COUNCIL WORKSHOP

November 16, 2010
5:30 p.m.

AGENDA

City of

BONNEY Lake

"Where Dreams Can Soar"

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

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 Don Lewis, Councilmember Laurie Carter, Councilmember Dan Decker, Councilmember Mark Hamilton, Councilmember Randy McKibbin 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

		Page Number
1.	**Presentation: Fennel Creek** – WSDOT Restoration/Mitigation Project - No Advance Materials Available For This Item. -	
2.	**Public Hearing: 2011-2012 Biennial Budget** *** Please Bring Your Copy of the Proposed Biennial Budget ***	
3.	**Council Open Discussion**.	
4.	**Review of Council Minutes:** November 2, 2010 Council Workshop and November 16, 2010 Council Meeting.	3
5.	**Discussion: Amendments to Nuisance Code** - No Advance Materials For This Item at Time of Publication. -	
6.	**Discussion: AB10-150 – Ordinance D10-150** – An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Updating R-1 Zoning To Allow Accessory Dwelling Units As A Conditional Use.	15
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8.	**Discussion: AB10-174 – Ordinance D10-174** – An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Amending The Eastown Subarea Element Of The Comprehensive Plan, Moving The Eastown Design Standards To The Municipal Code, And Amending The Commercial Parking Lot Landscaping Standards.	27
9.	**Discussion: AB10-169- Ordinance D10-169** – An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Adopting Ordinance No. D10-169, An Update To The City's Capital Facilities Element Of The Comprehensive Plan.	39
10.	**Discussion: (After Public Hearing Held 11/09/10) – AB10-177 – Ordinance D10-177** – Setting the Ad Valorem Tax Rate for Fiscal Year 2011.	83

11. 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.
12. 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

Audio Time Stamp ↓

Location: City Hall Council Chambers, 19306 Bonney Lake Blvd, Bonney Lake.

I. Call to Order: Mayor Neil Johnson, Jr. called the Workshop to order at 5:29 p.m.

II. Roll Call: [A1.3]

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

[Staff members in attendance were Chief Financial Officer Al Juarez, Public Works Director Dan Grigsby, Police Chief Mike Mitchell, Community Development Director John Vodopich, Community Services Director Gary Leaf, Administrative Services Director/City Clerk Harwood Edvalson, and Administrative Specialist Shawn Campbell.]

III. Agenda Items:

5:29:41

A. **Council Open Discussion:**

Bonney Lake Food Bank: Councilmember Rackley commented on a letter to the editor in the Bonney Lake Courier Herald regarding the Food Bank floor. He inquired to the safety of the floor and the building as a whole. Councilmember McKibbin asked if the rental agreement stated who was to maintain the building. Councilmember Hamilton inquired to the City's responsibility to the public if the building as a whole was unsafe. Community Services Director Leaf explained that the floor at the Food Bank is concrete and is not considered unsafe at this time. He said the building as a whole would not meet current building codes and that the Food Bank is only to use the second floor for storage. Councilmember Decker stated that the building met code when it was built. City Administrator Morrison stated that a building official has not inspected the building in several years. Mayor Johnson clarified that the Food Bank has not approached the City to do any repairs or request funds, and his understanding is that the building is safe. He asked Community Services Director Leaf to meet with Mr. Bowen and check into this issue.

Low Income Housing: Councilmember Rackley shared that a developer of a manufactured home park informed him that in order for the manufactured homes to meet the new City code regarding sprinkler systems it would cost approximately $6,000 per unit. Councilmember Carter asked how much the actual mortgage would increase. She said these homes need the fire sprinklers. Councilmember McKibbin asked about making exceptions based on mortgage prices. Councilmember Rackley said the cost is for new construction not a retro fit. Councilmember Decker asked Councilmember Rackley to check into the $6,000 figure. Councilmember Lewis said

he does not want to sacrifice safety. Councilmember Rackley will do research and report to Council.

Fennel Creek Wetlands Mitigation: Councilmember Hamilton asked if Council has interest in getting a briefing from the State on the Fennel Creek Wetlands Mitigation project. Public Works Director Grigsby stated they are building habitats, putting in new trees and adding natural vegetation. He will set up a tour for the City.

Park Board Meeting: Councilmember Carter said the Fennel Creek Trail Committee will be in attendance at the next Park Board meeting on Monday, November 6th at 6:00pm. Councilmembers could attend and learn new information about Fennel Creek.

Kelly Farm Event Center: Councilmember Carter asked for clarification on the Mayor's Newsletter regarding the Kelly Farm Event Center. Director Vodopich said staff met with the owner's representative to discuss options for connecting to the City's water system to meet fire flow requirements to the site's existing barn. The developer is proposing to use the existing barn structure as a wedding/meeting hall. Councilmember Hamilton asked if the City checks on the status of permits before extending water service. Director Grigsby stated this property is in the County and the City does not get involved in the permitting process in the County. Mayor Johnson stated the City does communicate with the County on these issues. Director Grigsby said since the property is in the City's water service area the property owners will be required to get all the proper permits and provide information to the City in regards only to the water.

Planning Commission Work Plan: Councilmember Carter asked if Council would like to add a motion to the Planning Commission Work Plan for a planning and land use change for commercial and residential compatibility. City Administrator Morrison shared that this is an outgrowth of a current part of the work plan as design standards for nightclubs. He shared several issues that are a concern. He said the City could have two basic approaches: amend all codes to add soundproofing measures; or require each builder to submit a plan for each individual property that includes soundproofing. Councilmember McKibbin suggested having developer agreements for each development. Councilmember Carter stated Council needs to consider peaceful coexistence between commercial and residential uses. She said it is not economical for property owners to have to continue renting properties due to high turnover because of noise in the area. Mayor Johnson said if Council agrees to make these changes it should be an exhaustive effort. By consensus, this item was added to the Planning Commission Work Plan.

Interim Justice Center: Councilmember Carter asked about Edward Jones occupying the second floor of the Interim Justice Center. City Administrator Morrison said that the tenant improvement cost would be too high unless Edward Jones wanted an open-air ceiling, and that signage placement was still a concern. He also stated if the City uses the IJC for employees from the Annex there will not be space to lease on the second or third floor. He asked for Council's direction on pursuing tenants or moving forward with plans for employees from the Annex occupying the space. Councilmember Rackley stated he would rather have City employees in the new building. Councilmember Hamilton said he is in support of having the employees at the IJC. He asked about revenue lost from not having a tenant in the IJC. Mayor

Johnson stated part of the cost would be recouped with not paying the lease on the modular building at the Annex. Council asked that Edward Jones be given the option to lease the Annex building. Council agreed by consensus to have the employees from the Annex move into the IJC and make the Annex building available to lease. Council asked for a tour of the IJC. The Council Workshop scheduled for November 16, 2010 Workshop will begin at 4:45pm at the IJC for a tour. Mayor Johnson asked Council for approval of the layout for the IJC dedication plaque. By consensus, Council chose to approve the larger plaque.

County Flood Control District: Councilmember Carter said the Tacoma News Tribune reported that the flood control plan will cost $725 million. She said people can attend one of the future Open Houses for more information. City Administrator Morrison attended a City Administrator's lunch where they discussed the Boundary Review Board's preliminary decision not to allow exclusions from the Flood Control District. He stated that the final vote will be on November 12, 2010, and the County is not receptive to separate zones within the district. The County said they are not sure if it is legal to have varying rates, though the County currently has varying rates for Transportation Impact Fees. City Administrator Morrison said after the final decision is made on November 12th the City has 30 days to appeal the decision which will cost $15 - 20,000 thousand. The cost may be spread between all the Cities that are part of the appeal. If the City does not appeal the cost the citizens of Bonney Lake is $1 million per year. Councilmembers Rackley and McKibbin stated they felt it was irresponsible not to appeal.

Community Events: Councilmember Carter shared there will be a Veteran's Monument Dedication ceremony on Thursday, November 7, 2010 in Buckley. Buckley Youth Center will hold a Spaghetti Feed on November 20, 2010 at 5:00pm at the Buckley Eagles. She said she attended the Bonney Lake High School drama department play and complimented them on the performance. She was a judge in the Bonney Lake Chamber of Commerce costume contest, and noted all the great costumes in the City. She attended the City of Sumner Council Meeting to listen to the public comments on the changing of the UGA for the Orting Crossing. She has a check for $100 to give to the Mayor to add to the YMCA fundraising account. Councilmember Rackely said the Bonney Lake High School had a Trick-or-Treat event for the Bonney Lake Food Bank. He attended the Bonney Lake High School football game. Mayor Johnson shared that Bonney Lake High School will have two assemblies honoring Veterans on November 9, 2010 at 7:30am and 8:30am.

Food Bank: Councilmember Carter stated the Council should start early on collecting food this year. She has challenged everyone to bring jars of peanut butter to Council Meetings. She will match every jar of peanut butter brought in. Mayor Johnson confirmed he is doing his Turkey Bowl again this year. Council agreed to not exchange gifts this year but to donate the funds locally.

Board and Commission Minutes: Councilmember Lewis requested access to the various City board and commission minutes in a timely manner. This would allow Council to be aware of items and issues going on in the City. Councilmember Rackley stated he would like to have notes from every board and commission on the City website. City Administrator Morrison stated the City recently adopted a new administrative policy regarding publication of minutes and asked to be informed if

this was not rectified after the next meeting. Mayor Johnson asked Councilmembers to let him know if they are getting timely response from City staff.

County Economic Stimulus: Councilmember McKibbin asked if the City is looking to implement a City economic stimulus plan. Deputy Mayor Swatman said developers are going to build in the most economical places and if the County provides incentives, they will chose to build in the County as opposed to inside City limits. Councilmember Carter read an article that stated developers are charging additional costs at the time of closing.

Tacoma News Tribune: Mayor Johnson said he met with Sarah Schillings, a new reporter for the News Tribune. They discussed various City events and activities.

6:43:31

B. **Review of Council Minutes:** October 19, 2010 Workshop and October 26, 2010 Regular Meeting.

Councilmember Lewis noted that on the October 19, 2010 minutes, p.3, states "20 to 40 million-dollar cost savings from having Eismann Elementary", and asked that it read "20 to 40 million-dollar cost savings from remodeling and using Eismann Elementary".

The corrected minutes were moved forward to the November 9, 2010 Meeting for Council action.

6:46:13

C. **Discussion: From Public Hearing (10/26/10) -** AB10-167 - Resolution 2080 - A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Authorizing The Mayor To Sign A Development Agreement With Swiss Sportsman's Club Of Tacoma.

Community Development Director Vodopich said this property is zoned Public Facilities. Deputy Mayor Swatman shared there are different requirements that apply to Public Facilities zones versus Commercial zones. Councilmember Hamilton said if the City sewer system was available for this property they would be required to tie into the sewer system. He also confirmed if another developer came forward that was in a similar situation the City would consider a similar agreement. Councilmember McKibbin stated the development requested to change the term from 12 to 18 months for financing reasons. Councilmember Hamilton asked about the requirement for residential property owners to tie into the City sewer system and whether there would be a similar requirement for this property. Director Vodopich stated the agreement is tightly tied to only this one shower facility. If the property owners wanted to develop anything more at a later date, they would need to tie into the City sewer if it is available. Council consensus was to forward the proposed resolution to the November 9, 2010 Meeting for action.

6:55:31

D. **Discussion:** Updated City Financial Model and Proposed 2011-2012 Biennial Budget.

Mayor Johnson presented his proposed budget to Council. City Administrator Morrison and Chief Financial Officer Juarez reviewed the financial planning model and summarized the 2011 – 2012 Biennial Budget. Mayor Johnson confirmed this budget does not address the impact of the proposed annexation.

Councilmember Carter asked if the City uses a schedule for sending out "Request for Bids" for City services such as utility billing, public defender and fleet maintenance since the City has saved significant amounts on each contract that has gone out to bid. City Administrator Morrison stated the City does not currently have such a schedule.

IV. Executive Session: None.

7:39:18 **V. Adjournment:**

At 7:39p.m. Councilmember Rackley moved to adjourn the Workshop. Councilmember Lewis seconded the motion.

Motion approved 7 – 0.

Harwood T. Edvalson, CMC City Clerk	Neil Johnson, Jr. Mayor

Items submitted to Council at the November 2, 2010 Workshop:

City of Bonney Lake – *Financial Model for 2011- 2012 Biennial Budget* – Al Juarez.
City of Bonney Lake – *Highlights Mayor's Proposed 2011-2012 Biennial Budget* – Don Morrison.
City of Bonney Lake – *Proposed Dedication Plaque for Interim Justice Center* – Don Morrison.

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Audio Time Stamp ↓

Location: City Hall Council Chambers, 19306 Bonney Lake Blvd., Bonney Lake.

I. CALL TO ORDER – Deputy Mayor Dan Swatman called the meeting to order at 7:00 p.m.

A. Flag Salute: Deputy Mayor Swatman led the audience in the Pledge of Allegiance.

B. Roll Call:
Administrative Services Director/City Clerk Harwood Edvalson called the roll. In addition to Deputy Mayor Swatman, elected officials attending were Councilmember Laurie Carter, Councilmember Dan Decker, Councilmember Mark Hamilton, Councilmember Donn Lewis, Councilmember Randy McKibbin and Councilmember Jim Rackley. Mayor Neil Johnson, Jr. was absent.

[Staff members in attendance were City Administrator Don Morrison, Public Works Director Dan Grigsby, Community Development Director John Vodopich, Chief Financial Officer Al Juarez, Police Chief Mike Mitchell, 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:

1. Announcements: None.

2. Appointments: None.

3. Presentations:

a. **Proclamation:** Great American Smoke Out.

Deputy Mayor Swatman read the proclamation aloud, which proclaims November 18, 2010 as 'Great American Smoke Out' Day in the City of Bonney Lake.

b. Planning Commission – **AB10-150 – Ordinance D10-150** – Accessory Dwelling Units in R-1 Zone as a Conditional Use.

Planning Commissioner Brad Doll said the commission developed this ordinance from a citizen's request. The commission recommends that the Council adopt the ordinance to allow accessory dwelling units (ADUs) as a conditional use in R-1 zones. Commissioner Doll said this gives property owners more flexibility and allows them to get extra income from their homes. He said no one from the public spoke at the meetings when the commisison discussed the item. Deputy Mayor Swatman said the Council would want more public input before making a decision. Councilmember

Decker said residents in his ward are disappointed that they cannot have ADUs in the R-1 zone. Director Vodopich confirmed for the Council that residents in ADUs are included in buildable lands report calculations.

c. Planning Commission – **AB10-172 – Ordinance D10-172** – Amending the Transportation Improvement Element of the Comprehensive Plan.

Planning Commission Chair Grant Sulham said the proposed ordinance corrects an inconsistency in the plan that affects the City's ability to qualify for certain grant and loan programs. He said the ordinance helps get the City's Transportation plan closer to meeting the Puget Sound Regional Council's recommendations. City Administrator Morrison said staff worked with the PSRC to help make the City eligible in the interim for grants that the PSRC oversees. He said the City has budgeted funds to update the Transportation element over the next year. Commissioner Sulham said the Planning Commission also encourages the Council to allocate funds to revise and correct inconsistencies in the Comprehensive Plan overall.

d. Planning Commission – **AB10-174 – Ordinance D10-174** – Amending the Eastown Subarea Plan Element and BLMC in regards to the Eastown Design Standards.

Planning Commission Chair Sulham said the current design guidelines conflict with zoning regulations. He said the proposed ordinance makes several changes, keeping in mind the Council's desire to encourage development. Amendments include modulated store fronts, requirements for drive-throughs, lighting restrictions, and requirements for pedestrian plazas. He said the Commission did not receive any public comments on this item.

The Council thanked the Commissioners for their input. The proposed ordinances will be discussed at the November 16, 2010 Workshop.

C. Agenda Modifications: None.

7:17:38

II. PUBLIC HEARINGS, CITIZEN COMMENTS & CORRESPONDENCE:

A. Public Hearings:

1. **AB10-177 – Ordinance D10-177** – An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Setting The Amount Of The Annual Ad Valorem Tax Levy Necessary For The Fiscal Year 2011.

Deputy Mayor Swatman opened the public hearing at 7:17 p.m. Seeing no speakers, the public hearing was closed at 7:18 p.m.

B. Citizen Comments:

Katrina Minton-Davis, 19004 107th St E, Bonney Lake, presented the City with a plaque for participating in Relay for Life as a Gold Sponsor. She recognized City staff who participate on the Relay for Life committee, particularly David Wells and

Debbie McDonald. She also thanked Chief Mitchell for providing security and the City and Council for their participation and support.

Roger Watt, 22719 SR 410 E, Bonney Lake, said he was not aware of the proposed changes to the Eastown Design Standards (Ordinance D10-174) until he saw it on the Council's agenda. He said he and other Eastown property owners would like to get the opportunity to talk about these proposed changes.

David Bowen, 22523 SR 410, Bonney Lake, said he also did not know about the proposed Eastown Design Standards changes earlier, and plans to keep a closer watch on issues affecting Eastown. He said he plans to attend future workshops and meetings so he can learn more and give input. Councilmember Decker asked how the City could better inform residents about issues. Mr. Bowen said this information is normally published in the newspaper, but it would help if the City emailed residents to let them know about issues that affect them. Councilmember Rackley said information such as Planning Commission agendas are posted online for the public. Councilmember Carter said people can also sign up to receive Council and Planning Commission agendas via email newsletters through the City website.

