

COUNCIL WORKSHOP

June 16, 2009
5:30 p.m.

AGENDA

City of



The City of Bonney Lake's Mission is to protect the community's livable identity and scenic beauty through responsible growth planning and by providing accountable, accessible and efficient local government services.

Website: www.ci.bonney-lake.wa.us

"Where Dreams Can Soar"

*The City Council may act on items listed on this agenda, or by consensus give direction for future action.
The council may also add and take action on other items not listed on this agenda.*

Call to Order: Mayor Neil Johnson @ Bonney Lake City Hall – 19306 Bonney Lake Blvd.

Roll Call:

Elected Officials: Mayor Neil Johnson, Deputy Mayor Dan Swatman, Councilmember David Bowen, Councilmember Laurie Carter, Councilmember Dan Decker, Councilmember Mark Hamilton, Councilmember Dave King and Councilmember James Rackley.

Expected Staff Members: City Administrator Don Morrison, Public Works Director Dan Grigsby, Director of Community Development John Vodopich, Police Chief Mike Mitchell, Chief Financial Officer Al Juarez, Community Services Director Gary Leaf, Administrative Services Director/City Clerk Harwood Edvalson and City Attorney Jim Dionne.

Agenda Items

- | | <u>Estimated Time</u> |
|--|-------------------------|
| 1. Council Open Discussion. | (20 Mins.) |
| 2. Review of Council Minutes: June 2, 2009 Council Workshop and June 9, 2009 Council Meeting . | (5 Mins.) |
| 3. Discussion: Review of City's Long-range Financial Model . | (45 Mins.) |
| 4. Discussion: AB09-51 – Ordinance D09-51 – Sewer Schedule 'A' Update . | (45 Mins.) |
| 5. Discussion: AB09-98 – Transportation Impact Fees . | (45 Mins.) |
| 6. Executive Session: Pursuant to RCW 42.30.110, the City Council may meet in executive session. The topic(s) and duration will be announced prior to the executive session. | <i>To Be Announced.</i> |
| 7. Adjournment. | |

For citizens with disabilities requesting translators or adaptive equipment for communication purposes, the City requests notification as soon as possible of the type of service or equipment needed.

THE COUNCIL MAY ADD AND TAKE ACTION ON OTHER ITEMS NOT LISTED ON THIS AGENDA

CITY COUNCIL WORKSHOP

**June 2, 2009
5:30 p.m.**

DRAFT MINUTES



"Where Dreams Can Soar"

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Website: www.ci.bonney-lake.wa.us

Audio Time
Stamp ↓

Call to Order:

Mayor Neil Johnson, Jr. called the Workshop to order at 5:30 p.m.

Roll Call: [A1.3]

Administrative Services Director/City Clerk Edvalson called the roll. In addition to Mayor Johnson, elected officials attending were Deputy Mayor Dan Swatman, Councilmember David Bowen, Councilmember Laurie Carter, Councilmember Dan Decker, Councilmember Mark Hamilton, Councilmember David King and Councilmember James Rackley.

[Staff Members in attendance were City Administrator Don Morrison, Chief Financial Officer Al Juarez, Community Development Director John Vodopich, Police Chief Mike Mitchell, Public Works Director Dan Grigsby, Community Services Director Gary Leaf, City Attorney Jim Dionne, Administrative Services Director/City Clerk Harwood Edvalson and Records & Information Specialist Susan Duis.]

5:30:58

1. **Council Open Discussion.**

Traffic Impact Fees

Councilmember Rackley said he has spoken with people who complained about the City's TIF fees. He asked Public Works Director Grigsby to give an overview of how the fees were developed and suggested the Council discuss TIF rates carefully. He said TIF rates could be reduced in various ways, including by removing projects from the TIF project list. Councilmembers agreed that this item should be discussed. Councilmember Hamilton said the TIF rates came out of a lengthy process and incentive programs were recently approved. He spoke against any changes that would negatively affect traffic in the City, or have the taxpayers subsidize development that comes into the City. Councilmember King noted that if a new business comes in, they may not feel it is appropriate to pay the full TIF fee if another business has left the City. Mayor Johnson suggested the topic be discussed in depth at an upcoming workshop.

Boat Launch Passes

Councilmember Decker said he has been told that residents are unable to purchase an annual boat launch pass because they cannot get to City Hall between the hours the city sells passes – 8:30 a.m. to 4:00 p.m. He suggested they sell passes until 4:30 p.m. or later. Chief Financial Officer Al Juarez said he and his staff spoke with Community Services Director Gary Leaf about the process before the start of the boating season. In previous years, staff had issues processing applications before the close of business when people came in right before 5:00 p.m. The 4:00 p.m. cut off was in line with the Court's passport processing times. He said he is open to ideas to change the process. Councilmembers discussed alternate cut-off times, staying open late on specific days, offering employees the option to flex their schedules if they have to stay late, or providing forms by mail or online to cut down on the time required to process the sale of annual passes. Mr. Juarez said his staff must verify residency inside city limits and

current boat registrations, which is why they have required in-person applications. Councilmembers referred the issue to the Executive Department staff to discuss options.

Corliss Property Tree Clearing

Councilmember Hamilton asked for an update on the tree clearing planned on private land that lies outside City limits. He asked if the Department of Natural Resources notified the City of this proposed action. Director Vodopich said from his understanding, no notification is required for this type of logging on private land outside city limits. He said since this incident he has learned about and signed up for the e-mail notifications provided by DNR. He said he spoke with the regional forester and was told that even if the City had advance warning, it is not likely that the City's comments would have changed anything. He said the City has jurisdiction for forest practices inside City limits. Mayor Johnson said he has made the City's concerns known, particularly about a low area in Myers Rd. that has the potential to flood.

Falling Waters Emergency Repairs

Councilmember Hamilton asked for an update to emergency repairs at the Falling Water septic field. Public Works Director Grigsby said work to replace tanks in the septic field is ongoing. He explained that the tanks were damaged when they were installed, and gray water is seeping through cracks in the concrete tanks into the septic field. He noted there is no public hazard, as the water is all 'gray water' but the system is not working as it was designed due to the damage. He said the city discovered the issue during inspections. He said it has been over a year since the contractors installed the tanks, and the City Attorney's office is reviewing options. He stressed that the issue did not occur due to a design problem, but errors during construction.

Tacoma Public Utilities Water Purchase

Councilmember Hamilton asked about negotiations with TPU for purchasing water. Director Grigsby said the offer was presented when Council approved the purchase, but the TPU board has put it on hold and has not taken any action on it either way. He said the City is in talks with Cascade Water Alliance for a possible water purchase currently as well.

Councilmember Hamilton noted that there was some discussion in the past about purchasing water from the Valley Water District. Director Grigsby said the City has the option to purchase water from them seven years after annexation. He said the City sent a letter to Valley letting them know the intent to purchase some time in the future, but there is no time frame or budgeted funds to purchase the distribution system. He said Valley Water System upgraded their system to meet fire flow requirements so they could serve Eastown.

Councilmember Hamilton asked about supplying water to Tapps Island. Director Grigsby explained the Tapps Island manager is currently working on options to treat their water supply so it meets Department of Health drinking water standards. He said the City agreed to provide water to the Island in emergencies, and at the city's request they have installed a water meter on the island, so if there is a future emergency the amount of water used can be measured. He said there has not been such an emergency in over two years. He added that Tapps Island residents could ask to get Bonney Lake water service, but the costs to residents could be high, with a local utilities district (LID) and applicable system development charges.

Deputy Mayor Swatman commented that as building slows down and water conservation measures are put into effect, the City should consider how much water it needs to serve customers, and maybe consider purchasing smaller blocks of water.

Madrona Park Property

Councilmember Hamilton noted there is an abandoned house adjacent to Madrona Park and asked if the City has considered purchasing the property to expand the park. Mayor Johnson said the City could look into this option.

Cottage Developments

Deputy Mayor Swatman thanked the Community Development staff and Planning Commissioners for taking part in a great tour of Cottage Developments, including Snoqualmie Ridge. He said commissioners took time from their schedules to attend and the Planning Commission would be discussing these developments in the future.

Fundraising and Special Event Permits

Councilmember Decker said he saw people standing along the road at SR 410 and Sumner-Buckley Highway asking for donations for a breast cancer foundation. He said he supports their fundraising effort but it was dangerous to have people standing in the roadway. Mayor Johnson asked if a special event permit should be required for this type of activity. Police Chief Mitchell said groups have asked the Police Department to 'okay' this kind of activity in the past and provide assistance, but they have not due to liability issues. City Clerk Edvalson said if fundraisers are using the right-of-way and impacting traffic, it could qualify as a special event and the standard permit application could be used. Mayor Johnson suggested staff let people know about the Special Event permit, or ask them to move out of the right-of-way or use a location on private property in the future.

Parks Appreciation Day

Councilmember Carter noted a full page advertisement in the newspaper about Parks Appreciation Day, which was a great event, and thanked everyone for taking part.

Sidewalk Chalk

Councilmember Bowen noted another article in the Tacoma News Tribune about an area of the City of Tacoma that is set aside for people to draw on with chalk. He said it would benefit Bonney Lake to have a designated spot for this kind of activity.

Thian Thai Water Issue

Councilmember Bowen asked for an update about resident George Brown's issue of water pooling on his business property. Director Grigsby said the City tested the water twice for chlorine to determine if it was City water, which came back negative. Assistant Public Works Director Charlie Simpson had the water main pipes tested and found a leak in the pipeline under Main Street on the city's side of the meter. The leak was fixed so water will no longer pool in the parking lot. Mayor Johnson thanked staff for their hard work, as this would have been an ongoing problem. He noted the City is working on right-of-way acquisition at the corner of Main Street and Old Sumner Buckley Hwy.

Main Street Intersection Project

Public Works Director Grigsby said all the right-of-way required to advertise for the Old Sumner Buckley Highway intersection project has now been purchased. City Engineer John Woodcock is reviewing the 95% contract design, and the City should be

able to advertise the project for bids this summer. The project includes a signal, road widening, sidewalk along part of SR 410, and connecting the stormwater system from the new Interim Justice Center to the new Downtown stormwater facility. Councilmember King said the project will be an obvious improvement for residents to see, along with the Interim Justice Center project.

Interim Justice Center

Councilmember Rackley asked for an update on the IJC. Director Vodopich said the architect has submitted revised drawings and the permits are being reviewed. The house on the building site was demolished on June 1, 2009 and is being cleaned up now. The project should be ready to go out to bid in about a month.

At 6:23 p.m., Councilmember Bowen moved for a five minute break. Councilmember Rackley seconded the motion.

Motion approved 7 – 0.

6:30:51

2. **Review of Council Minutes:** Council Workshop for April 21st and Council Meetings for April 28th, May 12th and May 26th.

Councilmember Carter noted confusing wording in the April 21, 2009 minutes, page 2, regarding a property maintenance agreement. Deputy Mayor Swatman asked that the second sentence, regarding purchase of the property, be removed. He said the Council was aware of and approved the property purchase agreement, but was not aware of the related maintenance agreement.

Councilmember King said he erred at the May 26, 2009 Meeting when he said the Public Safety Committee had not met. He said he will make his report at the next Council Meeting. The minutes were moved forward to the June 9, 2009 Meeting for approval with corrections.

6:34:20

3. **Discussion:** AB09-84 – D09-84 – Relating to Cancellation of Council Workshops.

Deputy Mayor Swatman said on the rare occasion when there are no items (or only one or two items) for discussion at a workshop, this allows for a way to cancel the workshop. He suggested revising the ordinance to state that the Mayor and Deputy Mayor must agree to cancel the workshop, not the Mayor or the Deputy Mayor. Mayor Johnson said the ‘Mayor’s designee’ listed in the ordinance would normally be the City Administrator or the City Clerk. He also suggested adding the following sentence to the end of the ordinance: “The Council shall strive to hold at least one workshop per month.”

Councilmember Rackley said though some cities do not have workshops, he is in favor of holding workshops. He said that when there is no business to discuss workshops are not necessary, and he supports the proposed ordinance. Councilmembers discussed the importance of the open discussion held during workshops, and proposed that the Open Discussion item be added to the Meeting after a cancelled Workshop. Regarding Council minutes, Mayor Johnson suggested the minutes could be moved to the following Meeting agenda after a cancelled Workshop, rather than waiting for the next Workshop for review.

Councilmember Hamilton said Workshops are in some ways more important than the actual meetings, as Councilmembers sit together and can discuss any issue, ask questions, and get a sense of where everyone stands. At meetings, items are voted on with little discussion for the most part. He said he feels it is a mistake to cancel any workshops, regardless of how much business is on the agenda. He also suggested that citizen comments could be taken during workshops instead of meetings, to allow more back-and-forth discussion.

Deputy Mayor Swatman agreed that workshops are very valuable. He said the proposed ordinance seeks to ensure effective meetings. He noted that significant resources are used at workshops, including the City Attorney and staff who could be doing other work. He said he thinks the option to cancel will not be used very often. He also said there should not be back-and-forth discussion during citizen comments, as it is important to give the Mayor and staff time to get more information on the issue, not have Councilmembers having ad hoc discussions.

Council consensus was to move the proposed ordinance forward with the suggested revisions to the June 9, 2009 Meeting.

6:51:22

4. **Discussion:** AB09-88 – Ordinance D09-88 – An Update to the SEPA Code.

Director Vodopich said the proposed ordinance consolidates all the State Environmental Policy Act (SEPA) policies into a single chapter in the Municipal Code. He said there is one substantive change, making the building of single family residential lots with critical areas subject to SEPA review. He said the Planning Commission reviewed and recommended moving the ordinance forward to the Council. He said this would add the cost of SEPA review to those applications. Councilmember King thanked Associate Planner Kathy James for her work on the proposed ordinance. The item was moved forward to the June 9, 2009 Meeting.

6:55:23

5. **Executive Session:**

Pursuant to RCW 42.30.110(1)(b)(i) the City Council adjourned to an Executive Session with the City Attorney at 6:55 p.m. to discuss potential litigation and property negotiations for twenty minutes, with no anticipated action. The Executive Session was extended for five minutes at 7:16 p.m. and again for five minutes at 7:21 p.m. The Meeting reconvened at 7:23 p.m. No action was taken.

7:23:36

6. **Adjournment:**

At 7:23 p.m., Councilmember Rackley moved to adjourn the workshop. Councilmember Bowen seconded the motion.

Motion approved 7 – 0.

Harwood T. Edvalson, CMC
City Clerk

Neil Johnson, Jr.
Mayor

Items submitted to the Council Workshop of June 2, 2009: None.

CITY COUNCIL MEETING

City of

The City of Bonney Lake's Mission is to protect the community's livable identity and scenic beauty through responsible growth planning and by providing accountable, accessible and efficient local government services.

**June 9, 2009
7:00 P.M.**

Website: www.ci.bonney-lake.wa.us

DRAFT MINUTES

Audio Time Stamp



I. CALL TO ORDER – Mayor

ing to order at 7:01 p.m.

A. Flag Salute – Mayor Jo

Pledge of Allegiance.

B. Roll Call: [A 1.3]

City Clerk Edvalson called the roll. In addition to Mayor Neil Johnson, Jr., elected officials attending were Deputy Mayor Dan Swatman, Councilmember David Bowen, Councilmember Laurie Carter, Councilmember Dan Decker, Councilmember Mark Hamilton, Councilmember Dave King and Councilmember Jim Rackley.

[Staff members in attendance were City Administrator Don Morrison, Chief Financial Officer Al Juarez, Police Chief Mike Mitchell, Community Development Director John Vodopich, City Engineer John Woodcock, Community Services Director Gary Leaf, City Attorney Jim Dionne, Administrative Services Director/ City Clerk Harwood Edvalson and Records & Information Specialist Susan Duis.]

C. Announcements, Appointments and Presentations: [A 3.6.9]

1. Announcements:

a. Proclamation: **Panther Day – June 18, 2009.**

Mayor Johnson read the proclamation aloud and said he would share information on student athletic and academic achievements with the Council later.

b. Proclamation: **“Paint the Town Purple – Relay for Life” – June 24, 2009.**

Mayor Johnson read the proclamation aloud and invited those involved to share information about the event. Relay for Life organizers Katrina Minton, Nani Bracken, Mike Bukowski and Debbie McDonald each spoke briefly. They thanked the City for their support and invited residents to participate in the Relay on August 7 and 8, 2009. They said there would be fundraisers around the City and at events over the summer. Ms. Bracken is a four-year cancer survivor and the 2008-09 Relay for Life event chair and asked people to be involved. There are 63 relay teams registered to date, with a goal of 75 by the August event. Ms. McDonald is co-captain of the Bonney Lake relay team and said they are having a ‘penny drive’ at all the City Hall buildings, with all proceeds going to the Relay for Life fundraising effort. Councilmember Carter said she will provide a basket for the Relay for Life raffle, and donated a bag of coins. Councilmember King asked everyone to be very careful around city streets and the highway when they are fundraising.

