

EASTOWN CENTER PLAN

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EXECUTIVE SUMMARY

The City of Bonney Lake annexed the Eastown area in 2002 in response to rapid growth and a need for additional undeveloped commercial land. Eastown is located at the eastern edge of the City between 214th Avenue East and 234th Avenue East, and is bisected by SR 410. The area remains largely undeveloped due to lack of sewer system availability.

The Eastown Subarea Plan serves as a guide for future development of the area, addresses needed improvements to access and circulation, and provides a clear vision for establishment of Eastown as a unique and attractive area. As property in Eastown develops, the necessary infrastructure will be built, including construction of new roadways and extension of the water and sewer systems.

The Washington State Department of Transportation (WSDOT) widened SR 410 in Eastown in 2011. Improvements to SR 410 included adding a travel lane in the East-West directions; installing a landscaped, raised center median islands; installing curb, gutter and some sidewalks; installing street lights; and, constructing new stormwater facilities. Left turns out from development sites onto the roadway are prohibited except at signalized intersections. Left turns in are allowed at the end points, quarter points and mid-point in Eastown. The Eastown Development Plan envisions future improvements to SR 410 beyond the WSDOT widening project. These include frontage improvements including, but not limited to, construction of planter strips, sidewalks, and placement of utilities underground. All new development will be required to construct these additional frontage improvements adjacent to SR 410.

The improvements to SR 410 do not provide circulation throughout the adjacent properties. The Eastown Development Plan illustrates a grid network of interconnected streets. The Eastown Future Road Network identifies the new roads that will be built in Eastown. As commercial property develops, property owners will be required to set aside right-of-way for public streets. All new developments will be required to construct the sections of these internal roadways located on their property that are designated as “mapped streets”.

The City has adopted access management standards consistent with WSDOT guidelines outlined in Washington Administrative Code 468.52.030 to 050 in order to provide access for land development while preserving the safety, capacity and speed of travel on SR 410. SR 410 within Eastown is designated as a class two highway with signalized intersections allowed no closer than one every half mile. Minimum distances between public or private access points are limited to one every 660 feet. Only one access point Eastown Future Road Network Map. Existing access points will be allowed until development of that property occurs.

Eastown is currently served by three separate water systems, the City of Bonney Lake municipal system, Tacoma Public Utility (TPU) Water and Valley Water District. At this time, the City of Bonney Lake does not have adequate water system infrastructure to support development in Eastown. New development proposals within the City’s current water service area boundary will require installation of portions of the proposed water system network to service the specific development. Development proposals that are

submitted within the TPU or Valley Water District water service areas will be required to meet the City's current fire flow standards.

To meet the future demand for sewer system infrastructure, a new sewer lift station has been constructed adjacent to 96th Street East and a gravity/force main sewer system will be extended from the existing city sewer system and will be placed within the right-of-way or easements of roads identified in the Easttown Future Roadway Plan. The Easttown sewer lift station design and construction costs will be funded with public-private funding. Ultimately, the City shall be fully reimbursed for public funding expended to develop the Easttown sewer system. This reimbursement may take the form of a Utility Latecomer Agreement (ULA) or a Utility Local Improvement District (ULID). Extension of the city sewer system into Easttown is anticipated to be fully funded by the private development it will ultimately serve. All properties west of 219th Avenue East will be served by gravity mains extending from the existing city sewer system. Due to topography, all properties east of 219th Avenue East will be served by the new sewer lift station. This may vary depending on actual site specific topography and the order in which new development occurs. Property owners who pay to install portions of the water or sewer system beyond their own property may pursue setting up their own cost sharing options (ULA) so that all property owners pay their pro-rata share of the system costs.

Establishing a future road network and plan for water and sewer lines capable of serving future development is critical to the build out of Easttown. Equally important is implementation of design standards that help Easttown to develop as a unique area within the City of Bonney Lake. To that end, the Easttown Sub-Area Development Plan establishes land use and development standards to provide for coordinated site development, including interconnected parking, complementary site design, and a logical infrastructure.

As Easttown, transitions from a rural to an urban area, the street grid and themes adopted in this Plan will be extended throughout the area. Sidewalks with planter strips, street trees, drought-hardy landscaping, and street lighting in accordance with Bonney Lake Municipal Code, City Development Policies, and Public Works Design Standards will be installed along the new commercial collector roads. All of these elements will function together to establish Easttown as a thriving area within the City with appropriate connectivity to adjacent properties and roadways within Pierce County is allowed to each property unless the frontage exceeds 1,320 feet and no adverse impact on SR 410 traffic flow is created. At full build out, it is anticipated that the access points will be as shown on the.

1. INTRODUCTION

The area described as Easttown is located at the far eastern edge of the City of Bonney Lake. It is generally bounded by 214th Avenue East to the west, and 233rd/234th Avenue East to the east. The area is largely undeveloped, although it contains scattered commercial development and several residential neighborhoods. In 2002, the City of Bonney Lake annexed the Easttown area in response to a mounting need for additional undeveloped commercial land within the City. Since that time, development within

Eastown has been limited by the lack of water and sewer infrastructure and the need for improved transportation connections within the area. In order to help resolve these barriers to development, the City undertook a planning effort to address the infrastructure needs of Eastown. The end product of that planning effort is the Eastown Center Plan, which will be adopted as part of the City's comprehensive plan.

The objective of the Center Plan project is to create a document that is flexible enough to accommodate incremental growth, yet provides a structure for how the area will function as a whole. The Eastown Center Plan builds upon the goals established in *Bonney Lake 2035* and the *Strategic Commercial Districts Plan* to serve as a guideline for future development of the area. In addition to planning for the future extension of water and sewer service to the area, the Plan addresses needed improvements to access and circulation throughout Eastown in order to reduce traffic congestion and accidents. All elements of the Plan are intended to promote orderly, coordinated growth and to provide an attractive living, working and commuting environment.

1.1 PURPOSE

Until relatively recently, the City of Bonney Lake was a small town in rural Pierce County. During the last few decades, the City has experienced rapid growth and the requisite challenges growth presents. As parcels having easy access to utilities and freedom from environmental constraints have been developed, increased focus has been placed on the more remote and under-served parcels in the Eastown area.

SR 410 serves as the primary access to Bonney Lake. It bisects the Eastown area, which presents challenges to both the extension of services and the creation of an urban area with its own character and sense of place. As development occurs along SR 410, additional access points to the highway are established which result in lost roadway capacity. Left turns on SR 410 are restricted.

Current development practices can result in undesirable change if new projects are constructed without consideration of neighboring land uses. Infrastructure must be in place to support rapid development and to see that growth is approached in a comprehensive manner in order to establish Eastown as a unique, attractive and thriving area of Bonney Lake. A clear vision for the public elements of the area such as streets, sidewalks and parks is necessary in order to shape the image of Eastown. Infrastructure development standards will ultimately create the character of the area and reflect community goals.

Figure 12-1 below shows the location of Eastown and its relationship to the City of Bonney Lake.

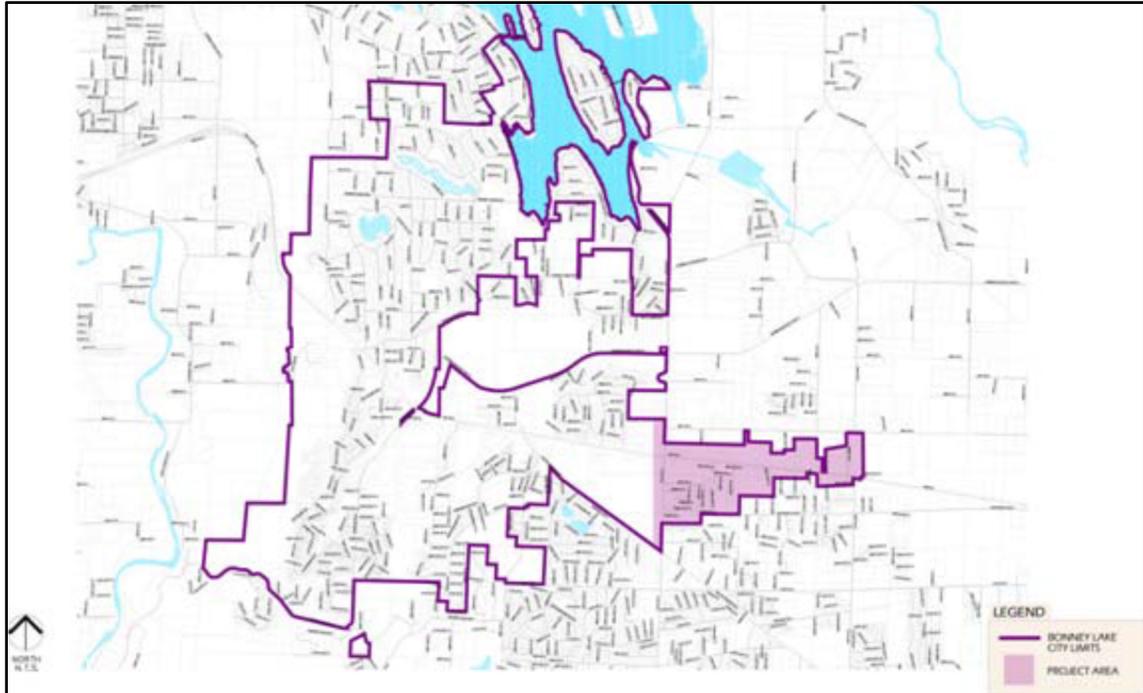


Figure 12-1: Easttown Vicinity Map

1.2 EXISTING CONDITIONS

At present, Easttown is largely undeveloped. New development has been limited by the lack of available sewer service. WSDOT’s SR 410 widening project in 2011 relieved congestion and improved safety. In conjunction with the improvements to SR 410, access control standards and frontage improvement standards ensure the improvements have the desired effect. These standards are included within the Circulation segment of this Element.



1.2.1 NATURAL ENVIRONMENT

Many parcels in Easttown contain wetlands and tributaries to Fennel Creek that limit their development potential. These areas are indicated on the Easttown Future Roads Plan. As development of parcels with critical areas occurs, developers will be required to conduct delineations to determine the location and extent of those critical areas. They will also need to address mitigation actions as part of their SEPA evaluation process and incorporate these improvements in their development plans. Fennel Creek crosses the northeast portion of Easttown. The area is generally flat or gently sloping from South to North and from West to East. SR 410 is elevated above grade of adjacent properties through much of the area.

1.2.2 ZONING

The intent of the zoning in this area, as stated in the Bonney Lake Municipal Code, is to provide appropriately located areas for various land intensive and/or limited service commercial establishments. Office uses, major retail stores and service establishments are allowed, as are wholesale distribution facilities and light industrial enterprises.