Director Vodopich said the proposed ordinances presented by the Planning Commission will be discussed at the November 16th Workshop. He said the amendments would be included in the bundle of Comprehensive Plan amendments to be acted on by the end of 2010, otherwise they would have to be delayed until 2011 Comprehensive Plans are adopted at the end of 2011.

C. Correspondence: None.

7:30:21 **III. COUNCIL COMMITTEE REPORTS:**

A. Finance Committee: Deputy Mayor Swatman said the committee met at 5:30 p.m. earlier in the evening and discussed personnel updates, requests for complimentary boat launch passes and proposed property taxes.

B. Community Development Committee: Councilmember Rackley said the committee met on November 1st and forwarded Resolution 2075 and Resolution 2081 to the current agenda.

C. Public Safety Committee: Councilmember Hamilton said the committee met on November 1st. Councilmember Decker discussed how the sign code relates to campaign signs. The committee spoke with Jason Wilson from Metro Animal Control about proposed revisions to the animal control contract, and recent changes to the fees and dangerous dog ordinance. Councilmember Carter suggested that the City ask lakefront property owners to post their street address on the lakeshore or docks so people on the lake know their location in case of emergencies. The committee forwarded proposed amendments to the nuisance ordinance to the November 16th Workshop for discussion.

D. Other Reports:

7:37:28

IV. CONSENT AGENDA:

A. **Approval of Corrected Minutes:** October 19, 2010 Council Workshop and October 26, 2010 Council Meeting.

B. **Accounts Payable Checks/Vouchers:** Accounts Payable checks/vouchers #59817 thru 59878 (including wire transfer # 6433216) in the amount of $133,331.44; Accounts Payable checks/vouchers #59879 thru 59883 for utility refunds in the amount of $6,510.50.

C. **Approval of Payroll:** Payroll for October 16 - 31, 2010 for checks 29395-29420 including Direct Deposits and Electronic Transfers in the amount of $568,595.47.

D. **AB10-158 – Resolution 2075 -** A Resolution of the City Council of the City of Bonney Lake, Pierce County, Washington, Authorizing the Mayor to Sign an Agreement to Amend the Agreement for Water Service With Gary and Carol Thieman.

E. **AB10-167 – Resolution 2080 -** A Resolution of the City Council of the City of Bonney Lake, Pierce County, Washington, Authorizing the Mayor to Sign a Development Agreement with Swiss Sportsman's Club of Tacoma.

F. **AB10-168 – Resolution 2081 –** A Resolution of the City of Bonney Lake, Pierce County, Washington, Awarding the North Lake Debra Jane Water Main Replacement Project to Jennings Northwest LLC.

Councilmember Rackley moved to approve the Consent Agenda. Councilmember Decker seconded the motion.

Consent Agenda approved 7 – 0.

V. FINANCE COMMITTEE ISSUES: *None.*

VI. COMMUNITY DEVELOPMENT COMMITTEE ISSUES: *None.*

VII. PUBLIC SAFETY COMMITTEE ISSUES: *None.*

7:30:15

VIII. FULL COUNCIL ISSUES:

A. **AB10-179 –** A Motion of the Bonney Lake City Council Setting a Joint Special Meeting with the Planning Commission and Design Commission for 5:30 p.m. on November 18, 2010 in the City Council Chambers.

Councilmember Lewis moved to approve AB10-179. Councilmember Decker seconded the motion.

Motion approved 7 – 0.

IX. EXECUTIVE SESSION: *None.*

7:38:33

X. ADJOURNMENT:

At 7:38 p.m., Councilmember Lewis moved to adjourn the meeting. Councilmember Rackley seconded the motion.

Motion approved 7 – 0.

Harwood Edvalson, CMC City Clerk	Neil Johnson Mayor

Items presented to Council at the November 9, 2010 Meeting: *None.*

DRAFT

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City of Bonney Lake, Washington

City Council Agenda Bill (AB)

Department/Staff Contact: CD / Heather Stinson	Meeting/Workshop Date: 16 November 2010	Agenda Bill Number: AB10-150
Agenda Item Type: Ordinance	Ordinance/Resolution Number: D10-150	Councilmember Sponsor:

Agenda Subject: Allowing ADU's in R-1 as a conditional use

Full Title/Motion: A Motion Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Updating R-1 Zoning To Allow Accessory Dwelling Units As A Conditional Use.

Administrative Recommendation:

Background Summary: In 2009 when those properties zoned R-2 on Inlet Island and the Church Lake area were downzoned to R-1, the main complaint heard by property owners in that area was that R-1 no longer allowed them to build Accessory Dwelling Units (ADU's). In May of 2010, City Council added an item to the Planning Commission workplan to consider allowing ADU's in R-1. The Planning Commission recommends that ADU's be allowed in R-1 as a conditional use only.

Attachments: Draft Ordinance; Planning Commission recommendation memo

BUDGET INFORMATION

Budget Amount	Current Balance	Required Expenditure	Budget Balance

Budget Explanation:

COMMITTEE, BOARD & COMMISSION REVIEW

Council Committee Review: Community Development Date:

Approvals:

		Yes	No
Chair/Councilmember	NAME	☐	☐
Councilmember	NAME	☐	☐
Councilmember	NAME	☐	☐

Forward to:

Consent Agenda: ☐ Yes ☐ No

Commission/Board Review: 20 Oct 2010

Hearing Examiner Review:

COUNCIL ACTION

Workshop Date(s): 9 Nov 2010

Public Hearing Date(s):

Meeting Date(s):

Tabled to Date:

APPROVALS

Director:

Mayor:

Date Reviewed by City Attorney: (if applicable):

ORDINANCE NO. D10-150

AN ORDINANCE OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, UPDATING R-1 ZONING TO ALLOW ACCESSORY DWELLING UNITS AS A CONDITIONAL USE

WHEREAS, The purpose of this ordinance is to allow for accessory dwelling units in the R-1 zone as a conditional use; and

WHEREAS, the State Environmental Policy Act was complied with through the issuance of a DNS on October 4, 2010; and

WHEREAS, the Planning Commission conducted a public hearing on October 6, 2010; and

WHEREAS, the Planning Commission issued a recommendation for passage of this Ordinance on November 3, 2010; and

WHEREAS, a letter requesting review of this ordinance by the Washington State Department of Commerce was mailed on September 7, 2010.

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

Section 1. BLMC Chapter 18.14.040 is hereby amended to read as follows:

18.14.040 Conditional uses.

The following conditional uses are permitted on a lot in this district:

A. Educational Facilities.

1. Junior high, high schools and junior colleges, public or private.

B. Commercial Uses.

1. Hospitals; provided the criteria in BLMC 18.22.040 are met.

C. Municipal offices.

D. Single-family residences, attached, on lots within subdivisions.

E. Lots with reduced dimensional requirements per BLMC 18.14.060(H) within subdivisions.

F. Accessory Dwelling Units; provided that on properties within 200 feet of a shoreline of statewide significance, the development must meet the provisions of the City's Shoreline Master Plan, and provided the criteria in BLMC 18.22.090(C) are met.

Section 2. If any portion of this Ordinance shall be invalidated by a court of competent jurisdiction, the remainder shall remain in full force and effect.

Section 3. 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 _____ day of _____, 2010.

_____
Neil Johnson, Mayor

ATTEST:

_____
Harwood T. Edvalson, CMC, City Clerk

APPROVED AS TO FORM:

_____
James J. Dionne, City Attorney

Passed:
Valid:
Published:
Effective Date:

BONNEY Lake

Community Development Department

Memo

Date : November 3, 2010

To : Mayor, City Council

From : Grant Sulham, Chair, Planning Commission

CC :

Re : **Accessory Dwelling Units as a Conditional Use in R-1**

In 2009 when those properties zoned R-2 on Inlet Island and the Church Lake area were downzoned to R-1, the main complaint heard by property owners in that area was that R-1 no longer allowed them to build Accessory Dwelling Units (ADU's). In May of 2010, City Council added an item to the Planning Commission workplan to consider allowing ADU's in R-1.

Currently Accessory Dwelling Units (ADU's) are defined by BLMC 18.04.010 as:

> A second dwelling unit either in or added to an existing single-family detached dwelling, or in a separate structure on the same lot as the primary dwelling for use as a complete, independent living facility with provision within the accessory unit for cooking, eating, sanitation, sleeping and entry separate from that of the main dwelling. Such a dwelling is an accessory use to the main dwelling. Accessory units are also commonly known as "mother-in-law" units or "carriage houses."

The requirements of ADU's are regulated by BLMC 18.22.090 which in summary require:

1. Only one ADU per lot.

2. A minimum of 300 square feet and a maximum of 1,200 square feet.

3. Shall not exceed 45 percent of the total square footage of the primary and accessory residences, excluding any related garage and stair areas.

4. Have one parking space in addition to those required by the main residence.

5. Be designed to be compatible with the existing residence.

ADU's are currently allowed in all of the residential zones except R-1 including RC-5, R-2 and R-3. They are not factored into density calculations.

The pros and cons of allowing ADU's in R-1 include the following:

Pros	Cons
- Allows property owners to house aging parents and adult children just starting out.	- Creates a situation in which all residential zones essentially become multi-family zones except in those areas with Covenants that prohibit ADU's. While this may not be a downside in and of itself, it may be perceived as such.
- Affords property owners extra income	- Potential for parking issues if not regulated.
- Provides affordable housing options	
- Helps the City meet its Comprehensive Plan and Buildable Lands housing and density goals.	
- Infill development takes advantage of existing infrastructure so new lines don't have to be extended. (i.e. does not create suburban sprawl)	
- Potential for increased revenue to the City for infrastructure maintenance and improvement	
- Has the potential for providing more affordable housing options for local workers.	
- "Landlord" resides on the premises so is more likely to maintain the property.	

In any situation where zoning allows increased density and more than one family on a lot, there is often a perception by the single-family home owners that property values will be affected negatively by the allowance of Accessory Dwelling Units. Also, the perception of rental properties is that they are not taken care of as well as those properties where the property owners reside.

In regards to the latter, there are some zoning codes that try to remedy this situation by requiring that the primary residence be occupied by the property owner. This attempts to prevent both the primary residence and ADU from being rented out, and keep the property owner on site to perform property maintenance. BLMC currently does not have this provision and that may be because this provision is difficult to enforce. The City is not informed when a property owner rents out a property.

In terms of property values, an Accessory Dwelling Unit typically increases the property value of the property that the Unit is on.

The Planning Commission finds that ADU's may be beneficial in R-1 but we are concerned with the negative impacts that an ADU might create in a single-family neighborhood. Making ADU's subject to the requirements of a Conditional Use permit gives the City the opportunity to condition site-specific issues.

In addition, the Planning Commission recognizes that the Shoreline Master Plan may be more restrictive in terms of allowing ADU's and that these regulations should be followed on properties within 200 feet of Lake Tapps.

Recommendation:

The Planning Commission recommends that the City Council adopt the attached ordinance which allows ADU's in R-1 as a Conditional Use.

City of Bonney Lake, Washington

City Council Agenda Bill (AB)

Department/Staff Contact: CD / Heather Stinson	Meeting/Workshop Date: 16 November 2010	Agenda Bill Number: AB10-172
Agenda Item Type: Ordinance	Ordinance/Resolution Number: D10-172	Councilmember Sponsor:

Agenda Subject: Planning Commission presentation of the Comprehensive Plan amendment to the Transportation Element

Full Title/Motion: An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Amending The Transportation Element Of The Comprehensive Plan.

Administrative Recommendation:

Background Summary: In 2008, the City was denied a transportation grant from Puget Sound Regional Council (PSRC) due to the fact that the Transportation Element of our Comprehensive Plan is inconsistent with our Land Use Element. Staff reviewed these elements and in discussions with PSRC concluded that it wasn't an easy fix. Most likely the City will need to hire a consultant in order to update the Transportation Element. However, due to budget constraints, the City is unable to hire a consultant to do the work at this time. As an interim measure, staff at PSRC recommended that the attached language be added to our Transportation Element showing that the City is working toward a solution. The Planning Commission is aware that this interim measure will not allow us to receive grant monies from PSRC, but will allow us to begin the grant application process.

Attachments: Draft Ordinance; Planning Commission recommendation memo

BUDGET INFORMATION

Budget Amount	Current Balance	Required Expenditure	Budget Balance

Budget Explanation:

COMMITTEE, BOARD & COMMISSION REVIEW

Council Committee Review: Community Development Date:

Approvals:

		Yes	No
Chair/Councilmember	NAME	☐	☐
Councilmember	NAME	☐	☐
Councilmember	NAME	☐	☐

Forward to:

Consent Agenda: ☐ Yes ☐ No

Commission/Board Review: 6 Oct 2010

Hearing Examiner Review:

COUNCIL ACTION

Workshop Date(s): 9 Nov 2010

Public Hearing Date(s):

Meeting Date(s):

Tabled to Date:

APPROVALS

Director:

Mayor:

Date Reviewed by City Attorney: (if applicable):

ORDINANCE NO. D10-172

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN.

WHEREAS, on May 25, 2010 the City Council adopted the Planning Commission annual work plan that included consideration of making changes to the Transportation Element of the Comprehensive Plan; and

WHEREAS, a Notice of Public Hearing was issued on September 21, 2010; and

WHEREAS, the Planning Commission conducted a public hearing on October 6, 2010; and

WHEREAS, at the October 20, 2010 Planning Commission meeting the Planning Commission recommended that the City Council update the language in the Transportation Element of the Comprehensive Plan; and

WHEREAS, SEPA has been complied with via a Determination of Non-Significance issued on October 19, 2010; and

WHEREAS, RCW 36.70A.106 requiring a 60 day review by the Washington State Department of Commerce has been complied with; and

WHEREAS, this is one of three Comprehensive Plan amendments concurrently coming before the City Council; and

WHEREAS, the criteria for amending the Comprehensive Plan set forth in BLMC § 14.140.090 are: 1) the amendments are consistent with the goals and policies of the Comprehensive Plan, 2) the comprehensive plan would remain internally consistent, 3) the amendments are consistent with the Countywide Planning Policies, 4) the amendments are consistent with the Growth Management Act, and 5) the amendments advance the public health, safety, or welfare and are in the best interest of the residents of Bonney Lake; and

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

Section 1. New language shall be added to the Transportation Element, directly following the "Employment Growth" section as follows:

Land Use Assumption Consistency

Land capacity, population, and employment growth information is found within the Land Capacity section of the Land Use Element of the Comprehensive Plan (page 3-5). Figure 3-3 of the City's Comprehensive Plan projects the population of Bonney Lake to be 27,284 by 2022. This figure was calculated by starting with the 2003 population and projecting a 4% growth rate each year until 2022. Table 6 of the Transportation Element projects the population of Bonney Lake to be 29,800 by 2025. This number was derived by taking the 27,284 figure from Figure 3-3 and assuming a 3% growth rate from 2022 to 2025. The City grew an average of 5.3% per year between 2002 and 2006 which lead to the differences in population projections with the County's projections the City's Comprehensive Plan.

The methodologies used for projecting housing units are different in the Land Use Element and Transportation Element. The dwelling units in the land use element were derived by using the methodology explained in Figure 3-2. The dwelling units in the Transportation Element were estimated by breaking down Transportation Analysis Zones (TAZ) and estimating the potential housing unit count within the City Limits within each TAZ.

Consistent with State Law (RCW 36.70A.130) and based upon the availability of funding; the City intends to update the land capacity and population growth sections throughout the comprehensive plan in conjunction with the mandated requirement to take action to review and, if needed, revise the comprehensive plan and development regulations to ensure compliance with the requirements of the Growth Management Act. Such review and revision will include, but would not be limited to an evaluation of the then current version of the Pierce County Buildable Lands Report and analysis of any 'reasonable measures' that may be necessary to rectify inconsistencies between observed and assumed densities or to resolve insufficient land capacity in accommodating future residential or employment needs. This update will result in consistent assumptions for land use, population, housing, employment, and transportation being used throughout the Comprehensive Plan

Section 2. This Ordinance concerns powers vested solely in the Council, it is not subject to referendum, and shall take effect five (5) days after its passage, approval and publication as required by law

PASSED by the City Council and approved by the Mayor this _____ day of _____, 2010.

_____

Neil Johnson, Mayor

ATTEST:

_____

Harwood Edvalson
City Clerk

APPROVED AS TO FORM:

_____

James Dionne
City Attorney

Passed:

Valid:

Published:

Effective Date:

BONNEY Lake

Community Development

Memo

Date : October 20, 2010

To : Mayor and City Council

From : Grant Sulham, Planning Commission Chair

CC :

Re : **Update of the Transportation Element of the Comprehensive Plan**

BACKGROUND

In 2008, the City was denied a transportation grant from Puget Sound Regional Council (PSRC) due to the fact that the Transportation Element of our Comprehensive Plan is inconsistent with our Land Use Element. Staff reviewed these elements and in discussions with PSRC concluded that it wasn't an easy fix. Most likely the City will need to hire a consultant in order to update the Transportation Element. However, due to budget constraints, the City is unable to hire a consultant to do the work at this time.

As an interim measure, staff at PSRC recommended that the attached language be added to our Transportation Element showing that the City is working toward a solution. The Planning Commission is aware that this interim measure will not allow us to receive grant monies from PSRC, but will allow us to begin the grant application process.

Recommendation:
The Planning Commission recommends that the City Council adopt the attached draft ordinance which updates the Transportation Element of the City's Comprehensive Plan.

In addition, the Planning Commission recommends that City Council consider providing funds for a Transportation consultant in the current budget cycle to ensure eligibility for PSRC grant funds in the future.