2. Appointments:

- a. **AB09-93** – A Motion of the Bonney Lake City Council Ratifying the Mayor’s Appointment of Raymond Bunk III to the Civil Service Commission.

Mayor Johnson thanked Mr. Bunk, who currently serves on the Design Commission. He thanked Mr. Bunk for attending the Council Meeting. He said though it is not required, he always brings these appointments to the Council and asked them to consider approving the appointment.

**Councilmember Rackley moved to approve motion AB09-93.
Councilmember Decker seconded the motion.**

Motion approved 7 – 0.

3. Presentations:

- a. **Government Finance Officers of America Budget Award.**

Mayor Johnson said the City received the award for the 2009-2010 Budget and congratulated Chief Financial Officer Al Juarez, City Administrator Don Morrison and the entire Finance Department for their hard work. CFO Juarez said the budget was a team effort, and thanked his staff as well as the department directors for their input, the City Administrator for his guidance and leadership, and the Council for their flexibility and support. He said less than 5% of all entities in the U.S. and Canada receive this award each year. Cassandra Raymond accepted the award on behalf of the Finance team and thanked everyone for their efforts.

- D. Agenda Modifications: None.

7:16:38

II. PUBLIC HEARINGS, CITIZEN COMMENTS & CORRESPONDENCE:

- A. Public Hearings: [A 3.6.12]

1. **AB09-92 – Resolution 1950** – A Resolution of the City Council of the City of Bonney Lake, Pierce County, Washington, Authorizing the Mayor to Surplus Property in Accordance with the Provisions Outlined in BLMC 2.70.100.

Mayor Johnson opened the Public Hearing at 7:16 p.m. Seeing no one wishing to speak on the item, the Public Hearing was closed at 7:17 p.m.

- B. Citizen Comments: [A 1.5]

Raymond Frey, 12356 Northrup Way, Suite 119, Bellevue, asked the Council to reconsider the City’s fee structure. He said the market is undergoing a major market correction and businesses need any help they can get to be competitive. He said the City should consider going back to fees as they were around 2003, or consider dropping projects from the Transportation Improvement Plan (TIP) for a year to reduce those fees. He said Winco is building a facility at the bottom of the hill outside Bonney Lake. He said the City lost that development due to bad timing, and the company also said fees were high. He said his Greenwood Development off Main St has found a potential user, but the impact fees could be up to \$300,000. He said the fees elsewhere are half that price, and the City must capture these projects. He also

suggested the City calculate sewer impact fees based on the number of bedrooms, not size or type. He said the charge for a studio apartment should be much less than that for a 3-bedroom apartment. Councilmembers discussed talking about the issue at the next workshop, and invited Mr. Frey to provide more information to the Council via email. Mr. Frey said he would attend the workshop and would be happy to answer any questions. He said he has worked in the City a long time and has a vested interest in its successful development.

- C. Correspondence: None. [A 1.2]

7:28:13

III. COUNCIL COMMITTEE REPORTS: [A 3.6.4]

- A. Finance Committee: Deputy Mayor Swatman said the committee met at 5:30 p.m. earlier in the evening and discussed personnel updates, a draft submetering ordinance for multi-family water service, surplus vehicles (Resolution 1950), park and boat launch fees and the new solid waste fee ordinance. He said all temporary summer employment positions have been filled.
- B. Community Development Committee: Councilmember Rackley said the committee met on June 1, 2009 and forwarded one item to the June 16, 2009 Workshop for discussion. The minutes will be available on the City website.
- C. Public Safety Committee: Councilmember King said he did not give a report about the Committee's meeting in May and gave updates on both meetings. At the on May 4, 2009 meeting the committee discussed changes to the animal control contract, proposed changes to the noise ordinance, the domestic violence ordinance, pandemic response plans, the 800 MHz system. At the June 1, 2009 meeting the committee continued discussions of the animal control contract and 800 MHz project. He said Item F. on the consent agenda could provide grant funding for the 800 MHz monopole. The committee's next scheduled meeting is July 6, 2009.
- D. Other Reports: None.

7:34:14

IV. CONSENT AGENDA: [A 3.6]

- A. **Approval of Corrected Minutes**: Council Workshop of April 21st, Council meetings of April 28th, May 12th and May 26th.
- B. **Accounts Payable Checks/Vouchers**: Accounts Payable checks/vouchers #55699 thru 55763 (including wire transfer #'s 111565, 5192009 & 25212611) in the amount of \$1,198,772.10; Accounts Payable checks/voucher #55764 thru 55831 in the amount of \$12,465.01.
- C. **Approval of Payroll**: Payroll for May 16th-31st, 2009 for checks 28238-28272 including Direct Deposits and Electronic Transfers in the amount of \$ 575,771.38.
- D. **AB09-88 – Ordinance D09-88** – An Ordinance of the City of Bonney Lake, Pierce County, Washington Amending Bonney Lake Municipal Code Sections 14.50.030, 14.70.040, 14.80.040, 14.120.020, 14.140.050, Repealing Sections 14.50.040, 14.70.050, 14.80.050, 14.90.060, and Chapter 16.04, and Adding a New Chapter 16.04 to Clarify the Procedures for Administrating the State Environmental

Protection Act.

- E. **AB09-80 – Resolution 1944** – A Resolution of the City Council of the City of Bonney Lake, Pierce County, Washington, Authorizing an Agreement with Washington State Department of Licensing to Access the Internet for Data Sharing Information Processing System (IHPS).
- F. **AB09-91 – Resolution 1949** – A Resolution of the City Council of the City of Bonney Lake, Pierce County, Washington, Authorizing the City to Electronically Submit a Grant Application for \$15,000 in Connection with the State Farm Good Neighbor Citizenship Grant Program.
- G. **AB09-89** – A Motion of the Bonney Lake City Council to Approve the Draft Scope of Work and Draft Grant Agreement with the Department of Ecology Related to the Major Update of the City’s Shoreline Master Plan.
- H. **AB09-90** – A Motion of the Bonney Lake City Council Canceling the June 23rd Regular Council Meeting.

Consent Agenda approved 7 – 0.

DRAFT

7:34:40

V. FINANCE COMMITTEE ISSUES:

- A. **AB09-92 – Resolution 1950** – A Resolution of the City Council of the City of Bonney Lake, Pierce County, Washington, Authorizing the Mayor to Surplus Property in Accordance with the Provisions Outlined in BLMC 2.70.100.

Councilmember Decker moved to approve Resolution 1950. Councilmember Rackley seconded the motion.

Councilmember Bowen asked how much money the City receives from these surplus vehicles. Executive Assistant Brian Hartsell said one vehicle is being ‘junked’ but the others will go to the surplus center in Auburn, and the amount received by the City depends on how much the vehicles get through auction or scrapping. City Administrator Morrison said the City pays a nominal fee for the surplus contract but it is very cost effective. Mr. Hartsell said the service is very efficient and convenient, and offered to provide details on total costs and amounts received to the Council. Mayor Johnson thanked Mr. Hartsell for his work to prepare the items for surplus.

Motion approved 7 – 0.

VI. COMMUNITY DEVELOPMENT COMMITTEE ISSUES: None.

7:38:09

VII. PUBLIC SAFETY COMMITTEE ISSUES:

- A. **AB09-94 – Ordinance 1322** – An Ordinance of the City of Bonney Lake, Pierce County, Washington Amending Chapter 9.23 of the Bonney Lake Municipal Code to Criminalize Domestic Violence in the Presence of Children and Domestic Violence Strangulation.

Councilmember Carter moved to approve Ordinance 1322. Councilmember Decker seconded the motion.

Councilmember Carter said the City receives 13.3 domestic violence calls each month. She said the proposed ordinance covers incidences of domestic violence that occur in front of or within ear shot of children. She thanked Court Administrator Kathy Seymour and Records & Information Specialist Susan Duis for their work to update the City's web site with information and resources for victims of domestic violence. Councilmember Bowen said there are no 'safe houses' for domestic violence victims in the area and said this should be a priority when the budget improves. He said he had land in Buckley he would donate if the County offered to help provide a safe house.

Motion approved 7 – 0.

7:41:08

VIII. FULL COUNCIL ISSUES:

- A. **AB09-84 – Ordinance D09-84** – An Ordinance of the City of Bonney Lake, Pierce County, Washington Relating to Cancellation of Workshops and Amending Chapter 2.04 of the Bonney Lake Municipal Code and Ordinance No. 1061 § 1.

Councilmember Decker moved to approve Ordinance 1323. Deputy Mayor Swatman seconded the motion.

Deputy Mayor Swatman said the ordinance provides a necessary tool for the administration and deputy mayor to cancel workshops occasionally. He said if the City does not want to cancel any workshops, even when there is no business to discuss, they can give that direction. Councilmember Hamilton said the ordinance is not necessary and he hopes if it passes it will rarely be used. He said the mayor and deputy mayor plan far agenda items far enough in advance that they could suggest cancellations at a regularly scheduled meeting or workshop so the whole Council can consider them. Deputy Mayor Swatman said the agenda creation cycle is not complete on Tuesdays when the Council meets and things can change or be delayed. City Attorney Dionne said the proposed ordinance was written broadly to deal with actual situations he has seen in the past. He said it provides two reasons for cancelling workshops: the expected lack of a quorum or no/few business items to discuss. He said a quorum of four councilmembers is required to hold meetings and pass motions. He said it is his job to ensure these rules are enforced. Director/City Clerk Edvalson said the Council's policies and procedures state that if less than a quorum comes to a scheduled meeting or workshop, the meeting/workshop could be called to order and then adjourned to a later date.

**Motion failed 3 – 4.
Councilmembers Bowen,
Decker, Hamilton and
King voted no.**

- B. **AB09-95** – A Motion of the Bonney Lake City Council Designating an Alternate Delegate to the AWC Annual Conference Business Meeting.

Councilmember Decker moved to approve motion AB09-95. Councilmember Hamilton seconded the motion.

Councilmember Decker said he realized he will not be able to attend the AWC Annual Conference and cannot serve as a delegate.

Councilmember Carter moved to designate Councilmember Rackley as an Alternate Delegate to the AWC Annual Conference Business Meeting. Councilmember Bowen seconded the motion.

Motion approved 7 – 0.

7:52:20

IX. EXECUTIVE SESSION:

Pursuant to RCW 42.30.110(1)(c), the City Council adjourned to an executive session with the City Attorney at 7:52 p.m. to discuss property negotiations for ten minutes. The meeting resumed at 8:04 p.m. No action was taken.

8:04:24

X. ADJOURNMENT:

At 8:04 p.m. Councilmember Rackley moved to adjourn the meeting. Councilmember Decker seconded the motion.

Motion approved 7 – 0.

Harwood Edvalson, CMC
City Clerk

Neil Johnson
Mayor

Items submitted to the Council Meeting of June 9, 2009: None.



Agenda Placeholder

--For the Council Workshop of June 16, 2009

ITEM #3

Discussion: Review of City's Long-Range
Financial Model.

2009 Traffic Impact Fee Comparison

City	Residential Single Family	Restaurant Quality 1-Hr + for Dining	Restaurant High Turnover Applebee's/Mazatlan	Fast Food w/ drive thru KFC/McDonalds	Fast Food w/ no drive thru Quiznos/Jersey Mike	Notes 3 March 2009
Fife	\$6,478	\$15,521	\$13,712	\$7,132	*****	1
Bonney Lake '09	\$4,913	\$20,401	\$30,275	\$84,244	\$63,596	2
Puyallup	\$4,545	\$18,855	\$27,990	\$77,940	\$58,860	
Buckley	\$4,153	\$39,038	\$56,568	\$215,316	*****	
Bonney Lake '08	\$4,035	\$16,757	\$24,866	\$69,193	\$52,235	3
University Place	\$4,029	\$16,710	\$25,370	\$67,490	\$52,180	
Auburn	\$3,883	\$22,380	\$22,007	\$3,827	*****	
Enumclaw	\$2,973	\$20,180	*****	\$38,400	\$43,110	
Pierce County	\$1,602	\$4,890	\$6,100	\$11,660	*****	
Sumner	\$1,177	\$4,829	\$7,391	\$19,988	\$15,612	
Renton '09	\$718	\$6,748	\$9,538	\$53,700	\$37,204	4
Renton '08	\$76	\$314	\$467	\$1,299	\$981	
Shoreline						
Sammamish						
Edgewood						
			Highest			
			2nd Highest			
			3rd Highest			

NOTES:

1. The cost estimate for restaurants and fast food businesses were based on 1,000 s.f. of GFA. The total cost is determined by multiplying this unit cost against the actual size of the business.
2. Bonney Lake 2009 TIF with WSDOT CPI Adjustment of 21.74% = \$4,864 per PM Trip.
3. Bonney Lake 2008 TIF = \$3,995
4. Renton ADT = \$75; Average Daily Trip

**CITY OF BONNEY LAKE
CAPITAL IMPROVEMENT PROJECTS
2005-2009**

Last Updated: June 10, 2009

Capital Improvement Project Fund Summary

	Sewer SDC Funds	Storm Funds	Street Funds	Water SDC Funds	Total
2005	0.00	0.00	30,121.56	5,839,460.28	5,869,581.84
2006	2,195,926.59	0.00	2,384,890.00	2,916,429.00	7,497,245.59
2007	271,840.00	150,000.00	256,000.00	9,529,864.28	10,207,704.28
2008	482,074.56	874,832.81	1,420,092.00	1,267,759.63	4,044,759.00
2009	3,074,206.12	0.00	2,800,000.00	3,183,898.00	9,058,104.12
Total	\$6,024,047.27	\$1,024,832.81	\$6,891,103.56	\$22,737,411.19	\$36,677,394.83
% Total Funds	16.42%	2.79%	18.79%	61.99%	100.00%
	% Street Funds = TIF		73.67%		

Sewer Capital Improvement Projects

#	Year Initiated	Capital Improvement Project	CIP Group	Approximate Dollars Spent	Revenue Source	General Location
1	2006	Lift Station 17 Improvements	Sewer	\$ 105,926.59	SDC	Inside City Limits
2	2006	Valley Emergency Sewer Replacement	Sewer	\$ 2,090,000.00	SDC	Outside City Limits
3	2007	Sewer Slip Line - SR162 Undercrossing	Sewer	\$ 271,840.00	SDC/PWTF	Outside City Limits
4	2008	Sewer Slip Line - BNSF Undercrossing	Sewer	\$ 294,298.56	SDC/PWTF	Outside City Limits
5	2008	Sewer Main Replacement Design	Sewer	\$ 187,776.00	SDC/PWTF	Outside City Limits
6	2009	Sewer Main Replacement - SR410 16-inch	Sewer	\$ 432,463.12	SDC/PWTF	Inside City Limits
7	2009	Sewer Septic Reduction Program - 82nd Street	Sewer	\$ 206,743.00	SDC/PWTF	Inside City Limits
8	2009	Proposed Sewer Slip Line - 30-inch Valley Main	Sewer	\$ 2,100,000.00	SDC/PWTF	Outside City Limits
9	2009	Proposed Church Lake Drive Sewer Rehabilitation	Sewer	\$ 335,000.00	SDC	Inside City Limits

Sewer Fund Total \$ 6,024,047.27

Storm Capital Improvement Projects

#	Year Initiated	Capital Improvement Project	CIP Group	Approximate Dollars Spent	Revenue Source	General Location
1	2007	Downtown Regional Pond Design	Storm	\$ 150,000.00	COR/Grant	Inside City Limits
2	2008	Downtown Regional Pond	Storm	\$ 819,832.81	COR	Inside City Limits
3	2008	Church Lake Drive Storm Drainage Improvements	Storm	\$ 55,000.00	COR	Inside City Limits

Storm Total \$ 1,024,832.81

Funding totals are approximate

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Printed on: 6/12/2009
5_year_CIP_Project_list_2005-2009

**CITY OF BONNEY LAKE
CAPITAL IMPROVEMENT PROJECTS
2005-2009**

Streets Capital Improvement Projects						
#	Year Initiated	Capital Improvement Project	CIP Group	Approximate Dollars Spent	Revenue Source	General Location
1	2005	95th St Improvements (LID)	Streets	\$ 30,121.56	COR	Inside City Limits
2	2006	104th Street Improvements	Streets	\$ 340,000.00	COR	Inside City Limits
3	2006	Connells Prairie Road Overlay	Streets	\$ 97,350.00	Water SDC	Outside City Limits
4	2006	West Tapps Overlay Project	Streets	\$ 249,253.00	COR	Inside City Limits
5	2006	SR410/SBH Intersection Design	Streets	\$ 531,287.00	TIF/HES Grant	Inside City Limits
6	2006	192nd Avenue Study/Design/Land Acquisition	Streets	\$ 1,167,000.00	TIF/PWTF	Inside City Limits
7	2007	South Prairie Road Improvements	Streets	\$ 256,000.00	TIF	Inside City Limits
8	2008	Bonney Lake Blvd Improvements	Streets	\$ 745,241.00	COR	Inside City Limits
9	2008	75th Street Improvements	Streets	\$ 352,176.00	COR	Inside City Limits
10	2008	Downtown/SBH Street Improvement Design	Streets	\$ 322,675.00	TIF	Inside City Limits
11	2009	Proposed Downtown/SBH Street Improvements	Streets	\$ 2,800,000.00	COR/TIF	Inside City Limits
Streets Fund Total				\$ 6,891,103.56		