In addition to intensive commercial/industrial uses, zoning in Easttown allows a variety of residential uses. Residential uses currently permitted in this zoning classification include apartments, nursing homes, and group homes.

1.2.3 DEVELOPMENT

Because the area is transitioning from a rural to urban character, a wide variety of development types are currently allowed within Easttown. There are a number of older homes and hobby farms interspersed among storage facilities, small retail establishments and several newer residential subdivisions. More intense commercial/industrial development, while allowed under the current zoning, has been prevented by the lack of water and sewer availability in the area. Once adequate utilities are available, additional parcels will likely develop. Infrastructure improvements will be installed by property owners. Latecomer agreements may be established so that future development pays its share of costs to extend utilities into this area and build the roadway system.

1.2.4 ROAD NETWORK

There is a wide discrepancy in the types of roads that currently exist in the area. Each primary roadway within Easttown is described further below.

State Route 410

SR 410 runs east west through Easttown and serves as the primary transportation link for through-traffic. WSDOT has designated it as a class two highway. West of 214th Avenue East, SR 410 has a six-lane cross-section with two lanes westbound, three lanes eastbound between 192nd Avenue East to 198th Avenue East, and left-turn lanes at intersections. Within Easttown, between 214th Avenue East and 234th Avenue East, SR 410 is two lanes in each direction with a landscaped median and limited turning access.

214th Avenue East

214th Avenue East is a two-lane secondary arterial that runs north south through the City of Bonney Lake and marks the western edge of the Easttown area. The road provides access to both residential and commercial development. Residential development adjacent to 214th Avenue East is primarily south of SR 410. North of SR 410 the area along 214th Avenue East is experiencing significant commercial development, including addition of a Home Depot. Projected growth in Easttown,



development of 590 family housing units in the WSU Forest area, and continued growth in traffic from areas outside the city require reconstruction of the SR 410 and 214th Avenue East intersection. This will increase capacity and enhance transportation safety.

233rd/234th Avenue East

233rd Avenue East is a two-lane collector arterial roadway that runs north south from SR 410 to 96th Street East. 234th Avenue East is a two-lane collector arterial that runs north south through the Easttown area connecting SR 410 with South Prairie Road in the south. These roads are narrow and rural in character. As part of the 2011 WSDOT widening project, intersection improvements occurred that aligned 233rd/234th Avenue East and added a traffic signal.

96th Street East



96th Street East is a Pierce County east-west two-lane rural collector arterial that runs from 214th Avenue East in the west past 233rd Avenue East in the east. This roadway has a rolling grade and no shoulders. Existing development on both sides of the roadway is characterized by rural residential development and hobby farms.

219th Avenue East, 221st Avenue East, 229th Avenue East

These roadways are all short, two-lane local access facilities that provide access into properties south of SR 410. The roadways intersect SR 410 at stop-sign controlled “tee” intersections. All of these roadways will require upgrades in order to support future development. Left turn-ins were built on SR 410 as part of the 2011 WSDOT widening project at 219th Avenue East and 229th Avenue East.

225th Avenue East

This future intersection will be the site of the only traffic signal between 214th Avenue East and 233rd Avenue East. The northern side of this intersection has had curb returns built as part of the WSDOT SR 410 widening project. Developers on the north and south sides will be required to construct this signalized intersection as part of their development.



Northern and Southern Frontage Roads

This plan calls for construction of roads parallel to SR 410 that allow shoppers/commercial users to move around Easttown without disrupting traffic on SR 410. In 2010 and 2011, the City began receiving 41-foot wide easements that allow construction of these roads for installation of the future sewer system. Locking in these easements allows any property owner to develop their property without delays caused by

development from other property owners. It ensures that when all road segments are built, they will connect with each other in a manner that allows the smooth flow of vehicles. Additionally, it clarifies for prospective developers how Eastown roads will be laid out and the impact the location of these roads will have on the layout of their developments.

Entwhistle Road

Entwhistle Road is a Pierce County two-lane local roadway running east west that extends from a dead-end near 222nd Avenue East easterly past 234th Avenue East. In the Eastown area, this roadway is south of SR 410 and serves an area that is predominantly residential in character. Connection of Entwhistle road to the Southern Frontage road and to 214th East Avenue is a long-range goal of the Eastown Center Plan.

1.3 OUTREACH EFFORTS & COMMUNITY COMMENTS

An Eastown Stakeholder Informational Meeting was held on April 11, 2005 and on September 24, 2009. Stakeholders agreed that left turns from SR 410 should be limited and that shared entrances to multiple businesses would eliminate constant slowdown of traffic. Other comments included an interest in encouraging more mixed-use development in the area, possible establishment of a Local Improvement District or Utility Latecomer Agreement or other mechanisms to help fund construction of sewer and water extensions into Eastown. Attendees were also advised at the 2009 meeting that Latecomer Agreements could be set up to share the costs of road construction between different property owners.

2. GOALS AND POLICIES

2.1 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

The Eastown Development Plan is based upon and consistent with a number of previously adopted goals and policies that guide development within the City of Bonney Lake. Several of the relevant goals and policies are discussed below.

2.2 TRANSPORTATION RELATED GOALS AND POLICIES

The Community Mobility Element of the Bonney Lake Comprehensive Plan includes policies relevant to circulation and infrastructure in Eastown.

2.2.1 SERVICE AREA POLICIES

SR 410 Corridor

1. Access Management (BLMC 12.30.050). The City has adopted access management standards consistent with WSDOT requirements outlined in Washington Administrative Code 468.52.030 to 050. At full build out, only access points identified in the current Eastown Future Roadway Network Map will be allowed. Existing access points will be allowed until development of that property occurs.

2. Left turns out are limited to the signalized intersections at 214th Avenue East, 225th Avenue East, and 233rd Avenue East.

3. Left turns in are limited to the signalized intersections, 219th Avenue East and 229th Avenue East.

Roads

All North-South and East-West roads are to be built to public design standards.

2.2.2 FINANCIAL POLICIES

1. It is the policy of the City that private development pays its own way. Thus, any City investment in Eastown infrastructure should show a positive return on investment.

City contributions to Eastown infrastructure will generally be on a reimbursable basis through a Utility Latecomers Agreement (ULA), a Local Improvement District (LID), or other suitable financing mechanism.

2.2.3 FACILITY POLICIES

1. Requirement to construct public-private roads (BLMC 12.30.030). All new development will be required to construct public and private roads identified on the current version of the current Eastown Future Road Network.
2. Frontage Improvements Required:
 - a. Sidewalks
 - b. Street lights at intersections
 - c. Place existing aboveground utilities underground. BLMC 12.04.005.

2.3 WATER SYSTEM GOALS AND POLICIES

The Bonney Lake 2009 Comprehensive Water System Plan (CWSP), adopted in 2010, provides a comprehensive explanation of the City water system, standards, goals and policies. The excerpts contained herein are those of particular interest to Eastown property owners but do not supersede those in the CWSP. They include but are not limited to:

2.3.1 SERVICE AREA POLICIES

Annexation

1. Areas annexed without an existing supply will be served by the City of Bonney Lake at customers' expense.
2. Areas annexed with existing water supply and distribution system must meet Washington State Department of Health water quality standards. A state small system water permit must be available for the system or the area will be deemed not to have an adequate existing water system; thus, requiring connection to the city water system.
3. The City will follow State guidelines in the assumption of small water systems in annexation areas.

4. Private water systems will be decommissioned when the property is connected to the City water system.

Service Area

1. The City of Bonney Lake's water system shall serve all users of water within the City and within the City's water service area subject to appropriate statutes and ordinances and subject to the limitations of the existing water supply and delivery systems.
2. New developments will be required to pay for system extensions and other improvements required to provide sufficient water supply to their development. Provisions for latecomer agreements will be allowed.
1. As lead agency, the City accepts ultimate responsibility for providing water service within its service area.
3. The City will supply all customers within its water service area limits via direct service only.
4. The City will modify its water system as needed to improve hydraulic conditions for its existing customers.

Financial Policies

1. Water rates are described in Bonney Lake Municipal Code 13.04.100. These rates are adjusted annually utilizing the Consumer Price Index.
2. Existing customers of the City pay the direct and indirect costs of operating and maintaining existing water facilities through monthly user rates. In addition, the user rates will include revenue for debt service already incurred to finance capital improvements to the utility.
3. New customers seeking to connect to the water system will be required to pay an "equitable share of system charge" or System Development Charge (SDC) to "buy in" to the existing water distribution and water supply system. This revenue will be used to finance Capital Improvement Projects that support growth with new infrastructure or water supply purchases and may include other repairs or improvements to the water system.
4. The term "connection charge" refers to the one-time fee paid by a property owner when connecting to the water system. These fees include both the "equitable share of system charge" (SDC) and the meter "installation charge".
5. The City will charge for the actual cost of services, material, and equipment required to make a new connection to the system, (hook-up fee or "meter installation charge") based on an adopted rate per connection.
6. Industrial users will be charged for services on the same basis as all other residential and commercial water customers.
7. The City's fees and charges shall be calculated for the service area as a whole. Rates will be the same regardless of service location. (Except that for customers residing outside the city limits, water rates will be increased to offset administrative and other costs that non-residents do not contribute revenue to (approximately 1.44 times the residential City rates.)

2.3.2 FACILITY POLICIES

Pressure

1. A minimum pressure of thirty pounds per square (PSI) inch at customer meters shall be provided during normal peak hourly demand conditions, not including fire flow or other emergency demand conditions.
2. During fire flow and other emergency demand conditions, the minimum pressure at customer meters and in the remainder of the system shall not be less than twenty PSI.

Storage

1. Storage within the distribution system must be of sufficient capacity to supplement transmission supply when peaking demands are greater than the maximum day demand rate (equalizing storage) and still maintain sufficient storage for fire flow or other emergency demand conditions.
2. Sufficient emergency storage must be provided so that should a fire occur, the supply capacity from the reservoirs would be sufficient to fight the fire while meeting the average rate of the maximum day demand.

Transmission and Distribution

1. All new construction shall be in accordance with the City of Bonney Lake Public Works Design Standards for additions to the water system.
2. Where practical, transmission and distribution mains shall be looped to increase reliability, decrease head losses, and increase capacity.

Booster Pump Stations

1. Booster pump stations shall be built as necessary for the following purposes:
 - a. Provide supply redundancy to a pressure zone
 - b. Improve the hydraulic characteristics of a pressure zone
 - c. Reduce the cost of water supply
 - d. Improve water quality (i.e., increase circulation and water treatment)
 - e. Increase fire flow

Reliability

1. Supply to the service area will be pursued to meet maximum day demand during a reasonable “worst case” supply system failure.
2. System demand planning will use historical demand data and assume all available land will be developed at saturation.