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City of Bonney Lake, Washington

City Council Agenda Bill (AB)

Department/Staff Contact: CD / Heather Stinson	Meeting/Workshop Date: 16 November 2010	Agenda Bill Number: AB10-174
Agenda Item Type: Presentation	Ordinance/Resolution Number: D10-174	Councilmember Sponsor:

Agenda Subject: Planning Commission presentation of Comprehensive Plan amendment to the Eastown Subarea Plan element and BLMC in regards to the Eastown design standards.

Full Title/Motion: An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Amending The Eastown Subarea Element Of The Comprehensive Plan, Moving The Eastown Design Standards To The Municipal Code, And Amending The Commercial Parking Lot Landscaping Standards.

Administrative Recommendation:

Background Summary: The design standards currently in the Eastown Comprehensive Plan element are problematic because they are in the Comp Plan and not the development regulations. The draft ordinance takes them out of the Comp Plan and adds them to the municipal code. In addition, preliminary meetings with developers revealed that the current design standards may prohibit some businesses that the City would like to see in Eastown from coming to the City. Some of the design standards are proposed to change, specifically the standard that prohibits parking between SR 410 and a building.

Attachments: Draft Eastown subarea element; Planning Commission recommendation memo

BUDGET INFORMATION

Budget Amount	Current Balance	Required Expenditure	Budget Balance

Budget Explanation:

COMMITTEE, BOARD & COMMISSION REVIEW

Council Committee Review: Community Development Date:

Approvals:

		Yes	No
Chair/Councilmember	NAME	☐	☐
Councilmember	NAME	☐	☐
Councilmember	NAME	☐	☐

Forward to:

Consent Agenda: ☐ Yes ☐ No

Commission/Board Review: 6 Oct 2010

Hearing Examiner Review:

COUNCIL ACTION

Workshop Date(s): 9 Nov 2010

Public Hearing Date(s):

Meeting Date(s):

Tabled to Date:

APPROVALS

Director:

Mayor:

Date Reviewed by City Attorney: (if applicable):

ORDINANCE NO. D10-174

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING THE EASTOWN SUBAREA PLAN AND ADOPTING THE EASTOWN DESIGN STANDARDS BY REFERENCE INTO THE BONNEY LAKE MUNICIPAL CODE AND UPDATING THE LANDSCAPING REQUIREMENTS FOR PARKING LOTS

WHEREAS, on May 25, 2010 the City Council adopted the Planning Commission annual work plan that included consideration of making changes to the Eastown Plan; and

WHEREAS, a Notice of Public Hearing was issued on September 21, 2010; and

WHEREAS, the Planning Commission conducted a public hearing on October 6, 2010; and

WHEREAS, at the October 20, 2010 Planning Commission meeting the Planning Commission recommended that the City Council update the language in the Eastown Subarea Plan; and

WHEREAS, SEPA has been complied with via a Determination of Non-Significance issued on October 19, 2010; and

WHEREAS, RCW 36.70A.106 requiring a 60 day review by the Washington State Department of Commerce has been complied with; and

WHEREAS, this is one of three Comprehensive Plan amendments concurrently coming before the City Council; and

WHEREAS, the criteria for amending the Comprehensive Plan set forth in BLMC § 14.140.090 are: 1) the amendments are consistent with the goals and policies of the Comprehensive Plan, 2) the comprehensive plan would remain internally consistent, 3) the amendments are consistent with the Countywide Planning Policies, 4) the amendments are consistent with the Growth Management Act, and 5) the amendments advance the public health, safety, or welfare and are in the best interest of the residents of Bonney Lake; and

WHEREAS, the proposed integration of the Eastown Design Standards into the Bonney Lake municipal code makes the plan more enforceable.

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

Section 1. A new section 18.33 shall be added to Title 18, Zoning to read as follows:

Chapter 18.33
Eastown Development Standards

Sections:

18.33.010 Document adopted by reference.

18.33.010 Document adopted by reference.

The city hereby adopts by reference the Eastown Development Standards, section 7 of the Eastown Subarea Plan. These standards shall have the same force and effect as if they were published in full in this municipal code. The city clerk shall sign and file with the adopting ordinance codified in this chapter a copy of the Eastown Development Standards adopted by reference herein and shall also file and maintain in the city clerk's office at least one copy of such standards in the form in which they were adopted for use and examination by the public.

Section 2. The Eastown Future Road Network map (Figure 6) shall be replaced with Attachment A of this ordinance.

Section 3. Private Roadway Section – Option A (Figure 8) shall be eliminated.

Section 4: Figure 9 shall be retitled to read "Private Roadway Section."

Section 5: The Eastown Preliminary Sewer Design (pg. 45) shall be replaced with Attachment B of this ordinance.

Section 6: Section 7 of the Eastown Development Standards shall be removed from the comprehensive plan and modified as follows:

Eastown Development Standards

Land use and development standards provide for coordinated site development which is a crucial element in the creation of a commercial district with interconnected parking, complementary site design, and a logical infrastructure. The standards incorporated in this plan builds upon the goals and policies established in the Community Character and Design Element of the Bonney Lake Comprehensive Plan. Minor variations may be permitted to allow for topographic constraints, flexibility for coordinated design, and creativity.

1. Site Design

All ~~requirements of Chapter 18.29, Combined Retail Commercial, Warehousing and Light Manufacturing District (C2/C3)~~ applicable zoning shall be met, except as modified in this Plan.

1. All site plans shall include sufficient detail to determine compatibility with development already situated in the area and future development on adjacent undeveloped parcels.
~~2. Development of parcels fronting on SR 410 must locate buildings adjacent to the edge of the proposed future right-of-way.~~
~~3. At least 50 percent of building façades facing SR 410 must be glazed.~~
2~~4~~. Commercial sites divided into outlying pads for small tenants must be configured to ensure that buildings create a strong street edge.

~~*7.2 Setbacks from Right-of-Way*~~

~~1. Minimum building setback from SR 410 or proposed future right-of-way of SR 410: 4 feet (to be additional sidewalk width).~~

~~2. Minimum building setback from other public/private roads: 0 feet.~~

~~3. The setback area between the building and the edge of the future right-of-way must be developed with landscaping, a widened sidewalk or other pedestrian-friendly features. In no case can the area be utilized for improvements that could create a barrier between the building and the sidewalk or create an unsightly pedestrian environment.~~

23 ~~Coordinated~~ Site Planning

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

2. Lighting:

Lighting shall comply with the following:

a. Lighting levels shall not spill onto adjacent properties.

b. Lighting shall be provided in all loading, storage, and circulation areas, but shall incorporate cut-off shields to prevent off-site glare.

c. Lighting standards shall not reduce the amount of landscaping required for the project.

3. Drive-through facilities:

Drive-through facilities, such as banks, cleaners, fast food, drug stores and service stations, etc., shall comply with the following:

a. Drive-through windows and stacking lanes are not encouraged along facades of buildings that face a right-of-way. If they are permitted in such a location, then they shall be visually screened from such street by Type III landscaping and/or architectural element, or combination thereof; provided, such elements reflect the primary building and provide appropriate screening.

b. The stacking lane shall be physically separated from the parking lot, sidewalk, and pedestrian areas by Type III landscaping and/or architectural element, or combination thereof; provided, such elements reflect the primary building and provide appropriate separation. Painted lanes are not sufficient.

c. Drive-through speakers shall not be audible off-site

3.4 Parking

1. Site plans shall provide information on how proposed developments relate to the planned roadway network.
2. Commercial developments shall provide coordinated internal circulation and connected parking facilities.
2. All new development shall accommodate joint use of driveways.
3. New driveways shall be spaced as specified in the Access Management chapter of the Eastown Development Plan.
4. Well-defined walkways must be designed into all parking lots containing over 100 cars. At least one walkway must be provided for every four rows of parking. Interconnections between walkways should be provided to create safe walking conditions throughout the parking lot.

5. ~~Sites should be designed to avoid the appearance of domination by automobiles. This may be achieved by:~~
   ~~a) placing berms and landscaping or architecturally treated walls between the street and the parking lot where adjacent to roadways;~~
   ~~b) incorporating clusters of existing trees and vegetation within parking areas;~~
   ~~c) locating parking lots behind buildings;~~
   ~~d) designing lots into smaller interconnected areas rather than large, single-use lots.~~
6. On parcels fronting SR 410, ~~no parking shall be located between the building and the front property line. On corners, no parking shall be located between the building and either of the two front property lines.~~ the area between the building and front property line shall be limited to required frontage improvements, landscape buffers and a maximum of two rows of parking stalls that must be devoted to customers and / or employees and must include a 20 foot drive aisle.
7. Multifamily developments shall provide visitor parking at a ratio of one visitor parking space per five dwelling units. This parking may be accomplished by designating visitor spaces within a parking lot or by creating on-street parking on private internal roads.
8. Bicycle parking must be provided in all new parking lots. A minimum of one bicycle parking space per ten vehicle spaces must be provided, with a maximum ten bicycle stalls per parcel. Bicycle parking areas should be:
   a) located in a covered, secure area;
   b) accessible by means other than stairs;
   c) separated from vehicle parking areas by physical barriers such as bollards, posts, or landscaping;
   d) located adjacent to each building within a multi-building complex.

4.~~5~~ Pedestrian Circulation

1. Pedestrian walkways must provide direct and convenient connections between all roadways, parking lots and building entrances.
2. Pedestrian and bicycle linkage shall be provided between adjacent developments.
3. Internal sidewalks must extend to property lines to assure pedestrian connections between adjacent developments.

5.~~6~~ Landscaping and Tree Retention

All projects must comply with Chapter 16.12 Land Clearing and Landscaping of the City of Bonney Lake Municipal Code ~~except as modified in this plan.~~

~~1. Areas between the building and street shall be landscaped. Landscaping between the street and parking areas must be bermed or designed in such a manner as to obscure development from the street.~~
~~2. Trees and other landscape features shall be used in parking areas to promote pedestrian safety, provide shade, and reduce visual impacts of large parking areas and buildings.~~
   ~~a) Parking lots containing over 20 stalls shall have a minimum of one interior tree for every six parking stalls;~~
   ~~b) Trees shall be evenly distributed between parking rows or stalls throughout the parking lot;~~
   ~~c) Trees shall be planted in landscape islands that are a minimum of six feet wide and no more than two feet shorter than the length of the adjacent stall.~~

6.~~7~~ *Building Design*

~~1. The front façade of all buildings immediately adjacent to the street right-of-way shall be oriented toward the street.~~

1~~2~~. Development over five acres shall provide a plaza or other exterior gathering space equivalent to at least 5% of the overall acreage of the site. The plaza design must include gathering areas with benches or seating spaces, landscaping and trash receptacles.

2~~3~~. Buildings located on a corner are encouraged to incorporate special architectural elements.

3. Multi-story commercial buildings and commercial buildings wider than 100 feet (measured along walls adjacent to streets and / or front entrances) shall include at least three of the following articulation features along all facades at intervals of no more than 60 feet:

a) Providing building modulation of at least 2 feet in depth and 4 feet in width.

b) Repeating distinctive window patterns at intervals less than the articulation interval.

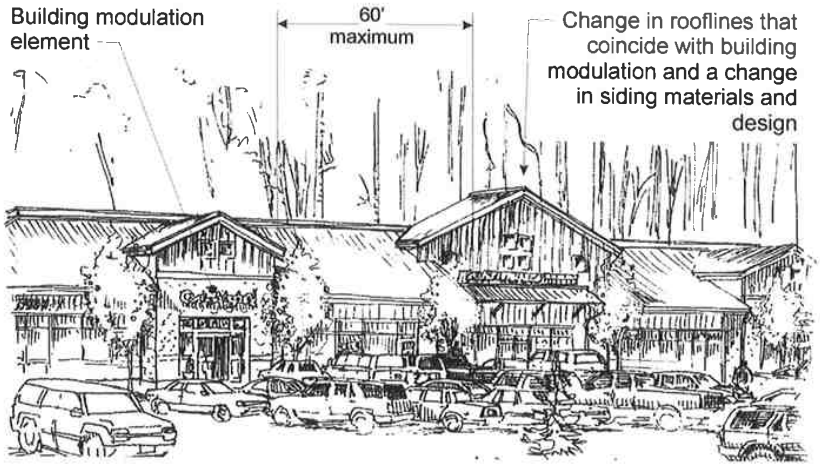
c) Providing a covered entry or separate weather protection feature for each articulation interval.

d) Change of roofline.

e) Changing materials and/or color with a change in building plane.

f) Providing lighting fixtures, trellis, tree, or other landscape feature within each interval.

g) Other methods that meet the intent of the standards as approved by the *Director*.



4. All residential buildings and residential portions of mixed-use buildings shall include at least three of the following modulation and/or articulation features at intervals of no more than 30 feet along all facades facing a street, common open space, and common parking areas:

a) Repeating distinctive window patterns at intervals less than the required interval.

b) Vertical building modulation. Minimum depth and width of modulation is 18 inches and 4 feet (respectively) if tied to a change in color or building material and/or roofline modulation. Otherwise, minimum depth of modulation is 10 feet and minimum width for each modulation is 15 feet. Balconies may not be used to meet modulation option

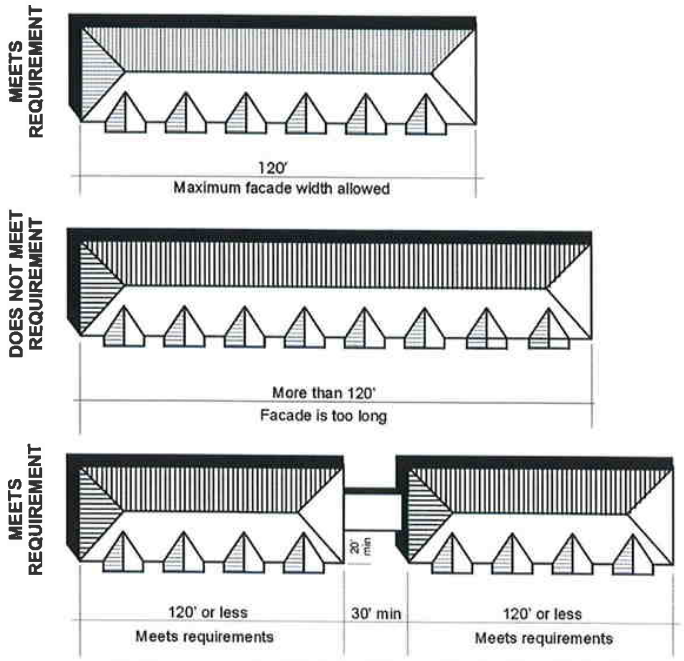
unless they are recessed or projected from the façade and integrated with the building's architecture as determined by the Director. For example, "cave" balconies or other balconies that appear to be "tacked on" to the façade will not qualify for this option

Cave balconies (left) and tack-on balconies (right) such as these will not qualify as vertical building modulation.

c) Horizontal modulation (upper level step-backs). To qualify for this measure, the minimum horizontal modulation shall be 5 feet.

d) *Articulation* of the building's top, middle, and bottom. This typically includes a distinctive ground floor or lower floor design, consistent *articulation* of middle floors, and a distinctive roofline.

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



This buildings exceeding 120 feet in width along the street front, but is divided by a 30-foot wide *modulation* of the exterior wall, so that the maximum length of a particular *façade* is 120 feet or less. Such *modulation* must be at least 20 feet or deeper and extend through all floors.

6. Multiple building commercial developments are encouraged to employ a variety of colors, building materials, and architectural treatments to reduce monotony.

7.~~8~~ *Environmental Protection*

All development in Eastown must comply with the standards set forth in Title 16 of the City of Bonney Lake Municipal Code.

Section 7. BLMC 16.14.100 shall be amended to read as follows:

16.14.100 Parking lots.

~~Parking areas accommodating five or more cars shall have:~~ Interior parking lot landscaping. Landscaping is required within parking lots to provide shade, reduce pavement heat gain and adjacent building heating during the summer, and soften the appearance of large paved areas.

A. ~~Type III buffers installed along interior, non-street property lines when the adjoining property is not also devoted to parking;~~ Minimum area of landscaping. A minimum of 10 percent of the total off-street parking area shall be landscaped with trees, shrubs, and groundcover; except that this requirement may be reduced during Design Review where it is determined that the specific proposed landscape design will better achieve the intent of this Subsection. The perimeter landscaping required by Subsection C.5 shall not be considered part of the required parking lot landscaping.

B. ~~At least five percent of their surface area, including maneuvering areas but excluding Type III buffer areas, devoted to Type IV buffers to provide tree canopy, improve appearance, and reduce stormwater runoff; and~~ Shading requirement. Canopy trees shall be provided throughout the parking area at the equivalent of one tree for every four spaces, to provide shade. The required trees may be clustered if approved during Design Review.

C. ~~Sufficient number, species, and distribution of trees in Type III and Type IV buffers that, upon maturity, tree canopy shall cover at least 30 percent of parking and maneuvering areas, not counting receiving and refuse areas.~~ Planter dimensions. Planters with trees shall have a minimum interior dimension of five feet by five feet. All ends of parking lanes shall be separated from drive aisles by landscaped islands. Diamond shaped landscaped areas shall not be permitted. See Figure 16-1 for appropriate planter designs.

