mike Dahlem and Andrea Marquez and I have reasonably good professional relationships, and would like to keep them as such. I would also like to believe that even though I may seem to be “hitting hard” with the above facts and opinions, my objective is to establish a “Foundation of Facts” upon which we can all make a reasoned assessment leading to positive solutions regarding development of my property.

“ANGER”: Anger is typically produced when someone feels an “INJUSTICE” has been perpetrated against them, in whatever form. Unfortunately, too many times that Anger is inappropriately expressed and acted upon, which all too often leads to destruction, if not corrected in its earlier stages. For the most part, I must say that I haven’t felt particular “anger” toward you, or the others at the City of Sumner, until the City permitted itself a “temporary use” of property without making the substantial improvements to its property that were being required by my proposed temporary uses. **As I mentioned in a previous meeting, I calculated that had I been allowed to reasonably utilize my property for even a “temporary use”, such as a drive-through espresso stand, that I could’ve received between \$250,000 – \$300,000 in rent income since the first solicitation by prospective tenants initially made contact!** That would have greatly assisted in ameliorating a substantial amount of stress over many years!

TRUST - With the above discourse, that I revealed not long ago, I think it’s safe to say that my overall level of trust of the City of Sumner is not very good currently, and that, most certainly, is NOT a good place to be.... for any of us! Of course “Trust” is comprised of many components, and in this case, it is my opinion that many of the decisions that had been made over the years, by many people within the City of Sumner government, have been less than well-thought-out for the long term, and has had a negative impact upon my “Trust” in the City of Sumner to forecast and execute sound planning and development, in a consistent, fair and equitable way.

EVER-CHANGING MARKETPLACE CONDITIONS: Again, and I believe that it bears repeating that, clearly Amazon and many other online retailers have had a huge negative impact upon the “brick and mortar” retail stores, as evidenced by a large number of store closures throughout our nation. A similar situation appears to be evolving for restaurants, with the dine-in only restaurants fading away, and drive through “casual dining” restaurants accelerating, in direct opposition to the most recent City of Sumner zoning changes! Again, this does not lend itself to increasing “Trust” in the ability of the City of Sumner to forecast our society’s ever-changing direction! Frankly, it seems that the City of Sumner is always about 5 - 10 years “behind the curve” in its assessments, and code changes to reflect that societal change! As a fellow stakeholder, and the ultimate “Bag Holder” for all things Financial relative to this property/project, the City of Sumner represents a substantial “RISK” to me. The City of Sumner will certainly not “ante up” should a retail or restaurant project go sideways on my property. My take on it, is that the City of Sumner wants to control virtually all aspects of this property and project, through micromanagement of its code, and seldom wants to substantially assist through allowing it temporary use, or effective code application, all the while having no financial consequence.

Frankly, it sounds like "Typical Government" thought processes in play here, and appears to be very one-sided to me!

CONSIDERATION OF STARBUCKS: I am certainly aware that you, and many others, were very interested in the placement of a drive through Starbucks store at this location, as their existing store directly to the north is strongly considering moving, due to its existing financial limitations in large part because of the lack of a drive through facility. However, in talking with a developer who has built out and owned a number of Starbucks stores, he informed me that Starbucks is not willing to do a ground lease only, is exceptionally particular about each and every component of their structure and lease agreement (rightfully so), and would effectively limit their risk by only signing for an initial 10 year lease period. So the City of Sumner would have a nice new gathering espresso meeting spot at a prime corner of their city, with me being granted the opportunity to finance a great store, at a NNN lease price that is less than optimal, and all of that for a guarantee of only 10 years before they could make a decision to terminate! In short, I would end up expending well over \$1,500,000 dollars, for a relatively high risk - lower income property, on a relatively short commercial lease (compared with many other commercial leases).

CONSIDERATION OF 7-11: As I have always seen this property as an "ideally located" property, I believed back then, and even more so now, that it was highly likely that it would not just retain its intrinsic value of "location", but would substantially appreciate in value over time. Thus, I have not been too inclined to sell the property, as I strongly believe that it represents an excellent long-term source of investment income for years into the future.

As part of my marketing of the site over many years, I have considered virtually "any and all" different types of businesses, with many "seeds planted" during that time. One of those types of businesses was that of Convenience Stores with Fuel, Drive-through Espresso, and even an associated Carwash. Contact was made with Chevron, Jackson Oil, Food Mart, and certainly 7-11. Many of these businesses want a "build to suit" arrangement, which of course means that I would be financing the entire buildout of the project, with a triple net lease then being secured with that business entity.

So when 7-11 came knocking on my door with a "Corporate" offer to execute a long-term "Ground Only" lease, without having to substantially increase my risk by financing the required buildout, then I had to give serious consideration to that possibility. I have done substantial analysis of 7-11, their product, corporate strength, and long-term viability, and frankly, what I found was fairly impressive. What I discovered in my research was that 7-11 was not the small local store that I used to ride my bike to some 55 years ago as a kid, but rather 7-11 had become a fairly sophisticated in its product line, its service and in its delivery! Having been around since 1929, 7-11 has not just fared well through recession and depression, but it apparently has been very consistent in coming out not just largely unscathed, but actually in excellent condition as it migrated through those difficult economic times! In fact, with tens of thousands of stores worldwide, they have only continued to expand, not just within the United States, but worldwide as well. In addition, I learned that they have never had a "corporate store" closure due to corporate failure, and that the "Corporation" would be the securing entity on my ground lease as well! So from my viewpoint as a developer and property owner, this represents a significant stability, and a subsequently relatively lower risk, than many other types of retail commercial properties.

I fully recognize that 7-11 is not likely to have been the City of Sumner's ultimate preferred use for this property, as envisioned by many, however in view of the above commentary; I have obviously come to the conclusion that this proposed use is a reasonably sound choice! (Note: just last week I had additional inquiry from another similar competitor for essentially the same use, so I know the marketplace is out there "pushing" for such a location as this site for their facilities!). As such, we intend to move forward with 7-11 with this project, and respectfully request that the City of Sumner responds positively, and not inappropriately... in any way. Of course, 7-11 and I are more than willing

to discuss and accommodate reasonable “positive attributes to the site plan, and will ultimately be reasonably aesthetically pleasing, and am most sure that these elements will be discussed in detail in the near future.