2.4 SANITARY SEWER GOALS AND POLICIES

The Bonney Lake 2009 Comprehensive Sewer System Plan (CSSP), adopted in 2010, provides a detailed explanation of the City water system, standards, goals and policies. The excerpts contained herein are

those of particular interest to Easttown property owners but do not supersede those in the CSSP. They include but are not limited to:

2.4.1 SERVICE AREA POLICIES

1. In compliance with the Growth Management Act, sewer services shall not be provided to customers outside the city limits unless they are inside an Urban Growth Area (UGA) or Comprehensive Urban Growth Area (CUGA).
2. All commercial development must connect to the city sewer system per BLMC 13.12.130.
3. Temporary septic system permits are authorized within Easttown per BLMC 13.12.130.D.

Properties or portions thereof within Pierce County that are zoned for commercial use and are adjacent to Easttown will be allowed to connect to the sewer system.

2.4.2 FINANCIAL POLICIES

1. Sewer utility rates and charges are explained in BLMC 13.12.
2. Sewer customers inside the City limits and outside the city limits are charged the same per agreement with Pierce County.
3. Existing customers of the City pay the direct and indirect costs of operating and maintaining existing sewer facilities through monthly user rates. In addition, the user rates will include revenue for debt service already incurred to finance capital improvements to the utility.
4. New customers seeking to connect to the sewer system will be required to pay an “equitable share of system charge” or System Development Charge (SDC) to “buy in” to the existing sewer collection and treatment system. This revenue will be used to finance Capital Improvement Projects that support growth with new infrastructure or repair/upgrade the existing sewer system.
5. Water and sewer rates are partially based on the amount of water consumption. Emphasize demand management by encouraging water conservation within the households of Bonney Lake. Utilize higher water rates in the summer.
6. Sewer charges are capped for residential customers based on water consumption to reflect use of water for irrigation that is not treated at the Waste Water Treatment Plant (WWTP).

2.4.3 FACILITY POLICIES

1. All sewer lines east of 221st Avenue East on the south side of SR 410 and all sewer lines east of 219th Avenue East on the north side of SR 410 shall flow by gravity to the Easttown sewer lift station. On a case-by-case basis, where topographic conditions allow, the flow direction by gravity may be reversed.
2. Coordinate with the Tacoma/Pierce County Health Department to ensure that all properties with failed septic systems and new development connects to the City Sewer system.

3. In conjunction with the City of Sumner, increase Wastewater Treatment Plant (WWTP) capacity and/or percentage of plant capacity to meet the needs of the Bonney Lake UGA and full build out within the City limits.
4. Sewer capacity in Bonney Lake is “first come, first serve.” The City will develop alternate WWTP capabilities to meet wastewater treatment needs in the Northern and Southern Sewer Service Areas in the CUGA. Areas within these two areas are not within the current or planned capacity of the Sumner WWTP by agreement with the City of Sumner. Expansion of the Sumner WWTP capacity to meet these needs would require separate projects and sewer lines.
5. Utilizing a Septic System Abatement program, extend the city sewer system into developed areas when sufficient funding is available to do so.
6. Implement a program to reduce inflow and infiltration in order to reduce the demand on the WWTP capacity.
7. Support City of Sumner and Washington State Department of Ecology efforts to increase and improve secondary treatment capacities and methods to meet state and federal discharge standards.

2.5 STORMWATER GOALS AND POLICIES

2.5.1 SERVICE AREA POLICIES

1. Stormwater collected on commercially developed parcels within the city may be directed to stormwater detention/infiltration ponds located on property outside the city limits within the R5 zoned area.
2. The three public stormwater ponds built by WSDOT shall not be utilized for stormwater runoff from private property. Only runoff from public roads may utilize these three stormwater facilities.

2.5.2 FINANCIAL POLICIES

1. Stormwater utility rates and charges are explained in BLMC 15.14.
2. Rates and charges are based upon the amount of impermeable surface area each parcel contains.
3. A credit on monthly rates may be available for commercial properties pursuant to the Bonney Lake Municipal Code.

2.5.3 FACILITY POLICIES

1. The City of Bonney Lake has adopted the Pierce County Stormwater Management and Site Development Manual. All stormwater facility construction and maintenance will comply with that manual.
2. Stormwater must be released at a controlled rate from the parcel where it is generated. This release rate shall be no greater rate than would have occurred when the land was in its natural, undeveloped state.

3. Responsibility for construction and maintenance of the private stormwater ponds belongs to the property owner. Annual City inspection of these ponds will be required in accordance with our NPDES permit.
4. Stormwater permits shall be applied for prior to start of any clearing or grubbing work on site. Applicant must comply with NPDES requirements addressing construction sites.
5. Stormwater released from the site must meet water quality standards achieved using a stormwater facility upstream from a detention or infiltration pond.

2.6 LAND USE GOALS AND POLICIES

The way in which people experience life in their community and interact with each other is influenced in large measure by community design. The most valued design elements of a community are often those that retain small town features and are reflected in the City's neighborhoods, community meeting places, parks, and tree-lined streets. The following goals and objectives that are relevant to the Eastown planning effort:

- Define a pattern of urban development, which is recognizable, provides an identity, and reflects Bonney Lake values and opportunities;
- Provide and maintain gateways to the city that distinguish Bonney Lake from its neighboring cities and provide a sense of place (234th Avenue East/SR 410);
- Promote design standards, building design and site design that provide appropriate transitions between dissimilar uses and intensities that are respectful of natural conditions;
- To the extent practically feasible, relate commercial development to the street front to ensure attractive street edge and unified streetscape, encourage pedestrian activity when appropriate, and stimulate business;
- Design the major arterial boulevards to be distinctive from other streets and that include as appropriate design features such as street trees, median plantings, special lighting, setback sidewalks, street names, colorful plantings, prominent crosswalks, decorative paving patterns and public art.
- Enhance the Appearance and Identity of Eastown. Encourage a concentration of retail, entertainment, service and higher density residential/retail mixed-use along the Eastown Mapped Streets and frontage roads that will create the vitality that will be essential to identifying this district as a desirable place to be. Facilitate pedestrian activity by creating inter-connected streets and walkways.
- Guide New Development around Eastown. The mixed use, highway-oriented commercial and residential uses that surround Eastown should complement Eastown's core uses. These entertainment, retail, office and residential uses will provide additional "human activity" to support services, retail, professional offices and/or residences.

3. THE FUTURE OF EASTOWN

The full development of the property within Eastown follows the Pierce County Comprehensive Plan Economic Development objective (19A.50.030) that addresses the County's strategy for business development and economic diversity. The primary objective is to create an environment that will retain existing businesses and attract new industry into the County. To help implement this County policy a future annexed Eastown shall include the area south of 96th Street East, including the roadway of 96th Street East, between 214th Avenue East and 233rd Avenue East and north of the existing City limits.

As Eastown transitions from a rural to an urban area and parcels within it are developed or redeveloped, the street grid and themes adopted in this plan will be extended throughout the area. Sidewalks with planter strips, street trees, drought-hardy landscaping, and standard street lighting will be installed along the new public and private roads identified in the Eastown Future Road Network.

Installation of infrastructure in Eastown, including construction of new roadways and extension of sewer and water lines, will occur as property develops. It is likely that road segments will be constructed incrementally, but that as build-out occurs, individual road segments will be connected to create continuous alternative transportation routes throughout the area.

The intent of the Eastown Plan is to establish a framework for construction of the services necessary to support an economically viable and unique area of the City. The guiding principles for the Eastown planning effort are described below.

3.1 ENHANCE THE SR 410 CORRIDOR

SR 410 bisects Eastown and presents challenges to creating an urban area with its own character. Because it is a major transportation route, SR 410 will continue to carry heavy traffic loads. However, the needs of property owners, potential customers, local residents and through-traffic commuters must all be considered in order to create a successful roadway network and a quality living, working and commuting environment.

The Eastown area is sparsely developed at this time, with many of the parcels served by small roadways and driveways directly onto SR 410. As parcels redevelop, access points will be consolidated to enhance the capacity of the corridor. While the WSDOT SR 410 widening project within Eastown added travel lanes, curb and gutter, and a landscaped median, there were, only 8-foot shoulders installed at the limits of the travel lanes. As properties develop, they will be required to install landscape strips, street trees, and sidewalks to further enhance the aesthetics of the area. Details regarding required frontage improvements along SR 410 are included in Section 4, Circulation.

3.2 CREATE ALTERNATIVE ROUTES FOR LOCAL TRAFFIC

As Eastown develops, a new network of secondary roads will be constructed to facilitate convenient access to, from, and between businesses. This network will allow drivers additional alternatives to

traveling SR 410 to access establishments in the Eastown area. The network will help to preserve the capacity of SR 410 and minimize congestion on the corridor. Smaller local roads also have slower traffic speeds, a more pleasant driving environment, and are ideal bicycle and pedestrian routes.

3.3 FACILITATE EXTENSION OF CITY WATER AND SEWER SERVICES TO EASTOWN

Development within Eastown is dependent upon extension of municipal water and sewer services to the area. Tacoma Water and Valley Water District have provided new water service to some Eastown properties. A sewer lift station locations was constructed north of 96th Street East in 2014.

3.4 ADDRESS CONFLICTING STANDARDS OF THE WATER PURVEYORS TO EASTOWN

Currently portions of Eastown are served by the Tacoma Water System and Valley Water District. Valley Water District does not require the same design and construction methods and materials as those required by the City. In addition, there has been concern regarding the ability of the Valley Water District to provide adequate water to meet required fire flow standards for major commercial or industrial users. An evaluation of the Valley Water District and establishment of minimum design and construction standards for water systems within the City of Bonney Lake are addressed in Section 5, Water. Since this initial study was done in 2006, Valley Water has upgraded its water system and is capable of meeting fire flow standards for commercial development in the Eastown water service area.

In 2010, Bonney Lake extended their water line eastward along SR 410 from 219th Avenue East to 221st Avenue East. Developers will be required to complete a loop that connects this waterline to a new water line on 96th Street East that connects to the water line in front of Home Depot.

3.5 PROVIDE IMPROVED PREDICTABILITY TO PROPERTY OWNERS AND DEVELOPERS

The issues discussed in 3.3 and 3.4 above create an atmosphere of uncertainty for property owners and developers considering projects in Eastown. This Plan is intended to establish clear requirements for improvements within Eastown and to provide adequate information to facilitate design of water and sewer extensions into the area.