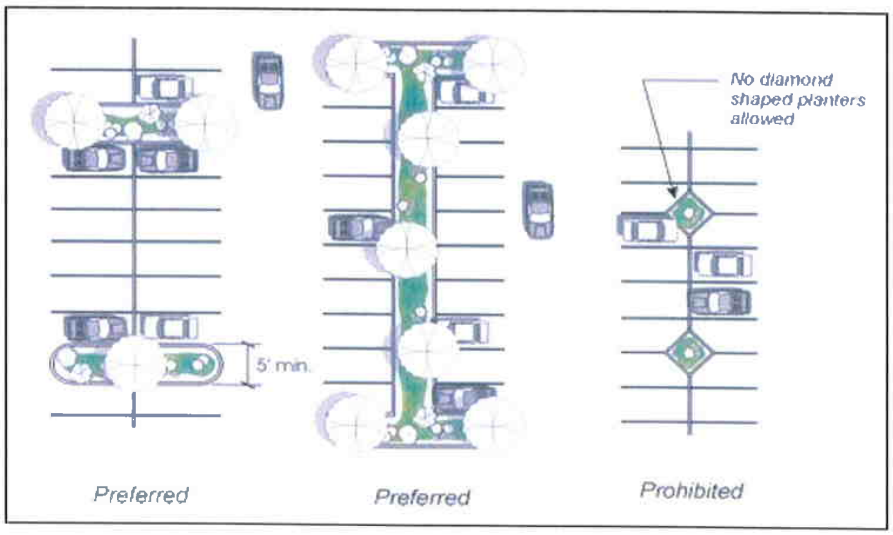


Figure 16-1. Parking Lot Planter Areas

D. Larger projects. Parking lots with more than 150 spaces shall provide a concentration of landscape elements at primary entrances, including specimen trees, flowering plants, enhanced paving, and project identification.

Section 8. This Ordinance concerns powers vested solely in the Council, it is not subject to referendum, and shall take effect five (5) days after its passage, approval and publication as required by law

PASSED by the City Council and approved by the Mayor this _____ day of _____, 2010.

_____

Neil Johnson, Mayor

ATTEST:

_____

Harwood Edvalson
City Clerk

APPROVED AS TO FORM:

_____

James Dionne
City Attorney

Passed:

Valid:

Published:

Effective Date:

BONNEY Lake

Community Development

Memo

Date : October 20, 2010

To : Mayor and City Council

From : Grant Sulham, Planning Commission Chair

CC :

Re : **Eastown Subarea Plan**

BACKGROUND

The Eastown Subarea Plan currently makes up one of the ten elements of the City's Comprehensive Plan. Section 7 of the Eastown Subarea Plan contains design guidelines that are supposed to be required of developments in Eastown. Enforcing these design guidelines has been problematic in part because they conflict with zoning regulations but also because case law has clarified that it is zoning regulations and not Comprehensive Plan design guidelines that developers are legally bound to abide by. It is for this reason that the attached draft ordinance proposes to remove Section 7 of the Eastown Element of the Comprehensive Plan and place these guidelines in the municipal code instead. Since the Downtown Design guidelines are also contained in the municipal code, an additional benefit of moving the Eastown guidelines is that administration of Design Standards generally more efficient.

In addition to moving the Eastown design guidelines to the municipal code, the relevance of the design guidelines themselves was considered. The current design standards don't allow for any parking between SR 410 and any buildings in Eastown. This requirement had the possibility of precluding some development that might be desirable in Eastown such as big box retailers and vehicle sales lots. The attached draft allows some parking between SR 410 and buildings built in this area. It also allows for vehicle sales but precludes the "sea of parking" aesthetic.

The attached draft ordinance also adds some design requirements that aren't represented in the current guidelines. Among these are:

1. Design modulation for large scale buildings that break up long, large walls.
2. Drive- thru uses are allowed (as is currently the case), but the drive-thru lanes adjacent to any right of way are discouraged but require extra landscaped screening if built.
3. Adds a minimum requirement for visitor parking in multi-family developments.
4. Adds some minimum lighting requirements.
5. Adds a minimum size to the currently required pedestrian plaza for sites over 5 acres in size.

In addition, the attached draft ordinance eliminates the specific landscaping requirements of the Eastown Design Standards and updates the municipal code in regards to landscaping required in all commercial parking lots. Currently the requirement is that at maturity, 30% of parking and maneuvering areas in commercial parking lots must be covered by tree canopy. It's a difficult requirement to meet for developers and administer for staff. The proposed replacement language provides a ratio requirement of 1 tree per four parking spaces. The proposed changes would apply to the entire city.

The Commission understands that the original vision of Eastown was more light industrial in nature. The design changes recommended by the attached memo don't prevent industrial parks or industrial uses. If Council has ideas about limiting the kinds of uses in Eastown, it may better be addressed by zoning use regulations rather than design elements.

In addition to the above, the attached maps represent proposed replacements of the existing maps. The proposed Future Road Network map more closely reflects where existing development plans are building roads in Eastown as well as comments that we've received from Developers and our legal department about the feasibility of the placement of roads.

The attached proposed Sewer map reflects the most current proposed City construction of a sewer system in Eastown.

In discussing Eastown versus Midtown, the Commission felt that while Eastown was originally intended to be more light industrial in nature, the interest from developers appears to be going more in the direction of big box retail. With the location of SR 410 bisecting both Midtown and Eastown, neither area is anticipated to be pedestrian oriented adjacent to SR 410 but in both areas there are opportunities for pedestrian-friendly areas internal to overall site development.

In addition, with the change in land-use designation of the WSU Forest, the Commission is concerned that development could occur in this area in the next year without any design regulations. While we feel that a separate Midtown Plan is important, it wouldn't be adopted until fall of 2011 which may be too late to apply to development in the WSU commercial area.

Recommendation:
The Planning Commission recommends that the City Council adopt the attached draft ordinance and that the design regulations should also apply to Midtown until a Midtown Plan can be adopted next year.

City of Bonney Lake, Washington

City Council Agenda Bill (AB)

Department/Staff Contact:	Meeting/Workshop Date:	Agenda Bill Number:
Exec / Don Morrison	16 November 2010	AB10-169
Agenda Item Type:	**Ordinance/Resolution Number:**	**Councilmember Sponsor:**
Motion	D10-169	

Agenda Subject: Capital Facilities Element of the Comprehensive Plan

Full Title/Motion: A Motion Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Adopting Ordinance No. D10-169, An Update To The City's Capital Facilities Element Of The Comprehensive Plan. .

Administrative Recommendation: Approve

Background Summary: The Capital Facilities Element of the Comprehensive Plan is a state mandated element of GMA under RCW 36.70A.070(3). In the past the City met its GMA requirement for a Capital Facilities element by adopting a short 2 page element entitled "Other Capital Facilities". Unfortunately, the element did not address general government capital facilities, just those adopted by referenced in the utility and transportation plans, etc. Accordingly, a major thrust of this new Capital Facilities Element is to not only readopt the related capital plans of the City by reference, but to more specifically address the capital facilities needs of the City that are not addressed in the other adopted plans of the City, as well as address other specific elements required to be addressed in a capital facilities element.

Attachments: Transmittal Memo, Proposed Ordinance, Proposed Plan

BUDGET INFORMATION

Budget Amount	Current Balance	Required Expenditure	Budget Balance

Budget Explanation: NA

COMMITTEE, BOARD & COMMISSION REVIEW

Council Committee Review:

Date:

Approvals:

		Yes	No
Chair/Councilmember	NAME	☐	☐
Councilmember	NAME	☐	☐
Councilmember	NAME	☐	☐

Forward to:

Consent Agenda: ☐ Yes ☐ No

Commission/Board Review: Planning Commission conducted a public hearing on October 6, 2010; and considered the Plan at its October 20th meeting. The PC voted to forward the Plan without recommendation due to the time constraints and the various capital faciltiy issues that would be better addressed directly by Council

Hearing Examiner Review:

COUNCIL ACTION

Workshop Date(s): Public Hearing Date(s):

Meeting Date(s): Tabled to Date:

APPROVALS

Executive Department

Memo

Date : November 10, 2010

To : Mayor and City Council

From : Don Morrison, City Administrator

Re : **Capital Facilities Element update**

BACKGROUND

The Capital Facilities Element of the Comprehensive Plan is a state mandated element of GMA under RCW 36.70A.070(3). In the past the City met its GMA requirement for a Capital Facilities element by adopting a short element entitled "Other Capital Facilities". As stated on page 8-1 of the Other Capital Facilities element, "The Transportation Element, Parks Element, Utilities Element, and this Other Capital Facilities Element are hereby defined to collectively constitute the GMA-required Capital Facilities Element". Thus, other elements containing capital facilities components were adopted by reference. Unfortunately, no element addressed general government capital facilities, such as city hall, the public works maintenance shops, the public safety building, etc. Accordingly, the intent of the new Capital Facilities Element was to not only again adopt the related capital plans by reference, but to more specifically address the capital facilities needs of the City that were not addresses in the other adopted plans of the City, as well as address other specific elements required to be addressed in a capital facilities element.

The attached Capital Facilities Element is intended to replace the "Other Capital Facilities" element and otherwise more fully meet the requirements of the Growth Management Act. Due to cutbacks in available consultant funds, for budgetary reasons the Capital Facilities Element was drafted primarily by myself.

RCW 36.70A.320 presumes that comprehensive plans adopted by Council under the GMA are valid upon adoption. Any challenge to their validity would be made to the Growth Management Hearings Board. However, as required, the draft Capital Facilities Element (CFE) was submitted to the Washington State Department of Commerce for review and comment.

The Commerce Department planner assigned to review the CFE acknowledged in her comment letter that the Capital Facilities Element essentially met the requirements of the Growth Management Act. She did, however, suggest some additional detail be added to the document: "*However this element needs some additional detail to demonstrate that adequate capital facilities have been planned for, to ensure that citizens can readily access the information, and understand what the needs are over the*

planning period." In a conversation with the City Administrator, Commerce suggested adding into the CFE (as an appendix or otherwise) the 6 year financial model and CIP sheets, plus the project pages from all of the city's various adopted capital plans so that citizens reading the document would not have to go back to the various other adopted plans to better understand the capital projects of the City. As explained to the planner, while such an approach certainly makes it easier for a reader, it may also give a false impression. Since the capital plans of the City that have been adopted by reference are active plans, subject to regular review and update (e.g. Biennial Budget, CIP, TIP, etc.), if the 2010 version of those plans were incorporated into the Capital Facilities Element, it would become obsolete in as little as a few weeks when the Council adopts a new 2011-2012 biennial budget. The CFE may not be updated again for another 5 years, so the City Administrator recommends simply adopting the various capital plans by reference as amended. While a few cities include a full list of capital projects in their capital facility elements, the vast majority simply adopt the various capital plans of the City by reference, as has been the practice of the City of Bonney Lake.

In summary, the Capital Facilities Element update adds information to the Comprehensive Plan about City owned facilities and projects, and adopts the most recent versions of the various capital plans of the City by reference, including the Sumner, White River and Dieringer District Capital Facilities Plans.

Given the policy and financial nature of the capital facilities element, the Planning Commission chose not to formally make a recommendation on the Capital Facilities Plan, but rather leave that determination to the Council.

ORDINANCE NO. D10-169

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, REPLACING THE "OTHER CAPITAL FACILITIES" ELEMENT OF THE COMPREHENSIVE PLAN WITH AN ELEMENT ENTITLED "CAPITAL FACILITIES".

WHEREAS, in compliance with the Washington State Growth Management Act, Chapter 36.70A RCW, the City of Bonney Lake has adopted a Comprehensive Plan and has amended the plan on several occasions since that time; and

WHEREAS, the Growth Management Act requires the adoption of a Capital Facilities Element as a component of the Comprehensive Plan; and

WHEREAS, RCW 82.02.090(9) defines system improvements for impact fee purposes as those public facilities that are included in the capital facilities element of the comprehensive plan of the City; and

WHEREAS, on May 25, 2010 the City Council adopted the Planning Commission annual work plan that included consideration of adopting a Capital Facilities Element; and

WHEREAS, a Notice of Public Hearing was issued on September 21, 2010; and

WHEREAS, the Planning Commission conducted a public hearing on October 6, 2010; and

WHEREAS, at the October 20, 2010 Planning Commission meeting the Planning Commission forwarded the Capital Facilities Element to the City Council for consideration; and

WHEREAS, SEPA has been complied with via a Determination of Non-Significance issued on October 19, 2010; and

WHEREAS, RCW 36.70A.106 requiring a 60 day review by the Washington State Department of Commerce has been complied with; and

WHEREAS, the capital facilities element is one of three Comprehensive Plan amendments concurrently coming before the City Council;

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

Section 1. Adoption of Capital Facilities Element. The "Other Capital Facilities" Element, otherwise known as Chapter Eight (8) of the City's Comprehensive Plan, is hereby replaced with the Capital Facilities Element attached as Exhibit A, and incorporated herein by this reference as if set forth in full.

Section 2. Amendments to Replace and Supersede. The City of Bonney Lake Capital Facilities Element specifically, and the Comprehensive Plan generally, is amended by these changes and all such changes are intended to replace and supersede all pertinent sections of the Capital Facilities Element and other adopted capital plans of the City that are or may be inconsistent with the amendments contained herein. If there are any conflicts with other earlier plans or adopting ordinances, the provisions of this ordinance shall apply.

Section 3. Transmittal to State. Pursuant to RCW 36.70A.106, this Ordinance shall be transmitted to the Washington Department of Commerce as required by law.

Section 4. Severability. The provisions of this ordinance are declared separate and severable. If any section, paragraph, subsection, clause or phrase of this ordinance is for any reason held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this ordinance.

Section 5. Effective Date. This Ordinance, concerning matters set out in RCW 35A.11.090, is not subject to referendum, and shall take effect five (5) days after its passage, approval and publication as required by law.

PASSED by the City Council and approved by the Mayor this _____th day of _____ , 2010.

_____
Neil Johnson, Jr.
Mayor

ATTEST:

_____

Harwood T. Edvalson
City Clerk, CMC

APPROVED AS TO FORM:

_____

James Dionne
City Attorney

Passed:

Valid:

Published:

Effective Date:

Capital Facilities Element

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The purpose of the Capital Facilities Element of the Comprehensive Plan is to provide adequate public facilities which:

1. Address past deficiencies and anticipate growth needs;
2. Achieve acceptable levels of service;
3. Use fiscal resources efficiently; and
4. Meet realistic timelines.

Overview

One of the more challenging aspects in managing growth is ensuring that needed public facilities are available when growth occurs. The implementation of a well-defined capital facilities plan will help realize Bonney Lake's vision of a well-planned city. The ultimate full development of the Land Use Plan is contingent on the development of needed infrastructure in a timely and orderly fashion. This chapter replaces the previous Chapter 8 of the Comprehensive Plan entitled "Other Capital Facilities".

The purpose of this element is to demonstrate that all capital facilities serving Bonney Lake have been addressed and that capital facility planning has been, and continues to be, conducted for all capital facilities. This element contains the following information, whether addressed herein or in other capital related plans that are adopted by reference:

- An inventory of existing public capital facilities;
- A forecast of future needs;
- The potential location of new capital facilities;
- A financing plan and sources of funding; and,
- A process by which to achieve balance among needed facilities, appropriate levels of service, and financial capability.

This capital facilities element incorporates and serves as a reference to all of the various capital facility plans, comprehensive plans, capital improvement and investment programs, capital budgets, inventories, and studies that together represent the planning and financing mechanisms required to serve the capital facility needs of Bonney Lake.

Bonney Lake owns and manages a number of capital facilities including its roads, stormwater facilities, sidewalks/trails, parks, water and sewer lines, administrative and maintenance, as well as a variety of other maintenance facilities. In addition to facilities owned and managed by Bonney Lake, there are a number of publicly-owned capital facilities managed by other entities which provide for some of Bonney Lake's public capital facility needs. These include, but are not limited to: schools, libraries, fire stations, wastewater treatment (offsite); water supply and distribution, public transit and park-and-ride facilities.

Planning decisions made regarding these facilities are made by the responsible governing bodies. These decisions include the construction of new facilities, improvements to existing facilities, the levels of service provided by those facilities, and the sources of revenues and financing of needed facilities. Such decisions also recognize the evolving and adaptive role of technology in the provision of capital facilities.

Despite the fact that Bonney Lake doesn't manage all capital facilities in the city, the city does have a significant influence on capital facilities planning and development by its authority to regulate land uses and the requirement to adopt a comprehensive plan. In addition, the state, through the Growth Management Act (GMA), requires Bonney Lake to demonstrate that the capital facilities serving Bonney Lake have been considered and that planning is done in a coordinated and comprehensive fashion.

This element is divided into seven sections: Capital Facilities Inventory, Capital Facilities Needs, Level of Service, Financing Mechanisms and Revenue Sources, Reassessment of Land Use Element, and Essential Public Facilities (EPF).

EPF policies are a state requirement and placed in the Capital Facilities Element for convenience only. They are not intended to be subject to any of the general capital facilities policies or discussions. EPF policies contained here are expressly responding to a separate GMA mandate to identify and site essential public facilities.

Transportation facilities are referred to in this element as part of the inventory of capital facilities. However, greater detail including an inventory of streets, non-motorized transportation facilities (sidewalks, trails, and bike lanes), and public transit facilities, is contained in the Transportation Element of the Comprehensive Plan, and in the adopted Non-motorized Transportation Plan.

Capital facilities belonging to privately owned utilities serving Bonney Lake (electrical, natural gas, liquid or other gas pipelines and telecommunication) are addressed in the Utilities Element of the Plan.

Capital Facilities Inventory

The following is a summary inventory of principal capital facilities providing services within the City of Bonney Lake.