**CITY OF BONNEY LAKE
CAPITAL IMPROVEMENT PROJECTS
2005-2009**

Water Capital Improvement Projects						
#	Year Initiated	Capital Improvement Project	CIP Group	Approximate Dollars Spent	Revenue Source	General Location
1	2005	East Lake Tapps Water Line	Water	\$ 2,587,187.66	SDC	Outside City Limits
2	2005	190th Avenue Water Main Replacement	Water	\$ 595,285.62	SDC/PWTF	Inside City Limits
3	2005	Ball Park Water Treatment Facility	Water	\$ 2,448,287.00	SDC	Inside City Limits
4	2005	Leaky Main Replacement Design	Water	\$ 208,700.00	SDC/PWTF	Inside City Limits
5	2006	South Prairie Water line Improvement	Water	\$ 160,438.50	SDC	Inside City Limits
6	2006	Ball Park Well Water Pipeline	Water	\$ 939,885.17	SDC	Inside City Limits
7	2006	Driftwood South Water Main Replacement	Water	\$ 492,839.00	SDC/PWTF	Outside City Limits
8	2006	Driftwood North Water Main Replacement	Water	\$ 520,331.99	SDC/PWTF	Outside City Limits
9	2006	Deer Island Water Main Replacement	Water	\$ 802,934.34	SDC/PWTF	Outside City Limits
10	2007	Tacoma Point Watermain	Water	\$ 1,323,040.39	SDC/PWTF	Outside City Limits
11	2007	Peaking Storage Tank	Water	\$ 6,801,129.00	SDC	Inside City Limits
12	2007	Peaking Booster Pump Station	Water	\$ 1,405,694.89	SDC	Inside City Limits
13	2008	Bonney Lake Water Main Replacement	Water	\$ 217,485.00	SDC/PWTF	Inside City Limits
14	2008	Lakeridge Tank Painting	Water	\$ 301,000.00	SDC	Inside City Limits
15	2008	75th St Water Main Replacements	Water	\$ 88,000.00	SDC/PWTF	Inside City Limits
16	2008	95th and 181st Water Main Replacements	Water	\$ 474,390.63	SDC/PWTF	Inside City Limits
17	2008	Leaky Main Replacement Design	Water	\$ 186,884.00	SDC/PWTF	Inside City Limits
18	2009	Cedar View Water Main Replacement	Water	\$ 590,101.00	SDC/PWTF	Inside City Limits
19	2009	Proposed Church Lake Drive Water Main Replacement	Water	\$ 415,333.00	SDC/PWTF	Inside City Limits
20	2009	Proposed Downtown Water Main Improvements	Water	\$ 388,000.00	SDC	Inside City Limits
21	2009	TWD Intertie Pump Station & Watermain Design	Water	\$ 452,000.00	SDC	Inside City Limits
22	2009	Proposed Interlake Island, 194th & W.Tapps Water Main Replacement	Water	\$ 1,086,000.00	SDC/PWTF	Inside City Limits
23	2009	Leaky Main Replacement Design	Water	\$ 252,464.00	SDC/PWTF	Inside City Limits

Water Fund Total **\$ 22,737,411.19**

SIX YEAR TIP - TOP TEN PROJECTS

10/Jun/2009

Priority	Project description	Funding Source	Estimated CONST Cost	% TIF Eligible	TIF \$	City GF Dev Mit \$
1A (Phase 1 - New signal and additional turn lanes)	Main St E and OSB HWY	City GF/TIF	\$300,000	89	\$267,000	\$33,000
1B (Phase 1 - From 182nd Ave E to 186th Ave E additional lanes plus underground utilities)	OSB HWY Widening (Downtown)	City GF/TIF	\$2,700,000	81	\$2,187,000	\$513,000
2 (Phase 1 - From Main St E to Library Parking Lot plus underground utilities)	90th Street Improvements	City Bond	\$470,000	0	\$0	\$470,000
3 (New signal and additional turn lanes plus underground utilities)	Sumner-Buckley HWY at Angeline Rd E	Dev/City GF/TIF	\$720,000	82	\$590,400	\$129,600
4 (New signal and additional turn lanes plus underground utilities)	Church Lake Rd at West Tapps HWY E	TIF/City GF/Dev	\$830,000	72	\$597,600	\$232,400
5 (New signal and additional turn lanes)	SR 410 at Main St E	Dev/TIF	\$1,030,000	75	\$772,500	\$257,500
6A (Signal plus additional turn lanes)	SR 410 at 214th Ave E	Dev/TIF/City GF	\$870,000	80	\$696,000	\$174,000
6B (Widen to 5 lanes plus underground utilities)	214th from SR410 to 96th St E	Dev/TIF/City GF	\$2,990,000	72	\$2,152,800	\$837,200
6C (Widen to 5 lanes plus underground utilities)	214th from SR 410 to Southern City Limits	Dev/TIF/City GF	\$6,460,000	61	\$3,940,600	\$2,519,400
7 (Phase 2 - new signal and widen to 5 lanes and additional turn lanes plus underground utilities)	S-B HWY and SR 410 to Main St E	Dev/TIF/Grant	\$3,900,000	81	\$3,159,000	\$741,000
8 (Phase 2 - From 89th Street to SR 410 plus underground utilities)	Main St E Improvements	City GF/Dev	\$1,300,000	0	\$0	\$1,300,000
9 (Phase 2 - From Library Parking Lot to 186th Ave E plus underground utilities)	90th Street Improvements	City GF	\$1,260,000	0	\$0	\$1,260,000
10 (New road plus underground utilities)	B.L. Blvd Connection to Myers Road	Dev/City/TIB/LID	\$2,275,000	0	\$0	\$2,275,000
			\$25,105,000		\$14,362,900	\$10,742,100

NOTES:

- Projects with same numeric priority number need to be constructed at same time.
- Construction cost is only for transportation portion.

TIF = Transportation Impact Fee; Dev Mit= Developer Mitigation; TIB = Transportation Improvement Board; CITY GF = General Operating Fund

Traffic Mitigation
and
Traffic/Transportation Impact Fees 2003 to YTD 2009

Fund #135	Traffic Mitigation							
Fund #136	Transportation Impact							
Fund #301	Street CIP							YTD
Account Number	Account Title	2003	2004	2005	2006	2007	2008	2009
135.000.345.82	Traffic Mitigation-Panorama	\$ 1,177.22						
135.000.345.87	Traffic Mitigation-BOA	\$ 216,338.00						
135.000.345.88	Traffic Mitigation-Woodbriar Village		\$ 84,000.00					
135.000.345.89	Traffic Mitigation-Ashton Woods		\$ 130,000.00					
135.000.345.90	Traffic Mitigation-White River Estates		\$ 3,454.00					
135.000.345.91	Traffic Mitigation-BLHS/Mtn View MS			\$ 175,000.00				
135.000.345.92	Traffic Mitigation-T&S Properties		\$ 244,000.00					
136.000.344.90	Traffic Impact	\$ 304,189.86	\$ 538,620.10	\$ 893,142.44				
301.000.344.90	Traffic Impact				\$ 1,099,685.79	\$ 1,846,884.48	\$ 499,941.46	
301.000.000.344.90.00	Transportation Impact							\$ 37,193.00
	Total by Year	\$ 521,705.08	\$ 1,000,074.10	\$ 1,068,142.44	\$ 1,099,685.79	\$ 1,846,884.48	\$ 499,941.46	\$ 37,193.00
	Cumulative Amount =	\$ 521,705	\$ 1,521,779	\$ 2,589,922	\$ 3,689,607	\$ 5,536,492	\$ 6,036,433	\$ 6,073,626
	Summary by Classification							
	Classified as Traffic Mitigation:	\$ 217,515.22	\$ 461,454.00	\$ 175,000.00	\$ -	\$ -	\$ -	\$ -
	Classified as Traffic/Transp. Impact:	\$ 304,189.86	\$ 538,620.10	\$ 893,142.44	\$ 1,099,685.79	\$ 1,846,884.48	\$ 499,941.46	\$ 37,193.00
		\$ 521,705.08	\$ 1,000,074.10	\$ 1,068,142.44	\$ 1,099,685.79	\$ 1,846,884.48	\$ 499,941.46	\$ 37,193.00

Transportation Impact Fee

Attachments “A” and “B”

19.04.060 Calculation of impact fees.

A. The director shall [calculate the transportation impact fees as set forth in Attachment B](#) subject to the provisions of this chapter.

E. The amount of fee to be imposed on a particular development [may be adjusted by the director giving consideration to studies and other data available to the director or submitted by the developer](#) demonstrating to the satisfaction of the director that an adjustment should be made in order to carry out the purposes of this chapter.

19.04.080 Project list.

A. The director shall annually review the city’s comprehensive land use and transportation plan (“comprehensive plan”), capital facilities plan, and the projects in [Attachment A](#) and shall:

1. [Identify each project in the comprehensive plan that is growth-related and the proportion of each such project that is growth-related;](#)
2. Forecast the total moneys available from taxes and other public sources for road improvements over the next six years;
3. Calculate the amount of impact fees already paid; and
4. Identify those comprehensive plan projects that have been or are being built but whose performance capacity has not been fully utilized.

D. [Once a project is placed on Attachment A, a fee shall be imposed on every development that impacts the project until the project is removed from the list by one of the following means:](#)

1. [The council by ordinance removes the project from Attachment A, in which case the fees already collected will be refunded if necessary](#) to ensure that impact fees remain reasonably related to the traffic impacts of development that have paid an impact fee; provided, that a [refund shall not be necessary if the council transfers the fees to the budget of another project that the council determines will mitigate essentially the same traffic impacts;](#) or

2. [The impact fee share of the project has been fully funded, in which case the director shall administratively remove the project from the project list.](#)

19.04.090 Funding of projects.

C. Projects shall be funded by a balance between transportation impact fees and other sources of public funds, and [shall not be funded solely by transportation impact fees.](#)

19.04.120 Relationship to SEPA.

A. All development shall be subject to environmental review pursuant to SEPA and other applicable city ordinances and regulations.

B. [Payment of the impact fee shall constitute satisfactory mitigation of those traffic impacts related to the specific improvements identified on the project list \(see Attachment A\).](#)

C. [Further mitigation in addition to the impact fee shall be required for identified adverse impacts appropriate for mitigation pursuant to SEPA that are not mitigated by an impact fee.](#)

BONNEY LAKE - Transportation Improvement Projects(2005 to 2025)

Project Type	MAP ID ⁽¹⁾	Project Name	Project Limits	Project Description	2005 Project Cost (\$1,000's) ⁽³⁾	CITY TIF Eligibility (% of Total)	2005 TIF Project Cost (\$1,000's)	2008 Project Cost Update (\$1,000's)	2009 City Review 2025 Required	2008 TIF Project Cost (\$1,000's)	2005 Comments 2009 Comments
City Roadway Improvements	R1	184th Ave E	182nd Ave to Sumner-Buckley Hwy	Extend 184th Ave E north from the Sumner-Buckley Highway and tie into the existing 182nd Ave E corridor. Construct new two-lane roadway to collector arterial standards including curb, gutter, sidewalk, and stormwater facilities.	\$1,500	0%	\$0	\$1.3M Project Completed in 2009	DONE	\$0	Will be completed when property is developed. Needs to be coordinated with improvements at the 184th Ave E / Sumner-Buckley Hwy intersection.
	R2	192nd Ave E	SR 410 to 104th St E	Extend 192nd Ave E south to 104th St E. This will provide a new connection between SR 410 and the residential communities to the south. Improve the intersection with 104th St E. Construct roadway to collector arterial standards including 3 travel lanes, curb, gutter, sidewalk, and stormwater facilities. ROW will be required.	\$6,200	95%	\$5,890	\$15,380	YES	\$14,611	May be able to obtain partial SEPA mitigation from projects outside the City.
	R3	198th Ave E	Sumner-Buckley Hwy to SR 410	Reconstruct the roadway to collector arterial standards and realign it with the SR 410 intersection. Provide curb, gutter, sidewalk, and stormwater conveyance system.	\$1,760	55%	\$968	\$3,270	YES	\$1,799	Coordinate with intersection improvements to SR 410 / 198th Ave E & Sumner-Buckley Hwy / 198th Ave E.
	R4	200th Ave Ct E	South Prairie Rd to 104th St E	Widen the roadway to 5 lanes. Provide curb, gutter, sidewalk and stormwater conveyance facilities.	\$1,710	52%	\$889	\$2,620	YES	\$1,362	Partially funded with SEPA mitigation funding from developments outside the City.
	R5	214th Ave E	96th St E to SR 410	Widen the roadway to 5 lanes. Provide curb, gutter, sidewalk and stormwater conveyance facilities.	\$2,150	72%	\$1,548	\$2,990	YES	\$2,153	Cost share with Pierce County
	R6	214th Ave E	SR 410 to south city limits	Widen the roadway to 5 lanes. Provide curb, gutter, sidewalk and stormwater conveyance facilities.	\$4,580	61%	\$2,794	\$6,460	YES	\$3,941	
	R7	84th St E	182nd Ave to Locust Ave	Resurface the roadway and add curb, gutter, sidewalks, and stormwater conveyance facilities.	\$1,320	0%	\$0		YES	\$0	
	R8	96th St E	214th Ave E to 233rd Ave E	Reconstruct the roadway to collector arterial standards. Provide 3 travel lanes, curb, gutter, sidewalk, and stormwater conveyance system.	\$4,960	0%	\$0		YES	\$0	Cost share with Pierce County
	R9	Angeline Rd	Panorama Boulevard to Rhodes Lake Rd	Widen the roadway to 3-lanes, adding curb, gutter, sidewalks, and a stormwater conveyance system. Includes detention and water quality facilities.	\$2,140	0%	\$0		YES	\$0	Cost share with Pierce County
	R10	Bonney Lake Blvd (Myers Rd Connection)	Myers Rd to 181st Ave E	Extend Bonney Lake Blvd to connect to Myers Rd. Construct to collector arterial standards with 2-lanes, curb, gutter, and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities.	\$1,740	0%	\$0		YES	\$0	
	R11	Bonney Lake Blvd	181st Ave E to Locust Ave	Resurface the roadway and add curb, gutter, sidewalks, and stormwater conveyance facilities.	\$1,390	0%	\$0		YES	\$0	
	R12	Church Lake Rd	Locust Ave to West Tapps Hwy	Reconstruct and widen the roadway to collector arterial standards, including turn lanes, curb, gutter, sidewalks, bike lanes and a stormwater conveyance system with detention and water quality facilities. Project also includes improvements to the West Tapps Hwy approach.	\$5,610	0%	\$0		YES	\$0	Cost share with Pierce County
	R13	Church Lake Rd	West Tapps Hwy to Kelly Lake Rd	Reconstruct and widen the roadway to collector arterial standards, including 3-lanes, curb, gutter, sidewalks, bike lanes and a stormwater conveyance system with detention and water quality facilities.	\$3,080	65%	\$2,002	\$3,380	YES	\$2,197	Cost share with Pierce County
	R14	Kelly Lake Rd	Church Lake Rd to 214th Ave E	Reconstruct and widen the roadway to collector arterial standards, including curb, gutter, sidewalks, bike lanes and a stormwater conveyance system with detention and water quality facilities.	\$1,670	63%	\$1,052	\$2,140	YES	\$1,348	
	R15	Sky Island Drive Extension	176th Ave E to Rhodes Lake Rd	Extend Sky Island Dr south to Rhodes Lake Rd. This will provide a new connection between Rhodes Lake Rd and the residential communities to the north. Construct roadway to minor arterial standards including 2-lanes, curb, gutter, sidewalks, and a stormwater conveyance system with detention and water quality facilities.	\$2,445	0%	\$0	Project Completed in 2007	DONE	\$0	
	R16	South Prairie Rd	SR 410 to 202nd Ave E	Reconstruct and widen roadway to include 5-lanes with curb, gutter, sidewalks, and bike lanes. Includes intersection improvements at SR-410. Includes a stormwater conveyance system with detention and water quality facilities.	\$2,240	61%	\$1,366	Project Completed in 2008	DONE	\$0	Coordinate with new traffic signal at 200th Ave Ct E / 104th St E
	R17	Sumner-Buckley Hwy	SR 410 to Locust Ave	Widen roadway to include 5-lanes between SR 410 and 184th Ave E, and 3-lanes between 184th Ave E and Locust Ave. Improvements will include curb, gutter, and sidewalks. Stormwater conveyance, detention and water-quality facilities will be provided. The project also involves eliminating full access at the 182nd Ave E / Sumner-Buckley Hwy by providing right-in / right-out.	\$3,265	81%	\$2,645	\$7,100	YES	\$5,751	Partially funded by Cascadia; Project scheduled for partial completion in 2009. Reduce cost in 2010 after actual cost of partial improvements is known. \$4,220