3.6 FACILITATE HIGH QUALITY DEVELOPMENT & FOSTER ECONOMIC GROWTH

Establishment of clear parameters for infrastructure in Eastown sets the framework for attractive, high quality private development. Tree lined streets, comfortable walking routes, and well-planned transportation networks encourage quality development, which in turn attracts both additional development and new patrons. The ultimate result is an area that offers an attractive entry into the City from the east and that provides a pleasant area for living, shopping, and commuting.

3.7 ESTABLISH IDENTITY FOR EASTOWN AREA

The sparsely developed state of Eastown currently lacks a clear identity or distinguishing characteristics. As the area develops and the streets are lined with trees, sidewalks are built, and a more compact development pattern evolves, Eastown has the opportunity to set itself apart as a unique section of Bonney Lake. Street tree varieties, pedestrian crossing treatments, and street light fixtures unique to Eastown on internal roadways help visitors know they have entered a special place within the City. The City envisions Eastown as a unique mixed-use commercial center.

4. CIRCULATION

Roads are needed for transportation, emergency response, and utilities. An efficient transportation network is a critical element for a developing area. Provision of new roads, location of intersections, number of traffic signals, spacing of driveways, types of turn lanes and provisions for bicyclists and pedestrians are major considerations to be planned in advance of development.

4.1 OPERATIONS

4.1.1 EXISTING OPERATIONS

SR 410 through Eastown experiences significant congestion during peak travel hours. As development in the area increases, the congestion will intensify. In addition, the intersections of 233rd/234th Avenue East with SR 410 are currently identified as high accident locations due to the offset between the two roads. Developed properties on either side of SR 410 access directly onto SR 410, and there is very little cross-connection between north-south roadways.

4.1.2 FUTURE OPERATIONS

An interconnected roadway grid system has been identified as a necessity to reduce trips on SR 410 and provide improved local access. The Eastown Future Road Network establishes the vision for the future grid, and the standards for how it is to be implemented. With these proposed improvements, acceptable Level of Service conditions for future 2035 traffic volumes can be achieved.

4.2 COORDINATION WITH WSDOT

Coordinated planning between the City of Bonney Lake and WSDOT has maximized the efficiency of the roadway network and created the backbone of a unique neighborhood. WSDOT started construction of improvements to SR 410 in Eastown in 2010 and completed this project in 2011. Improvements included: alignment of 233rd/234th Avenue East and installation of a traffic signal at the new intersection; addition of one lane in each direction; addition of four islands creating a landscaped median separating the eastbound and westbound traffic; installation of street lights from 214th Avenue East to 234th Avenue East; and construction of stormwater facilities.

The median on SR 410 through Easttown has been landscaped to provide a more attractive travel corridor. Landscaping utilized in the median in Easttown will be duplicated on the west side of town on SR 410 between Veterans Memorial Drive and Main Street, providing the best possible first impression of the City at the eastern and western gateways to the city. WSDOT maintains strict standards for signalization and access to State highways. A previous planning effort between the City of Bonney Lake and WSDOT resulted in establishment of one additional future signal location (225th Avenue East) and two median openings (219th Avenue East and 229th Avenue East) to allow left turns from SR 410 into development areas. Left turns out of development sites onto the SR 410 corridor are prohibited except at the three traffic signals at intersections with 214th Avenue East, 225th Avenue East, and 233rd Avenue East. The locations of the agreed-upon signal and left turn openings are shown in Figure 12-2.

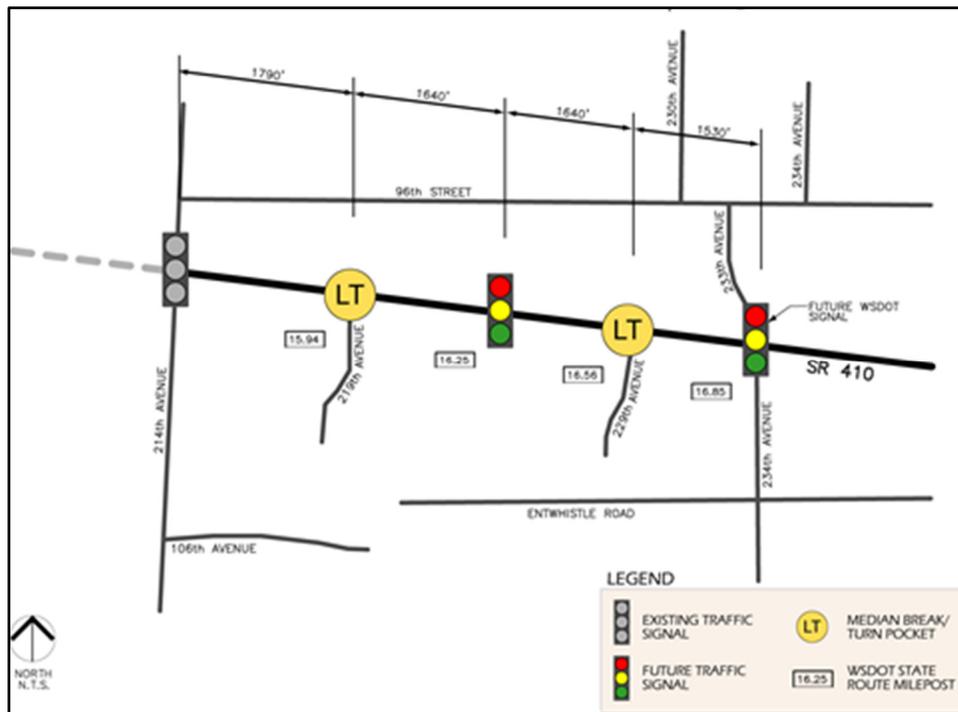


Figure 12-2: Street Light and Turn Lane Locations

New north-south streets are needed that run through the traffic signal and at the two points where left turns are allowed. These three north-south roads will extend from 96th Street south to Entwhistle Road. They will provide access from residential areas directly into the shopping areas located on the Northern and Southern Frontage roads.

4.2.1 SR 410 IMPROVEMENTS

WSDOT completed construction of the Easttown SR 410 widening project in 2011. Private development will be required to build frontage improvements adjacent to SR 410 and the Easttown roads shown on the Easttown Future Road Network to further enhance the roadway and create safe walking conditions.

All new development with frontage on SR 410 will require installation of curbs, gutters, a 4-foot wide planter strip, and an 8-foot wide sidewalk. All development projects will be routed to WSDOT for comment. If buildings are proposed immediately adjacent to the sidewalk, the minimum width of the sidewalk will be 8 feet. If landscaping is located between the back of the sidewalk and other on-site improvements, the minimum width of the landscape area will be 10 feet, in order to screen the development and provide a buffer from the street.

4.3 FUTURE ROAD NETWORK

The improvements to SR 410 will not provide circulation throughout the adjacent commercial properties. A secondary road network is needed to provide access to parcels within the area. The Eastown Future Road Network, illustrated in Figure 12-3, is intended to provide access to all properties within Eastown. Additionally, access to Eastown shopping will be convenient to property owners along Entwhistle Road and 96th Street East without entering SR 410.

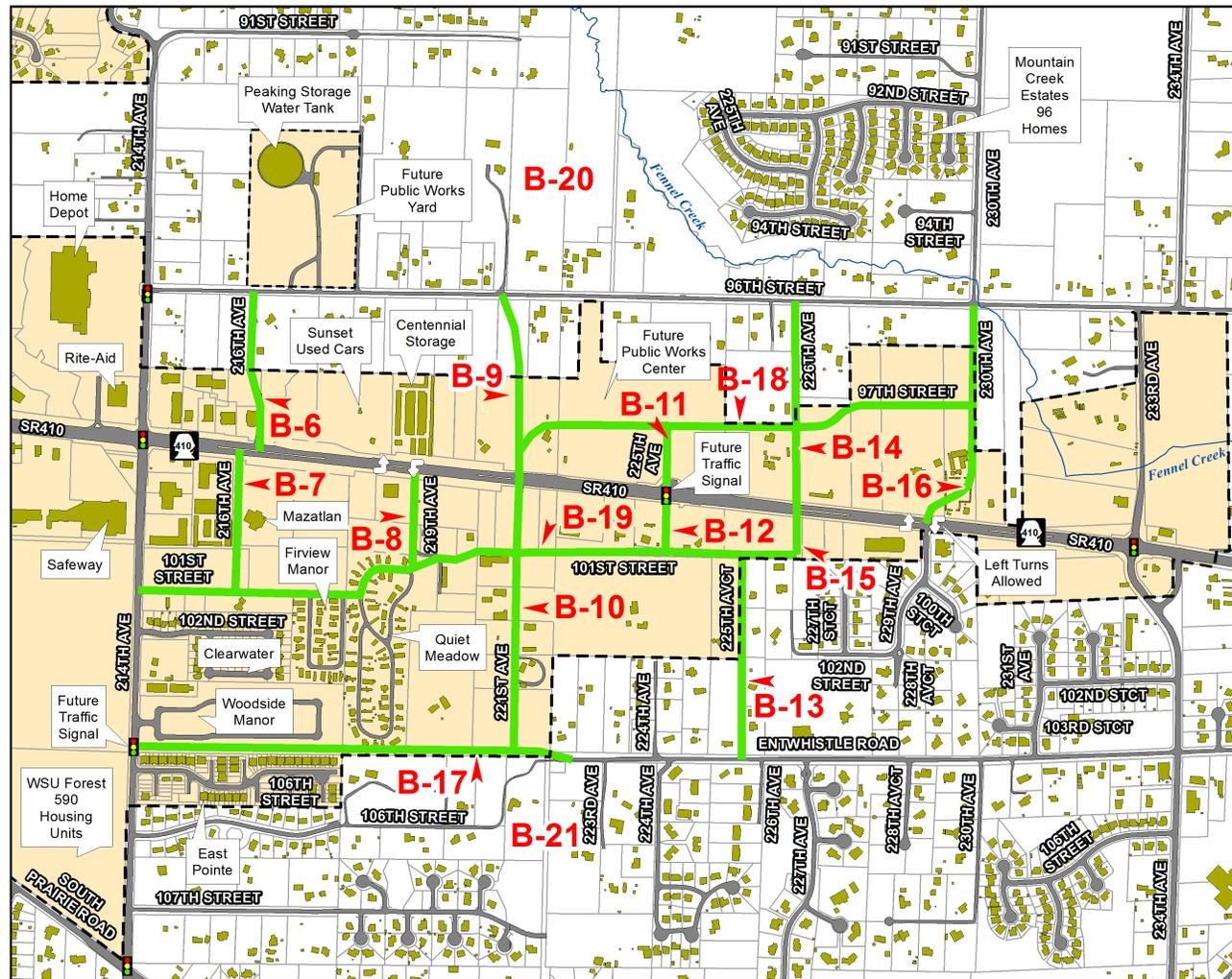
- Existing streets that will act as east-west collectors include Entwhistle Road and 96th Street East. Existing north-south collector roads include 214th Avenue East and 233rd /234th Avenue East.
- Frontage Roads. The new commercial access roads identified as 101st Street East and 97th Street East will serve east-west frontage roads between 96th Street East and SR 410 on the north side and SR 410 and Entwhistle Road on the south side of SR 410 will provide the backbone of internal transportation circulation within Eastown. The cross-section for these two roads is provided in the Mobility Element. 97th Street East will extend from 225th Avenue East to 230th Avenue East. 101st Street East will extend from 214th Avenue east to 226th Avenue East.
- Connector Roads on North Side of SR 410. New collector roads connecting SR 410 to the 97th Street East will be built at 225th Avenue East and 230th Avenue East. Additionally, 230th Avenue East will provide link between SR 410 and Old Sumner Buckley Highway.
- Connector Roads on South Side of SR 410. New north-south secondary access roads will be built south of SR 410 on 216th Avenue East, 219th Avenue East, 221st Avenue East, 225th Avenue East, 225th Avenue Court East, and 226th Avenue East connecting SR 410 with Entwhistle Road. In the future, when full build out of Eastown occurs, Entwhistle road will provide a link between 214th Avenue East and 234th Avenue East.
- 216th Avenue on North side of SR 410. This road will connect SR 410 to 96th Street. Construction of this road will provide a safe alternative route for motorists to use.