Facilities	*Inventory Description*	*Related Plan*
Water	The City of Bonney Lake owns and operates a public water system within its corporate boundaries, within portions of unincorporated Pierce County, and within portions of the corporate boundaries of the City of Auburn. The WA Department of Health classifies the system as a Type Group A - Community - Public Water System. The City provides to approximately 12,500 customer connections, or 13,500 equivalent residential units (ERU), within the City's water service area (WSA), which extends beyond the city limits. The city limits comprise an area of approximately 6.7 square miles and the water service area is approximately 25 square miles. The City serves a population of nearly 17,000 within the City Limits and a population of more than 33,000 system-wide. The City's water supply consists of two well fields and two spring sources. The City also operates a water treatment system to treat the water from the Ball Park Well. System storage capacity is provided by five water tanks that have a total capacity of 25.7 million gallons (MG). In addition, the Bonney Lake water system has four major pressure zones with 26 pressure reducing stations, 5 booster pump stations, and more than 199 miles of water main. The City also has a long term water supply contract with the Tacoma Public Utility (TPU) for up to 2 million gallons per day to supplement the City's existing water supply sources. There is also an agreement with the Cascade Water Alliance (CWA) purchasing 2 MGD more capacity of TPU water. The CWA agreement will provide additional in water rights to the city from the White River. The City has acquired 20 acres in the White River Basin in which to drill wells to make use of these water rights. In 2010, the City is constructing a water line and 4 MGD Booster Pump Station to use TPU water. The city has a number of emergency water interties with the cities of Tacoma and Auburn. These water supplies are expected to meet the demands of water customer through at least 2040.	Comprehensive Water System Plan, adopted December 2009

Facilities	*Inventory Description*	*Related Plan*
Sewer	The City owns and operates a municipal wastewater collection system, with approximately 5,300 connections. However, sewage treatment is provided by the City of Sumner through an Interlocal agreement. The wastewater collection system consists of 22 sewer lift stations, 87 grinder pumps, and 75 miles of wastewater pipe.	Comprehensive Sewer System Plan, adopted December 2009
Stormwater	The City of Bonney Lake Stormwater Utility manages the drainage system to prevent property damage, maintain a hydrologic balance, and protect water quality for the safety and enjoyment of citizens and the preservation and enhancement of wildlife habitat. The City does not have a traditional underground storm sewer system. The City's storm water system consists of 48 detention, retention, or infiltration ponds totaling 95 acres, and a series of ditches which serve most of the older areas of the City. There are 58 dry wells (galleries), 1,583 catch basins, 43 curb inlets, 299 manholes, and 32 miles of pipe. In 2008 the City installed a regional stormwater pond to serve the Downtown and surrounding areas. Stormwater pond sites for future buildout in Midtown and Eastown have been purchased and are being built.	Utilities Element of the Comprehensive Plan, adopted 2006
Solid Waste	There are no solid waste capital facilities in the City. The nearest capital facility is the Pierce County Prairie Ridge Transfer Station located at the corner of Prairie Ridge Road and So. Prairie Road. Solid waste collection services in Bonney Lake, including curb side yard waste collection and one-source curbside recycling, are provided by DM Disposal through a contract with the City.	Utilities Element of the Comprehensive Plan, adopted 2006
Transportation	Transportation capital facilities serving Bonney Lake consist of 73 miles of streets (centerline), various bus stops, and a park-and-ride lot near the corner of Main Street and SR410. Streets include such facilities as roads, an estimated 662 street lights, 4 traffic signals, 1,478 traffic control signs, 821 street identification signs, guardrails, sidewalks, and pedestrian and bike trails. A detailed inventory of capital transportation facilities, levels of service, facility needs, and financing plans is found in the Transportation Element and Non-Motorized Transportation Element of the Comprehensive Plan.	Transportation and Non-Motorized Transportation Plans, adopted 2006 Eastown Subarea Plan
Parks	The City of Bonney Lake operates a park system consisting of approximately 43 acres. The primary City park is Allan Yorke Park which features 4 ball fields, 2 tennis courts, picnic shelter, a skateboard park, a beach, and a boat launch	Parks Element adopted 2004 and, currently being updated

Facilities	*Inventory Description*	*Related Plan*
	onto Lake Tapps. The Moriarty extension, when developed, will add another 12 acres to Allan Yorke Park. Other parks consist of Cedarview Park (picnic shelter, playground, basketball court), Madrona Park (playground equipment, basketball court), Viking Park (dog park, trail, picnic), Lake Bonney (Simmons) Park (playground equipment, small picnic shelter), Ascent Park (gateway sign). The City is also developing the Fennel Creek Trail, which will include a number of trailheads, including the current site and building near Angeline Road and OSBH (former Cimmer property).	
Community Services	As part of the Community Services Department, the City operates a Senior Center located at 19304 Bonney Lake Blvd., adjacent to City Hall. The **Senior Center** was completed in 1991. It was remodeled and expanded in 2006. The Center is 3,744 square feet on the main floor, and 1,160 sf on the second floor. The 1st floor features a main meeting area, restrooms, full-service kitchen, storage room with walk-in freezer and laundry facilities. The City also owns two (2) older buildings in the Downtown which are leased to non-profit organizations. One is the Bonney Lake Food Bank building located at 18409 Old Sumner Buckley Highway, and the other is the Lions 4 Kids house located at 18429 89th St. E.	NA
Police	The City operates one police station located in the **Public Safety Building** at 18421 Old Sumner Buckley Highway. The public safety building was constructed in 1994. It features a concrete foundation with perimeter footings and is of wood frame and siding. It has a pitched roof with asphalt shingles. It is in fair condition. It consists of 25,275sf of finished useable space on the first and second floors. The basement consists of 4,450 sf of finished useable space, and 2,112 sf of unfinished storage space. The fire engine bays consist of 4,774sf of finished space. The police department occupies approximately 10,200sf of the useable space, while the balance is leased to East Pierce Fire and Recue.	NA
Fire	Fire capital facilities include leased space in the City's Public Safety building for Pierce County Fire Protection District No. 22, commonly known as East Pierce Fire and Rescue, and a number of other area capital facilities. The Fire District serves most of the plateau area, as well as Sumner and Edgewood. All fire protection and emergency medical services throughout the City of Bonney Lake are provided by the Fire District. East Pierce Fire and Rescue (District 22)	NA

Facilities	*Inventory Description*	*Related Plan*
	contracts with FireComm in Lakewood for fire and EMS dispatch services. District stations that would likely respond to Bonney Lake incidents are located at: Station 4-1 (District Headquarters and Bonney Lake main station) located at 18421 Old Buckley Hwy., Bonney Lake, WA; Station 4-2 located at 12006 214th Ave. E., Bonney Lake; Station 4-3 located at 4824 Aqua Dr. E., Bonney Lake, WA; Station 4-4 located at 3206 West Tapps Dr. E., Sumner, and Station 4-5 located at 1605 210th Ave. E., Sumner. East Pierce Fire and Rescue is currently undertaking a long range capital facilities plan, which is expected to be adopted some time in 2011.	
General City Government	The City of Bonney Lake owns and operates a number of other capital facilities and buildings in order to perform the necessary administrative and governmental functions of the city. These include: Bonney Lake **City Hall**, located at 19306 Bonney Lake Blvd. City Hall is a wood frame building with a flat asphalt roof. It houses the administrative services and finance departments of the City. City Hall was constructed in the mid-1970s. It is overcrowded and in poor physical condition. The new Interim Justice Center relieved some of the overcrowding. The roofing and HVAC systems require frequent repairs. The **City Hall Annex**, located at 8720 Main Street, houses Community Development and Public Works Administration and Engineering. The Annex is 3,568sf and consists of a two modular buildings, one leased (1,440sf) and the other permanent (2,128sf). The new **Interim Justice Center**, a 21,000sf office building located at 9002 Main Street, houses the Municipal Court, council chambers, and executive and community services department offices.	NA
PW Maintenance	The **Public Works Maintenance Shops** are located behind City Hall. The shops house public works operations (water, sewer, stormwater, fleet, and streets). The approximately 26,000sf maintenance yard contains aging wood frame administrative and storage areas, an aging metal siding fleet and water building; an aging metal sewer building, and some covered parking. These facilities are some of the most rundown commercial facilities in the entire community. In 2009 a new 1,800sf modular building was brought on site that is used for offices, training, conference, and lunch room.	
Libraries	The City of Bonney Lake is part of the Pierce County Library System. The Bonney Lake branch is located at 18501 90th St. East. The building is co-owned by both the City (which	Pierce County Library 2030 Facilities

Facilities	*Inventory Description*	*Related Plan*
	built the original building) and the Library (which built the addition). The library also leases the land upon which the building footprint is located. The City owns the parking lot. The Bonney Lake Branch provides a broad range of print, electronic, and audiovisual material offered by Pierce County Library System and reflects the great diversity of interests and opinions in our communities. The Library District has been preparing an updated long range facilities master plan entitled "Pierce County Library 2030" which is anticipated to be adopted in late 2010. Included in that plan would be a new or expanded library building for the City.	Master Plan
Schools	Most of Bonney Lake's residents are served by the Sumner School District, though a small number are served by the White River and Derringer School Districts. The specific District facilities within the Bonney Lake City limits include Bonney Lake High School, Mountain View Middle School, Bonney Lake Elementary, and Emerald Hills Elementary. Specific information on school district facilities including, but not limited to, enrollment, classroom size, service standards, and financing, is contained in each school district's capital facilities plans.	Derringer, Sumner, and White River School Districts' respective Capital Facility Plans

Level of Service

The provision of capital facilities contributes to our quality of life. Parks, utilities, public safety, and other community and regional facilities are a physical reflection of community values and quality of life. Bonney Lake is a suburban community with some vacant land. However, there is a full array of urban services to accommodate projected growth in households and jobs over the long term. Therefore, needed capital facilities should focus on both maintaining and improving levels of service as well as meeting the demands of new growth.

Level of Service (LOS) is the adopted standard used to measure the adequacy of services being provided. They have been adopted specifically in the Transportation Plan as measures for designating the adequacy of street systems to carry traffic. They have been used in the Park Plan to establish standards for various park facilities.

The adequacy of capital facilities level of service (FLOS), is related to the types of services rendered at each facility. The evaluation of services and facilities needs can range from precise measurements, such as the amount of time it takes for a fire truck to reach the scene of a fire from the location of a given fire station, to imprecise measures such as a community's perception of how much, and what type, of city office and meeting space is needed.

The general government capital facilities needs, or FLOS, as used in this capital facilities element, relate to the standards used to estimate the amount of general government capital facility space needed by the City currently and into the future. For capital facilities planning the FLOS measure for each facility type provides a planning level estimate as to what, how much, and when new capital facilities are, or may be, needed.

Once a FLOS standard has been established, the adequacy of a capital facility can be measured against the standard. A capital facility operating at or above the established FLOS indicates no need for improvements or new facilities. A facility operating below the established LOS is an indication that there may be a need for improvements, or new facilities, or re-evaluation of the FLOS. However, if funding is not available to bring the service back to the desired level, then the FLOS may need to be reexamined to determine if it is adequate.

As communities grow, they generally must add staff and acquire equipment to handle the additional workload. As a result, they will probably need additional space to house new staff and equipment. Many city administration offices are crowded compared to their private sector counterparts. For instance, Urban Land Institute data shows a national-wide average of 347 square feet per employee. A Building Owner and Managers survey on office space reports that employees in a production office enjoyed an average of 305 sq ft. while those in a headquarters office on the average occupied 374 sq ft. Note that these averages include the accessory space such as restrooms, hallways, mail rooms, and conference rooms, etc. (Macheski, 1991). A committee conducting an analysis of Bainbridge Island's administrative office concluded that office space equaling 1,149 sq ft per 1000 population and 365 sq. ft. per employee should be provided. These recommendations covered space for city hall and anticipate the following departments housed there: finance, administrative services, planning and building, engineering and public works administration, municipal court, and police. Because city halls often serve as community centers in addition to housing office functions, the need for public meeting facilities may increase the amount of space needed per employee.

Another common method of establishing FLOS for general government buildings is the per capita method. In 2004 the City undertook a comprehensive facility planning study through ARC Architects and Beckwith Facility Planning. From that study, it was determined that the police department needed .93 square feet of space per capita, the municipal court .25sf per capita (including court room space), and general government (administration, finance, public works administration and engineering, planning and building, and community services admin.) needed 1.21 sf per capita (including council and general meeting rooms). These per capita square footages also included the common/support areas in the calculation, such as hallways, restrooms, lobby, copy/mail room, etc. It was also determined that public works operations and maintenance (water, sewer, stormwater, street, fleet and related) operations needed 2.5sf per capita for their facilities.

In applying the Bainbridge square footage per employee model to the Bonney Lake police department, for example, the per employee model would result in a police facility requirement (excluding impound yards) of 13,870 square feet, while the Bainbridge per capita model would

result in a police facility requirement of 19,153 square feet. In applying the Bonney Lake per capita model prepared by Beckwith, 2010 police facility space needs come in at 15,521sf (.93sf per capita X 16,690 population). This is somewhere in the middle of the two Bainbridge models. Of course, facility needs will vary among communities based on what services are provided by that community, and how they are provided (by contract or force account). Given that the Beckworth study was very thorough and specific to Bonney Lake and its service provision, the City will use the per capita model as a general basis for its FLOS determinations.

The City hereby adopts a Facility Level of Service standard for general government facilities as follows:

Facility Type	Standard
Police Station	.93 square feet per capita
Municipal Court	.25 square feet per capita
City Hall (w/o Court)	1.21 square feet per capita
PW Operations	2.51 square feet per capita

Obviously, if either the police station or the municipal court were part of the city hall, the space requirements for those facilities would be added to the City Hall requirement, such that the new city hall space requirement, including police and courts, would be 2.37sf per capita.

Capital Facilities Needs and Strategy

The capital facility needs of the City are identified in a variety of related plans that have been adopted by reference (e.g. water plan, sewer plan, transportation plan, non-motorized transportation plan, parks plan, etc.). Appendix "A" includes spreadsheets which summarize the capital facility projects that are planned for the next six (6) years. Many of the projects are dependent upon future financing, such as grants, bonds, or loans. Accordingly, the project may not be constructed within the planned timeframe if the identified funding source does not materialize.

The focus of this section is to address in detail those general government capital facilities that have not been adequately addressed in other plans.

In applying these level of service standards referenced above to the City's current general government facilities, we find the following:

Without Interim Justice Center

Facility	2010 Pop.	Standard	SF Space Needed 2010	2010 Available Space	SF Surplus/ Deficit
Police Station	16,690	.93sf	15,521	10,200 Useable	-5,321
Municipal Court	16,690	.25sf	4,173	2,210 (including shared areas such as lobby and court/ council chambers).	-1,963
City Hall (w/o court)	16,690	1.21sf	20,195	9,818 (6,250 City Hall + 3,568 City Hall Annex)	-10,377
Public Works Operations and Maintenance	16,690	2.51sf	41,892	26,000	-15,892

With Interim Justice Center

Facility	2010 Pop.	Standard	SF Space Needed 2010	Current Space	Current Surplus/ Deficit
Police Station	16,690	.93sf	15,521	10,200 Useable	-5,321sf
Municipal Court	16,690	.23sf	3,839	5,056 (Including shared areas such as lobby and court/council chambers)	+1,217sf
City Hall (w/o court)	16,690	1.21sf	20,195	14,042 (6,250 City Hall + 3,568 Annex + 4,224 *IJC)	-6,153sf
Public Works Operations and Maintenance	16,690	2.51sf	41,892	26,000	-15,892sf

* Assumes balance of the IJC space that is not used for court, council, executive, legal, and community services will be leased out to commercial tenants.

Long Range Space Needs

While the service area, the mix of municipal services, and the way services are provided may change over time, for preliminary planning purposes the following table lists the general capital facility space needs by the year 2022 population estimate of 27,284 listed in the land use element (see page 3-7 of the land use element) of the comprehensive plan. This table assumes that the public safety building will continue to house a fire response station but no fire district administrative offices, and that the IJC will have been sold and is no longer part of the City's capital facilities space inventory.

Facility	2010 Pop.	Standard	SF Space Needed Year 2022	2022 Est. Available Space	Additional Future Space Needed
Police Station	16,690	.93sf	25,374	19,200 Useable	6,174
General Government Bldg.(City Hall with court)	16,690	1.21sf	33,014	12,028 (8,460 City Hall including court + 3,568 City Hall Annex)	20,986
Public Works Operations and Maintenance	16,690	2.51sf	68,483	26,000	42,483

In addition to other adopted elements of the Bonney Lake Comprehensive Plan containing capital facilities plans (e.g. utilities, transportation, and parks), the following plans and documents all contain capital facility related projects and have been adopted by reference as if fully incorporated herein. They may be consulted for more specific information on capital facility inventories, needs, planning, and programming:

- City of Bonney Lake Six Year Capital Improvement Budget 2009-2015, as amended
- City of Bonney Lake Comprehensive Water System Plan 2009
- City of Bonney Lake Comprehensive Sewer System Plan 2009
- City of Bonney Lake Transportation Plan 2006
- City of Bonney Lake Non-motorized Transportation Plan 2006
- City of Bonney Lake Transportation Improvement Plan (TIP), adopted annually each June
- City of Bonney Lake Comprehensive Stormwater Plan 2000
- Eastown Subarea Plan 2005
- Pierce County Solid Waste Management Plan
- Sumner School District Capital Facilities Plan 2007
- White River School District Capital Facilities Plan 2007
- Derringer School District Capital Facilities Plan
- Pierce County Library District Capital Facilities Plan 2030

Any transportation improvements identified in this capital facilities element, including the above referenced documents and plans, constitute the system improvements required to be adopted pursuant to RCW 82.02.070 and RCW 82.02.080 for impact fee purposes.