BONNEY LAKE - Transportation Improvement Projects(2005 to 2025)

Project Type	MAP ID ⁽¹⁾	Project Name	Project Limits	Project Description	2005 Project Cost (\$1,000's) ⁽³⁾	CITY TIF Eligibility (% of Total)	2005 TIF Project Cost (\$1,000's)	2008 Project Cost Update (\$1,000's)	2009 City Review 2025 Required	2008 TIF Project Cost (\$1,000's)	2005 Comments 2009 Comments
City Intersection Improvements	I1	200th Ave Ct E / 104th St E	Intersection	Install traffic signal when warranted.	\$250	0%	\$0		YES	\$0	Mitigation required by Cascadia. To be accomplished by Sumner School District in 2010.
	I3	214th Ave E / 96th St E	Intersection	Install traffic signal.	\$250	0%	\$0	Project Completed in 2006	YES	\$0	Project is designed and is being funded by Home Depot.
	I4	214th Ave E / Kelly Lake Rd	Intersection	Intersection operational improvement to include a traffic signal or roundabout.	\$590	56%	\$330	N/A \$830	YES	\$0	Project assigned as mitigation action to Ptarmigan Ridge Developer.
	I5	Church Lake Rd / West Tapps Hwy	Intersection	Intersection operational improvement to include a traffic signal or roundabout.	\$580	72%	\$418	\$830	YES	\$598	Coordinate with improvements to Church Lake Rd
	I6	Rhodes Lake Rd / Angeline Rd	Intersection	Intersection operational improvement to include a traffic signal or roundabout.	\$590	0%	\$0		YES	\$0	
	I7	SR 410 / 184th Ave E (MAIN STREET)	Intersection	Upgrade signal and provide additional WB, NB, and SB left-turn lanes. Remove split-phase signal timing scheme.	\$880	75%	\$660	\$1,030	YES	\$773	Existing Deficiency
	I8	SR 410 / 192nd Ave E	Intersection	Construct intersection improvements to include additional NB left-turn lane and right-turn overlap signal phasing.	\$410	83%	\$340	\$500	YES	\$415	
	I9	SR 410 / South Prairie Rd	Intersection	Construct intersection improvements to include dual EB right-turn lanes, additional WB left-turn lane, and right-turn overlap signal phasing.	\$880	82%	\$722	\$1,030	YES	\$845	Will convert through lane to combination right turn and through lane.
	I10	SR 410 / 214th Ave E	Intersection	Construct intersection improvements to include dual EB & WB left-turn lanes, and a NB right-turn lane with overlap phasing.	\$750	80%	\$600	\$870	YES	\$696	
	I11	Sumner-Buckley Hwy / 198th Ave E	Intersection	Install traffic signal when warranted.	\$320	82%	\$262	N/A	YES	\$0	Coordinate with improvements to 198th Avenue (R3). DELETED -- THIS IS A COUNTY PROJECT
	I12	Sumner-Buckley Hwy / 184th Ave E (Main St)	Intersection	Install traffic signal when warranted.	\$280	89%	\$249	\$590	YES	\$525	Advertised in 2009 by City. Will adjust Schedule A in 2011 once contract is done and costs are known.
	I13	Sumner-Buckley Hwy / Angeline Rd	Intersection	Install traffic signal when warranted.	\$520	82%	\$426	\$720	YES	\$590	
			TIF TOTAL					\$23,162	\$48,910		\$37,603
				With Project 198th Ave Improvements (P3)			67.2%			\$38,717	67.2% Increase in cost from 2005 to 2009 Confirms need to use WSDOT versus ENR CCI adjustment!
									TIF Rate	TIF COST	
				TOTAL PM Trips Generated In 20 Years	6,100		\$3,921		\$6,347	\$38,717	
				Without 200th Avenue Improvements (R4)					\$6,124	\$37,355	Makes 200th Ave a choke point unless funded by development south of City
				Without Project 198th Ave Improvements (P3)					\$5,941	\$36,240	Makes 198th Ave a choke point unless funded by development south of City
				Without 192nd Avenue Extension (R2)					\$3,728	\$22,744	Should consider \$1.3 million investment already made in this project to date and benefit to City residents.
				Current 2008/2009 TIF Rate =					\$3,995		Alternatively, use the 2008 TIF rate for two years, as is currently being done, instead of eliminating projects. Then, adjust rate for missing 2-3 years of WSDOT CCI increases.

BONNEY LAKE - Transportation Improvement Projects(2005 to 2025)

Project Type	MAP ID ⁽¹⁾	Project Name	Project Limits	Project Description	2005 Project Cost (\$1,000's) ⁽³⁾	CITY TIF Eligibility (% of Total)	2005 TIF Project Cost (\$1,000's)	2008 Project Cost Update (\$1,000's)	2009 City Review 2025 Required	2008 TIF Project Cost (\$1,000's)	2005 Comments 2009 Comments
Pierce County Improvements	P1	112th St E	198th Ave E to 202nd Ave E	Construct new 3-lane collector arterial.	\$730	0%	N/A			\$0	Coordinate with improvements to 198th Ave E corridor.
	P2	198th Ave E - PHASE 1	104th St E to Rhodes Lake Rd	Construct new 3-lane roadway to minor arterial standards including curb, gutter, sidewalk, bike lanes, and stormwater facilities. Includes intersection improvements and turn lanes at 112th St E and Rhodes Lake Rd. Also widens and reconstructs existing roadway south of 104th St E to provide additional lane.	\$8,700	0%	N/A			\$0	Joint project between Pierce County and Cascadia. Coordinate with extension of 112th St E.
	P3	198th Ave E - PHASE 2	104th St E to Rhodes Lake Rd	Widen roadway to 5-lanes.	\$5,050	15%	\$758	\$7,430	YES	\$1,115	Joint project between Pierce County, Cascadia, and the City of Bonney Lake. Timing depends on completion of Cascadia Phase 2 and 3. City is responsible for roadway section within City limits. Unknown at this time how much if any can be accomplished by partial mitigation from development south of the City.
	P4	198th Ave E	Rhodes Lake Rd to 120th St E	Widen and reconstruct roadway to 4-lanes including curb, gutter, sidewalk, bike lanes, and stormwater facilities. Includes intersection improvements and turn lanes at 120th St E.	\$1,410	0%	N/A			\$0	Joint project between Pierce County and Cascadia.
	P5	198th Ave E	120th St E to Cascadia (144th St E)	Widen and reconstruct roadway to 4-lanes including curb, gutter, sidewalk, bike lanes, and stormwater facilities. Includes intersection improvements at entrance to Cascadia.	\$8,000	0%	N/A			\$0	Joint project between Pierce County and Cascadia.
	P6	214th Ave E / 112th St E	Intersection	Install traffic signal and construct new turn lanes.	\$350	0%	N/A			\$0	
	P7	214th Ave E	Sumner-Buckley Hwy to 96th St E	Reconstruct roadway to minor arterial standards and improve horizontal and vertical alignment. Project includes the addition of curb, gutter, sidewalk and stormwater conveyance facilities.	\$4,965	0%	N/A			\$0	
	P8	214th Ave E	South City Limits to 120th St E	Widen the roadway to 5 lanes. Provide curb, gutter, sidewalk and stormwater conveyance facilities.	\$7,350	0%	N/A			\$0	Pierce County has identified a project to widen the roadway to 3-lanes as part of the 2005-2011 TIP. They have \$920,000 budgeted.
	P9	Rhodes Lake Rd / 192nd Ave E	Intersection	Study to determine appropriate intersection improvement and partial implementation of recommendation.	\$250	0%	N/A			\$0	
	P10	Rhodes Lake Rd / 192nd Ave E	Intersection	Intersection improvements to include new traffic signal or roundabout.	\$300	0%	N/A			\$0	
	P11	Rhodes Lake Rd	192nd Ave E to SR 162	Construct new minor arterial south of the existing Rhodes Lake Rd corridor. The roadway will likely connect near McCutcheon Rd in the Puyallup River Valley. It will cross the river at or near 128th St E and connect to SR 162. Exact alignment is still to be determined.	\$35,000	0%	N/A			\$0	Corridor study will be completed in 2006. Coordinate with South Plateau / Cascadia Access Roadway.
	P12	South Plateau Connection Study	SR 162 to 186th Ave E	Conduct a merit and value assessment of a new connection and bridge between the City of Orting and the Bonney Lake Plateau.	\$170	0%	N/A			\$0	
	P13	South Prairie Rd	121st St Ct E to 120th St E	Reconstruct roadway	\$1,735	0%	N/A			\$0	Pierce County
	P14	West Cascadia Access	Cascadia to New Rhodes Lake Rd	Construct new minor arterial to provide direct access to Cascadia. The roadway will likely tie into a new Rhodes Lake Rd (see project above). Exact alignment is still to be determined.	\$20,000	0%	N/A			\$0	Timing is dependent upon level of development within Cascadia. The roadway would likely be needed during Phase 2 or 3.

BONNEY LAKE - Transportation Improvement Projects(2005 to 2025)

Project Type	MAP ID ⁽¹⁾	Project Name	Project Limits	Project Description	2005 Project Cost (\$1,000's) ⁽³⁾	CITY TIF Eligibility (% of Total)	2005 TIF Project Cost (\$1,000's)	2008 Project Cost Update (\$1,000's)	2009 City Review 2025 Required	2008 TIF Project Cost (\$1,000's)	2005 Comments 2009 Comments
WSDOT Improvements	W1	SR 162 (MP 0.0 to 3.2)	SR 410 to Pioneer Way	Widen highway to include 4/5 lanes.	\$15,000	0%	N/A			\$0	The project is listed in the 2003-2022 State Highway System Plan. Estimated cost is between \$10 to \$15 million. Includes cost for access rights.
	W2	SR 162 (MP 3.2 to 7.1)	Pioneer Way to 144th St E	Widen highway to include 4/5 lanes.	\$35,000	0%	N/A			\$0	The project is listed in the 2003-2022 State Highway System Plan. Estimated cost is between \$25 to \$35 million. Includes cost for access rights.
	W3	SR 162 (MP 7.1 to 9.3)	144th St E to Washington Ave	Widen highway to include 4/5 lanes.	\$15,000	0%	N/A			\$0	The project is listed in the 2003-2022 State Highway System Plan. Estimated cost is between \$10 to \$15 million. Includes cost for access rights.
	W4	SR 410 (MP 15.7 to 17.2)	214th Ave E to 234th Ave E	Widen highway to include an additional lane in each direction with a center median. Three median access breaks will be provided at the ¼, ½, and ¾ points along the project. Improvements include realigning 233rd Ave E with the intersection of 234th Ave E and installation of a traffic signal. The project will also include stormwater conveyance facilities, illumination at each intersection, and utility relocation. Another traffic signal will also be installed at 225th Ave E to provide safe and efficient access to proposed developments in East Town.	\$24,575	0%	N/A			\$0	WSDOT is leading the project. The project is fully funded with the passage of the 2005 Transportation Package. Approximately \$2.5 million has been spent to-date, 2003 Nickel Package provided \$6 million, and the 2005 Transportation package provides another \$13.5 million.
	W5	SR 410 (MP 9.1 to 13.7)	SR 167 to 184th Ave E	Provide additional lane in each direction. Additional lane could either be a general purpose lane or an HOV lane. Includes intersection improvements with Sumner-Buckley Hwy and 184th Ave E.	\$70,000	0%	N/A			\$0	The project is listed in the 2003-2022 State Highway System Plan. Estimated cost is between \$51.8 to \$70.0 million. Includes cost for access rights.
	W6	SR 410 (MP 13.7 to 14.7)	184th Ave E to South Prairie Rd	Provide additional lane in each direction. Additional lane could either be a general purpose lane or HOV lane. Includes intersection improvements with 192nd Ave E, 195th Ave E, and South Prairie Rd.	\$16,000	0%	N/A			\$0	
Non-Motorized Improvements	N1	Fennel Creek Pedestrian Trail		Construct a regional trail along Fennel Creek. The trail will begin north of the Sumner-Buckley Hwy and continue along Fennel Creek until it reaches Victor Falls, near Rhodes Lake Rd.	\$2,020	0%	N/A			\$0	A trail study is currently underway.
	N2									\$0	
	N3									\$0	
	N4									\$0	
	N5									\$0	
City Programs		Miscellaneous Street Improvement Program		Annual program to address miscellaneous capital improvements to arterials and collectors.		0%	N/A			\$0	\$50,000/year
		Street Light Program		Annual program to install street lights along arterial and collector streets.		0%	N/A			\$0	\$70,000/year
		Sidewalk Improvement Program		Annual program to construct missing sidewalk links, repair existing sidewalks, improve crosswalk signing and markings, and install ADA accessible curb ramps at intersections.		0%	N/A			\$0	\$50,000/year
		Street Overlay, Chip Seal, and Maintenance Program		Annual program to maintain the City's infrastructure.		0%	N/A			\$0	\$600,000/year

Notes:

- (1) Use the MAP ID to locate the project on Figure XX
- (2) In Existing TIP? - Project is identified in City's or County's current Transportation Improvement Program (2005 to 2010) or is funded as part of State's Transportation Plan.
- (3) Planning level project cost estimate in \$1,000s of year 2005 dollars. Costs were obtained from the City's current TIP or estimated based on average linear foot costs from recent projects.
- (4) Other Agencies include WSDOT and Pierce County.
- (5) Timing: Short (2006 - 2011) Long (2019 - 2025)
 Mid (2012 - 2018)