This network of internal roads will reduce vehicle trips on SR 410 maximizing the capacity of SR 410 and creating a safer transportation network. This road network will provide circulation throughout Eastown and will provide access to commercial shopping areas to residents living in the county without motorists needing to use SR 410.

Figure 12-2 locates the future signal and median breaks on SR 410. Between 214th Avenue East and 233rd/234th Avenue East, signalized intersections will be allowed at 225th Avenue East. Two median breaks, located midway between 214th Avenue East and the new signal and midway between the new signal and 233rd/234th Avenue East, will facilitate midpoint left turns into the commercial areas. Left turns out of the commercial area will be prohibited. No other breaks in the restrictive median will be allowed. Other accesses off SR 410 will be limited to right-in, right-out only and must be spaced a minimum of 660 feet apart. The network will provide a choice of routes and minimal backtracking. Drivers will choose the easiest route based on weather, time of day and traffic conditions.

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Eastown Future Public Roads



- Future Public Road with TIP Project Number
- Existing Paved Road
- Building
- Tax Parcel
- ~ Fennel Creek
- Bonney Lake City Limits

- B-6 216th Ave - North Side
- B-7 216th Ave - South Side
- B-8 219th Ave - South Side
- B-9 221st Ave - North Side
- B-10 221st Ave - South Side
- B-11 225th Ave - North Side
- B-12 225th Ave - South Side
- B-13 225th AvCt - South Side
- B-14 226th Ave - North Side
- B-15 226th Ave - South Side
- B-16 230th Ave - North Side
- B-17 Entwistle Rd - South
- B-18 97th Street - North Side
- B-19 101st Street - South Side

- B-20 Northern Public Road Stormwater Facility
- B-21 Southern Public Road Stormwater Facility

Number and location of Eastown Public Road Stormwater Ponds will be determined with completion of the Eastown Stormwater Master Plan



June 4, 2015

Figure 12-3: Eastown Future Road Network

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4.3.1 LOCATIONS AND FLEXIBILITY

Development of commercial property requires a network of roadways, water, sewer, stormwater facilities, and utilities. Each of these systems must be designed with the greater regional network in mind. Without detailed knowledge of the number and type of businesses to be constructed at each location, it is difficult to design a system capable of handling future development without revisions or alterations. Therefore, the design and development standards must be flexible enough to accommodate incremental growth, yet consider the function of the system as a whole. The goal is a uniform system rather than a piecemeal approach.

Roads shown in this plan are needed as a placeholder to ensure that the entire City's population is well served. As development is proposed, actual locations of roads will be determined. Exact locations of these roads will be determined during the site plan for the individual projects. Road locations shown above will also be adjusted as topography warrants and once the extent of existing wetlands or other site constraints is determined.

Frontage roads are needed to move traffic to the new north-south collectors in order to allow left turns out of Easttown onto SR 410. These roads should not be located immediately adjacent to SR 410. Commercial uses will be located between the frontage roads and SR 410 to present an attractive appearance from SR 410, with parking typically located between the business and the frontage road.

The transportation grid will be constructed in conjunction with development of commercial property along the corridor. This will provide drivers with a choice of routes to destinations within the commercial area. Direct access to SR 410 will not be allowed between the commercial connectors. Temporary access may be granted for parcels that are not immediately adjacent to a planned commercial collector road and cannot otherwise gain reasonable access to SR 410.

A raised median has been installed on SR 410 between the signalized intersections. Traffic volumes are high in the corridor, resulting in very few gaps in the traffic flow to allow left turns; a condition that leads to high accident rates. The median separates opposing lanes of traffic and restrict turning and crossing movements. Studies¹ have shown significant reduction in the number and severity of accidents on high-volume, commercial corridors with raised medians. Medians help prevent head-on collisions and provide predictable locations for crossing and turning movements. Medians also provide a pedestrian refuge, making it much easier to cross the street. Existing driveways will remain in place until properties are redeveloped. When redevelopment of parcels with existing access to SR 410 occurs, the most appropriate location for access will be reviewed by the City. New access to internal streets will be established, or temporary access to SR 410 may be granted until such time as access to internal commercial collectors is available.

4.3.2 DEVELOPMENT TRIGGERS CONSTRUCTION

The grid network will be composed of interconnected streets. As commercial property along the corridor develops, property owners will be required to set aside right-of-way or easements and construct their portion of these necessary roads forming a grid system of roadways.

The Eastown Plan illustrates important roadway connections. As development occurs, there is flexibility for adjustments to the location of the roadways shown on the map, depending on the proposed site plan. All roadways will be required to be constructed to City standards.

As parcels are developed, the road network will be established. Each development will be required to incorporate the appropriate piece of the road network and provide for future extension of the network by adjoining parcels as allowed by law.

4.4 INTERNAL ROAD STANDARDS

4.4.1 ROAD SECTION

Cross-sections for the roads in Eastown are based on the Functional Classification identified in Figure 5-25 of the Mobility Element and the cross-section adopted for that classification which are provided in Figures 5-22 and 5-22 in the Mobility Element.

4.4.2 DESIGN STANDARDS AND ACCESS RESTRICTIONS

Design speeds for all roads in Eastown with the exception of SR 410 are 25 mph. The City may install a restrictive median or require one to be installed if operational or safety conditions warrant. The following table summarizes the access restrictions for Eastown roads.

ROADWAY CLASSIFICATION		
Class Description & Function	Minimum Signal & Intersection Spacing	Private Direct Access
Class B Low to moderate speed, moderate volume	½ mile	Allowed with restrictions: 200 feet minimum spacing One access per parcel or contiguous parcels, exceptions allowed with justification No additional access for subdivided parcels All access must meet minimum standards, corner clearance allowances not permitted.
Class C Public road, low speed, moderate volume, short distance road	¼ mile	Allowed with restrictions: 125 foot minimum spacing One access per parcel or contiguous parcels, exceptions allowed with justification No additional access for subdivided parcels Corner clearance restrictions apply
Class D Private road, low speed, moderate volume, short distance road	Less than ¼ mile permitted with justification	Allowed with restrictions: 100-foot minimum spacing One access per parcel or contiguous parcels, exceptions allowed with justification Additional access for subdivided parcels may be allowed with justification Corner clearance restrictions apply.

Table 12-1: Eastown Roadway Access Classification

See also 4.5, Access Management.

4.4.3 HALF STREET OPTION

A half street may be permitted as an interim facility pending construction of the other half of the street by an adjacent property owner whose property is also located within the city limits; and, when there is reasonable assurance for future completion of the roadway, and where the developer can demonstrate the half street will provide adequate access to and from the site. The right-of-way width of the half street may not be less than one-half of the proposed total roadway width or twenty feet of paved roadway with curb, gutter, and sidewalks built on the applicant’s side of the road, whichever is greater. May be required to be wider than 50% of the roadway width in order to accommodate adequate driving lanes for fire department trucks until the other half of the street is constructed.

4.4.4 STREETScape IMPROVEMENTS

Streetscape standards address the aesthetic elements of the Eastown area. The design of the street network can create a unique neighborhood with aesthetic appeal and a clear sense of place. Creation of people-friendly spaces encourages development and investment in the area and attracts customers to businesses. A streetscape is created through installation of landscaping, incorporation of green space, street lighting, street furniture, and special pavement treatments for pedestrian areas.

Landscaping

Inclusion of landscape features adjacent to streets results in creation of visual interest along the roadway and, as a result, slower traffic speeds. However, trees should be planted so as not to create visual obstructions of traffic control signs. Plants can also be used to provide uniformity and to enhance sense of place and unique character of neighborhoods.

In Easttown, planter strips with street trees shall be utilized to separate pedestrians from travel lanes on newly-constructed roadways. Street trees should conform to the City's Community Forestry plan and adopted City standards.

Street Lighting

Streetlights will be located in the planter strips to meet City of Bonney Lake illumination standards per Chapter 12.28 BLMC and the adopted Public Works Standards. Adequate lighting will be provided on interior sidewalks to create safe and secure environment.

The City of Bonney Lake will own and operate street lighting on public streets. The owner of streetlights on private roads or streets shall be responsible for their operation and maintenance.

Street Furniture & Plazas



In major commercial activity centers developed within Easttown, street furniture such as park benches, trash receptacles, and drinking fountains should be located in public areas. Such pedestrian plazas will be the responsibility of developers and may be required for large projects as outlined in adopted development and design standards. Outdoor furniture in landscaped areas between and in front of buildings is encouraged and should be provided by developers.

Pavement Treatments

In addition to pedestrian plazas, decorative pavement is encouraged at major internal intersections in Easttown to clearly define pedestrian crossings. Pavement types and colors in the corridor should maintain a unified look.