The focus of this capital facilities element is not to recite the capital program needs and projects outlined in the adopted plans reference above, but to address the other capital needs not identified in these other functional plans of the City. This primarily includes the general purpose city facilities and buildings, such as:

1. City Hall/Municipal Court
2. Public Works Maintenance
3. Parks Maintenance
4. Police station and Impound Yard
5. Senior Center
6. Other/Miscellaneous

City Hall/ Municipal Court

The City currently needs 24,034 square feet of space for current general government operations (including court). With the completion of the Interim Justice Center (IJC), general government services will be split among three (3) buildings (city hall, annex, IJC). It would be preferable for all of those general government services to be housed together in a single civic center (city hall). While the IJC could accommodate most of the city hall and annex staff, it would be at or slightly over capacity, and there would be no room to accommodate future City growth. The City water and sewer service areas extend well outside the City limits, and the City does and may continue to provide services to other municipalities via contract. Also, many capital facilities are designed for long term use (more than 40 years) so a longer planning horizon is often required for facility planning. Given these factors, plus the size of the adjacent urban growth area which may be annexed into the City at some time in the future, it is anticipated that the future Civic Center (City Hall) should be built to accommodate a city service population somewhere in the 40,000 range.

Strategy: 14,750sf of the 21,000sf available gross space (including common areas) in the new Justice Center will be initially used for court, council, executive, legal, and community service functions, leaving approximately 6,250sf of IJC dedicated space remaining. It is the initial intent of the City to lease this remaining IJC space out to commercial tenants in order to generate some revenue to help pay the $659,000 annual debt service on the building. However, if after a year of marketing, the City has not been able to lease out the IJC commercial space, the City should consider moving the Annex staff into the IJC and then cancelling the lease on the Annex modular building, and leasing out the permanent building, or tearing it down for needed parking (economy permitting).

The City will continue to assemble the balance of the land required to construct the civic center. The City should acquire the Renwood property (Investco), or enter into a partnership to develop the City's adjacent 5 acres into a townhome/multi-family project as envisioned by the Downtown plan. The revenue the City obtains from this project would be pooled with the proceeds of the sale of the IJC to generate the majority of the funding required to construct the new civic center. The balance would come from a councilmanic bond or other financing. If the economy does not rebound sufficiently to make the downtown multi-family project feasible, then the City will seek other forms of financing for the new civic center.

Should the City grow significantly in the next few years, either by infill or annexation of a significant portion of the CUGA, the timeline for constructing the new civic center will need to

be expedited. The normal growth plus CUGA annexation timeline below is based on the assumption that the City annexes CUGA Subareas 1, 2, and 3 with an effective date of 1/1/12. The general strategic plan for development of the new civic center in the downtown is as follows:

General Civic Center Development Timeline

Normal Growth			Normal Growth + CUGA Annexation	
Project Element	**Year**		**Project Element**	**Year**
Complete Min. Land Assembly Required For Civic Center	2012		Complete Min. Land Assembly Required For Civic Center	2012
Facility Plan Updated	2014		Facility Plan Updated	2013
Site Planning Completed	2016		Site Planning Completed	2014
Site Work Completed	2018		Site Work Completed	2015
Civic Center Completed	2020		Civic Center Construction Completed	2017

If the new civic center project can be timed with a capital bond levy put forward by the Pierce County Library District, the City will consider partnering with the Library District to build a joint library/civic center.

It would need to be determined at the time the facility plan is completed whether a new senior center will be constructed as a wing of the new civic center in order to share open meeting space, or whether the existing Senior Center will remain where presently located.

Public Works Maintenance Center

The City currently needs approximately 41,892 square feet of space for public works maintenance and operations. It currently has 26,000sf of space, for a current need of an additional 15,892 square feet. This does not include parking area.

The City has completed site and facility planning for a new maintenance center to be located on the site of the City peaking storage water tank on 96th Street, just East of the Home Depot. The estimated cost of the project is around $12M. Other less desirable options include rebuilding on the current City Hall site, attempting to get County permits to build on the former Reed property site (a 20 acre City owned site currently outside the city limits that is zoned Res5 by the County and has no sewer service), or acquiring land elsewhere in the area.

Strategy: During the 2011-2012 biennium the City Council should issue utility bonds to finance the construction of the new public works maintenance center at the 96th Street property. An alternative would be to allocate considerable SDC funds to the project over the next few years until sufficient funds have been accrued to build the facility with little or not debt financing. Part of the PW Shops area, when vacated, will be used as the Police Impound Yard and storage facility. An alternative would be to convert part of the Reed property into an impound facility.

Parks and Facilities Maintenance

Community Services maintenance activities include parks maintenance and facilities maintenance. Maintenance operations are currently spread among three (3) locations: at the Public Works Shops, Allan Yorke Park, and the Allan York Park Extension (Moriarty property). The PW Shops house the facilities maintenance shop. There is a small parks maintenance building at Allan Yorke Park next to the Snack Shack. The Moriarty Property barn is also used to house parks equipment.

It was originally intended that parks maintenance would be located in the new public works maintenance center on 96th Street. However, given that Allan Yorke Park with the Moriarty extension will likely remain the City's premier park, it would be more prudent to keep parks maintenance and operations at Allan Yorke Park rather than transport equipment and materials from 96th Street to Allan Yorke.

Strategy: A parks maintenance facility will be incorporated into the new design of the Allan Yorke Park extension (Moriarty). It is anticipated that financing would be part of a parks bond issued to develop the park extension. Note: This bond would likely be part of a larger bond to include the WSU Forest Park development, YMCA, and Fennel Creek.

Police Station and Impound Yard

At current standards, police space is 5,321sf short of what is needed. However, when East Pierce Fire and Rescue vacates its administrative space in the public safety building for a new headquarters facility on or before the end of 2014, the police department will be able to recapture approximately 5,900 sf of administrative office space, as well as approximately 2,000 square feet of finished storage space. When this occurs, the police space needs should be adequately met for the time being. This assumes that EPFR will continue to operate a fire/EMS response station from the public safety building. If the response station were to vacate as well, another estimated 8,000-10,000sf of useable space would be recaptured, plus some additional storage space.

It is not anticipated that the City will need a police substation in any part of the City during the next 10 years. If the City were to ever annex a fully developed Cascadia, it would be prudent o evaluate the need for a police substation in Cascadia at that time.

A secure police impound and storage yard is a current issue and need. The police department needs space to store impounded vehicles, large pieces of evidence, etc. Storage and impound needs have been met by using storage space in the PSB, using space behind the PSB, and using space in other City buildings. While some of the space can be in an open yard, there also needs to be secure covered space.

Strategy: When East Pierce Fire and Rescue vacates its administrative space in the public safety building for a new headquarters facility on or before the end of 2014, the police department will recapture the administrative space used by EPFR and convert it to police space. A new lease

agreement will be developed with EPFR regarding the remaining space authorized for a fire/EMS response station, if EPFR does not relocate the response station.

Part of the current PW Shops area, when vacated, may be used as the Police Impound Yard and storage facility when the new PW maintenance center is developed. An alternative would be to convert part of the Reed property into an impound facility.

If a new police station were incorporated into the new civic center, then the existing public safety building would be sold to private interests and remodeled or torn down for commercial redevelopment.

Senior Center

The Senior Center was completed in 1991 and remodeled and expanded in 2006. The Center has 3,744 square feet on the main floor, and 1,160 sf on the second floor. The 1st floor features a main meeting area, restrooms, full-service kitchen, storage room with walk-in freezer and laundry facilities. A considerable number of senior center participants come from outside the existing city limits. Should the lunch or other programs of the Center grow beyond the capacity of the Senior Center to accommodate them, the first response will be to limit participation to current City residents. There are no plans to further enlarge the Senior Center or construct a new center unless it is part of a new multi-purpose civic center in the Downtown.

However, it would need to be determined at the time the new civic center facility plan is completed whether a new senior center will be constructed as a wing of the new civic center in order to be able to share open meeting space, etc. or whether the existing Senior Center will remain where presently located. If the senior center were to be a part of a new civic center, the existing center could be leased to nonprofit groups such as the Food Bank or Lions 4 Kids, or put to other uses.

Strategy: Maintain the Senior Center as is. If a decision is made to incorporate a new senior center into the civic center, the existing Senior Center could be sold or leased to human service groups (e.g. Food Bank or Lions 4 Kids) or to another party as the City Council deemed appropriate at the time.

Other/Miscellaneous Facilities

Community Recreation Center or YMCA. The YMCA/Triangle 2 Study plus public meetings and surveys have documented the interest and need for a community recreation center or YMCA. It is the intent of the City to develop a YCMA or similar community recreation center on the land that has been dedicated to the City for that purpose in the former WSU demonstration forest. Timing of development will depend in part on the fund raising capabilities of the YMCA and the willingness of the community to approve a ballot measure to issue general obligation bonds to finance the facility, in whole or in part.

Municipal Swimming Pool. There is currently no swimming pool in Bonney Lake. An indoor swimming pool has been identified as a high need for any new community center or YMCA. It is anticipated that the new community center or YMCA will include an indoor swimming pool, although it remains to be determined if pool facilities will include a warm water recreational pool, competitive swimming pool, or both, and whether there will be a therapy component to the pool. The City has no capital plans to develop a standalone indoor or outdoor swimming pool.

Performing Arts Center. There is currently no performing arts center in Bonney Lake. The Bonney Lake High School uses their Commons (lunch area) for performing arts, as it has a stage built into the commons. The School District has a few acres of land adjacent to BLHS that has been set aside for a future performing arts center. The role of the City will be to coordinate and facilitate the private or public efforts of other agencies to develop a performing arts center, but would not likely be able to financially participate in the development of a performing arts center.

Library. The City is part of the Pierce County Library District. The City will continue to make the existing Library building available to the District. The City supports the District's Library 2030 Facilities Master Plan. If the new civic center project can be timed with a capital bond levy put forward by the Pierce County Library District, the City will consider partnering with the Library District to build a joint library/civic center on an equitable cost-sharing basis. If the library were not made a part of the civic center, the City would also support the development of a new library building in the Downtown as one of the other major buildings anticipated for the corners of Main Street and 89th.

Museum. The Greater Bonney Lake Historical Society has been looking for a suitable building in which to house a museum. The role of the City in the development of a Bonney Lake museum will be to coordinate and facilitate the private and nonprofit efforts of others to develop a local museum, but not financially participate in the development of a City museum. The City currently has no city-owned building suitable for a historic museum. If the City were to eventually acquire the Kelly Farm house, first rights to leasing the building as a museum should be granted to the greater Bonney Lake Historical Society.

Veterans Memorial. The Greater Bonney Lake Veterans Memorial Committee is a 501(c)(3) Federal tax exempt non-profit corporation formed to develop a memorial to honor the local veterans of this great nation. The corporation grew out of the interest of some Bonney Lake Park Board members' interest in having a Veterans memorial. The role of the City in the development of a Veteran's Memorial will be to coordinate and facilitate the private and nonprofit efforts of others to develop a memorial, but not financially participate in the development, except through the possible provision of existing surplus land. There may be some portion of the downtown which may be suitable for a Veteran's Memorial.

Human Services Facilities. The City currently owns two (2) older buildings in the Downtown which are leased to non-profit organizations. One is the Bonney Lake Food Bank building located at 18409 Old Sumner Buckley Highway, and the other is the Lions 4 Kids house located at 18429 89th St. E.

The City's mission is to provide traditional services to the community such as water, sewer, streets, parks, etc. The City's tax base is currently not sufficient to be able to adequately fund the City's infrastructure and traditional service needs, let alone take on additional human services funding. However, it is the intent of the City to continue its senior services programs as presently constituted. Government's role in general human service needs has traditionally been assigned to federal, state, and county government. It is the intent of the City to maintain this traditional delineation of responsibilities. The City will continue to maintain its senior center and services, and lease the downtown properties to the Lions Club and Bonney Lake Community Resources. However, when the existing food bank and/or Lions 4 Kids House are torn down for the new civic center, these organizations will need to relocate to other facilities. When it comes time to relocate, the City should consider continuing a leasing arrangement with these agencies at favorable terms if the City has other suitable and available properties to which the existing leases can be transferred.

Reassessment of Land Use Element

The Growth Management Act requires that provisions be made to reassess the Land Use Element of the Comprehensive Plan periodically because a capital facilities plan is an evolving document. The purpose of this requirement is to ensure that adequate facilities will be made available at the time certain portions of the Land Use Element are implemented and needed facilities are called for. If the anticipated funding for needed capital facilities falls short, the GMA requires a reassessment of the Land Use Element to determine what changes, if any, need to be made.

Bonney Lake updates its comprehensive plans and development regulations on a regular basis. Additionally, the City monitors the status of development in the city in relation to the Plan. Facility planning and programming has not kept pace with development as required by the GMA. The intent of the capital facilities element is to correct that glaring deficiency.

Consistent with the GMA, Bonney Lake will evaluate land use plans and the CIP as well as other jurisdictions' facilities plans to ensure that public facilities are available when needed. Tools that are used to monitor and reassess include:

- The annual process to amend the Comprehensive Plan
- Periodic GMA-level plan monitoring at five years (Buildable Lands), seven years (Update) and ten years (Growth Targets);
- The biennial CIP budget process;
- Budget monitoring reports with quarterly updates.

Essential Public Facilities

Process for Identifying and Siting Essential Public Facilities (EPF)

The Growth Management Act (GMA) requires the Comprehensive Plan to include a process for identifying and siting Essential Public Facilities (EPF). According to the GMA, no local comprehensive plan may preclude the siting of essential public facilities.

The GMA defines essential public facilities as those "that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020."

Establishing an EPF siting process is a mandate of the Growth Management Act. Including a process for siting EPF in the Comprehensive Plan has benefits, including minimizing difficulties in the siting process and addressing local impacts equitably.

Page 3-20 of the Land Use Element addresses essential public facilities. In future comprehensive plan updates, it is anticipated that the essential public facilities portion of the comprehensive plan will be moved to the capital facilities element.

Capital Facility Goals and Policies

The following goals and policies are adopted to guide the City in the planning, financing, development and maintenance of the City's capital facilities. These are consistent with, and supplemental to, stated capital facility related goals or policies in other elements of the comprehensive plan.

General Capital Facilities Goals

GCFG-1 It is the goal of the City to enhance the quality of life in Bonney Lake through the planned provision of public capital facilities either directly by the City or via coordination with other public and private entities.

GCFG-2 It is the goal of the City to plan and provide for adequate capital facilities to serve existing and future development in an economic, efficient, effective, and equitable manner.

GCFG-3 It is the goal of the City to ensure that public facilities necessary to support new development are adequate to serve the development at the time the development is available for occupancy and use based on locally adopted level of service standards.

GCFG-4 It is the goal of the City to ensure that capital facilities are located, designed, expanded, and created to accommodate the changing needs and growth of the area, and in such a way that they enhance, or at least minimize adverse impacts on, surrounding land uses.

GCFG-5 It is the goal of the City to adequately maintain its capital facilities to ensure their proper and intended functions and assure their long term viability.

GCFG-6 It is the goal of the City to protect the interests of the City and its residents in the siting of essential facilities.

Capital Facilities Policies

General

GCFP-1 It is the policy of the City to enhance the quality of life in Bonney Lake through planned provision of public capital facilities either directly by the City or via coordination with other public and private entities.

GCFP-2 It is the policy of the City to periodically review the Capital Facilities Element in order to assess its applicability and ensure timely updates improvement plans and maintain Level of Service standards for the existing and future population.

GCFP-3 It is the policy of the City to ensure that new growth and development pay for a proportionate fair share of the cost of new facilities needed to serve such growth and development.

GCFP-4 It is the policy of the City to ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions in the region.

GCFP-5 It is the policy of the City to support and encourage the joint development, funding and use of capital facilities with other governmental or community organizations in areas of mutual interest and benefit, and otherwise promote inter-local cooperation and coordination in facility planning and use. However, it is not the policy of the City to subsidize the facility needs of community based groups and nonprofit corporations, except to the extent that shared development and use of such facilities are an equitable and cost-effective means for the City to provide its needed facilities as described herein.

GCFP-6 It is the policy of the City to promote energy efficiency and alternative energy sources in public facility remodeling and construction, in order to reduce maintenance and operation costs.

GCFP-7 It is the policy of the City to encourage conservation of energy, water, natural resources, and the use of alternative technologies in the location and design of capital facilities.

GCFP-8 It is the policy of the City to ensure that adequate funding is available to support continued operations and maintenance costs of existing capital facilities prior to construction of new capital facilities.

GCFP-9 It is the policy of the City to encourage shared development and use of public facilities including parks, libraries, schools, and other public buildings and community meeting facilities.

GCFP-10 It is the policy of the City to coordinate the transfer of capital facility programs and projects from the county to the city prior to the annexation of new areas into the city, and to promote interlocal agreements on service transition.

GCFP-11 It is the policy of the City to implement the City's Hazard Mitigation Plan to the extent grant or other funds are available to prevent or minimize hazards and enhance the City's post-disaster response and recovery efforts.

GCFP-12 For the purposes of RCW 36.70A.150, the lands that are identified in this capital facilities plan, including those ancillary plans adopted by reference, and any related special district comprehensive plans, shall be considered lands that are useful for public purposes.