Attachment B - City Of Bonney Lake

2009 Schedule of Transportation Impact Fees

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Impact Fee Per Unit (5)
RESIDENTIAL							
Single-Family Detached Housing	3	210	1.01	Dwelling Unit	1.00	1.01	\$4,035
Apartment	3	220	0.62	Dwelling Unit	1.00	0.62	\$2,477
Low-Rise Apartment (1-2 Floors)	3	221	0.58	Occupied Dwelling Unit	1.00	0.58	\$2,317
Residential Condominium/Townhouse	3	230	0.52	Dwelling Unit	1.00	0.52	\$2,078
Mobile Home Park	3	240	0.59	Occupied Dwelling Unit	1.00	0.59	\$2,357
Senior Adult Housing-Detached	3	251	0.26	Dwelling Unit	1.00	0.26	\$1,039
Senior Adult Housing-Attached		252	0.11	Occupied Dwelling Unit	1.00	0.11	\$439
Congregate Care Facility	1	253	0.17	Occupied Dwelling Unit	1.00	0.17	\$679
Recreational Homes	1	260	0.26	Dwelling Unit	1.00	0.26	\$1,039
Residential Planned Unit Development (PUD)	3	270	0.62	Dwelling Unit	1.00	0.62	\$2,477
INSTITUTIONAL							
County Park	1	412	0.06	Acre	1.00	0.06	\$240
Beach Park	1	415	1.30	Acre	1.00	1.30	\$5,194
Regional Park	1	417	0.20	Acre	1.00	0.20	\$799
Golf Course	1	430	0.30	Acre	1.00	0.30	\$1,199
Multipurpose Recreational Facility	1	435	3.35	1,000 sf GFA	1.00	3.35	\$13,385
Movie Theater with Matinee	1	444	0.07	Seat	1.00	0.07	\$280
Casino/Video Lottery Establishment		473	13.43	1,000 sf GFA	1.00	13.43	\$53,658
Tennis Courts	1	490	3.88	Tennis Court	1.00	3.88	\$15,502
Health/Fitness Club	1	492	4.05	1,000 sf GFA	1.00	4.05	\$16,181
Elementary School	4	520	n/a	1,000 sf GFA	1.00	n/a	n/a
Middle School/Junior High School		522	1.19	1,000 sf GFA	1.00	1.19	\$4,755
High School		530	0.97	1,000 sf GFA	1.00	0.97	\$3,876
Church		560	0.66	1,000 sf GFA	1.00	0.66	\$2,637
Day Care Center		565	13.18	1,000 sf GFA	1.00	13.18	\$52,659
Library		590	7.09	1,000 sf GFA	1.00	7.09	\$28,327
Hospital		610	1.18	1,000 sf GFA	1.00	1.18	\$4,715
Nursing Home	1	620	0.42	1,000 sf GFA	1.00	0.42	\$1,678
BUSINESS & COMMERCIAL							
Hotel		310	0.59	Room	1.00	0.59	\$2,357
All Suites Hotel	1	311	0.40	Room	1.00	0.40	\$1,598
Motel		320	0.47	Room	1.00	0.47	\$1,878
Resort Hotel	3	330	0.42	Room	1.00	0.42	\$1,678
Building Materials and Lumber Store	2(a), 3	812	4.49	1,000 sf GFA	0.75	3.37	\$13,455
Free-Standing Discount Superstore		813	3.87	1,000 sf GFA	0.72	2.79	\$11,133
Specialty Retail Center	1, 2(b), 3	814	2.71	1,000 sf GLA	0.66	1.79	\$7,146
Free-Standing Discount Store		815	5.06	1,000 sf GFA	0.83	4.20	\$16,780
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.58	\$14,310
Nursery (Garden Center)	2(a)	817	3.80	1,000 sf GFA	0.72	2.74	\$10,931
Nursery (Wholesale)	2(a)	818	5.17	1,000 sf GFA	0.72	3.72	\$14,872
Shopping Center	5	820	n/a	1,000 sf GLA	0.66	n/a	n/a
Factory Outlet Center	2(b)	823	2.29	1,000 sf GFA	0.66	1.51	\$6,039
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	\$16,758
Drinking Place		936	11.34	1,000 sf GFA	0.57	6.46	\$25,825
High Turnover (Sit-Down) Restaurant		932	10.92	1,000 sf GFA	0.57	6.22	\$24,869
Fast Food Restaurant without Drive-Through	1, 2(g)	933	26.15	1,000 sf GFA	0.50	13.08	\$52,240
Fast Food Restaurant with Drive-Through		934	34.64	1,000 sf GFA	0.50	17.32	\$69,200
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Servicing Position	0.57	2.96	\$11,820
Automobile Care Center	1, 2(c)	942	3.38	1,000 sf GLA	0.57	1.93	\$7,698
New Car Sales	2(a)	841	2.64	1,000 sf GFA	0.75	1.98	\$7,911
Automobile Parts Sales	1, 3	843	5.98	1,000 sf GFA	0.57	3.41	\$13,619
Gasoline/Service Station		944	13.86	Vehicle Fueling Position	0.58	8.04	\$32,118
Gasoline/Service Station w/ Convenience Market		945	13.38	Vehicle Fueling Position	0.44	5.89	\$23,522
Gasoline/Service Station w/ Convenience Market & Car Wash	2(h)	946	13.33	Vehicle Fueling Position	0.44	5.87	\$23,434
Self-Service Car Wash	2(d)	947	5.54	Wash Stall	0.53	2.94	\$11,731
Tire Store		848	4.15	1,000 sf GFA	0.72	2.99	\$11,938
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	\$6,070
Supermarket	3	850	10.45	1,000 sf GFA	0.64	6.69	\$26,721
Convenience Market (Open 24 Hours)		851	52.41	1,000 sf GFA	0.39	20.44	\$81,666
Convenience Market (Open 15-16 Hours)	1, 2(i)	852	34.57	1,000 sf GFA	0.39	13.48	\$53,867
Convenience Market with Gasoline Pumps		853	19.22	Vehicle Fueling Position	0.34	6.53	\$26,109
Discount Supermarket	3	854	8.90	1,000 sf GFA	0.77	6.85	\$27,380
Discount Club	2(f)	861	4.24	1,000 sf GFA	0.77	3.26	\$13,044
Home Improvement Superstore		862	2.45	1,000 sf GFA	0.52	1.27	\$5,090
Electronic Superstore	1	863	4.50	1,000 sf GFA	0.60	2.70	\$10,788
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	\$13,158
Apparel Store	2(b)	870	3.83	1,000 sf GFA	0.66	2.53	\$10,100
Pharmacy/Drug Store without Drive-Through		880	8.42	1,000 sf GFA	0.47	3.96	\$15,811
Pharmacy/Drug Store with Drive-Through		881	8.62	1,000 sf GFA	0.51	4.40	\$17,565
Furniture Store		890	0.46	1,000 sf GFA	0.47	0.22	\$864
Video Rental Store	2(d), 3	896	13.60	1,000 sf GFA	0.53	7.21	\$28,799
Walk-in Bank	1, 2(d)	911	33.15	1,000 sf GFA	0.53	17.57	\$70,197
Drive-in Bank		912	45.74	1,000 sf GFA	0.53	24.24	\$96,857

2009 Schedule of Transportation Impact Fees

Land Use Category - ITE 7th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (4)	Impact Fee Per Unit (5)
OFFICE							
Clinic	1	630	1.23	Employee	1.00	1.23	\$4,914
General Office Building	3	710	1.49	1,000 sf GFA	1.00	1.49	\$5,953
Corporate Headquarters Building	3	714	1.40	1,000 sf GFA	1.00	1.40	\$5,594
Single Tenant Office Building	3	715	1.73	1,000 sf GFA	1.00	1.73	\$6,912
Medical-Dental Office Building	3	720	3.72	1,000 sf GFA	1.00	3.72	\$14,863
United States Post Office		732	10.89	1,000 sf GFA	1.00	10.89	\$43,510
Office Park	3	750	1.50	1,000 sf GFA	1.00	1.50	\$5,993
Research and Development Center	3	760	1.08	1,000 sf GFA	1.00	1.08	\$4,315
Business Park	3	770	1.29	1,000 sf GFA	1.00	1.29	\$5,154
INDUSTRIAL							
General Light Industrial	3	110	0.98	1,000 sf GFA	1.00	0.98	\$3,915
General Heavy Industrial	1	120	0.88	Employee	1.00	0.88	\$3,516
Industrial Park		130	0.86	1,000 sf GFA	1.00	0.86	\$3,436
Manufacturing	3	140	0.74	1,000 sf GFA	1.00	0.74	\$2,957
Warehousing	3	150	0.47	1,000 sf GFA	1.00	0.47	\$1,878
Mini-Warehouse		151	0.26	1,000 sf GFA	1.00	0.26	\$1,039
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	\$3,037
PORT and TERMINAL							
Truck Terminal	1	30	0.55	Employee	1.00	0.55	\$2,197
Park-and-Ride Lot with Bus Service	3	90	0.62	Parking Space	1.00	0.62	\$2,477

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area.

** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (2nd Edition, 2004).

NET NEW TRIP RATE CALCULATION:

\$3,995

IMPACT FEE CALCULATION:

NOTES:

- (1) *Trip Generation* (7th Edition, 2003) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

<u>Code</u>	<u>Land Use</u>	<u>Pass-By Trip Reduction Factor</u>
2 (a)	No Data Available 25% Estimated Pass-by	0.75
2 (b)	Shopping Center (850)	0.66
2 (c)	Auto Parts Sales (843)	0.57
2 (d)	Bank/Drive-In (912)	0.53
2 (e)	Tire Store (848)	0.72
2 (f)	Discount Supermarket (854)	0.77
2 (g)	Fast Food Restaurant with Drive-Through (934)	0.50
2 (h)	Gasoline/Service Station w/ Convenience Market (945)	0.44
2 (i)	Convenience Market (24 Hr) (851)	0.39
- (3) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (4) No Average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.
- (5) *ITE Trip Generation* (7th Edition, 2003) equation used instead of trip rate.

SOURCE: The Transpo Group (2006). Intended for the sole use by the City of Bonney Lake.

CITY OF BONNEY LAKE
TRAFFIC IMPACT FEE CALCULATION EXAMPLES

Updated: 11-Jun-09

	PROJECTS	Land Use Category	ITE Avg PM Peak Hour Trip Rate	Pass-By-Trip Reduction Factor	Net New Trip Rate	Impact Fee per Unit	Impact Fee Per Unit	Units	Traffic Impact Fee	Credits (Previous Tenant)	Total Traffic Impact Fee
1	Single Family Home at 2009 TIF Rate							per Dwelling Unit	\$	\$	\$
	a. Single Family Home	210	1.01	1.00	1.01	\$3,995	\$4,035	1	\$4,035.00	0.00	\$4,035.00

2	Restaurants at 2009 TIF Rate							Units per 1,000sf GFA	\$	\$	\$
	a. Mazatlan	932	10.92	0.57	6.22	\$3,995	\$24,866	10.95	\$272,288	\$0	\$272,288
	b. Applebee's	932	10.92	0.57	6.22	\$3,995	\$24,866	4.78	\$118,862	\$0	\$118,862
	c. Thian Thai	932	10.92	0.57	6.22	\$3,995	\$24,866	1.00	\$24,866	\$0	\$24,866
	d. Sonic Burger	934	34.64	0.50	17.32	\$3,995	\$69,193	1.75	\$121,227	\$0	\$121,227
	e. Taco Time	934	34.64	0.50	17.32	\$3,995	\$69,193	2.25	\$155,685	\$0	\$155,685

2	Banks at 2009 TIF Rate							Units per 1,000sf GFA	\$	\$	\$
	a. Greenwood Development	912	45.74	0.53	24.24	\$3,995	\$96,848	3.00	\$290,543	\$0	\$290,543
	b. Kitsap Bank ¹ (2004 paid \$61,445)	912	6.68	0.43	2.87	\$3,995	\$11,467	4.50	\$51,600	\$0	\$51,600
	c. Bank of America ¹ (2003 paid \$171,284)	912	41.10	0.33	13.63	\$3,995	\$54,447	4.70	\$255,900	\$0	\$255,900
	d. Harborstone CU ¹ (2004 paid \$131,026)	912	22.25	0.55	12.26	\$3,995	\$48,978	4.00	\$195,911	\$0	\$195,911

¹ The 'New Trip Rates' used are from calculations found in Independent Traffic Analysis completed by the applicant and approved by the City.

3	Banks at 2003-2004 Rate							Units per 1,000sf GFA	\$	\$	\$
	a. Green Development	N/A									
	b. Kitsap Bank ¹ (2004 paid \$61,445)	912	6.68	0.43	2.87	\$2,674	\$7,675	4.50	\$34,538	\$0	\$34,538
	c. Bank of America ¹ (2003 paid \$171,284)	912	41.10	0.33	13.63	\$2,674	\$36,443	4.70	\$171,284	\$0	\$171,284
	d. Harborstone CU ¹ (2004 paid \$131,026)	912	22.25	0.55	12.26	\$2,674	\$32,783	4.00	\$131,130	\$0	\$131,130

¹ 'New Trip Rates' used are from calculations found in Independent Traffic Analysis completed by the applicant and approved by the C

TIF REDUCTION-CREDIT REQUEST FOR Bonney Lake Marketplace

(8 June 2009)

Background:

1. Bonney Lake Marketplace Investors, LLC, submitted a letter on 3 June 2009, requesting "adjustment to the current and future transportation improvement fees".
2. The site that LOWE's was built on (Bonney Lake Marketplace) did not develop for several years because the property owners wanted a left turn access onto South Prairie Road. The City repeatedly denied a request for a traffic signal at this point. Instead, the City delayed construction and incurred additional design, ROW acquisition, and construction costs to widen the South Prairie Road project in order to provide a U-turn capability at the intersection with 200th Ave. Ct. E.
3. Jeff Oliphant, the developer for the Youngberg site (Bonney Lake Marketplace) where LOWE's was ultimately built, brought in a new Traffic Engineer who proposed adding an additional lane to South Prairie road to receive traffic turning left out onto South Prairie Road. This resulted in the West bound triple left turn onto SR410 and widening of SR410 between South Prairie Road and nearly to 192nd Ave. This included addition of a sidewalk on the North side of SR410 from South Prairie Road that connected to the sidewalk in the Target frontage.
4. Shortly after the City-County project to widen South Prairie Road was completed, the Bonney Lake Marketplace Developer finalized and received approval from the City to add an additional lane on this roadway.

PROs

1. Jeff Oliphant did help resolve the ROW acquisition eminent domain litigation for ROW along the Youngberg frontage on South Prairie road. It is debatable whether the City would have prevailed, but Jeff's action did result in closure of this issue shortly before going to court. Thus, there could be some value to this action.
2. The third left turn lane from South Prairie Road onto SR410 did add additional capacity to this turning movement at this intersection. However, the purpose of this was to provide the desired egress from Bonney Lake Marketplace onto South Prairie road. It was not a City mandated mitigation action; rather, it was at the sole discretion of the developer. The reconstruction of South Prairie Road by the city added the majority of the increased capacity at this intersection. This City project, in addition to other City projects, such as construction of the 192nd Avenue project where planned to address the growth of traffic in the next twenty years.
3. A sidewalk was built on the North side of SR410, which the City had desired but which could not be required as mitigation during the SEPA process. However, this was done in order for the developer to avoid purchasing land for the stormwater runoff created by widening SR410. Instead, the City agreed to allow the developer to use the City stormwater pond on 192nd Ave. with the condition that the sidewalk be built. This saved the developer considerable funding to acquire land for the stormwater pond and any construction costs incurred to built it and the connecting storm water line.

CONs

1. Traffic Impact Fees (TIF) would have been charged regardless of what site specific mitigation projects are required by SEPA, and what additional site access construction occurred to satisfy prospective businesses wanting to occupy the site. The TIF rate and application process was developed at significant cost and review effort by the City Council and staff. It has been applied consistently to all new construction and redevelopment projects in the City. Failure to systematically and fairly assess TIF to all builders/developers would open windows for additional TIF waiver/reduction requests and possibly TIF challenges leading to costly litigation. Failure to collect TIF would ultimately delay essential transportation construction projects that are needed to ensure minimal Level of Service (LOS) are achieved for all drivers.
2. Part of the \$500,000 "TIF" sited in the letter was funding paid to WSDOT as this project's pro-rata share for the WSDOT project to widen SR410 in Eastown.
3. The developer indicates that delayed development of CASCADIA and other residential south of the City has occurred due to the recession we are currently in not through any action or inaction of the city. At some point in the future, the area south of Bonney Lake will be developed by CASCADIA or their successor, Plateau 465,

and other smaller developers. It is not a question of if, but rather when this traffic will be added to the Bonney Lake street system.

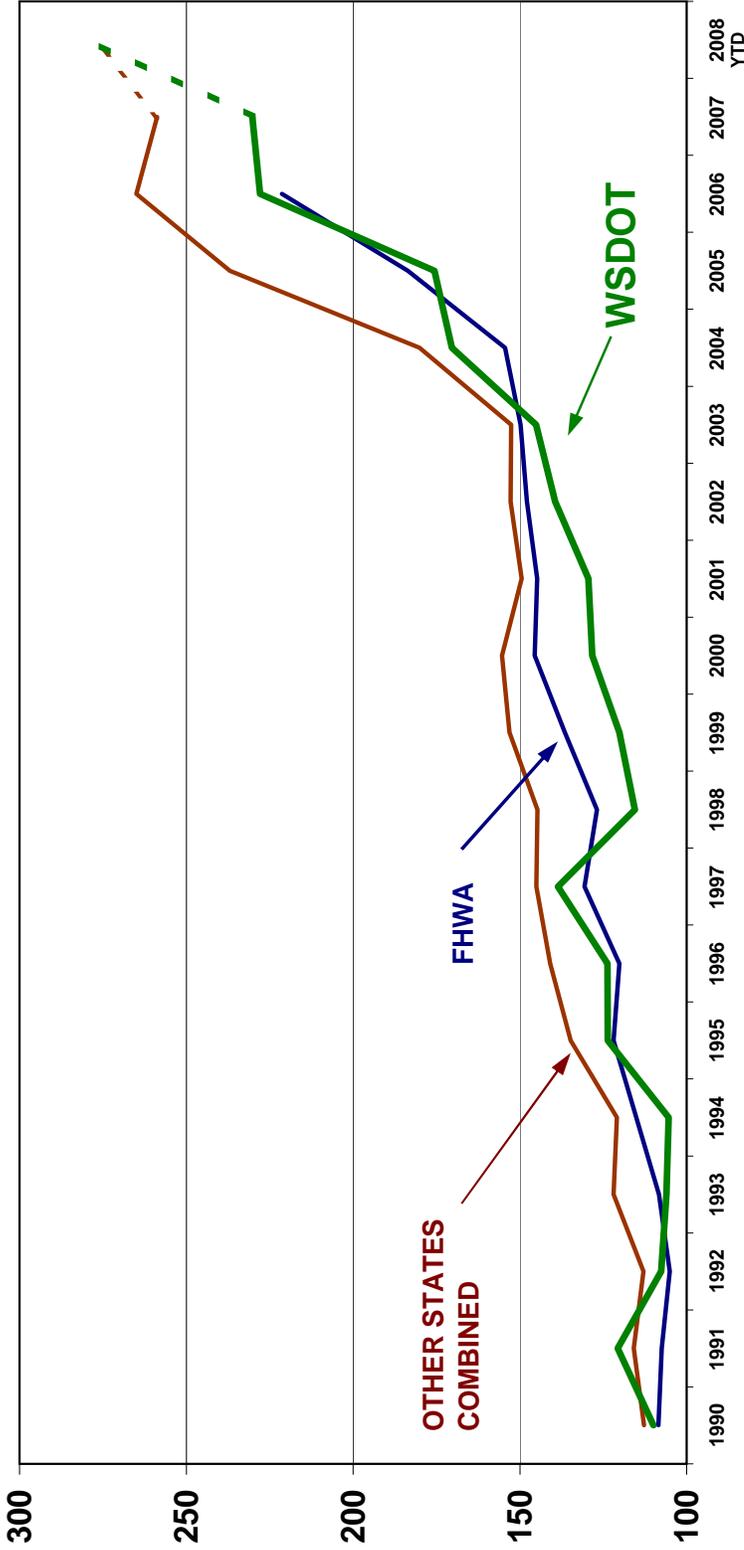
4. With or without CASCADIA, the City was not allowing a left turn out onto South Prairie Road. Instead, the City added a U-turn capability at the intersection with 200th Avenue Court East. It was the developers desire to obtain the left-turn-out capability that resulted in the much larger road construction costs.
5. The City has provided other means for developers to minimize their TIF costs with recently adopted legislation passed by the City Council. Jeff did raise the question last week in discussion with the Public Works Director that since this project is zoned C1-C2, it was ineligible for these cost savings. PW Director Grigsby indicated that it was his belief that all of Midtown was eligible for the TIF credit.
6. City staff understands that the construction costs for the SR410 and South Prairie Road improvements cost the developer much more than originally estimated. Again, the City has no liability for these cost overruns.
7. The clause in BLMC 19.40.040 is there to address unique site conditions that would be hard to quantify by the developer. In this case, the impacts of constructing the road improvements were well known. This clause is not meant to be used as a means to recompense developers when their project comes in with a lower profit margin or an actual loss.