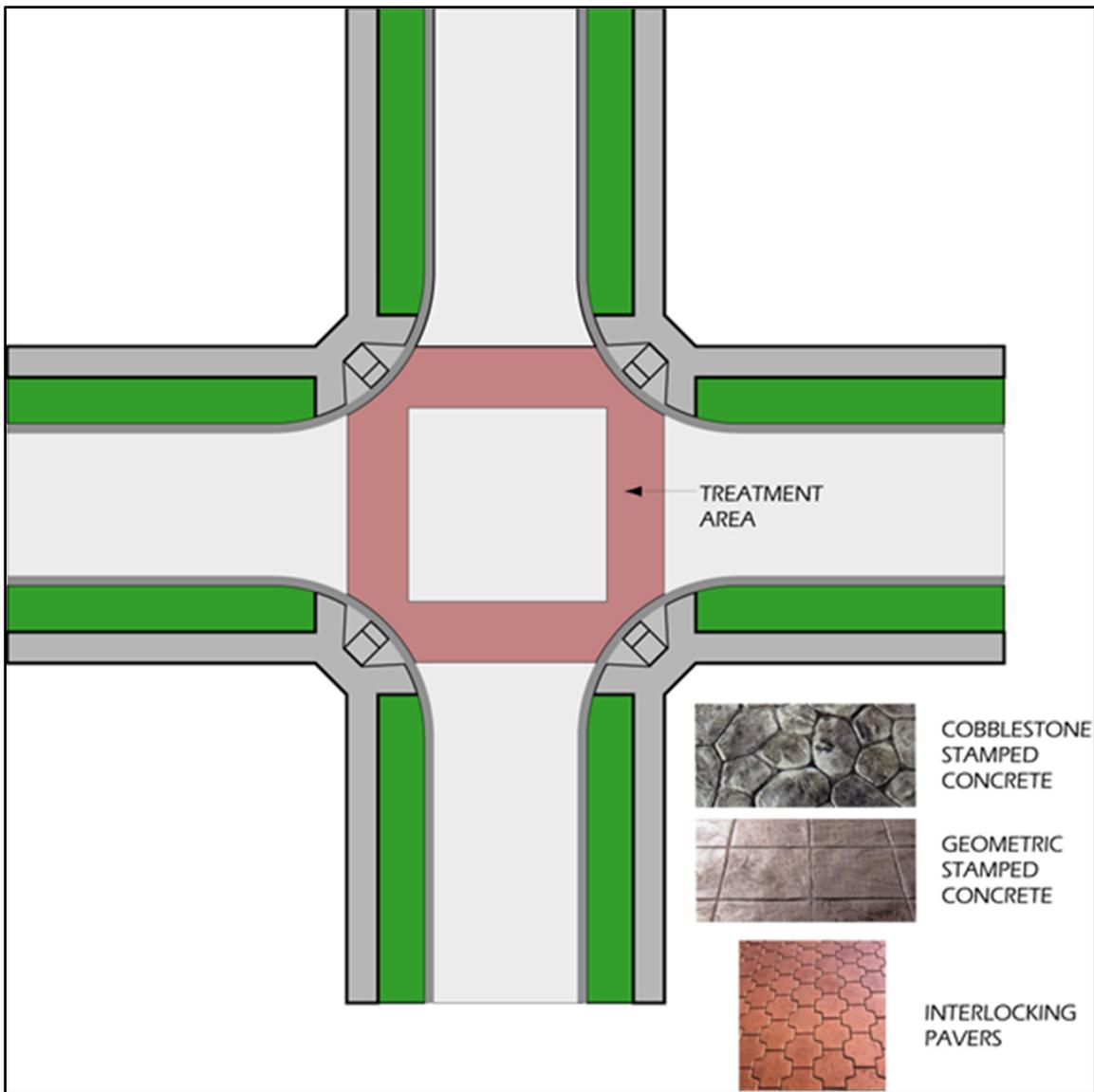


Figure 12-4: – Crosswalk/Paving Treatment Options

4.4.5 STORM WATER

Commercial collectors within Easttown will be constructed, as development occurs to facilitate convenient access between sites, SR 410 and the surrounding road network. As roads are constructed, developers will be required to collect, treat, and dispose of the runoff generated by the portion of road directly adjacent to the project site (from center line to right-of-way edge) in accordance with the standards set forth in the City of Bonney Lake Development Policies and Public Works Design Standards.

Regional stormwater ponds will be considered that are located on parcels located in Pierce County. This will maximize the amount of land within the city that may be commercially developed. Developers shall purchase the land and build stormwater facilities compliant with current NPDES regulations and adopted design standards.

4.5 ACCESS MANAGEMENT

Development of the Easttown area will provide residents and visitors with new goods and services. It also brings the challenge of providing a reliable, safe, free-flowing transportation network to serve the area. Access Management has been adopted as one of the major tools to meet this challenge.

The intent of Access Management is to provide access for land development while preserving the safety, capacity, and speed of travel on major corridors such as SR 410. Studies have shown that an uncontrolled proliferation of driveways and intersections along a given section of roadway reduces the average speed of travel, increases the number and severity of accidents, and inhibits bicycle and pedestrian usage. It has also been shown that poorly designed entrances and exits cause congestion and create a negative image for a commercial district.

Access Management addresses both the function of the roadway and the impact of proposed access points. These standards establish requirements for spacing of access points and intersections, and median placement for the roads within the Easttown neighborhood. Access points are identified by category based on the volume of traffic predicted to use the proposed driveway. The resulting system provides a framework for evaluating impacts and consistently applying regulations, yet provides flexibility to address special conditions and make exceptions where the public interest is not endangered.

4.5.1 HOW IS ACCESS MANAGEMENT APPLIED?

Access Management evaluates both the intended use and function of the roadway and the probable impact of the proposed access connection. These two designations are known as Roadway Classification and Access Category.

Roadway Classification

The City of Bonney Lake has classified all of the existing and proposed roadways within the Easttown area, with the exception of SR 410, based on intended function and project traffic volumes. SR 410 is a state facility. 96th Street East, 106th Street East, Entwhistle Road, and 234th Avenue East are currently Pierce County roadways.

SR 410 is a Class 2 State Facility. Roads in this classification have the capacity for medium to high volume traffic over medium to long distances. Direct access to abutting land is subordinate to providing service to traffic movement and private direct access to the state highway system is permitted only when the property has no other reasonable access to the street system. Within the City limits, the City of Bonney Lake manages access to this facility.

Existing roads within Easttown (214th Avenue East, 219th Avenue East, 221st Avenue East, 229th Avenue East, 233rd Avenue East) are classified as Class B roadways. If roadways currently under Pierce County jurisdiction later become part of the City, they will be classified as Class B. Roads in this classification provide travel over moderate distances within a community at low to moderate speeds. Traffic mobility is favored over direct access to abutting land.

New north-south roads within Eastown will be classified as Class C roads. Roads in this classification provide travel over short distances within a community at low speeds. Access is allowed with restrictions. The primary function of these roads is to link internal access roadways with the regional network.

New east-west roads within Eastown will be classified as Class D roads. Access is regulated, but less restrictive than for Class C roadways. These roads are intended to provide access to parking areas and businesses.

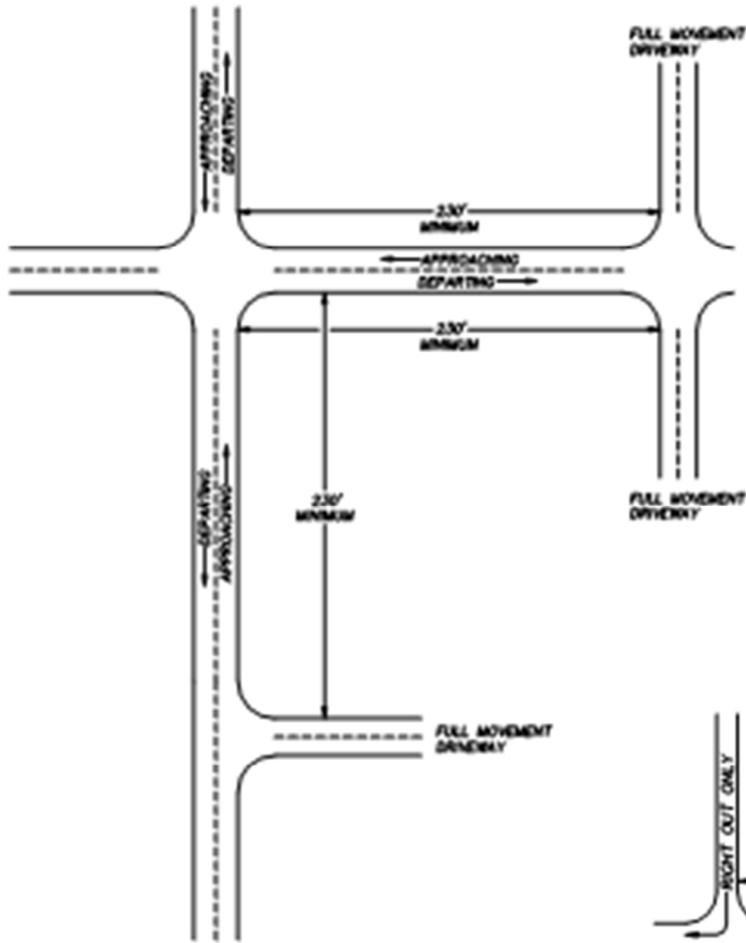
Corner Clearance

Access to lots adjacent to intersections poses special challenges. The high volume of turning traffic, variable speeds, merging cars, and pedestrians often lead to increased congestion and a higher accident rate at these locations. To balance the need for public safety with the need for access to corner lots, the City has adopted special regulations regarding the location of access points for corner lots.

Whenever possible, it is preferable that corner clearances for driveways at intersections meet the minimum spacing requirements. Alternately, access via the internal road network should be considered. However, if minimum spacing cannot be met due to property frontage or size, and joint access cannot be obtained, or the City determines joint access is not feasible, then a single connection might be permitted. That connection would be subject to the following restrictions:

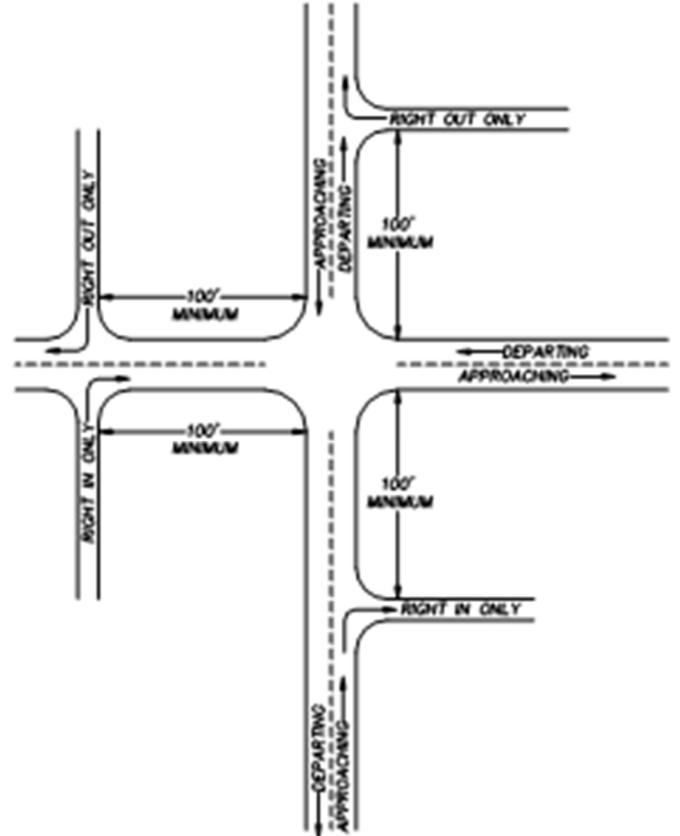
CORNER CLEARANCE AT INTERSECTIONS FOR CLASS C AND D ROADWAYS WITHOUT RESTRICTIVE MEDIANS		
Position	Access Allowed	Minimum (feet)
Approaching Intersection	Full Access	125
Approaching Intersection	Right In Only	100
Departing Intersection	Full Access	125
Departing Intersection	Right Out Only	100

Table 12-2: Corner Clearance



- 125 FOOT MINIMUM ALLOWED ON CLASS D ROADWAYS WHEN POSTED SPEED LIMIT IS LESS THAN 35 MILES PER HOUR.
- 230 FOOT MINIMUM CORNER CLEARANCE IS DETERMINED BY MEASURING FROM FOGLINE TO FOGLINE.