Park, Recreation and Community Service Facility Policies

See pages 6-22 through 6-24 of the Park Element.

Utility Facility Policies

See page 7-2 of the Utilities Element

Transportation Capital Facilities Policies

See pages 4 through 8 of the Transportation Element.

General Government Capital Facility Policies

GGCFP-1 It is the policy of the City that general government services and operations should be centralized at a single, compact municipal campus in the downtown civic center, to the extent practically feasible.

Public Safety Capital Facility Policies

PSCFP-1 It is the policy of the City to continue to provide access to the public safety building as a Fire District fire/EMS response station, as needed. However, when the existing lease with the Fire District expires in 2014, the administrative space in the PSB currently used by EPFR will be converted to police space to meet the space needs identified the Level of Service section of this capital facilities plan.

PSCFP-2 It is the policy of the City to coordinate with East Pierce Fire and Rescue (EPFR) to assure adequate fire flow needs by facilitating the mutual efforts of the fire district and the municipal water system.

PSCFP-3 It is the policy of the City to coordinate and facilitate, as needed, the Fire District's long range planning efforts to develop a new headquarters and training center for the District.

PSCFP-47 It is the policy of the City to assure that public safety capital investments in rolling stock and facilities meet the identified public safety needs of the City as demonstrated by a cost-benefit or similar analysis of the equipment or facility showing its direct benefit and value to the City prior to the expenditure of funds.

Public School Capital Facility Policies

PSCFP-1 It is the policy of the City to encourage the school districts in the community to maintain sufficiently detailed capital facilities plans that will provide valuable advance planning information in regards to long-range school district facility extension needs, and which would establish an acceptable basis for the imposition and collection of equitable school impact fees.

PSCFP-2 It is the policy of the City to partner with the various school districts in the City to provide transportation and non-motorized transportation systems that enhance the safety of children walking, riding bicycles, and vehicular means of traveling to the schools.

PSCFP-3 It is the policy of the City to continue to cooperate with Sumner School District in the provision of the inter-local recreation program.

Solid Waste Capital Facility Policies

SWCFP-1 It is the policy of the City to encourage the provision of solid waste collection, disposal and recycling facilities and services that protect the public health, the natural environment, and land use quality.

SWCFP-2 It is the policy of the City to promote waste reduction and recycling as a means to minimize the need for transfer stations and sanitary landfills.

Library Capital Facility Policies

LCFP-1 The City will cooperate with the Library District in the implementation of the Library 2030 Plan. The City will encourage the Library to construct a new library in the Downtown area in accordance with the plan, and will consider opportunities to co-locate in a new city hall if the timing of such facility development can be achieved to each party's satisfaction.

LCFP-2 The City will maintain the current facility lease with the Library District until a new library is constructed.

LCFP-35 The City will encourage the Library to construct satellite facilities as needed in Cascadia or other appropriate areas of the greater Bonney Lake plateau.

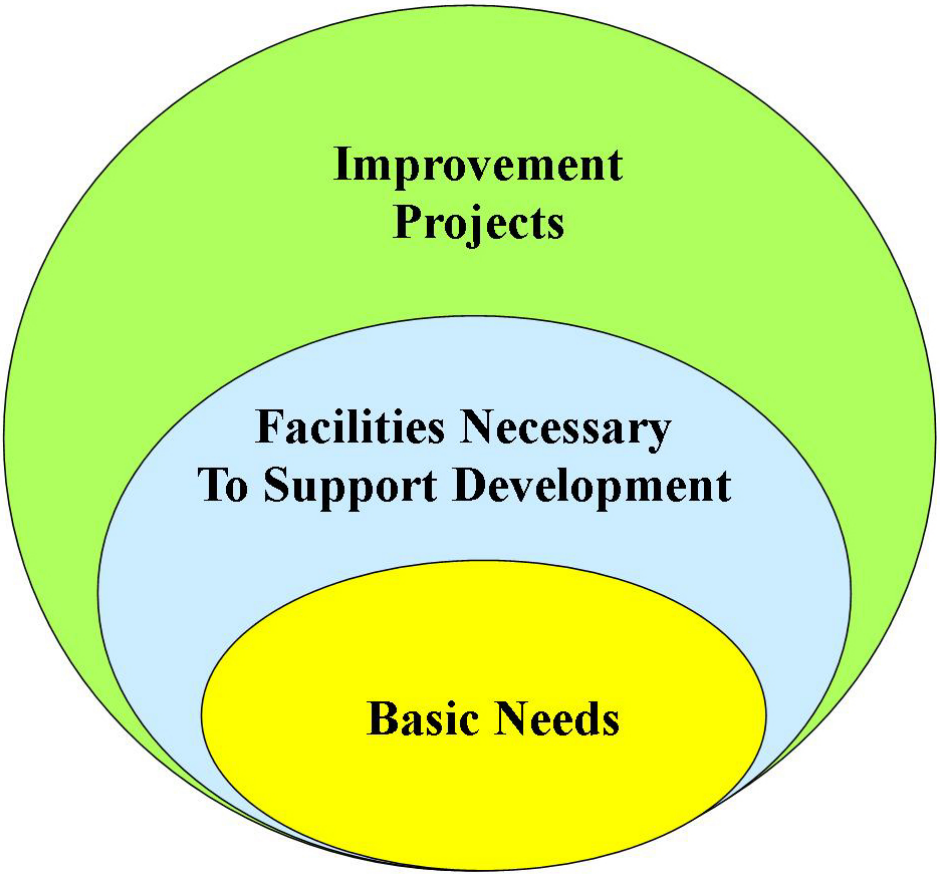
General Financing Mechanisms and Revenue Sources

There is not nearly enough revenue capacity to fund all projects identified in the capital project lists contained in the various elements of the comprehensive plan. There are more than $40 million in identified transportation projects alone. Further, not all of the facilities and improvements identified are necessary to support new development, although they may be desirable to cure deficiencies or for achieving the quality of services and life the community desires.

The City has sought and utilized a variety of revenue sources, including grants, loans, bonds, and impact fees, coupled with traditional recurring revenues, to develop and maintain its capital facilities to meet the needs of this growing community.

An approach to developing a financial strategy that matches revenues and financial measures to project needs might be illustrated by the concentric rings of need illustrated below. The total of the diagram represents the total unconstrained needs list. The figure on the next page shows three levels of need.

Figure 1



Basic Needs: The *first* level of need (usually the smallest subset of needs) are basic needs that must be met or significant hazards, inefficiencies, greater costs or problems will result. These include removing traffic hazards, severe points of congestion, replacing inadequate facilities in parks and public buildings, rehabilitating or restoring deteriorating streets or facilities, and providing appropriate office space. Some of the projects at this level might be considered deficiencies. This class of facilities should have priority over the available local resources (although some of these resources might be used to support other important priorities in one of the other categories).

Facilities Necessary to Support Development: The *second* type of need consists of needs necessary to support development. Without these projects the minimal levels of service needed to support new development would not be achieved or maintained. These projects include both system expansion needs and site-specific needs to serve development.

System projects are those needed in order to maintain the performance of the overall system as the community develops. More system-oriented financing, such as general revenues, grants and impact fees would finance a major portion of these projects. A major portion of these projects

would be financed by more system oriented financing such as general revenues, grants and impact fees. Some of these projects may not be needed until future development generates impacts or needs that would cause the level of service of facilities to begin to fall below acceptable levels (as defined in the comprehensive plan).

The site-specific projects are those that directly serve, or are adjacent to (or within) development projects. The financing of these supporting facilities can be incorporated directly into the development process and can be financed through site specific financing mechanisms such as local improvement districts, delay agreements, late comers agreements etc. For many such projects, a project would not be needed if the immediate area does not develop and in these cases, the projects can be indefinitely deferred until a development project needs the project.

Improvement Projects: The *Third* level of need are those projects that improve the overall community or enhance the general quality of life. These projects may include street improvements to provide additional transportation options, enhance the appeal of downtown, provide new parks or add new features to existing parks. These projects may be funded from revenues available after the other needs are addressed. If there are insufficient revenues to fund these projects additional funds may be sought from grants or proposals for voter approved bond or other sources of revenue that can not be predicted in advance.

The Capital Improvement Program (CIP) is the city's six-year capital financing and implementation plan, included as part of the biennial budget, in which planned capital improvements to the City's public facilities and infrastructure are identified, budgeted, and approved. Funding from a variety of sources, including local taxes, fees, bonds, and grants, is matched with the costs of these projects. After the City Council has reviewed and approved the program, these projects are implemented provided the funding has been secured.

The CIP is the actual working document which identifies what projects contained in the various capital related plans of the City will be actually funded and implemented in any given six year period. The overall purpose of the capital facilities element of the comprehensive plan is to identify capital facility needs and funding mechanisms to finance the construction, reconstruction, and acquisition of needed assets because of growth, aging, changing needs, and Bonney Lake's desire to improve the quality of life made possible by various capital investments.

This Capital Facilities Element, including the related capital plans that have been adopted by reference, describes and identifies numerous revenue sources to fund designated capital investment projects identified in the program. Revenues come from various sources including sales taxes, utility rates as well as state revenues, bond issues, state and federal grants, and impact fees and other specific revenues allowed by law to fund the city's capital investments and needed public facilities.

Appendix "B" to this Capital Facilities Element contains a listing and brief description of various revenue sources available to fund the capital plans of the City.

Appendix "A" – Planned Capital Facilities Projects

As stated previously, the capital facility projects of the City are identified in a variety of related plans that have been adopted by reference (e.g. water plan, sewer plan, transportation plan, non-motorized transportation plan, parks plan, etc.). The following spreadsheets summarize the capital facility projects that are planned for the next six (6) years. Many of the projects are dependent upon future financing, such as grants, bonds, or loans. Accordingly, the project may not be constructed within the planned timeframe if the identified funding source does not materialize.

Appendix "B" – Financing Options
Capital Facilities Financing

Local Non-Levy Financing Mechanisms

1. **Public Development Authorities.** Public development authorities or PDAs can be established by cities or counties pursuant to state law to perform public functions. PDAs are instrumentalities of their creating jurisdiction. They are often created to manage the development and operation of a single project, which the city or county determines is best managed outside of its traditional bureaucracy and lines of authority. The particular project may be entrepreneurial in nature and intersect with the private sector in ways that would strain public resources and personnel. For example, the Pike Place Market is a Seattle PDA and essentially acts as the landlord to scores of retail establishments and nonprofit services provided in a series of historic buildings. The City has determined that day-to-day operations of such an enterprise is best managed by professionals independent of the City, given the untraditional nature of the enterprise and the importance of responding to the unique needs of the private retail marketplace. PDAs can issue tax-exempt bonds, but have no power of eminent domain or taxing authority. Many communities have established public development authorities for a variety of public purposes. In the opinion of many municipal attorneys, a public corporation created under RCW 35.21.730, et. Seq. is best used for unusual endeavors, which for a variety of reasons, the parent municipality would not want to undertake itself. A PDA may undertake any "public purpose" specified in its charter. Examples of projects include developing the Seattle Art Museum, assisting in the development of the Museum of Flight at Boeing Field in King County, developing City Hall on Mercer Island, restoring Officers' Row in Vancouver, managing the Pike Place Market in

Seattle, and developing the Convention Center in Bellevue. See Exhibit "B" for a listing of Washington Public Development Authorities and the purposes they serve.

2. **Public Facilities Districts.** Public Facilities Districts or PFDs can be established by cities or counties pursuant to state law for the limited purpose of developing certain regional facilities, such as convention or special events centers. In addition, they can contract with other public agencies such as cities, counties and other PFDs to develop such facilities. PFDs are authorized to impose a local sales tax credited against the state sales tax and thus can contribute significant new special revenues to certain public projects. Their ability to impose this tax is subject to numerous legal constraints and their independence creates both opportunities and issues that need to be fully understood.

3. **Nonprofit Corporations.** Nonprofit 501(C)3 corporations are entities that are independent of government, but can be initiated by city officials. The corporation, once formed, can enter into contracts with governments and under certain circumstances can issue tax-exempt bonds for projects that will eventually be owned by government. In addition to the potential of providing tax-exempt financing to a project, they offer the opportunity to shift the risks and costs of construction away from the government. They can bring private resources and decision makers to the transaction that might otherwise be unavailable.

4. **Community Revitalization Financing (Tax Increment Financing).** RCW 39.89 is designated as "community revitalization financing" in the Washington statute, but is commonly known as "tax increment financing" (TIF) which generally refers to a financing mechanism that allows a local government to "trap" increased property tax revenue resulting from the growth of assessed value within an increment area. This tax revenue services debt issued to finance public improvements that spur private development within the increment area. Unlike other tax increment laws around the Country, Washington's TIF laws do not authorize the issuance of special revenue bonds. Rather, such laws merely provide an additional source of revenue (*i.e.* a portion of the regular taxes levied by other taxing districts) to apply toward debt service on the issuer's general indebtedness. Cities do not have free reign to create increment areas. Various factors must be present before an increment area can be created, and there are limitations: 1) The entity creating the increment area must expect that the proposed public improvements will encourage private development and increase the fair market value of real property within the increment area, 2) The anticipated private development must be consistent with countywide planning policies adopted under the Growth Management Act, 3) The anticipated private development must be consistent with the entity's comprehensive plan and development regulations adopted under the Growth Management Act. The ordinance/resolution creating the increment area must contain findings in this regard; 4) Tax allocation revenues can be spent only "to finance public improvement costs associated with the public improvements (infrastructure development and related engineering, etc.) financed in whole or in part by community revitalization financing;" 5) The fire protection district is the area must agree to participate in the TIF project for the project to proceed. In addition, taxing districts that levy at least 75% of the regular property tax within the increment area must approve the TIF project by means of a written agreement.

A TIF project cannot proceed without this agreement; 6) Certain property taxes are excluded from the TIF allocations, including regular property taxes levied by the State for the support of the common schools; regular property taxes levied by a port district or a public utility district, to the extent the port district or public utility district specifies (*e.g.* in the resolution submitting the levy request to the county assessor) that the tax receipts will be used to make required debt service payments on general indebtedness; voter-approved regular property tax levies to fund emergency medical services; regular property taxes levied by counties under RCW 84.34.230 to fund the acquisition of open space and conservation futures; voter-approved regular property tax levies by counties, cities and towns to fund affordable housing for low-income households; and certain voter-approved regular property taxes levied by metropolitan park districts. TIF areas are feasible under certain circumstances. Assessed value within an increment area must increase by approximately $18million to support each $1million of TIF bonds. Stated conversely, approximately $55,000 of TIF bonds can be supported by each $1 million increase of assessed value within the increment area. These estimates assume various factors, including (i) a 20-year bond amortization period; (ii) an interest rate of 5% per annum; (iii) the tax allocation revenues will be based on an aggregate regular property tax rate of $5.90 per $1,000 of assessed value; and (iv) the entity creating an increment area is entitled to 75% of the increase regular property tax revenues resulting from the growth of assessed values within the increment area.

5. **Reserve Funds** (RFund) - revenue is accumulated in advance and earmarked for capital improvements. Sources of funds can be surplus revenues, funds in depreciation reserves, or funds resulting from sale of capital assets. At the present time, the city has established reserved funds for paving, streets, the library and natural wastewater utilities.

6. **GMA Growth Impact Fees** (GMAFee) - the Washington State Growth Management Act (GMA - Chapter 36.70A of the Revised Code of Washington) authorizes cities and counties to collect growth impact fees from developers to offset the impact caused by new developments within each jurisdiction's boundaries. The growth impact fees may be collected from developers in an amount less than 100 percent of the cost of sustaining the jurisdiction's schools, transportation, and park facility existing level-of-service (ELOS) as a result of the developer's project impact. The growth impact fees are usually collected at the issuance of building permits or certificates of occupancy. A developer may elect to pay the growth impact fee rather than provide on-site improvements when the land is determined to not be suitable for school, road, or park purposes and/or the development can not sustain a comparable school, road or park improvement and/or for other reasons jointly determined by the developer and the city. Impact fees are flat rates per person or dwelling units (by number of persons per type). Adjustments must be made to fee calculations to account for school, road or park costs that are paid by other sources of revenue such as grants and general obligation bonds. Additional credits may be given to developers who contribute land, improvements or other assets. Impact fees, as authorized by ESHB 2929, do not include any other form of developer contributions or exaction, such as mitigation or voluntary payments authorized by the Washington State Environmental Policy Act (SEPA – RCW 43.21C), local improvement districts or other special assessment districts, linkage fees or land donations or

fees in lieu of land. Growth impact fees can only be used to acquire or develop new school, road, or park facilities, and not to maintain or operate facilities or programs. Impact fees must be used for capital facilities needed by growth, and not for current deficiencies in levels-of-service or operating expenses. The collected fees must be spent within 6 years of the date of collection for a facility improvement that benefits the service area within which the project was located. Impact fees must show a rational nexus of benefit between the payer of the fee and the expenditures of the fee. Growth impact fees could become a major source of project monies for all types of school, road or park acquisitions and developments - assuming the assessed fee amount is close to the real or 100 percent impact and assuming the fee is collected on an area-wide basis within the urban growth area by the city and county. In accordance with the Washington State Growth Management Act (GMA), a city must have an adopted comprehensive plan in place that satisfies GMA requirements before the jurisdiction can implement a growth impact fee.

7. **Fines, Forfeitures, and Charges** (F&C) - includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, property appraisal fees, fines, forfeitures, licenses, permits, income received as interest from various funds, sale of public property, rental income, and all private contributions to the jurisdiction. Revenue from these sources may be restricted in use.