Conclusions:

1. Since Jeff Oliphant has been very professional and cooperated fully with City staff during the course of the LOWE's project, it would be very easy to be supportive of his request. However, the "\$2.5 million traffic improvement program" he cites as extreme was primarily for the developer to obtain a left out turn onto South Prairie Road. It was the developer's determination that doing so "penciled out" in terms of expenditure versus prospective profits. This investment decision created a risk that was solely the developer's to bear, without City compensation should this decision prove too costly at a later date.
2. City staff takes exception to the phrase "extreme over-improvements" the developer has provided. This was solely at the discretion and risk of the developer. There were tradeoffs that the developer made such as the sidewalk construction on SR410 and the left turn out access desired by the developer.
3. The City has never offered to provide "bail out" monies to developers for lost profits or excessive cost overruns. While in this case their profit-loss is not what they anticipated due to the recession, if the economy had stayed good it is doubtful whether the developer would have offered to share any of his profits with the City. This is a risky business that is best left to private developers.
4. It is desirable for the City to work with developers to help them be successful in building out the City. City Council has approved legislation that allows commercial developers to be recompensed for part of their TIF payments.
5. TIF credits, adjustments, allowances or any other form of TIF reduction should only be allowed in a truly exceptional cases and where allowed by BLMC.
 - a. This should not be done on the basis of providing profits or avoiding losses to individual developers.
 - b. This should not be done at the expense of other property owners, developers and vehicle operators. Without collection of TIF, transportation projects would be delayed and as a result of the delay potentially increase in cost while prolonging the period in which the level of service of roadways and intersections is less than desired and mandated by BLMC.
6. The City attorney should confirm that the Bonney Lake Marketplace zoning would or would not exclude this development from the TIF reimbursement offered to other developers in the city. If necessary, an ordinance modifying BLMC could be prepared to make this happen.
7. It would be difficult and subjective to quantify the value of any TIF adjustment for this development. Any dollar amount would be based on a great deal of rationalization that may not bear up under challenges from other developer. We have a strong TIF program in place now that is defensible and that should not be weakened by decisions benefiting single property owners.

D. L. GRIGSBY, P.E.
Public Works Director

CONSTRUCTION COST INDICES



WSDOT 2008 INDEX IS FOR QUARTER 1 & 2
 FHWA INDEX DISCONTINUED IN 2007
 OTHER STATES 2008 DATA IS THE AVERAGE OF CALIFORNIA,
 COLORADO, OREGON, AND UTAH FIRST QUARTER INDICES.

WSDOT BASE 1990 = 110
 FHWA AND OTHER STATES BASE 1987 = 100
 OTHER STATES: CALIFORNIA, COLORADO, OREGON, SOUTH DAKOTA & UTAH

Note: 2003 and 2004 WSDOT CCI data points adjusted to correct for spiking bid prices on structural steel



**Washington State
 Department of Transportation**

For more information, please call the WSDOT Construction Office at (360) 705-7822
 or visit <http://www.wsdot.wa.gov/biz/construction>

7/2/2008

Executive Summary

The City has been experiencing significant commercial and residential growth recently, with much more development expected over the next 20 years within the City and the surrounding urban growth areas (UGA) of Pierce County. The City's Transportation Plan was updated to identify the transportation projects and programs needed to support the expected growth. It provides the City with a guide for transportation system improvements to meet existing and future travel needs of its residents. It also integrates the City's transportation improvements with those of Pierce County and the Washington State Department of Transportation (WSDOT).

The Transportation Plan focuses on safety, capacity, and operational improvements on roadways serving the City. The Plan also incorporates pedestrian, bicycle, transit, and transportation demand management programs to meet the overall transportation needs of the community.

Plan Organization

The Transportation Plan was developed in a series of tasks to meet the requirements of state Growth Management Act (GMA). The Plan is organized as follows:

- Goals and Policies
- Existing Transportation System Inventory
- Travel Forecasts and Alternatives Evaluation
- Transportation Systems Plan
- Financial Plan and Implementation Strategies
- Consistency with Other Agencies

Key Findings

The following is a summary of the Transportation Plan's key findings.

Existing Transportation System

An inventory of the transportation system was conducted in 2005 to identify and characterize the existing roadways, transit facilities and service, and pedestrian and bicycle facilities. The key findings of the existing conditions analyses include:

- Traffic volumes within the City have increased substantially over the last few years. In many cases, growth rates have averaged more than 3 percent a year, with some locations having a higher rate of growth.
- All intersections within the City are meeting the adopted level-of-service (LOS) D standard.
- The segment of SR 410 between 211th Avenue E and 234th Avenue E is identified as a High Accident Corridor (HAC) by WSDOT. This highway segment has had a

higher than average number of severe accidents over the last three years compared to other similar facilities throughout the state.

- Pierce and Sound Transit provide transit service to Bonney Lake. A total of three transit routes serve the study area. A park-and-ride exists just off SR 410 along Sky Island Drive. Approximately 20 percent of the parking spots are utilized on an average weekday, according to data obtained in June 2005.
- A pedestrian and bicycle facility inventory is summarized in the City's *Non-Motorized Transportation Plan*.

Travel Forecasts and Alternatives Evaluation

Land use and socio-economic data were used to develop traffic forecasts for the study area. The City selected a 2025 horizon year, which is consistent with other elements of the Comprehensive Plan. The City's travel demand model was updated based on the future land use estimates and then used to evaluate several improvement alternatives. The following highlights the key findings of the travel forecasting and alternatives analyses:

- The City's Land Use Element plans for a growth rate of 4 percent a year. Household and employment growth within the City is anticipated to more than double by 2025 (see Table 6).
- A significant amount of residential and employment growth is also expected to occur outside the City due to large developments such as Cascadia, Falling Water, and the White River School District property.
- The City's travel demand model was updated to reflect 2025 land use conditions. Several local and regional transportation improvement projects were assumed to be complete by 2025 (see Table 7).
- Capacity improvements along 214th Avenue E and West Tapps Highway were evaluated to understand whether they would reduce future congestion along the SR 410 corridor. The analyses indicated that the widening of those corridors did not attract a significant amount of vehicle trips to reduce congestion along SR 410.
- Three intersections (Sumner-Buckley Highway, 195th Avenue E, South Prairie Road) along SR 410 are forecast to operate below LOS D standards by 2025 - even with completion of HOV lanes between SR 167 and 184th Avenue E.

Transportation Systems Plan

A long-range transportation systems plan was developed to address current and forecast transportation issues and identified needs. The Plan covers street and highway improvements, while also providing a framework for other travel modes such as transit, pedestrian, and bicycle modes. The following highlights the key findings:

- Roadway functional classifications were updated to reflect the desired use of each City street (see Figure 6).
- All major arterials are designated as truck routes. Currently SR 410 is the only major arterial within the City.
- Transportation improvement projects and programs were developed to address safety, capacity, maintenance, and operational issues (see Table 10 and Figures 7 &

- 8). The projects and programs were organized into five categories (City Roadway Improvements, City Intersection Improvements, Pierce County Improvements, WSDOT Improvements, and Citywide Programs)
- Project priorities were developed to reflect the need of each project based on a set of evaluation criteria. The resulting priorities are shown in Table 10, with a detailed description of the priority process summarized in Appendix D.
 - A transit plan and transportation management program (TDM) were prepared. Additional improvements such as a new park-and-ride, increased transit service, and a new transit shuttle to the Sumner Sounder Station should be explored and evaluated. Employment and residential based TDM strategies should be considered such as telecommuting, flexible work schedules, carpools/vanpools, transit fare subsidies, etc.
 - Pedestrian and bicycle improvements are summarized in the City's *Non-Motorized Transportation Plan*.

Financial Plan and Implementation Strategies

A financing plan was developed to identify funding needs and strategies. Project cost estimates were prepared along with a review of existing revenues and options for additional funding to meet the costs of the Plan. The following highlights the key findings:

- Planning level project cost estimates were prepared. The costs were based on typical unit costs developed for the City's 2006-2011 Transportation Improvement Program (TIP). The cost estimates need to be refined as each project moves into the design and implementation phase. The project cost worksheets are included in Appendix E.
- A total of approximately \$340 million in improvements have been identified for the study area. WSDOT and Pierce County are responsible for nearly 80 percent of the costs, with the City share at approximately \$69 million (see Table 11).
- The traffic impact fee rates will be increased from \$2,674 to \$3,886 per new PM peak hour vehicle trip and will be based on the 20-year project list (see Table 10). Approximately 33 percent of all project costs are funded by the impact fee.
- The City needs to increase appropriations from the general fund and real estate excise tax revenues to the street fund by approximately 36 percent to meet the needs of the Plan.
- To implement the Plan, the City must partner with WSDOT and Pierce County to seek grants or other outside funding to construct projects within the City and UGA.

Consistency with Other Agencies

The Transportation Plan is consistent and compatible with the plans and programs of WSDOT, Puget Sound Regional Council (PSRC), Pierce County, and Pierce and Sound Transit. A key outcome of the planning process is that the City does not intend to apply concurrency to SR 410. The City recognizes that the level-of-service (LOS) along SR 410 will likely degrade below the regionally adopted standard of LOS D at some locations along the corridor. This is due to the fact that SR 410 is a state highway that carries a high volume of through traffic that the City cannot control through its land use processes.

**City of Bonney Lake, Washington
Council Agenda Bill (C.A.B.) Approval Form**

Department/Staff Contact: John Woodcock – City Engineer	Council/Wkshp Meeting Date: June 9, 2009	Agenda Item Number AB09-51
Ordinance Number: D09-51	Resolution Number:	Councilmember Sponsor:
<u>BUDGET INFORMATON</u>		
<u>2009 Budget Amount</u> NA	<u>Required Expenditure</u>	<u>Impact</u>
<u>Explanation:</u>		<u>Remaining Balance</u>
Agenda Subject: Proposed ordinance changes to the existing BLMC: 13.12. Sewer System Regulations and changes to Sewer Schedule A.		
Administrative Recommendation:		

Background Summary: This proposed ordinance is to update the schedule, A, used for calculating sewer fees to non-residential users. The current schedule was last updated in 1986. The proposed update addresses both the value of the sewer flow factors and the categories given in the schedule. The update to the values of the sewer flow factors was updated using known water use history for non-residential user of a similar category. Also, the categories given in the schedule were updated to meet the diversity of establishments seen in the City and anticipated to be seen in the City. The categories used in the new schedule reflect the same definitions used in ITE’s Trip Generation Manual which is already used for calculating traffic impact fees. The proposed ordinance, D09-51, also includes changes to BLMC: 13.12 Sewer System Regulations.

- Cleans up some definitions in 13.12.010.
- Changes flow, BOD, TSS values used to match those found in the Sewer Comprehensive Plan.
- Cleans up how sewer connection fees are explained 13.12.100.
- Cleans up how sewer connection fees are calculated in 13.12.105.
- Allows payment of sewer connection fees for non-residential user with a value greater than 2 REs to be done over one year with 12 equal installments.

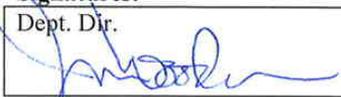
Attachments: Proposed ordinance D09-51, current Schedule A, proposed Schedule A, commercial water usage table.

Council Committee Dates:	Commission Dates:	Board/Hearing Examiner Dates:
Finance Committee: Public Safety Committee: Community Development & Planning Committee: 06/01/09 Council Workshop:	Planning Commission: Civil Service Commission:	Park Board: Hearing Examiner:

Council Action:

Council Call for Hearing:	Council Hearings Date:
Council Referred Back to:	Workshop: Committee
Council Tabled Until:	Council Meeting Dates: 06/9/2009

Signatures:

Dept. Dir. 	Mayor	Date City Attorney reviewed
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Action Item #1

COMMUNITY DEVELOPMENT COMMITTEE

DATE: June 1, 2009

ORIGINATOR: Dan Grigsby **TITLE:** PW Director

SUBJECT: Proposed ordinance changes to the existing BLMC: 13.12. Sewer System Regulations and changes to Sewer Schedule A.

This proposed ordinance is to update the schedule, A, used for calculating sewer fees to non-residential users. The current schedule was last updated in 1986. The proposed update addresses both the value of the sewer flow factors and the categories given in the schedule. The update to the values of the sewer flow factors was updated using known water use history for non-residential user of a similar category. Also, the categories given in the schedule were updated to meet the diversity of establishments seen in the City and anticipated to be seen in the City. The categories used in the new schedule reflect the same definitions used in ITE's Trip Generation Manual which is already used for calculating traffic impact fees. The proposed ordinance, D09-51, also includes changes to BLMC: 13.12 Sewer System Regulations.

- Cleans up some definitions in 13.12.010.
- Changes flow, BOD, TSS values used to match those found in the Sewer Comprehensive Plan.
- Cleans up how sewer connection fees are explained 13.12.100.
- Cleans up how sewer connection fees are calculated in 13.12.105.
- Allows payment of sewer connection fees for non-residential user with a value greater than 2 REs to be done over one year with 12 equal installments.

Attachments: current Schedule A, proposed Schedule A, proposed ordinance D09-51, commercial water usage table.

ORDINANCE/RESOLUTION: D09-51

REQUEST OR RECOMMENDATION BY ORIGINATOR:
ISSUE AND DOCUMENTS HAVE BEEN REVIEWED AND APPROVED BY THE
FINANCE DIRECTOR _____
CITY ATTORNEY _____

<u>2009 Budget Amount</u>	<u>Current Balance</u>	<u>Required Expenditure</u>	<u>Remaining Balance</u>
N/A			

Explanation:

COMMITTEE ACTION: RECOMMEND APPROVAL TO COUNCIL

	<u>DATE</u>	<u>APPROVED</u>	<u>DISAPPROVED</u>
James Rackley, Chairman	6-1-09	<i>[Signature]</i>	_____
David Bowen	6-1-09	<i>[Signature]</i>	_____
Dan Decker	6-1-09	<i>[Signature]</i>	_____

COMMITTEE COMMENTS: Place on NEXT WORKSHOP AGENDA

COMMITTEE'S RECOMMENDATION TO FORWARD TO:
CITY CLERK
CITY ATTORNEY
 Please schedule for City Council Meeting date of: June 9, 2009
 Consent Agenda: Yes No

ORDINANCE NO. D09-51

AN ORDINANCE OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING CHAPTER 13.04.105 OF THE BONNEY LAKE MUNICIPAL CODE AND ORDINANCE NO. XXX, XXX, AND XXX RELATING TO THE CALCULATION OF SEWER SYSTEM DEVELOPMENT CHARGES FOR NON-RESIDENTIAL APPLICANTS.