Figure 12-5 Intersection Spacing



- 100 FOOT CORNER CLEARANCE IS DETERMINED BY MEASURING FROM FOGLINE TO FOGLINE.

Figure 12-6 Intersection Spacing

Determination of Access Category

Determination of access shall be the responsibility of the City. If the spacing requirements outlined here cannot be met, the access shall be designed by a traffic engineer using the objectives in this chapter.

4.5.2 ACCESS CATEGORY

SR 410 Corridor

SR 410 within Eastown is designated by WSDOT as a class two highway. The City has adopted access management standards outlined in Washington Administrative Code 468.52.030 to 050 in order to provide access for land development while preserving the safety, capacity and speed of travel on SR 410.

Signalized intersections are allowed every half mile. Minimum distances between public or private access points are limited to one every 660 feet. Only one access point is allowed to each property unless the frontage exceeds 1,320 feet and no adverse impact is created on SR 410 traffic flow.

Non-conforming access permits may be issued if no other access is feasible for topographical reasons.

Variance permits may be allowed in accordance with WAC 468-51-105, if topographical conditions warrant, and the applicant demonstrates to the satisfaction of the city that capacity on SR 410 is not reduced or increased safety risks will not be created. The traffic impact analysis, signed, stamped and sealed by a qualified professional transportation engineer registered in Washington State, will be included with a cover letter requesting the deviation.

Any non-conforming access or variance permits will be temporary until the Northern or Southern frontage road is built and connects to a signalized intersection. Construction and decommissioning of temporary access points and roadway structures is the responsibility of the property owner.

Mapped Streets

The impact of a given access point on the function of the road network is determined by the amount of traffic likely to be generated by the proposed development. This is based on case studies of similar businesses compiled by the Institute of Transportation Engineers. The resulting manual referred to as the ITE Manual, lists hundreds of types of developments and recognized methods for calculating impacts. The number of estimated vehicle trips entering and leaving the applicant's site on an average weekday, referred to as Average Week Day Vehicle Trip Ends (AWDVTE), can be accurately estimated using this system.

Three connection categories have been established:

- Major Connections for large volume generators such as large shopping malls, fast food restaurants and regional post offices.
- Minor Connections for moderate volume generators such as doctor's offices, single occupant retail sales, or small apartment buildings.

Minimum Connections for low volume generators such as single-family homes, duplexes, and agricultural accesses where retail sales are not included.

The following table summarizes the characteristics and requirements for each category.

CATEGORY & DEFINITION	AWDVTE*	FEE	REQUIREMENTS
Major – Typical for large commercial, industrial and multi-family developments	Exceeds 1,500 trips <ul style="list-style-type: none"> Estimated based on ITE Manual Traffic Study required 	<ul style="list-style-type: none"> 1,500 to 2,500 AWDVTE = \$2,500 Over 2,500 AWDVTE = \$4,000 Fee per additional connection - \$1,000 	<ul style="list-style-type: none"> Licensed engineer must prepare all plans Standard application packet with traffic analysis applies Site plan includes survey Final inspection may be required
Minor – Typical for moderate commercial or industrial developments	Traffic between 100 and 1,500 trips <ul style="list-style-type: none"> Estimated based on ITE Manual Traffic Study may be required 	<ul style="list-style-type: none"> 100 to 1,000 AWDVTE = \$1,000 1,000 to 1,500 AWDVTE = \$1,500 Fee per additional connection = \$250 	<ul style="list-style-type: none"> A licensed engineer must prepare all plans Standard application packet with traffic analysis applies Site plan includes survey Final inspection may be required

Table 12-3: Connection Categories

Non-conforming access or variance permits may be granted if analysis determines that a conforming connection cannot be made and that denial will leave the property without reasonable access. All of the restrictions appropriate for the Connection Category stated above shall apply, plus these additional restrictions:

- Limits on the maximum vehicle use.
- The permit shall specify the properties to be served by the connection.
- Removal of the non-conforming access will be required by the developer, at no cost to the city, if and when it becomes possible to construct a conforming access.

4.5.3 INTERIM ACCESS

For parcels not adjacent to the proposed network road, or too small to reasonably build a commercial collector access road, the existing access shall remain in place and does not require permits. As adjoining parcels are developed or redeveloped, the existing driveways will be removed when a frontage road or

other internal roadway reaches the property line of that parcel. Additionally, connection to an internal roadway shall not be required until that parcel is redeveloped or developed.

Access to SR 410

Access to SR 410 is allowed only if a commercial collector as indicated on the Eastown Future Road Network and/or if a secondary access is not available or cannot be constructed, as determined jointly by WSDOT and the Public Works Director. Such access will be temporary in nature and must be closed once an alternative access route reaches the property line of that parcel. Costs incurred to connect to the internal roadway system and decommissioning of the SR 410 access and roadway structure will be the responsibility of the developer.

Closure of Temporary Accesses

At the time a commercial collector is constructed and/or secondary access is available to the site, existing accesses and new temporary access points to SR 410 will be required to be closed, or if spacing is sufficient it may be converted to a right out only.

4.5.4 ACCESS CONNECTION PERMITS

Existing driveways within the Eastown neighborhood may remain in place and do not require permits. As parcels develop, the existing driveways will be removed or replaced in a manner consistent with the Eastown Future Road Network plan in Figure 12-3. All new access connections will be required to obtain an Access Connection Permit from the City of Bonney Lake before constructing the driveway.

5. WATER

5.1 EXISTING SYSTEM CHARACTERISTICS

The Eastown area is located within three different municipal water system service areas: the City of Bonney Lake, Valley Water and Tacoma Public Utility (TPU) water. See the figure titled “Preliminary Water Design” at the end of this section.

5.1.1 CITY OF BONNEY LAKE WATER SYSTEM

The existing City of Bonney Lake water main infrastructure within Eastown is limited to:

- North side of SR 410. Water service area extends from 214th Avenue East to 225th Avenue East.
- South side of SR 410. Water service area extends from 214th Avenue East to 218th Avenue East.

Existing water mains range in size from 8 inches to 12 inches.

5.1.2 VALLEY WATER DISTRICT

The existing infrastructure for Valley Water District’s system within the Eastown area is located primarily in the southwest portion of the Eastown area and east of 225th Avenue East on the north side of SR 410. Water main sizes range from 6 inches to 12 inches in diameter.

5.1.3 TACOMA WATER

Tacoma Public Utility water system contains 12 and 16-inch water mains in 96th Street East between 230th Avenue East and 233rd Avenue East, extending north on 230th Avenue East and south in 233rd/234th Avenue East. These mains are Tacoma Water’s route to serve developments along 230th Avenue East and further to the north and west.

5.2 PROPOSED WATER SYSTEM IMPROVEMENTS FOR FUTURE DEMAND

The ability of the City of Bonney Lake to provide adequate water to the developing Eastown area is critical. Predicting water demand and a coordinated approach to satisfy future demand is essential. Future commercial development in the Eastown area is contingent on the availability of fire flow to development sites sufficient to meet current building and fire codes. In 2010, the City of Bonney Lake extended its water main on SR 410 from 219th Avenue East to 221st Avenue East. Developers of the parcel around 225th Avenue East will be required to extend this water main to 96th Street East and then west to 214th Avenue East creating a loop system. This Development Plan identifies proposed water system improvements that will meet the level of service associated with the proposed land use for the area.

5.2.1 BONNEY LAKE WATER SYSTEM

The City’s current consultant for comprehensive water system planning and design, RH2 Engineers, has performed analysis of the City’s overall water system and has identified a network of water mains that align with the future Eastown roadway network, extending from the City’s existing system. They have also identified the need for a 15 million gallon water storage facility, which was built in 2007. This storage facility will assure sustained flows during periods of high demand in the within the city’s Water Service Area. See the Figure 12-7 entitled “Preliminary Water Design” at the end of this section.

5.2.2 VALLEY WATER DISTRICT

Valley Water District has sufficient water for their service area, which includes a portion of Eastown. The water supply to the Valley Water District in Eastown is enhanced by a recent agreement between Valley Water District and the City of Tacoma for an intertie. However, significant upgrades to their distribution system and storage capabilities are necessary to meet the commercial fire flow requirements within the Eastown area. Many of these improvements have been completed.

5.3 WATER SYSTEM REQUIREMENTS FOR NEW DEVELOPMENT

New development proposals submitted within the City’s current water service area will require installation of portions of the proposed water main network to service the specific development. This could include extensions of water mains from beyond the development property boundaries. Maintaining continuity by means of incremental “looping” of water mains may also be required.

New development proposals that are submitted within the Valley Water District’s current water service boundary will be required to meet the City’s current water system design standards for fire flow and abide by the City of Bonney Lake Comprehensive Water Service Plan.

Property owners within the current Bonney Lake Water System Area that pay the cost to install the portions of the proposed water system beyond their own property may pursue cost sharing options such as Latecomer Agreements so that all property owners using the new system pay their pro-rata share of the cost of the system.

5.4 COST SHARING OPTIONS FOR WATER MAIN EXTENSIONS

Owners of property within Easttown that are also in the City’s water service area and desire to develop their property will be required to extend water mains. Any request to extend the water system within the City water service area should be done so in accordance with Chapter 13.04.150 of the Bonney Lake Municipal Code. Where possible, proposed extensions of water mains should be sized and located as shown on Figure 12-7 entitled “Preliminary Water Design” at the end of this section.