I trust that the above discussion and summations assist you, and the balance of the City of Sumner, in coming to understand some of my thought processes leading to this decision. Undoubtedly there will be others that do not know of, nor appreciate my perspective, however these people/entities have certainly not “stepped to the fore” with a viable offer to date to purchase, or otherwise “pay for and enact”, their own “vision” for this property! I also trust that the City of Sumner will prove itself out to be an honest and reliable partner in the creation of something of value, versus a significant stumbling block in this process.

Of course I’m always willing to meet to discuss any and all of the above, as deemed appropriate, however in the meantime we intend to move quickly forward in the execution for this project, and would certainly appreciate your full assistance in that regard.

Sincerely,

Donald F. Casad, P.E.

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cc: Andrea Marquez - City Attorney

Are sit-down restaurant chains dying out?

By [Ann Schmidt](#) FOX Business

[close](#)

Pizza Hut shifts focus and plans on closing hundreds of restaurants

As more [full-service restaurant](#) chains [close](#) locations, one report suggests it’s because they’re losing business to quick-service markets. Last month, Canada’s [Global News](#) reported that Red Robin would shut down all five of its locations in Alberta by early December. The company confirmed those decisions to FOX Business on Friday evening, saying: “The closures are part of a reassessment of Red Robin’s real estate portfolio -- one of the strategic priorities that Red Robin had previously announced.”



Red Robin confirmed to FOX Business on Friday that it would be closing all five of its locations in Alberta, Canada by Dec. 8.

The company's interim CEO Pattye Moore had announced in May that Red Robin would close 10 of its restaurants and continue to reassess the company's properties, [Nation's Restaurant News](#) reported at the time. Meanwhile, at least seven Friendly's locations in New York, Massachusetts and New Hampshire have closed recently, with two more -- one in Stoneham, Mass., and one in Manchester, N.H., -- closing on Nov. 10, Friendly's confirmed to FOX Business.

"As shifting consumer demographics and market dynamics present challenges across the industry, it is incumbent on us to regularly evaluate our restaurant footprint with a focus on long-term viability," the spokesperson told FOX Business. "Unfortunately, in some cases, this process results in the difficult decision to close underperforming locations that can no longer be sustained by the local market."

Approximately 32 Friendly's restaurants have reportedly closed or are in the process of closing this year, according to recent reports.

Two locations in Long Island, N.Y., closed in September and October, [Newsday](#) reported earlier this week. [Restaurant Business Online](#) also previously reported that four locations in Massachusetts and three locations in New Hampshire have closed or are in the process of closing.

Those don't include the 23 Friendly's locations that [shut down in April](#) in New York, Connecticut, Maine, Massachusetts and New Hampshire.

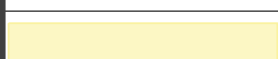
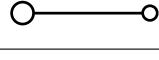
According to [Restaurant Business Online](#), "Casual dining is losing business to the fast-casual and quick-service markets."

REVIEW #3
PLN-2020-0078

ARCHITECTURAL SITE PLAN

SITE NOTES:

1. **PER SECTION 18.02.030 CUP IS REQUIRED FOR SERVICE STATION IN A GENERAL COMMERCIAL ZONE.**
2. **SECTION 18.16.070 - SETBACKS MAIN STREET**
 - CORNER LOT - 0' FRONT AND SIDE
 - CORNER LOT - 10' REAR ABUT RESIDENTIAL. 15' TO TRASH ENCLOSURE
 - CORNER LOT - SIDE 5'
 - PER PUGET SOUND ENERGY REQUIREMENTS BUILDING SET BACK 7'-8" FROM MAIN STREET EAST AND 27' FROM VALLEY AVENUE EAST
3. **SECTION 18.40.040 - COMMERCIAL GUIDELINES**
 - A. 2.1.3 - 30% OF STREET FRONTAGE CAN BE PARKING AND VEHICLE ACCESS - $239 \times 30\% = 71'$
 - 1. STALL 12 20'
 - 2. FUEL ISLAND PARKING 20'
 - 3. RIGHT-IN RIGHT-OUT APPROACH FROM MAIN STREET 31'
 - B. 2.1.4.b & c - PARKING LOT SCREENING
 - 1. 5' WIDE PLANTER WITH A 3' HIGH WALL PROVIDED BETWEEN MAIN STREET EAST AND PARKING ALONG EAST SIDE OF BUILDING.
 - C. 2.1.7. - STREET CORNERS
 - 1. LOCATE BLDG. AT CORNER WITH PEDESTRIAN CORNER ENTRY - MET
 - D. 2.2 - PEDESTRIAN ACCESS
 - 1. 2.2.2 - WEATHER PROTECTION 5' DEEP AT ALL ENTRIES. 5' DEEP AWNINGS PROVIDED AT MAIN ENTRIES
 - 2. 2.2.5 - PEDESTRIAN ORIENTED SPACE - 2% OF LOT AREA = 628 SF + 1% OF BLDG. AREA = 41 SF TOTAL 669 SF REQUIRED - 1,643 SF PROVIDED
 - a. SEATING AREA 1: VALLEY AVENUE BENCH AND 5' WIDE 3' HIGH PLANTER W/12" LEDGE FOR SITTING ON 503 SF
 - b. SEATING AREA 2: FRONT ENTRY WITH BENCH 274 SF
 - c. SEATING AREA 3: MAIN STREET PLANTER 5' WIDE 3' HIGH W/12" LEDGE FOR SITTING ON 198 SF
 - d. SEATING AREA 4: BIKE RACK AND BENCH 562 SF
 - e. SEATING AREA 5: BENCH AT CORNER OF MAIN STREET E AND BOCK AVENUE 106 SF
 - E. 2.3 - BUILDING CHARACTER
 - 1. 2.3.1 - NO FRANCHISE AND CORPORATE ARCHITECTURE. NOT PROTOTYPICAL DESIGN - EXTERIOR DESIGN INCORPORATES NON-PROTOTYPICAL FINISHES AS WELL AS MATERIAL AND FINISH CHANGES: VERTICAL PILASTERS, AWNINGS, TEXTURE AND COLOR VARIATION AND BUILDING MODULATION.
 - 2. 2.3.4.b - USE OF AWNINGS AT STOREFRONTS AND ENTRIES - MET
 - F. 2.5 - STREETSCAPE AND LANDSCAPING
 - 1. USE OF PEDESTRIAN FURNITURE, TREE GRATES, BIKE RACKS, SITE LIGHTING, LANDSCAPE.... SITE TO INCORPORATE LANDSCAPING AND DECORATIVE TREE GRATES AS WALL AS PROVIDING PEDESTRIAN FRIENDLY AMENITIES SUCH AS RESTING AREAS (BENCHES) AND USER FRIENDLY BIKE RACKS
 - G. 2.1.2 - BUILDING ORIENTATION
 - 1. BUILDING ENTRIES FOR CORNER BLDGS. CORNER ENTRIES ARE ENCOURAGED - MET
 - 2. 25% OF THE FACADE FACING THE STREET MUST BE DOORS AND WINDOWS BETWEEN 4' AND 8' ABOVE THE SIDEWALK.
 - 19' OF DOORS AND WINDOWS ALONG THE 73'-0" FACADE AT MAIN STREET EAST = 26%
 - 15' OF DOORS AND WINDOWS ALONG THE 50'-3" FACADE AT VALLEY AVENUE EAST = 29%
4. **SECTION 18.42.030 - PARKING DESIGN**
 - A. MIN. STALL SIZE IS 8 1/2'x18'. MIN. DRIVE ISLE IS 24'. 24' MIN. DRIVE AISLES PROVIDED
 - 1. 18.42.030.C.4 ONSITE INGRESS/EGRESS SHALL NOT BE CLOSER THAN 30' TO ANY INTERSECTION. ENTRANCE ALONG MAIN STREET EAST IS 149'-2" FROM NEAREST INTERSECTION. ENTRANCE ALONG VALLEY AVENUE EAST IS 115'-7" FROM NEAREST INTERSECTION
5. **SECTION 18.42.040.C - REQUIRED PARKING COUNT**
 - A. GROSS AREA = 3,616 SF x 85% = NET AREA 3,074 SF /1,000 SF = 3.07 x 2.5 = 7.69 STALLS ROUNDED UP TO 8 STALLS REQUIRED. 16 STALLS PROVIDED
7. **SECTION 18.42.050 - LOADING SPACES**
 - A. ALL OFFICE AND COMMERCIAL USES REQUIRE A MIN. OF 1 10'x30' LOADING STALL. 1 10'x30' LOADING STALL PROVIDED
8. **SECTION 18.42.085 - BIKE PARKING COUNT**
 - A. BIKE PARKING - 10% OF PARKING REQUIRED - 16 STALLS x .10 = 1.6 STALLS ROUNDED UP TO 2 BIKE STALLS REQUIRED. 2 BIKE STALLS PROVIDED.
9. **SECTION 18.41.040 - LANDSCAPING REQUIREMENTS**
 - A. LANDSCAPING TOTAL NO LESS THAN 10% OF THE TOTAL SITE AREA. FOR SUBDIVISIONS, THE TOTAL AMOUNT OF LANDSCAPING SHALL NOT BE LESS THAN 10% OF THE COMBINED NET LOT AREA PLUS 10% OF THE SITE OPEN SPACE. 29,757 SF TOTAL SITE AREA x .10 = 2,976 SF + 12,661 SF TOTAL OPEN SPACE x .10 = 1,267 SF = TOTAL OF 4,203 SF REQUIRED. 4,673 SF PROVIDED.

KEY	DESCRIPTION
	STRIPED SAFETY PATH, ACCESS PATH, OR CROSSWALK
	CONCRETE PAVEMENT, SEE CIVIL DRAWINGS.
	CONCRETE SIDEWALK PAVEMENT, SEE CIVIL DRAWINGS.
	LANDSCAPING, SEE LANDSCAPE DRAWINGS.
	PEDESTRIAN ORIENTATED SPACES
	BUILDING LINE
	PROPERTY LINE
	STANDARD PARKING
	LOADING AREA
	ACCESSIBLE VAN PARKING
	EV CHARGING STATION PARKING
	POWER POLE W/LIGHT
	TRAFFIC LIGHT
	ELECTRIC POWER POLE
	LUMINAIRE
	FIRE HYDRANT
TRSB 	TRAFFIC SIG CTRL BOX
	ELECTRIC METER
	MANHOLE
	SIGN

ARCHITECTURAL SITE PLAN LEGEND

NO SCALE	1
----------	---

KEN MCCrackEN, ARCHITECT
SEAL: _____

RECEIVED
06/11/2021
Development
Services

CONSULTANT: _____



7-ELEVEN, INC.
STORE NO.: 41923
SITE NO.: 1044929
MAIN @ VALLEY
SUMNER, WA 98390

[illegible]

DRAWN BY:
CHECKED BY:
ARCH. PROJECT NO.: 7EI-19013
SHEET NAME:

ARCHITECTURAL
SITE PLAN

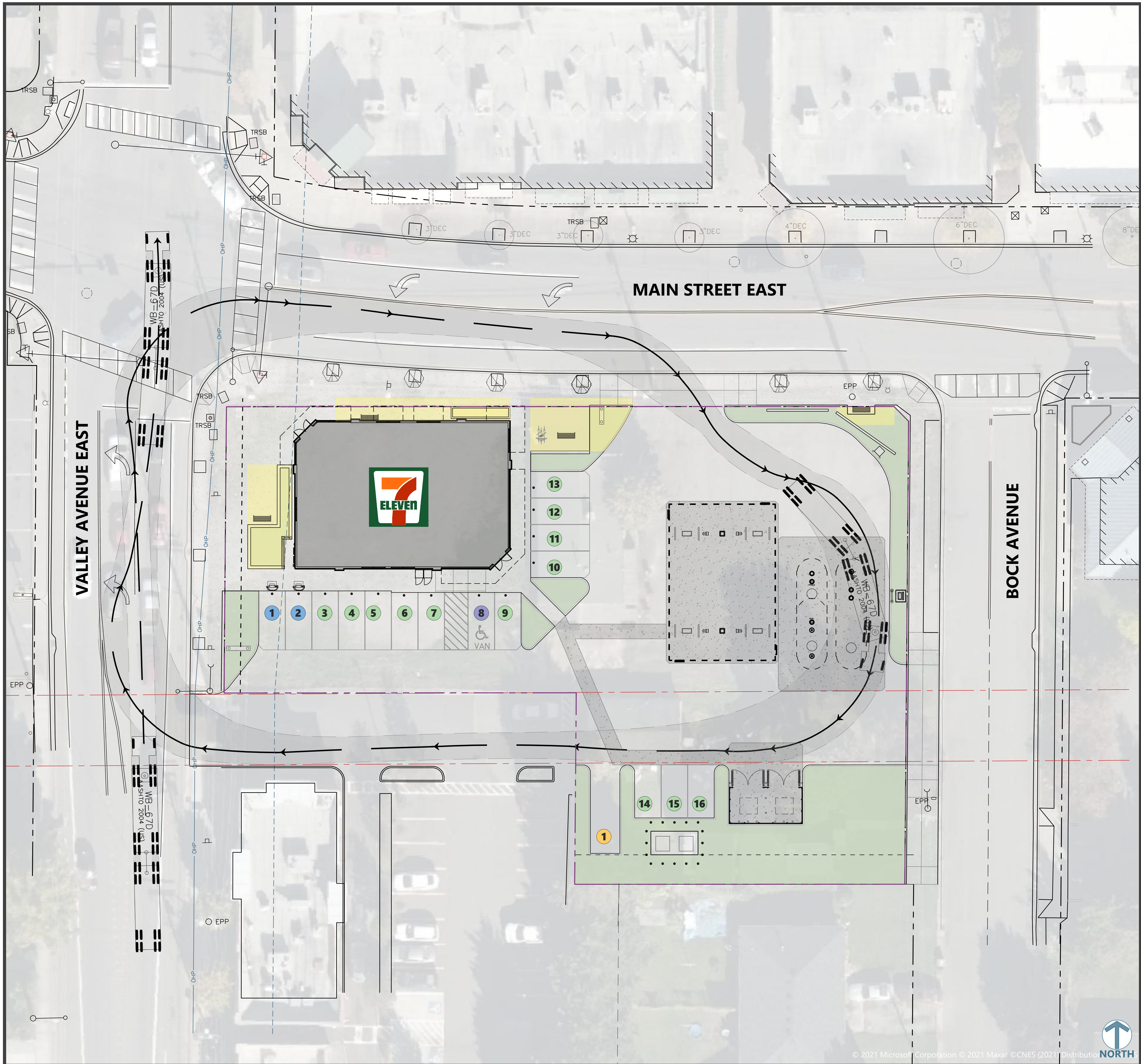
SHEET NUMBER: _____

A1.0

CONSULTANT: [illegible]

DRAWN BY:
 CHECKED BY:
 ARCH. PROJECT NO.: **7E1-19013**
 SHEET NAME:
**ARCH. SITE PLAN -
 FOR TRUCK PATH
 REFERENCE ONLY**
 SHEET NUMBER:

A1.0A



ARCHITECTURAL SITE PLAN - FOR TRUCK PATH REFERENCE ONLY

$$1/16'' = 1'-0''$$

1

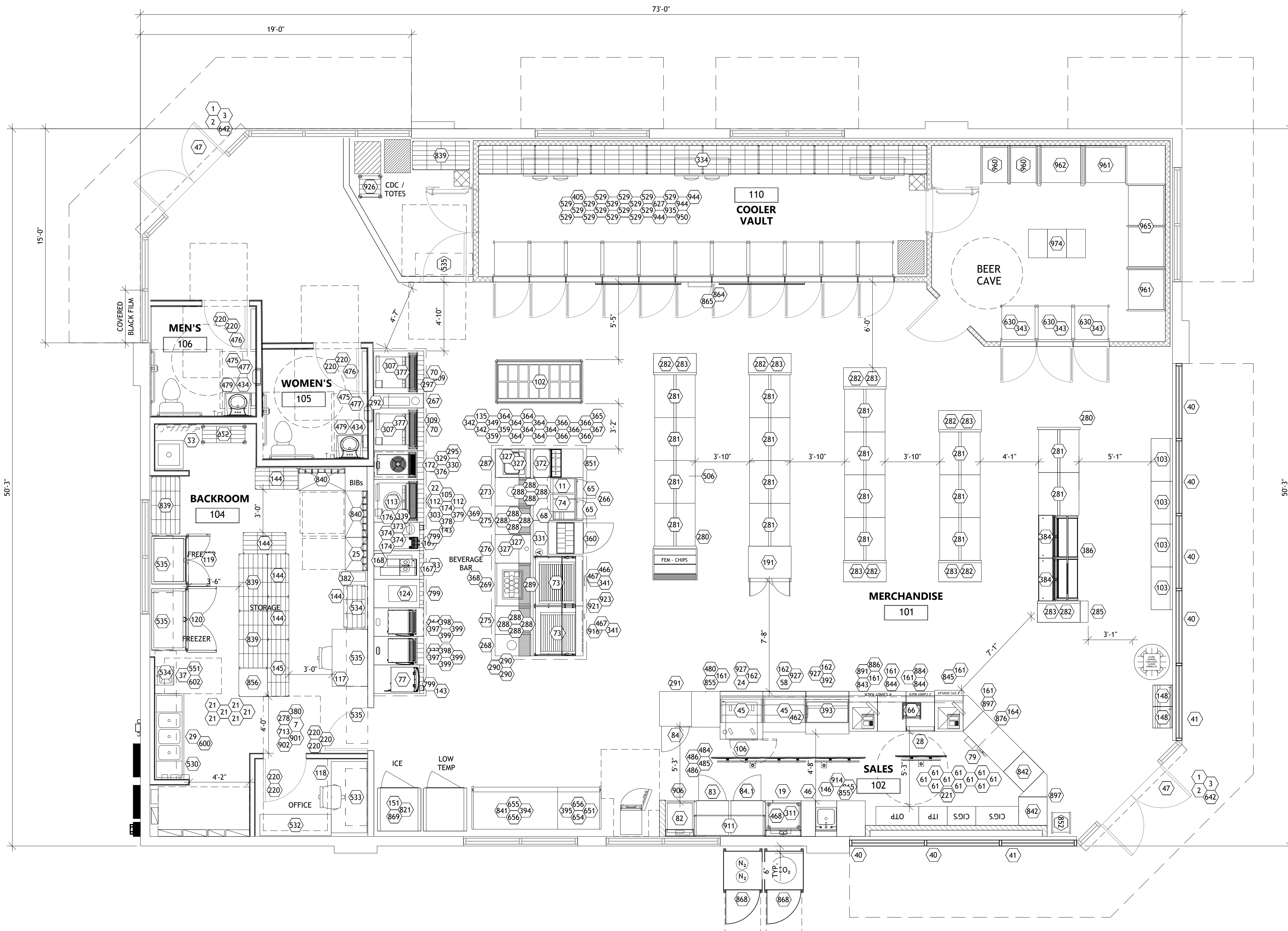
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LAWN BY:
CHECKED BY:
ARCH. PROJECT NO.: 7EI-19013
SHEET NAME:

FLOOR PLAN LAYOUT

SHEET NUMBER:

A2.0



ROLLER GRILLS	2 (SELF SERVE)
SANDWICH CASE	9'
VAULT DOORS	9
LOW TEMP DOORS	2
ICE MERCH. DOORS	1
NOVELTY CASE	1
BAKERY CASE	1 (LG)
SLURPEE BARRELS	8

GONDOLA UNITS (60"H)	34
END CAPS (60"H)	07
POWER WINGS	(01) - NOT IN TOTAL
LOW WALLS (36"H)	07
HIGH WALLS (72"H)	02
TOTAL	<u>50</u>

TOTAL SQ FT = 3616 SF
SALES FLOOR AREA = 2407 SF

GAS: YES LIQUOR: NO
BEER: YES WINE: YES

OCCUPANCY LOAD (>49) = 43
TRAVEL DISTANCE (<200) = 95'
COMMON PATH OF TRAVEL (<75) = 52'
RESTROOMS REQUIRED = 2
EXITS REQUIRED = 2

OVERHEAD SHELVES = 31 FT
FLOOR SHELVES = 43 FT

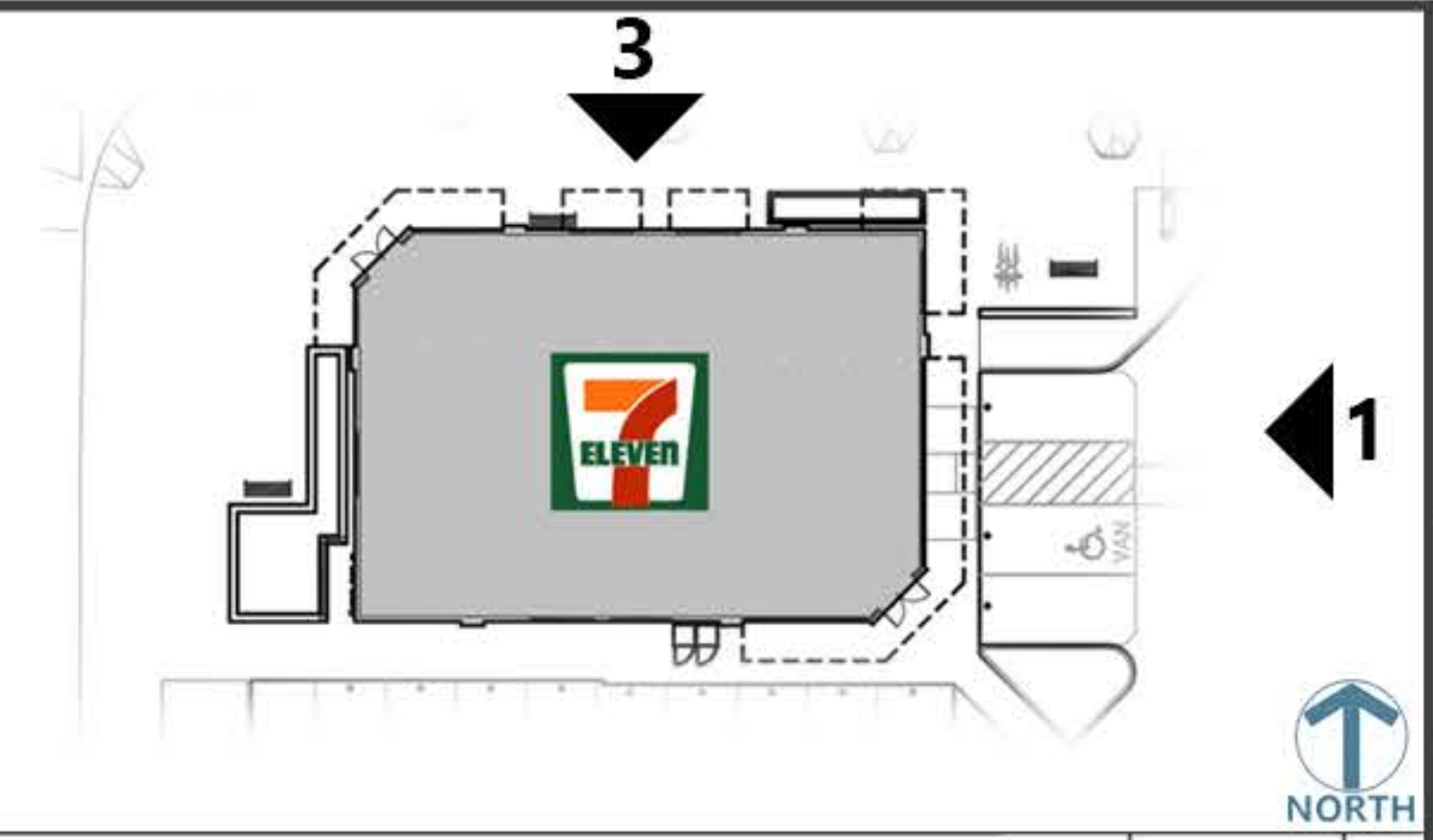
EXISTING WALL	
EXISTING COLUMN	
NEW WALL	
NEW PARTIAL HEIGHT WALL	
NEW COOLER WALL	