WHEREAS, the City has determined that certain fees charged for connecting to City sewer services are in need of adjustment so that new non-residential users connecting to the system will pay their equitable share of the cost of the system and in order to accommodate future development and build the capital projects needed to sustain and improve upon current levels of service; and

WHEREAS, the City has determined that Schedule A used to calculating the sewer system development charges for non-residential establishment needs to be updated; and

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BONNEY LAKE WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. BLMC section 13.12.105 and the corresponding portions of Ordinance No, 571C § 4, section 13.12.010, and are hereby amended to read as follows:

13.12.010 Definitions.

30. “Residential Equivalent (RE)” means the equivalent of one residential unit for purposes of computing connection charges and service rates. Each “residential unit” shall be one residential equivalent. “Residential equivalent” is defined as flow of 280 gallons/day with BOD not exceeding 0.56 pounds/day and total suspended solids not exceeding 0.56 pounds/day means a system specific unit of measure used to express the amount of water and sewer consumed by a typical full-time single family residence and is equivalent of one residential dwelling unit for purposes of computing connection charges and service rates. For the purposes of sewer usage, one RE shall be defined as a flow of 275 gallons per day with an average biological oxygen demand (BOD) of 246 mg/l and an average total suspended solids (TSS) of 269 mg/l.

~~44. “Unit of base flow,” for the purpose of this code, shall be based upon a base sewerage flow of 280 gallons per 250 mg/l of BOD and 250 mg/l of suspended solids.~~

44. “Single-family residence”, for the purposes of water and sewer utilities, means a structure maintained and used as a single dwelling unit. Notwithstanding that a dwelling unit shares one or more wall with another dwelling unit, it shall be deemed a single family residence if it has direct access to a street and shares neither heating facilities nor hot water equipment, nor any other essential facility or service, with any other dwelling unit.

13.12.100 Connection fees or system development charges.

A. The fees for connection to the city's sewer utility shall be as follows:

1. The fee for a single-family residence (new construction) shall be ~~\$8,000~~ \$9,099, payable at the time of building permitting.

2. The fee for an existing single-family residence served by an on-site septic disposal system shall be ~~\$8,000~~ \$9,099, payable at the time of application for sewer service.

3. The fee for ~~multifamily residential units and duplexes~~ shall be ~~\$8,000~~ \$9,099, per dwelling unit, payable at the time of building permit application.

4. ~~The fee for multifamily residential units shall be \$9,099 per dwelling unit, payable at the time of the building permit application.~~

4. ~~Commercial and industrial~~ 5. Non-residential sewer applicants shall pay ~~\$8,000~~ \$9,099 per "unit of base flow" "Residential Equivalent (RE)," or a fraction thereof. The total connection fee shall be calculated according to BLMC 13.12.105. When the total connection fee calculated is greater than two REs, the fee due at the time of the building permit shall be equal to two REs. The remainder of the fee shall be paid on a monthly charge in 12 equal installments for the period of one year and shall be included with the monthly charge billing.

5. CPI Adjustment. Beginning January 1, ~~2006~~ 2010, and for every year thereafter, the connection fees listed in this section shall be adjusted by the annual change in the most recent Seattle-Bremerton-Tacoma Consumer Price Index (Urban Consumers) published by the U.S. Department of Labor.

B. Connection fees shall be due and payable at the time of building permitting. An application for sewer service will only be accepted along with a complete building permit application or from an applicant with an existing residence served by a septic system and that also has sewer available. If the building permit expires through suspension or abandonment under BLMC 15.04.081, the connection fee shall be refunded at the request of the applicant; provided, that if the applicant re-applies for a new permit pursuant to BLMC 15.04.081, the connection fee shall be re-calculated at current rates and the amount of the connection charge already paid and not refunded may be credited toward the new connection charge.

C. The charges set out in this section shall not be applicable to an accessory dwelling unit permitted pursuant to BLMC 18.22.090, so long as a second connection to the city's sewer system is not required by applicable codes or requested by the owner. Should the property upon which an accessory dwelling unit is located be sold, platted or otherwise segregated from the property upon which the primary residence is located, and, because of the exemption provided for in this subsection, the owner of the accessory dwelling unit did not previously pay a full, separate sewer connection charge for the accessory dwelling unit, then the following shall apply:

1. If no additional connection charge was paid for the accessory dwelling unit, the owner of the segregated accessory dwelling unit shall be required to pay a connection charge in the amount provided for in this section at the time of segregation.

2. If a reduced connection charge was paid for the accessory dwelling unit, the owner of the segregated accessory dwelling unit shall be required to pay the difference between that reduced charge and the amount of the connection charge provided for in this section at the time of segregation.

D. When connection to the sewer system for an existing residence becomes mandatory due to a failed septic system, septic design flaw, or other reason, and the home is not being sold contemporaneously with the mandatory sewer application, a homeowner may apply to the city to pay the connection fee on an installment payment plan. The application shall state that paying the

connection fee poses a financial hardship. The city may permit the applicant to pay the fee in monthly or annual installments (not both) for a period of not more than 10 years. A reasonable interest rate, as determined by the city's chief financial officer, will be charged on the balance owing to the city. The entire remaining balance of the connection fee plus interest shall be due and payable at the time of sale of the home. Any past-due installments and any remaining balance that is not paid at the sale of the home will become a lien on the property pursuant to BLMC 13.12.110. (Ord. 1230 § 21, 2007; Ord. 1221 § 4, 2007; Ord. 1207 § 1, 2006; Ord. 1094 § 2, 2005; Ord. 1083 § 2, 2004; Ord. 968 § 2, 2002; Ord. 919 § 2, 2001; Ord. 787 §§ 1, 2, 1998; Ord. 571C § 1, 1992; Ord. 561 Art. VIII § 3, 1985).

13.12.105 Calculation of ~~commercial and industrial~~ non-residential sewer connection and monthly charges.

A. System Development Charges (SDC) shall be levied for each new sewer service connection to the city sewer system and for a service upgrade generating additional flow or loading. The SDC is a charge based on an equitable share of the cost of the existing sewer system and future facilities necessary to accommodate projected growth.

AB. Commercial and Industrial Non-Residential Connections – Existing Buildings.

1. Connection fees for existing ~~commercial and industrial~~ non-residential customers shall be based on the past year's water use records and shall be computed using the following formula: The average daily water use shall be divided by 280 gallons and the resulting number shall then be multiplied by the cost per "unit of base flow;" (Average daily water use +113 gallons per day) divided by 275 gallons per day.

BC. Commercial and Industrial Non-Residential Connections – Future New Buildings.

1. Connection fees for commercial and industrial construction buildings built in the future shall be calculated based on the "Sewer Flow Factors" contained on Schedule A dated March 31, 1986, and using the formula described above. Schedule A is attached to the ordinance codified in this section and incorporated by reference herein. Sewer System Development Charges for all new non-residential construction buildings shall be the calculated Residential Equivalents based on the Residential Equivalent Value given in Schedule A- Non-Residential Sewer Equivalents.

2. Connection fees for ~~commercial and industrial~~ non-residential construction buildings applicants which do not fall into the categories listed in Schedule A (Sewer Flow Factors) shall be charged a connection fee based on the developer's engineer's certified estimate of flow and shall be reviewed for adjusted fees after one year of water use data. The formula described above in 13.12.105.B.1 will apply in each case and shall be subject to approval by the Public Works Director. (Ord. 571C § 4, 1992).

D. Non-Residential Connections – Tenant Improvement.

1. Sewer System Development Charges for all new tenant improvements shall be the calculated Residential Equivalents based on the Residential Equivalent Value listed on Schedule A. Credit shall be given to the tenant improvement and shall be based upon the previous tenant use. Credit shall be based on the business type of the previous tenant found in Schedule A.

E. The calculation of Residential Equivalents given in Schedule A - Non-Residential Sewer Equivalents, and attached to the ordinance codified in this section, shall be updated annually.

Section 2. This Ordinance shall take effect thirty (30) days after its passage, subject to prior approval by the Mayor and prior publication for five days as required by law.

PASSED by the City Council and approved by the Mayor this XXth day of XXX, 20XX.

Neil Johnson, Jr., Mayor

ATTEST:

Harwood T. Edvalson, CMC, City Clerk

APPROVED AS TO FORM:

James J. Dionne, City Attorney

Passed:
Valid:
Published:
Effective Date:

New Customer Fees (2008 AWC Tax and User Fee Survey)

Jurisdiction	Entity Type	Sys. Dev Fee - SF Res.
Langley	City	\$11,595
Sultan	City	\$11,282
Friday Harbor	City	\$10,301
Ferndale	City	\$9,000
Sedro-Woolley	City	\$8,926
Bonney Lake	City	\$8,797
Gig Harbor	City	\$8,540
Duvall	City	\$8,469
Kalama	City	\$8,000
Battle Ground	City	\$7,500
Shelton	City	\$7,240
La Center	City	\$7,200
Ridgefield	City	\$6,950
Buckley	City	\$6,414
Westport	City	\$6,050
Sequim	City	\$6,000
Monroe	City	\$5,915
Eatonville	City	\$5,900
Yelm	City	\$5,885
Blaine	City	\$5,794
Enumclaw	City	\$5,716
Arlington	City	\$5,690
Tumwater	City	\$5,682
Bellingham	City	\$5,536
Coupeville	City	\$5,500
Poulsbo	City	\$5,430
Rockford	City	\$5,100
Lynden	City	\$5,024
Orting	City	\$4,955
Snohomish	City	\$4,904
North Bend	City	\$4,800
DuPont	City	\$4,650
North Bonneville	City	\$4,500
Marysville	City	\$4,490
Centralia	City	\$4,282
McCleary	City	\$4,225
Stanwood	City	\$4,040
Fife	City	\$4,015
George	City	\$4,000
South Cle Elum	City	\$4,000
Vader	City	\$4,000
Lake Forest Park	City	\$3,970

*

Roslyn	City	\$3,900
Everson	City	\$3,500
Reardan	City	\$3,500
Winlock	City	\$3,500
Chelan	City	\$3,185
Burlington	City	\$3,180
Napavine	City	\$3,100
Deer Park	City	\$3,080
Sumner	City	\$3,079
Chehalis	City	\$3,030
Cathlamet	City	\$3,000
Fircrest	City	\$3,000
Kelso	City	\$2,960
Hoquiam	City	\$2,950
Port Orchard	City	\$2,770
Waterville	City	\$2,750
Mount Vernon	City	\$2,700
Concrete	City	\$2,655
West Richland	City	\$2,525
Castle Rock	City	\$2,500
College Place	City	\$2,500
Long Beach	City	\$2,500
Nooksack	City	\$2,500
Twisp	City	\$2,500
Elma	City	\$2,437
Camas	City	\$2,349
Port Townsend	City	\$2,331
Lacey	City	\$2,269
Ellensburg	City	\$2,180
Montesano	City	\$2,163
Union Gap	City	\$2,157
Bingen	City	\$2,000
Goldendale	City	\$2,000
Kittitas	City	\$2,000
Pacific	City	\$2,000
White Salmon	City	\$2,000
Vancouver	City	\$1,999
Longview	City	\$1,957
Leavenworth	City	\$1,892
Kirkland	City	\$1,860
Redmond	City	\$1,860
Yakima	City	\$1,776
Oak Harbor	City	\$1,680
Royal City	City	\$1,598
Colfax	City	\$1,580
Cashmere	City	\$1,500
Bothell	City	\$1,481

Waitsburg	City	\$1,400
Richland	City	\$1,269
Port Angeles	City	\$1,125
Renton	City	\$1,017
Garfield	City	\$1,000
Granger	City	\$1,000
Medical Lake	City	\$1,000
Toppenish	City	\$1,000
Mesa	City	\$945
Quincy	City	\$930
Mercer Island	City	\$921
Pullman	City	\$884
Auburn	City	\$850
Pateros	City	\$850
Everett	City	\$814
Clarkston	City	\$750
Ephrata	City	\$750
Edmonds	City	\$730
Wilbur	City	\$700
Harrah	City	\$600
Wenatchee	City	\$570
Ocean Shores	City	\$510
Algona	City	\$475
Moses Lake	City	\$362
Zillah	City	\$300
Othello	City	\$250
Asotin	City	\$200
Kennewick	City	\$200
Metaline Falls	City	\$200
Bainbridge Island	City	\$100

City of Bonney Lake
 2009 Utility and Impact Fee Adjustments
 Indexed to CPI, ENR-CCI, and WSDOT-CCI
 Effective Date: 1 January 2009

SEWER

BLMC 13.12.082

Monthly Sewer Charges

	2008 Availability	2008 Volumetric (per CCF)	2009 Availability	2009 Volumetric (per CCF)	2010 Availability	2010 Volumetric (per CCF)
Paragraph A Single Family	\$33.80	\$2.10	\$34.96	\$2.17		
Paragraph B Single Family w/ Grinder Pump	\$40.55	\$2.10	\$41.94	\$2.17		
Paragraph C Discount for Senior Citizen and Disabled Persons	\$27.04	\$2.10	\$27.97	\$2.17		

Notes:

- 1 Volumetric Charge not to exceed 10 CCF per month for single family residential.
- 2 Volumetric Charge not to exceed 8 CCF per month for other than single family residential.
- 3 BLMC 13.12.085 - Annual Rate Adjustment based on CPI effective 1 January 2009
- 4 2008 CPI Adjustment = 3.65%
- 5 2009 CPI Adjustment = 3.43%
- 6 Senior Citizen and Disabled Persons Discount = 20% reduction in Sewer Availability Rate

BLMC 13.12.100**Sewer Connection fees or system development charges**

	2005	2006	2007	2008	2009
Paragraph A.1 Single Family Residence New Construction	\$8,000	\$8,224	\$8,487	\$8,797	\$9,099
Paragraph A.2 Single Family Residence On-Site Septic	\$8,000	\$8,224	\$8,487	\$8,797	\$9,099
Paragraph A.3 Multi-Family Residence and Duplexes	\$8,000	\$8,224	\$8,487	\$8,797	\$9,099
Paragraph A.4 per "unit of base flow" or fraction thereof	\$8,000	\$8,224	\$8,487	\$8,797	\$9,099

Notes:

- 1 BLMC 13.12.100 A 5 - CPI adjustment applies until we update the rates with the study currently underway.
- 2 BLMC 13.12.100 C - Guidelines for application to ADUs.
- 3 2008 CPI Adjustment = 3.65%
- 4 2009 CPI Adjustment = 3.43%

04 June, 2009

Bonney Lake Utility Rate Adjustment History

	<u>Year</u>	<u>Monthly Water Charge</u>	<u>Monthly Sewer Charge</u>	<u>Water Increase</u>	<u>Sewer Increase</u>	<u>Storm Water Increase</u>	<u>CPI</u>	<u>ENR CCI</u>
1	Jan-68	\$5.00					3.96%	7.54%
2	Jan-69	\$5.00		0%			4.99%	9.87%
3	Jan-70	\$5.00		0%			4.47%	8.83%
4	Jan-71	\$5.00		0%			2.14%	14.48%
5	Jan-72	\$5.00		0%			2.88%	10.88%
6	Jan-73	\$5.00		0%			6.36%	8.10%
7	Jan-74	\$5.00		0%			11.00%	6.60%
8	Jan-75	\$5.00		0%			10.13%	9.50%
9	Jan-76	\$5.00		0%			5.68%	8.54%
10	Jan-77	\$5.00		0%			7.96%	7.29%
11	Jan-78	\$7.20		44%			9.61%	7.76%
12	Jan-79	\$7.20		0%			11.11%	8.18%
13	Jan-80	\$7.20		0%			16.48%	7.79%
14	Jan-81	\$7.20		0%			11.00%	9.21%
15	Jan-82	\$8.40		17%			6.43%	8.20%
16	Jan-83	\$8.40		0%			1.64%	6.30%
17	Jan-84	\$8.40		0%			3.73%	1.97%
18	Jan-85	\$8.40		0%			2.52%	1.18%
19	Jan-86	\$8.40		0%			1.04%	2.38%
20	Jan-87	\$8.80		5%			2.34%	2.58%
21	Jan-88	\$8.80		0%			3.30%	2.56%
22	Jan-89	\$8.80		0%			4.70%	2.12%
23	Jan-90	\$8.80		0%	12.00%		7.37%	2.54%
24	Jan-91	\$8.80		0%	12.00%		5.76%	2.18%
25	Jan-92	\$8.80		0%	12.00%		3.65%	3.10%
26	Jan-93	\$8.80		0%	0.00%		2.81%	4.51%
27	Jan-94	\$14.08		60%	50.70%		3.43%	3.80%
28	Jan-95	\$14.08		0%	0.00%		3.04%	1.16%
29	Jan-96	\$14.08		0%	0.00%		3.41%	2.72%
30	Jan-97	\$14.08		0%	0.00%		3.49%	3.65%
31	Jan-98	\$14.53		3%	0.00%		2.88%	1.63%
32	Jan-99	\$14.53		0%	10.00%		3.04%	2.35%
33	Jan-00	\$15.18		4.5%	10.00%		3.70%	2.67%
34	Jan-01	\$15.18		0.0%	0.00%		3.63%	1.96%
35	Jan-02	\$15.94		5.0%	10.00%		1.94%	3.07%
36	Jan-03	\$16.74		5.0%	10.00%		1.58%	2.39%
37	Jan-04	\$16.74		0.0%	0.00%		1.25%	6.29%
38	Jan-05	\$19.25		15.0%	2.00%		2.82%	4.65%
39	Feb-06	\$22.14		15.0%	2.00%	2.80%	3.70%	3.64%
40	Jan-07	\$25.46		15.0%	2.00%	\$2.00	3.70%	3.60%
41	Jan-08	\$26.15	\$54.80	3.65%	3.65%	\$2.00	3.65%	-0.02%
42	Jan-09	\$27.08	\$56.66	3.43%	3.43%	\$2.00	3.43%	2.32%
43	Jan-10					\$2.00		
44	Jan-11					\$2.00		
	2009	42 Year Increase:		195%	140%		202%	210%
		Avg. per year =		4.6%	3.3%		4.8%	5.0%

Monthly Charge, using single family winter rates is:
 Flat rate for Water/Sewer Availability PLUS Consumption/Volumetric Use of 10 CCF per month.