5.4.1 COST SHARING OPTIONS

1. By provisions of RCW 35.91.020 Contracts with owners of real estate for water or sewer facilities – Reimbursement of costs by subsequent users, where water mains are installed at the expense of the owner or owners of property, they may contract with the City in order that they may be reimbursed by noncontributing property owners who subsequently tap into and use a pro-rata share of the system. This cost sharing option is commonly known as a “Latecomer Agreement”.
2. Also by provision of RCW 35.91.020, as part of the same contract described above, the City may choose to install and pay part of the costs of the proposed water, sewer or stormwater system, and in turn be reimbursed by noncontributing property owners who subsequently tap into and use a pro-rata share of the system utilizing a Utility Latecomer Agreement (ULA).
3. By provisions of RCW 35.43, formation of a Local Improvement District, where the City finances and constructs the water system improvements and all property owners within an established benefit area make payments over time for their pro-rata share of the cost of the system plus interest.
4. By provision of RCW 35.92.025 Authority to make charges for connecting to water or sewerage system-Interest charges, the City may choose to establish reasonable connection charges that are proportionate to the cost of the system plus interest. These charges would be in addition the cost

to connect to the system and other connection charges that may be already established to pay for construction of other parts of the City's water system (System Development Charges).

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6. SEWER

6.1 EXISTING SYSTEM CHARACTERISTICS

The City's existing sewer infrastructure for the Eastown area is limited to the western portion, serving properties adjacent to SR 410 between 214th Avenue East and 219th Avenue East. Existing sewer mains are predominantly 8 inches in diameter. Existing flows from the Eastown area are directed toward Lift Station No. 18, which conveys flows in an eight-inch diameter force main westerly along SR 410 to approximately 203rd Avenue East where it enters a ten-inch diameter gravity main line.

6.2 SEWER SYSTEM IMPROVEMENTS NECESSARY TO MEET FUTURE DEMAND

As with the water system, there is not adequate sewer system infrastructure to support potential development of the Eastown area. To meet the future demand, new sewer infrastructure will be necessary. Similarly, this Development Plan identifies proposed sewer system improvements to meet the level of service associated with the proposed land use for the area.

RH2 Engineers is also the City's current consultant for comprehensive sewer system planning and design. As with the water system, they have performed analysis of the City's overall sewer system. They have identified the need for a new Eastown sewer lift station and a sewer main network that aligns with the Eastown Future Road Network, which extends from the City's existing system. See the Figure 12-8 entitled "Eastown Future Sewer System" at the end of this section. The proposed sewer system shows that all properties west of approximately 219th Avenue East are to be served by gravity mains extending from the existing sewer system. Due to topography, all properties west of 219th Avenue East are shown to be served by a new Eastown sewer lift station that is shown to be located on the north side of 96th Street East at approximately 225th Avenue East.

The following criteria were used for design of the sewer system improvements:

- Proposed building pads were based on existing topography. An exception was made for building No. 61, the proposed Mazatlan Restaurant, for which the planned finished floor elevation (630 feet) from proposed water and sewer drawings was used.
- The sewer will serve at least one building within each parcel.
- The building will be located near the low point of the parcel.
- The lateral invert is 6 feet below finished floor elevation.
- Laterals have a minimum slope of 2% to the property line.
- 8-inch sewers have a minimum slope of 0.6%.
- 12-inch sewers have a minimum slope of 0.33%.

- 8-inch sub-mains are placed along property lines.
- Sewer inverts shall be a minimum of 5 feet below ground surface.
- Drop across manholes was not considered.

6.3 SEWER SYSTEM REQUIREMENTS FOR NEW DEVELOPMENT

New development proposals west of 219th Avenue East will be conditioned to require extension of the proposed sewer system across the property allowing connection by adjacent property owners. Some properties may be required to install sewer mains in both the north-south and east-west directions in compliance with the Eastown Future Sewer System plan. New development proposals east of 219th Avenue East will be conditioned to install the proposed sewer lift station and force main, as well as extend the proposed sewer system main lines to the upstream side of the subject property. Property owners that pay the cost to install the portions of the proposed sewer system, including the new sewer lift station and force main, may pursue cost-sharing options (Latecomer Agreement) so that all property owners that use the new system pay their pro-rata share of the cost of the system.

6.4 COST SHARING OPTIONS FOR SEWER LINE EXTENSIONS

Owners of property within Eastown that desire to develop their property will be required to extend sewer mains. Any request to extend the sewer system (including installation of a sewer lift station and force main) within the City sewer service area must be done so in accordance with Chapter 13.12.390 of the Bonney Lake Municipal Code. Proposed extensions of sewer system (including sewer lift station) should be sized and located as shown on the Eastown Future Sewer System plan at the end of this section.

6.4.1 COST SHARING OPTIONS

1. By provisions of RCW 35.91.020 Contracts with owners of real estate for water or sewer facilities – Reimbursement of costs by subsequent users and Bonney Lake Municipal Code Chapter 13.16 Developer Extensions, where a portion of the proposed sewer system is installed at the expense of the owner or owners of property, they may contract with the City in order that they may be reimbursed by noncontributing property owners who subsequently tap into and use a pro-rata share of the system. This cost sharing option is commonly known as a “Latecomers Agreement”.
2. Also by provision of RCW 35.91.020, as part of the same contract described above, the City may choose to install or pay part of the costs to install all or portions of the proposed sewer system network and in turn be reimbursed by noncontributing property owners who subsequently tap into and use a pro-rata share of the system utilizing a Latecomer Agreement.
3. By provisions of RCW 35.43, formation of a Local Improvement District.
4. By provision of RCW 35.92.025 Authority to make charges for connecting to water or sewerage system-Interest charges, the City may choose to install a portion or the entire proposed sewer system network and establish reasonable connection charges that are proportionate to the cost

of the system. These charges would be in addition to the cost (System Development Charge) to connect and other connection charges that may be already established for construction other parts of the City's sewer system.

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EASTOWN PROPERTIES CURRENTLY WITHOUT BONNEY LAKE SEWER SERVICE

Overlaid on Eastown Future Sewer Projects and Roads Base Map

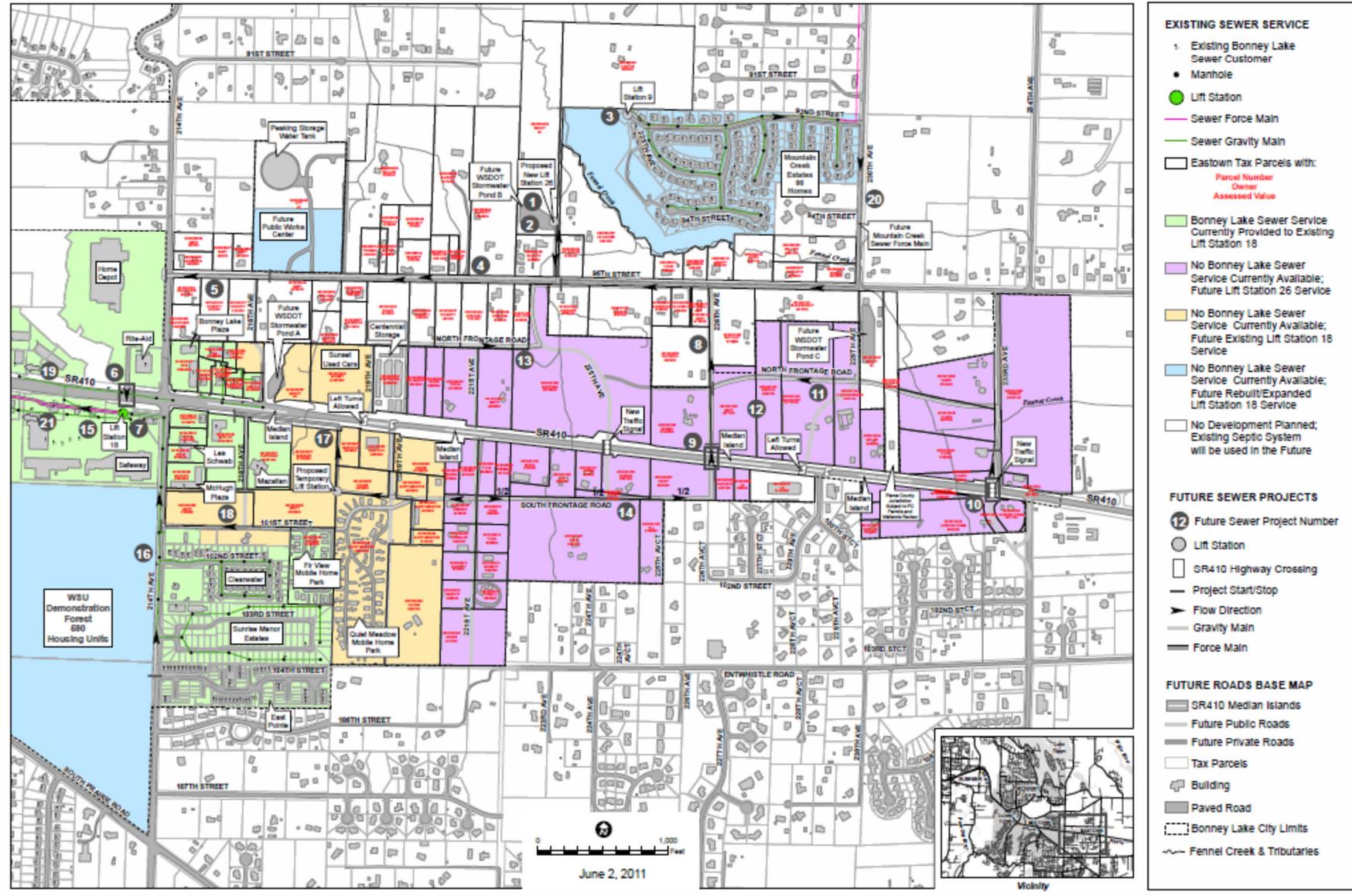


Figure 12-8: Eastown Sewer System Plan

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7. EASTOWN DEVELOPMENT STANDARDS

Design and development standards provide for coordinated site development, which is a crucial element in the creation of the Eastown commercial district with interconnected parking, complementary site design, and a logical infrastructure. Design and development standards for Eastown have been adopted as Chapter 18.33 of the Bonney Lake Municipal Code.

¹ SR 99 in SeaTac WA, US 1 in Stuart, Florida; Oakland Park Blvd. in Ft. Lauderdale, Florida; Memorial Highway in Atlanta, GA; Jimmy Carter Blvd. in Atlanta, GA.