<u>OCCUPANCY CALCULATION</u>					
MERCHANDISE	2115 SF	/	60	=	36 PEOPLE
KITCHEN / SALES	292 SF	/	200	=	2 PEOPLE
STORAGE/ BACK ROOM	1015 SF	/	300	=	4 PEOPLE
OFFICE	56 SF	/	100	=	1 PERSON
RESTROOM	138 SF	/	N/A	=	0 PEOPLE
TOTAL				=	43 PEOPLE

- S-1**
#28 MEDIUM BRONZE
Storefront
- M-1**
#40 DARK BRONZE
Misc, scupper, etc.
- P-3**
SW 7675 SEALSKIN
Exterior Paint

- C-1**
BRONZE BAKED ENAMEL
Mapes Canopy
- N-1**
NICHHA PANEL
Shale Brown - 18" x 72"
- N-2**
NICHHA PANEL
Alexandria Buff - 18" x 72"

KEY PLAN

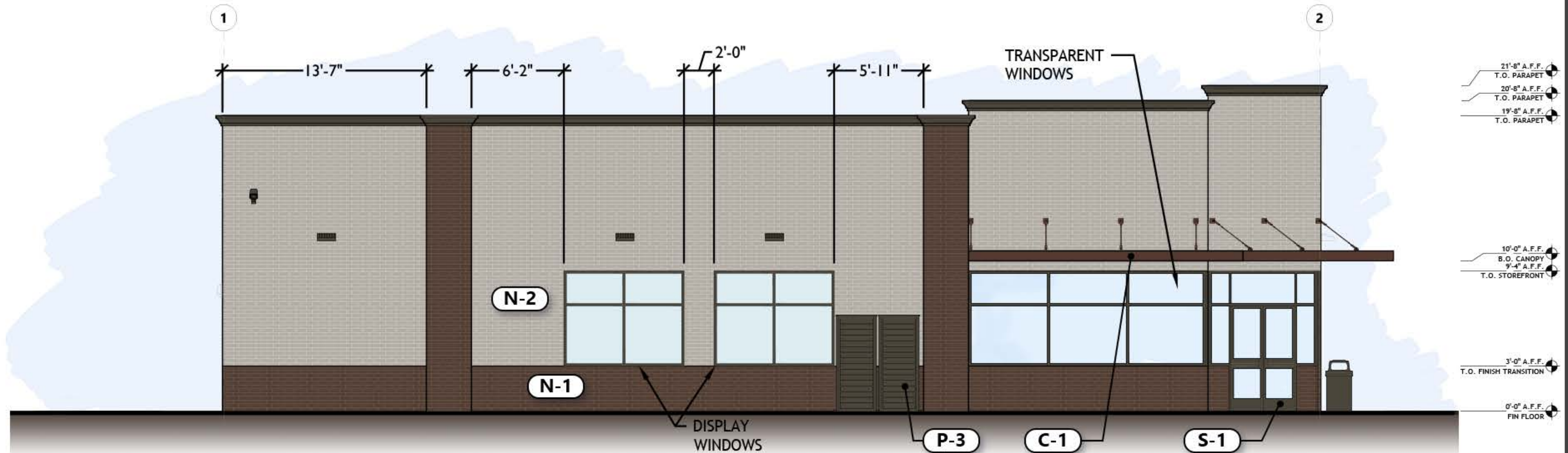


CONSULTANT:

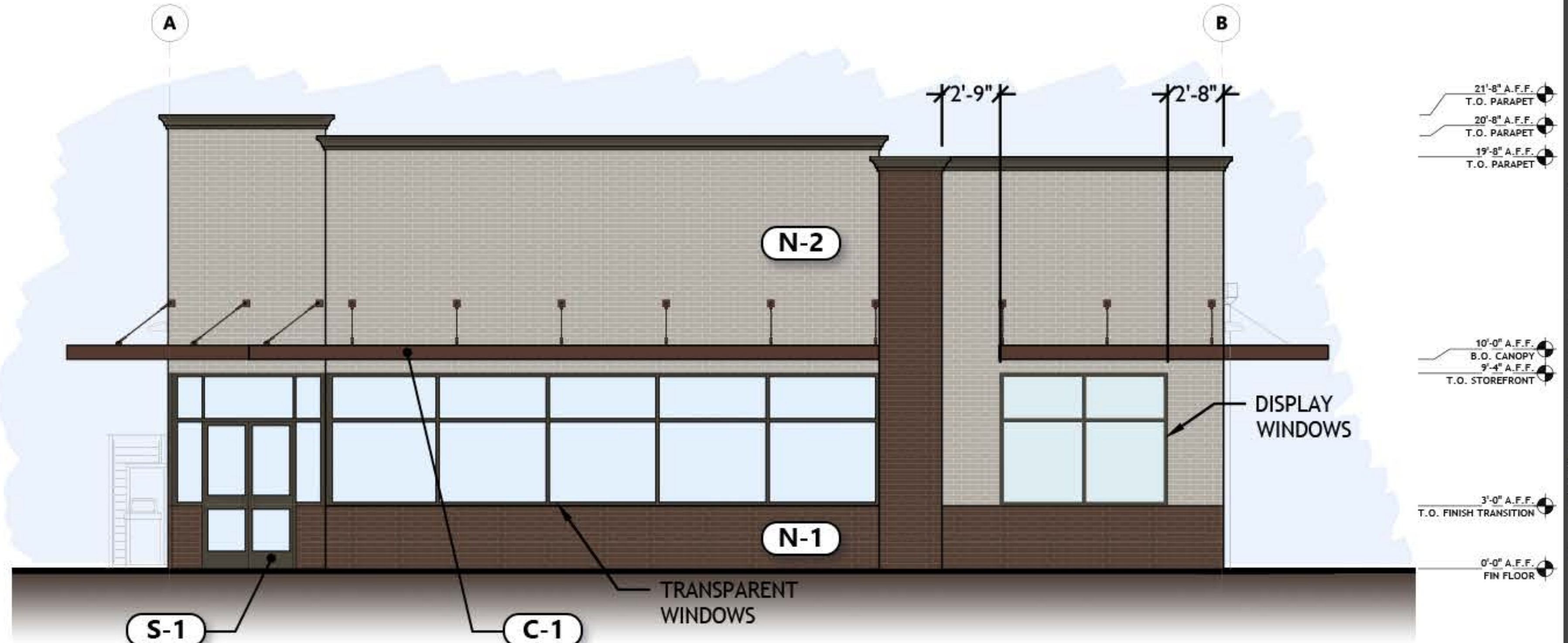


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SOUTH ELEVATION

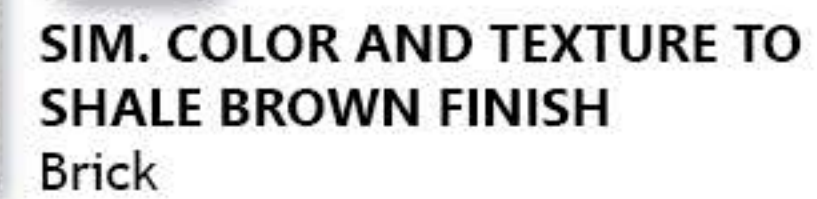


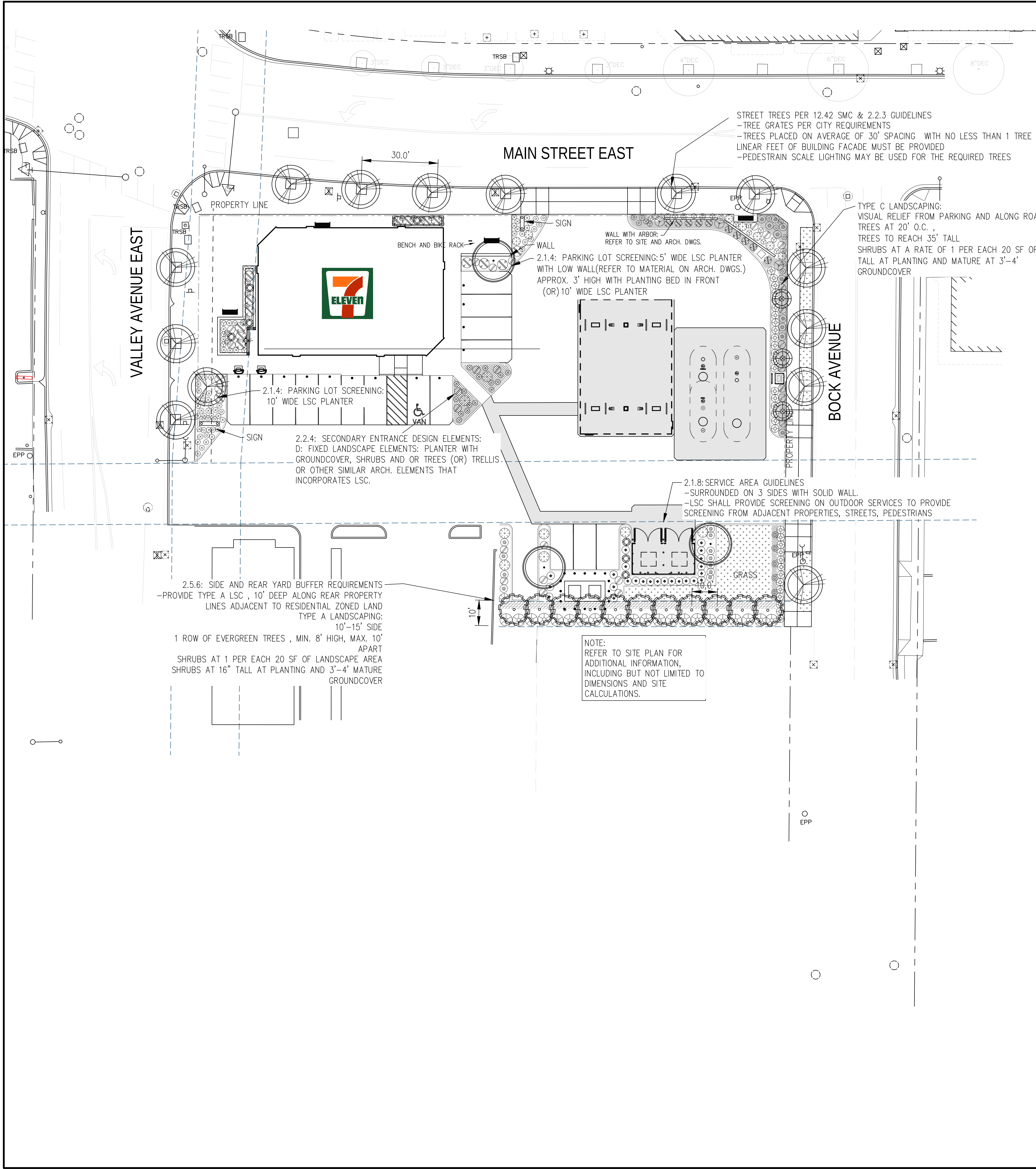
EAST ELEVATION



REV	DATE	DESCRIPTION

DRAWN BY:
CHECKED BY:
ARCH. PROJECT NO.: 7EI-19013
SHEET NAME: EXTERIOR ELEVATIONS
SHEET NUMBER: A3.0





PLANT SCHEDULE

TREES

SYMBOL	SCIENTIFIC NAME COMMON NAME	QUANTITY	SIZE (MIN.)	SPACING (MAX.)	NOTES
	STREET TREE: SPECIES RECOMMENDED BY CITY: POSSIBLE= MALUS ADIRONDACK (ADIRONDACK CRABAPPLE OR MALUS TSHONOKSKII (FLOWERING TSHONOKSKII CRABAPPLE)	14	3" CAL.	30' MAX	SINGLE TRUNK, STRONGLY UPRIGHT TREE FORM LOWEST BRANCHES 5' HIGH MINIMUM. STREET TREES PER 12.42.SMC (GRATES AND INSTALLATION)
	PARROTIA PERSICA 'VANESSA' VANESSA PERSIAN IRONWOOD	3	3" CAL.	AS SHOWN	SINGLE TRUNK, MIN. LOW BRANCH HEIGHT 5'
	MAGNOLIA 'LITTLE GEM' LITTLE GEM EVERGREEN MAGNOLIA	11	6" TALL	10'	SINGLE TRUNK, STRONGLY UPRIGHT TREE FORM
	CHAMAECYPARIS OBTUSA NANA SLENDER HINOKI CYPERESS	3	6" TALL	AS SHOWN	SINGLE TRUNK, MIN. LOW BRANCH HEIGHT 5'
	THUJA 'SMARGARD' SMARGARD ARBORVITAE OPTION: JUNIPER 'SKYROCKET' SKYROCKET JUNIPER	7	6" TALL	AS SHOWN	STRONGLY UPRIGHT TREE FORM, FULL
- CALIPER IS MEASURED BETWEEN 6"=12" ABOVE THE GROUND - HEIGHT IS MEASURED FROM THE GROUND TO THE TOP BRANCHES					