SEWER FLOW FACTORS

SCHEDULE A

CITY OF BONNEY LAKE

DATED 03-31-86

No. Use Class	Sewer Flow Factor	GPD	Unit
1. Single Family	1.00	280	Per Residence
2. Apartments	1.00	280	Per Unit
3. Duplexes	1.00	280	Per Unit
4. Hotels, Motels, Resorts	0.63	176.0	Per Unit
5. Dorms, Rest Homes, Rooming Houses	0.25	70	Per Resident
6. Restaurants, Taverns (w/kitchens)	0.09	25.2	Per Seating Capacity
7. Taverns, Bars (no kitchens)	0.08	22.4	Per Seating Capacity
8. Churches, Lodges, Clubs	1.00	280	Per Facility
9. Schools	0.04	10	Per Student Capacity
10. Indoor Theaters	0.003	0.6	Per Seating Capacity
11. Retail Sales/Convenience Store	1.00	280	Per Facility
12. Hospitals	0.81	177	Per Bed
13. Community Office Building	0.36	78	Per Office Space
14. Single Office Building BANK	1.36	381	Per Business
15. Supermarket	10.88	3045	Per Market
16. Barber/Beauty Shop	1.00	280	Per Facility
17. Self-Service Car Wash	1.9	418	Per Stall
18. Automatic Car Wash	12.8	3584	Per Facility
19. (Commercial Laundry)	8.2	2296	Per Facility
20. Self-Service Laundry	1.15	322	Per Washing Machine
21. Public Offices/Library/Misc.	1.00	280	Per Facility
22. Service Stations	1.00	280	Per Facility
23. Swimming Pool (Public)	2.74	767	Per Facility
Doctor/Dentist Office	0.41	115	Per Room/Chair

The Minimum Connection Fee Shall Be Not Less Than 1 "Unit Of Base Flow".

**Schedule A
Non-Residential Sewer Equivalents Table**

City of Bonney Lake
BLMC Chapter 13

2009 Schedule of Fees

Revision Date: May 29, 2009

No.	Land Use Category	Examples of ITE Land Use Code ⁶	Base Unit Flow (GPD) (1)	Residential Equivalent Value (2)	PER UNIT VALUE (3)	SDC Per Unit ³ (4)
1	Auto Service Centers, Quick Lubes, Tire Stores	848, 849, 941, 942	102	0.37	Per Stall	\$3,375
2	Barber / Beauty Shop	-	275	1.00	Per Facility	\$9,099
3	Car Wash - Automated	948	2750	10.00	Per Stall	\$90,990
4	Car Wash - Self Service	947	525	1.91	Per Stall	\$17,371
5	Churches, Lodges, Clubs	560	28	0.10	Per 1,000 GFA	\$926
6	Coffee Kiosk	-	508	1.85	Per Facility	\$16,808
7	Day Care Center	565	187	0.68	Per 1,000 GFA	\$6,187
8	Discount Club Store	861	44	0.16	Per 1,000 GFA	\$1,456
9	Discount Store	815	17	0.06	Per 1,000 GFA	\$562
10	Discount Supermarket	854	73	0.27	Per 1,000 GFA	\$2,415
11	Discount Superstore	813	29	0.11	Per 1,000 GFA	\$960
12	Gas Stations with Convenience Store	945	669	2.43	Per Facility	\$22,135
13	Gas Stations with Convenience Store and Car Wash	946	3046	11.08	Per Facility	\$100,784
14	Gas Stations without Convenience Store	944	275	1.00	Per Facility	\$9,099
15	Hardware / Paint Store	816	275	1.00	Per Facility	\$9,099
16	Health / Fitness Center without pool	866	74	0.27	Per 1,000 GFA	\$2,448
17	Home Improvement Store	862	3	0.01	Per 1,000 GFA	\$112
18	Hospitals	610	177	0.64	Per Bed	\$5,856
19	Hotels, Motels, Resorts	741, 791	176	0.64	Per Unit	\$5,823
20	Laundry - Commercial	-	2260	8.22	Per Facility	\$74,777
21	Laundry - Dry Cleaning Only	-	275	1.00	Per Facility	\$9,099
22	Laundry - Self Service	-	114	0.41	Per Washing Machine	\$3,772
23	Medical - Dental Office	630, 720	37	0.13	Per Room/Chair	\$1,224
24	Mini Warehouse	151	275	1.00	Per Facility	
25	Nursing Home / Assisted Living Home	620, 254	177	0.64	Per Resident	\$5,856
26	Office Building - General or Multiple Tenant	710	78	0.28	Per Office Space	\$2,581
27	Office Building - Single Tenant	715	150	0.55	Per 1,000 GFA	\$4,963
28	Pharmacy / Drug Store	880, 881	42	0.15	Per 1,000 GFA	\$1,390
29	Public Offices / Library / Misc.	590	275	1.00	Per Facility	\$9,099
30	Restaurant - Fast Food with Drive Through Window	934	20	0.07	Per Occupancy Capacity	\$662
31	Restaurant - Fast Food with no Indoor Seating	935	1182	4.30	Per Facility	\$39,109
32	Restaurant - Fast Food without Drive Through Window	933	15	0.05	Per Occupancy Capacity	\$496
33	Restaurant - High Turnover Sit-Down	932	15	0.05	Per Occupancy Capacity	\$496
34	Retail Sales / Convenience Store	814, 851	275	1.00	Per Facility or Tenant Space	\$9,099
35	Schools	530, 534, 536	85	0.31	Per 1,000 GFA	\$2,812
36	Supermarket or Grocery Store	850	90	0.33	Per 1,000 GFA	\$2,978
37	Taverns, Bars, Drinking Place	936	7	0.03	Per Occupancy Capacity	\$232
38	Theaters - Indoor	759, 765	210	0.76	Per Theater	\$6,948

¹ The Minimum Connection Fee Shall Be Not Less Than 1.0 Residential Equivalent (RE)

² One Residential Equivalent (RE) is equal to 275gpd water useage.

275 gpd

³ System Development Charge (SDC) for one Residential Equivalent (RE):

\$9,099 per RE

⁴ SDC Per Unit Charge = RE Charge (\$9,099) X Base Unit Flow (1) / RE Equivalent water useage²

⁵ System Development Charge Calculation: SDC =

SDC per unit (4)	x	Total Per Unit Value (3)
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ITE Codes respresent those given in the Institute of Transportation Engineer's Trip Generation Manual, 7th generation. ITE Codes shown⁶ are examples given to help describe type of land use. Each land use category may include establishments not included in the ITE codes shown.

Water Usage History Data
And
Sewer RE Calculation

Unit Base Flow = 275 GPD

RE Calculation by Water Usage Data											
#	Name	2005 Avg Day Usage (gallons)	2006 Avg Day Usage (gallons)	2007 Avg Day Usage (gallons)	2008 Avg Day Usage (gallons)	2005 - 2008 Avg REs	Measured Units	GPD per Unit	Unit Type	Current Schedule 'A' RE Equivalent	Updated Schedule 'A' RE Equivalent
Highturnover Sitdown Restaurants											
1	Sit Down Restaurant	3768.7	5082.3	1135.3	1010.3	3.90	198	5	Occupany	16.20	10.80
2	Sit Down Restaurant	3209.2	4459.3	3186.7	4281.0	13.76	120	32	Occupany	10.08	6.55
3	Sit Down Restaurant	0.0	0.0	0.0	2502.2	9.10	377	7	Occupany	14.40	20.57
4	Sit Down Restaurant	614.8	625.0	557.4	504.1	2.09	35	16	Occupany	2.52	1.91
Average gpd per seating								15			
Restaurants with Drive thru											
1	FastFood	0.0	0.0	1541.1	1424.3	5.39	100	15	Occupany	7.92	7.36
2	FastFood	1436.6	1594.4	1840.3	3649.8	7.75	76	28	Occupany	5.76	5.60
3	FastFood	1131.2	1395.6	1051.3	633.2	3.83	76	14	Occupany	5.76	5.60
4	FastFood	1221.4	1354.6	1227.5	1065.6	4.43	65	19	Occupany	4.86	4.79
5	FastFood	1594.4	1987.8	1549.3	1303.4	5.85	72	22	Occupany	5.40	5.30
6	FastFood	1561.6	1539.0	1450.9	1489.9	5.49	72	21	Occupany	5.40	5.30
7	FastFood	1549.3	1801.3	2709.2	2045.2	7.37	72	28	Occupany	5.40	5.30
8	FastFood	1666.1	1793.2	1821.8	1808.7	6.26	114	15	Occupany	9.00	8.40
Average gpd per seating								20			
Taverns											
1	Tavern	1205.0	1664.0	1049.2	1344.4	4.78	150	9	Occupany	10.80	3.87
2	Diamond Lounge	993.9	894.6	563.6	506.2	1.94	99	5	Occupany	6.12	2.55
Average gpd per seating								7			
Medical											
1	Doctors Office	0.0	671.4	892.7	875.5	2.96	40	20	Exam Room	16.40	5.34
2	Doctors Office	155.7	1026.7	305.3	305.3	1.11	13	23	Exam Room	5.33	1.74
3	Doctors Office	1606.5	1133.3	959.1	895.6	3.62	15	66	Exam Room	6.15	2.00
Average gpd per seating								37			
Grocery Stores											
1	Grocery Store	3037.1	2983.8	3080.1	3514.6	11.47	55,347	57	GFA (1,000)	10.88	18.08
2	Grocery Store	7068.1	6164.3	6971.8	6881.6	24.62	55,187	123	GFA (1,000)	10.88	18.03
Average per Unit								90			
Discount Supermarket											
3	Grocery Outlet	4826.1	1483.7	2342.4	1854.6	6.89	25,914	73	GFA (1,000)	10.88	6.88
Average per Unit								73			
School											
1	Elementary School	4078.1	5416.3	6332.4	4805.6	18.76	40,210	128	GFA (1,000)	18.00	12.38
2	Middle School	2090.3	2244.0	1813.6	2356.7	7.73	78,725	27	GFA (1,000)	32.00	24.24
3	Middle School	879.2	862.8	819.7	834.1	3.09	81,600	10	GFA (1,000)	32.00	25.12
4	Elementary School	6939.0	10273.2	10187.1	5949.2	30.32	48,200	173	GFA (1,000)	18.00	14.84
Average gpd per student								85			

**Water Usage History Data
And
Sewer RE Calculation**

#	Name	RE Calculation by Water Usage Data				2005 - 2008 Avg REs	Measured Units	GPD per Unit	Unit Type	Current Schedule 'A' RE Equivalent	Updated Schedule 'A' RE Equivalent
		2005 Avg Day Usage (gallons)	2006 Avg Day Usage (gallons)	2007 Avg Day Usage (gallons)	2008 Avg Day Usage (gallons)						
Daycare											
1	Day Care Center	0.0	188.5	237.7	254.1	0.82	1,576	144	GFA (1,000)	63.04	1.07
2	Day Care Center	2571.9	1803.4	2176.4	1325.9	7.16	5,824	338	GFA (1,000)	232.96	3.95
3	Day Care Center	830.0	768.5	631.2	569.7	2.54	9,023	78	GFA (1,000)	360.92	6.12
Average gpd per student							187				
Churches											
1	Community Church	217.2	135.3	125.0	108.6	0.53	5,790	25	GFA (1,000)	1.00	0.58
2	Community Church	155.7	2131.3	541.0	635.3	1.61	8,940	50	GFA (1,000)	1.00	0.90
3	Community Church	73.8	38.9	100.4	65.6	0.25	9,000	8	GFA (1,000)	1.00	0.90
Average gpd per room							28				
Coffee Kiosks											
1	Coffee Stand	0.0	0.0	690.6	280.8	1.77	1	486	Facility	1.00	1.85
2	Coffee Stand	0.0	723.4	903.7	1004.2	3.19	1	877	Facility	1.00	1.85
3	Coffee Stand	0.0	135.3	166.0	182.4	0.59	1	161	Facility	1.00	1.85
Average per Unit							508				
Discount Club											
1	Discount Club Store	5891.8	6301.6	6588.5	7236.1	23.65	147,501	44	GFA (1,000)	10.80	23.60
Average per Unit							44				
Discount SuperStore											
2	Discount Superstore with Groceries	0.0	0.0	6213.5	6135.6	22.45	215,022	29	GFA (1,000)	10.80	16.19
3	Discount Superstore without Groceries	3203.1	3192.8	0.0	0.0	11.63	153,153	21	GFA (1,000)	10.80	11.53
4	Discount Superstore with Groceries	1436.6	1491.9	1512.4	1655.8	5.54	121,842	13	GFA (1,000)	10.80	9.17
Average per Unit							21				
Home Improvement Store											
5	Home Improvement Store	0.0	0.0	0.0	461.1	1.68	119,327	4	GFA (1,000)	1.00	1.49
6	Home Improvement Store	0.0	276.7	280.6	393.5	1.15	104,886	3	GFA (1,000)	1.00	1.31
Average per Unit							3.4				
Gas Stations											
1	Local Gas Station	1811.6	1573.9	752.1	864.8	2.94	1	808	Facility	1.00	2.43
2	Local Gas Station	0.0	0.0	274.6	651.7	1.68	1	463	Facility	1.00	2.43
3	Local Gas Station	969.3	838.2	875.1	258.2	2.67	1	735	Facility	1.00	2.43
Average per Unit							669				
Gas Stations with Car Wash											
1	Local Gas Station with Car Wash	0.0	0.0	2487.9	3033.0	10.04	1	2760	Facility	12.80	11.08
2	Local Gas Station with Car Wash	2903.9	3065.8	3711.3	3647.8	12.12	1	3332	Facility	18.50	11.08
Average per Unit							3046				

Water Usage History Data
And
Sewer RE Calculation

RE Calculation by Water Usage Data											
#	Name	2005 Avg Day Usage (gallons)	2006 Avg Day Usage (gallons)	2007 Avg Day Usage (gallons)	2008 Avg Day Usage (gallons)	2005 - 2008 Avg REs	Measured Units	GPD per Unit	Unit Type	Current Schedule 'A' RE Equivalent	Updated Schedule 'A' RE Equivalent
Single Office Buildings											
1	Single office building or Bank	67.6	88.1	141.4	293.1	0.54	4,363	34	GFA (1,000)	1.36	2.38
2	Single office building or Bank	262.3	332.0	356.6	825.9	1.62	4,726	94	GFA (1,000)	1.36	2.58
3	Single office building or Bank	907.8	666.0	692.7	514.4	2.53	4,300	162	GFA (1,000)	1.36	2.35
4	Single office building or Bank	397.6	705.0	520.5	645.5	2.06	1,826	311	GFA (1,000)	1.36	1.00
Average per Unit								150.02			
Auto Service Centers											
1	Auto Service Center	575.9	305.3	297.2	356.6	1.40	5	77	Stall	1.00	1.86
2	Auto Service Center	524.6	319.7	377.1	825.9	1.86	4	128	Stall	1.00	1.49
Average per Unit								102.35			
Miscellaneous											
1	Independent Car Wash	7451.3	5891.8	7676.7	6846.8	25.33	3-2		Stalls	31.30	25.70
2	Fitness Center	1159.9	2379.3	1475.5	1346.4	5.78	21,632	74	GFA (1,000)	na	5.78
3	Hardware Store	6.0	6.0	57.4	30.7	0.16	7,061	6	GFA (1,000)	1.00	0.16
4	Theater	2061.6	2157.9	2090.3	2082.1	7.63	10	210	Per Theater	na	7.63
5	Drug Store	938.6	1653.8	459.0	104.5	2.54	16,750	42	GFA (1,000)	1.00	2.54
6	Laundromat	6.0	3373.2	2912.1	3293.2	11.61	28	114	Per Machine	32.20	11.61
7											