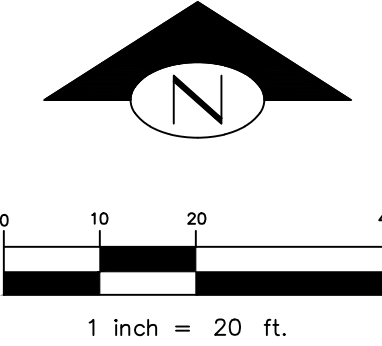
SHRUBS/VINE

SYMBOL	SCIENTIFIC NAME COMMON NAME	QUANTITY	SIZE (MIN.)	SPACING (MAX.)	NOTES
	CORNUS 'HALO' VARIEGATED RED TWIG DOGWOOD	3	3 GALLON MIN. 24" TALL	AS SHOWN	FULL, HEALTHY FOLIAGE, STRONG GROWTH TO BE MINIMUM 3' HEIGHT
	MAHONIA AQUIFOLIUM OREGON GRAPE	24	2 GALLON 24"-30" HIGH	AS SHOWN	FULL, HEALTHY FOLIAGE, STRONG
	PINUS MUGHO PUMILO DWARF MUGHO PINE	16	2 GALLON	AS SHOWN	BUSHY, FULL
	PRUNUS OTTO LUYKEN OTTO LUYKEN LAUREL	33	3 GALLON MIN. 24" TALL	AS SHOWN	FULL, HEALTHY FOLIAGE, STRONG GROWTH TO BE MINIMUM 3' HEIGHT
	NANDINA 'HARBOR DWARF' HARBOR DWARF HEAVENLY BAMBOO	27	3 GALLON	AS SHOWN	FULL, HEALTHY FOLIAGE, STRONG
	SPIREA 'LITTLE PRINCESS' LITTLE PRINCESS SPIREA	21	2 GALLON	AS SHOWN	FULL, NICE SHAPE, UNIFORM
	VIBURNUM TINUS 'SPRING BOUQUET' SPRING BOUQUET VIBURNUM	22	2 GALLON MIN. 24"-30" TALL	AS SHOWN	FULL, HEALTHY FOLIAGE, STRONG GROWTH TO BE MINIMUM 5' HEIGHT
	CLEMATIS ARMANDII ARMANDII CLEMATIS	1	5 GALLON MIN. 30" TALL	AS SHOWN	FULL, HEALTHY FOLIAGE, STRONG CONTRACTOR TO TRAIN AND TIE ON TO TRELLIS

GROUNDCOVER/ GRASSES/OTHER

SYMBOL	SCIENTIFIC NAME COMMON NAME	QUANTITY OR SQUARE FOOTAGE	SIZE (MIN.)	SPACING (MAX.)	NOTES
	GALLUNA VULGARIS HEATHER	70	1 GALLON	AS SHOWN	FULL: WHITE, OR PURPLE FLOWER
	CAREX 'PRAIRIE FIRE' PRAIRIE FIRE SEDGE	24	1 GALLON	AS SHOWN	FULL, WELL ROOTED
	LAVANDULA ANGUSTIFOLIA 'MUNSTEAD' MUNSTEAD ENGLISH LAVANDER	19	1 GALLON	AS SHOWN	FULL, WELL ROOTED
	MISCANTHUS 'YAKU JIMA' COMPACT MAIDEN GRASS	26	1 GALLON	AS SHOWN	FULL, WELL ROOTED
	SEDUM SPECTABILIS 'AUTUMN JOY' AUTUMN JOY STONECROP	18	1 GALLON	AS SHOWN	WELL ROOTED
	HYROSEED LOW GROW PERENNIAL RYE MIX	1,250 SF	-	-	AMEND SOIL WITH COMPOST INSTALL WHEN SEASON APPROPRIATE -PROVIDE NO NET SOD AS OPTION
	FRAGARIA 'LIPSTICK' BARREN LIPSTICK STRAWBERRY	90± 500 sf	4" POTS	24" TRIANGULAR	FULL, NICE FOLIAGE
	GERANIUM 'ALBUM' WHITE HARDY CRANESBILL	30± 200 sf	1 GALLON	30" TRIANGULAR	FULL, NICE FOLIAGE
	GAULTHERIA SHALLON SALLAL	40± 320 sf	1 GALLON	30"-36" TRIANGULAR	BUSHY, HEALTHY FOLIAGE

- SMC 18.41.070 MINIMUM LANDSCAPE MATERIAL SPECIFICATIONS.
E. ALL PLANTINGS SHALL HAVE THE FOLLOWING MINIMUM SIZE AT INSTALLATION.
1. DECIDUOUS TREES: 3" CALIPER
 2. EVERGREEN TREES: 6" HEIGHT
 3. VINE MAPLES/MULTI STEM TREES: 7" HIGH
 4. MEDIUM AND TALL TREES: 24"-30" TALL
 5. GROUNDCOVER: 4" AT 18" O.C.



7-ELEVEN, INC.

7-11 #1044929
MAIN STREET EAST & VALLEY AVENUE EAST
SUMNER, WA 98390

PRELIMINARY LANDSCAPE PLAN

TERRAFORMA
DESIGN GROUP, INC.

CIVIL ENGINEERING & LANDSCAPE ARCHITECTURE
5027 51st Avenue SW Seattle WA 98136
phone 206.823.0590 website www.terraformdesigngroup.com

Job#: 7EI-18027

Scale: AS NOTED

Date: 3/9/21

Drawn By: ARS

Checked By: ARS

3/8/21

PLANTING
PLAN

SHEET:
L1.1