8. **Water User Fees** (UFee)- under state law, cities may collect rate charges from each residential and commercial consumer, usually based on the volume of water used per account. Water utility user fees may be charged on a flat fee per account, usually at time of development, and thereafter on a measurable quantity of water consumed per account. The revenue may be used for capital facilities as well as operating and maintenance costs.

9. **Sewer User Fees** (UFee) - under state law, cities may collect rate charges from each generator of wastewater. User fees are based on the amount of potable water consumed, on the assumption there is a correlation between water consumption and wastewater generation. Sewer utility user fees may be charged on a flat fee per account and are usually collected at the time of development, and thereafter on a assessed charge per volume of waste generated per account. Fee revenues may be used for capital facilities as well as operating and maintenance fees.

10. **Stormwater User Fees** (UFee) - under state law, cities may collect rate charges from each generator of stormwater runoff. Impact or user fees are based on the amount of stormwater generated per developed property that is not held on-site, on the assumption there is a correlation between off-site discharge and Stormwater improvements elsewhere in the city. Stormwater utility user fees may be charged on a flat fee per account and are usually collected at the time of development, and thereafter on a assessed charge per volume of stormwater generated per account. Fee revenues may be used for capital facilities as well as operating and maintenance fees.

11. **Local Improvement District** (LID) - property owners may petition (or vote in response to a request from a local government) to adopt an annual tax assessment for the purpose of improving the public right-of-way abutting their property. A majority approval (the percentage to be decided by the local government) can establish an amortized payment schedule to finance sidewalk, landscaping, parking, streetscape, or other improvements to the public or private abutting properties. The assessments may be amortized over generous time periods at low interest charges based on each property's proportionate share of the improvement cost - usually assessed on a linear foot frontage formula.

12. **Latecomer's Agreements -** Sometimes in order to make a project feasible (or to create a benefit or mitigate an impact) a developer may need to build a facility that may benefit other property owners. For example, in order to serve the developer's project a new water line may need to be extended past or through other properties from an existing water main. However, the other property owner may not be prepared to participate in the financing of the facility at the present time. A latecomer's agreement, made between the developer and the local government, provides that if the developer builds the facility, the local government will collect for the developer a proportionate share of the costs of building the facility from the other benefited property when that property becomes developed in the future. The term of such agreements is limited to 20 years. This financing tool is being considered for the Eastown sewer system.

13. **Flood Control Special Purpose Districts -** RCW 86.15.160 authorizes flood control special purpose districts with independent taxing authority (up to a 50 cents property tax levy limit without voter approval) to finance flood control capital facilities. In addition, the district can, with voter approval, use an excess levy to pay for general obligation debt. Bonney Lake does not have a flood control special district, although Pierce County has created a county-wide district.

14. **Special Assessment District** (SAD) - is created to service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from the new service or facility. Special assessment districts include local improvement districts LIDs), road improvement districts (RIDs), utility improvement districts (UIDs), and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created. Note - the city requires property owners to covenant not to protest the formation of a LID for street and UID for utilities improvements as a condition of development permits where appropriate. This is one of the primary strategies for making improvements for growth.

15. **Special Purpose District** (SPD) - is created to provide a specified service often encompassing more than one jurisdiction. Included are districts for fire facilities, hospitals, libraries, metropolitan parks, airports, ferries, parks and recreation facilities, cultural arts/stadiums and convention centers, sewers, water flood controls, irrigation, and cemeteries. Voter approval is required for airport, parks and recreation, and cultural arts/stadium and convention districts. Special assessment districts have the authority to impose levies or

charges. Special assessment district funds must be used solely to finance the purpose for which the special purpose district was created. ***Park Districts:*** State law authorizes metropolitan park districts and park and recreation districts, each with independent taxing authority. Bonney Lake presently is in a park and recreation district, whose boundaries are the same as the school district's boundaries. ***Park and Recreation Service Area (PRSA):*** RCW 36.68.400 authorizes park and recreation service areas as junior taxing districts for the purpose of financing the acquisition, construction, improvement, maintenance, or operation of any park, senior citizen activity center, zoo, aquarium, or recreational facility. The maximum levy limit is 0.15, or $0.15 per $1,000 AV. A PRSA can generate revenue from either the regular or excess property tax levies and through general obligation bonds, subject to voter approval. Revenue may be used for capital facilities maintenance and operations. Voters approve formation of a PRSA, and subsequently approve an excess levy for the purpose of constructing facilities.

16. **State Environmental Protection Act** (SEPA) - Washington State Environmental Policy Act (SEPA - RCW 43.21C) allows local governments to impose mitigated on-site improvements or fee assessments with which to finance off-site improvements that are caused by a property's development. SEPA mitigation may cover a variety of physical improvements that are affected by the property's proposed land use including sidewalks, trails, roads and parking areas, utilities, and other supporting infrastructure systems. SEPA mitigation must be proportionately related to the property's impact on infrastructure requirements. If the City allow levies and impact fee, SEPA mitigation improvement are limited to any on-site improvements. In other words, the City can't charge a traffic impact fee and then impose a mitigation requirement for off-site improvements as well (double tax).

17. **Lease Agreements** (LAgrt) - allow the procurement of a capital facility through lease payments to the owner of a facility. Several lease package methods can be used. Under the lease-purchase method, the capital facility is built by the private sector and leased back to the local government. At the end of the lease, the facility may be turned over to the municipality without any future payment. At that point, the lease payments will have paid the construction cost plus interest.

18. **Privatization** (Prvt) - generally defined as the provision of a public service by the private sector. Many arrangements are possible under this method ranging from a totally private venture to systems of public/private arrangements, including industrial revenue bonds. At the present time, the city contracts solid waste collection and recycling to private contractors.

State Grants - WA Department of Commerce

The Washington State Department of Commerce focuses on creating economic opportunities and strengthen the competitiveness of businesses. Funding programs include:

19. Downtown Revitalization-Washington Main Street (MainSt) – help communities revitalize the economy, appearance, and image of their traditional business districts.

20. Old Growth Diversification Funds (OGDF) - provided by the USDA Forest Service to increase competitiveness of value-added forest products industry and to diversify the economies of timber-dependent communities.

Infrastructure Financing

Following is a brief analysis of the methods the city may and has used to finance capital improvements.

Debt financing

21. Short-term Borrowed Funds (BFund) - local governments may occasionally utilize short-term financing through local banks to finance capital improvement programs. Currently, City Council maintains a $1,000,000 line of credit to be used for short-term borrowing for utilities and a $500,000 line of credit for general government.

22. Revenue Bonds (RBond) - as authorized in the Revised Code of Washington (RCW), Council may issue nonvoter approved Revenue Bonds where principal and interest payments can be financed from a guaranteed source of revenue. Revenue bonds may be used to finance publicly owned facilities, such as parking garages or electric power plants. Interest rates tend to be higher for revenue bonds than for general obligation bonds. Revenue bonds may be approved without voter referendum. Revenue bonds have no effect on the city's tax revenues because they are repaid from revenues derived from the sale of services. The Farm Home Administration (FHA) does impose a limitation on the revenue to debt ratio in the terms of its loan agreement of 1.4.

23. Industrial Revenue Bonds (IRBond) - are issued by a local government, but actually assumed by companies or industries that use the revenue for construction of plants or facilities. Industrial revenue bonds incur comparatively low interest rates due to the tax-exempt status, and are the responsibility of the private sector industry. The city has not levied any industrial bonds in its history.

24. Unlimited General Obligation Bonds (GOBonds) - local governments may issue "excess levies" or general obligation bonds that increase the regular property tax levy above statutory limits if the proposal is approved by over 60 percent of the voters in a general election. Unlimited general obligation bonds must be approved by at least 60% of the resident voters during an election that has a turnout of at least 40% of those who voted in the last state general election. The bond must be repaid from a special ("outside") levy that is not governed by the 1% statutory limitation on the property tax growth rate. Total indebtedness that may be incurred by limited and unlimited general obligation bonds together, however, may not exceed 7.5% of the assessed valuation of the city. For the purpose of supplying municipally-owned electric, water or sewer service and with voter approval, a city may incur additional general obligation bonded debt equal to 2.5% of the value of taxable property. With voter

approval, cities may also incur an additional general obligation bonded debt equal to 2.5% of the value of taxable property for parks and open space. Thus, under state law, the maximum general obligation bonded debt that a city may incur cannot exceed 7.5% of the assessed property valuation. Monies authorized by limited (councilmanic) and unlimited general obligation bonds must be spent within 3 years of authorization to avoid arbitrage requirements unless invested at less than bond yield. In addition, bonds may be used to construct but not maintain or operate facilities. Facility maintenance and operation costs must be paid from the annual general fund levy - which is subject to the 1% statutory limitation on the property tax growth rate, or by voter authorization of special annual or biannual operating levy, or by user fees or charges where possible. General obligation bonds may be a useful source for capital facility acquisition and development monies, particularly for specific types of projects that have a broad appeal to the electorate. General Obligation Bonds offer the greatest variety of uses. There are two types of General Obligation (GO) bonds: voter-approved and Councilmanic (non-voted). Voter-approved bonds increase the property tax rate, with increased revenues dedicated to paying principal and interest on the bonds. The city is authorized to issue 1 percent of the city's assessed value for general-purpose debt with a vote of the public for debt and contracts payable. Approval requires a 60 percent majority vote in favor and a turnout of at least 40 percent of the voters from the preceding general election. A jurisdiction's legislative body authorizes councilmanic bonds without the need for voter approval. The city is authorized to issue 1.5 percent of the city's assessed value for debt without a vote referred to councilmanic for debt and contracts payable. Revenue comes from general government revenues, without a corresponding increase in property taxes. Therefore, this method of bond approval does not utilize a dedicated funding source for repaying the bondholder. Lease-purchase arrangements are also authorized by vote of the legislative body and do not require voter approval. The city is authorized to issue up to 1.5 percent of the city's assessed value in bonded indebtedness without a vote. This is commonly referred to as councilmanic bonds. Our current assessed value is $2.23 billion. 1.5% of that would be $34,500,000. The City has used $10M of its $34.5M capacity for the civic center. The total limit is 2.5 percent of the general-purpose debt limitations for the city. The amount of the local government debt allowable for GO bonds is restricted by law to 7.5 percent of assessed value of the property within the City limits. This may be divided as follows:

- General Purpose Bonds 2.5 percent
- Utility Bonds 2.5 percent
- Open Space and Park Facilities 2.5 percent

Local Multi-Purposes Levies

25. Ad Valorem Property Taxes (Ptax) - under the Washington State Constitution, cities may levy a property tax for general governmental purposes at a rate up to $1.80 per $1,000 on the assessed value of all taxable property within a city; and for an additional $2.25 per $1,000 for road construction and maintenance needs on the assessed value of taxable property. In 1975, Washington State law was amended by RCW 84.55.010 - a statutory provision limiting the growth of revenue realized from regular property taxes to 6% per year of the highest amount levied in the last 3 years before adjustments for new construction and annexation. If the

assessed valuation of all property increases by more than 6% due to revaluation, the law requires the levy rate be decreased accordingly. A temporary or permanent excess levy may be assessed with voter approval. The statute was intended to control local governmental spending by controlling the annual property tax rate of growth. In practice, however, the statute can reduce the effective property tax yield to an annual level far below a jurisdiction's levy authorization, often resulting in a severe impact on a jurisdiction's ability to finance basic governmental needs, particularly if a county or city experiences major population growth. General funds may be used to develop every type of community facility including city halls, police stations and courts, park and recreational facilities, road and trail constructions, and most utility improvements. However, general funds should be considered as a last source of capital improvement revenues in light of other funding requirements and limitations that the general fund must finance. Property tax levies are most often used by local governments for operating and maintenance costs. They are not commonly used for capital improvements. The 2010 property tax rate levy in Bonney Lake is $1.10 per $1,000 of assessed value (AV). The maximum rate allowed by state laws is $3.60 per $1,000 AV, but cannot be raised without a vote because of Initiative 747. Initiative 747 allows cities to increase property tax by one percent or the Implicit Price Deflator (IPD), whichever is less, plus add-ons for new construction and utilities. The added assessed value from growth will add to the fiscal capacity of the property tax since this value and its taxes are added to the tax rolls as this development occurs. This increases property tax revenue in real terms. Whether this adds to the fiscal capacity of the city to finance capital facilities depends on whether the additional growth will generate additional demand for on-going services that will consume this added revenue. If it does, the effect will be negative since the new taxes added by the new capacity will be limited by 1% per year while the costs for those services will be driven by inflation which is likely to be more than 1% per year. More likely, the increase in property tax yields from new construction will be needed just to offset the effects of 101% limit to maintain existing on-going services. Consequently, increases in the assessed values cannot be depended upon to increase the fiscal capacity of property taxes to meet the capital needs that will be needed by new development, unless significant new economic development occurs that would add a substantial amount of new taxes.

26. Business & Occupation Tax (B&OTax) - RCW 35.11 authorizes cities to collect this tax on the gross or net income of businesses, not to exceed a rate of 0.2 percent. Revenue may be used for capital facilities acquisition, construction, maintenance, and operations. Voter approval is required to initiate the tax or increase the tax rate. The City has not utilized this revenue source.

27. Local Option Sales Tax (LOST – may be levied up to 1% of all retail sales and uses. Local governments that levy the second 0.5% may participate in the state's sales tax equalization fund. Assessment of the option tax requires voter approval. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities. At the present time, the city does not levy the sales tax nor is it being considered for the future.

28. Utility Tax (UTax) - on the gross receipts of electric, gas, telephone, cable television, water and sewer, and stormwater utilities. Cities have the discretion of levying a utility tax up to 6% of gross receipts. Voter approval is required for an increase above the 6% maximum. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities. At the present time, the city levies the full 6% which contributes nearly 19% of the General Fund revenues.

29. Real Estate Excise Tax (REET) - is authorized local governments up to 0.25% of the annual sales for real estate for capital facilities. The Growth Management Act authorizes another 0.25% for capital facilities. Revenues must be used solely for financing new capital facilities, or maintenance and operations at existing facilities, as specified in the capital facilities plan. An additional option is available under RCW 82.46.070 for the acquisition and maintenance of conservation areas if approved by a majority of the voters of the county. At the present time, the city levies the 1/2% allowed. RCW 82.46 authorizes local governments to collect a real estate excise tax levy of 0.25 percent of the selling price of real estate within the city limits. The Growth Management Act authorizes collection of another 0.25 percent. Both the first and second 0.25 percents are required to be used for financing capital facilities specified in local governments' capital facilities plan. The Real Estate Excise Tax (REET) is levied on the full selling price of all real estate sales. The local rate and its uses differ by city size and whether the city is planning under the GMA. The City of Bonney Lake levies both the first and second ¼ percent REET. During 2010, the City will collect an estimated $180,000 in REET. The downturn in the economy and the mortgage banking crisis have decimated real estate transactions, and thus funds for street and park improvements. For example, in 2007 the City collected $1.2 million in REET funds. REET funds are allocated as follows: 50% for street projects, 35% for parks projects; and 15% for general government projects.

Local Single Purpose Levies

30. Hotel/Motel Tax (HMTax) – is a sales tax levy collected on certain hotel and motel business categories for the purpose of promoting tourism. Revenues may be used for planning, promotional programs, or capital facilities that directly enhance tourism and benefit the hotel and motel industry.

31. Emergency Medical Services Tax (EMST) – is a property tax levy of $0.25 for emergency medical services. Revenues may be used for new capital facilities, or maintenance and operations at existing facilities. At the present time, the city levies the full $0.25 which is passed through to the Fire District.

32. Transportation Improvement Board (TIB) - the Washington State Transportation Improvement Board (TIB) disburses revenues generated from motor vehicle taxes to cities, urban counties, and transportation benefit districts for the purpose of alleviating and preventing traffic congestion caused by economic development or growth. Projects must be multi-agency, multi-modal, congestion related, related to economic development activities, and partially funded locally.

33. Transportation Benefit District (TBD) – RCW 35.21.225 authorizes cities to create transportation districts with independent taxing authority for the purposes of acquiring, constructing, improving, providing, and funding any city street, county road, or state highway improvement within the district. The special district's tax base in used to finance capital facilities. The district may generate revenues through property tax excess levies, general obligation bonds (including councilmanic bonds), local improvement districts, and development fees. Voter approval is required for bonds and excess property tax levies. Council approval is required for councilmanic bonds, special assessments, and development fees. Transportation improvements funded with district revenues must be consistent with state, regional, and local transportation plans; necessitated by existing or reasonable foreseeable congestion levels attributable to economic growth; and partially funded by local government or private developer contributions, or a combination of such contributions.

Potential Sources of Additional Bonney Lake Transportation Funding via TBD

Fund Source	Rate	Estimated Amount	Comments
*Tab Fee	$20	$230,000/Yr	May be levied as part of Transportation Benefit District (TBD) without vote
*Tab Fee	$100	$1,150,000/Yr.	Must be approved by vote of people as part of TBD
*Optional Sales Tax	0.2%	$480,000/Yr.	Must be approved by vote of people as part of TBD
*Available for transportation projects only. Otherwise, source could be used for any purpose authorized by Council or the vote of the people.			

State Grants and Loans (Including Federal Pass-Through Funds)

34. Community Development Block Grants (CDBG) - the U.S. Department of Housing and Urban Development's (HUD) Community Development Block Grant (CDBG) program dispenses discretionary funds to local governments for the development of local public facilities or services assisting low income or disadvantaged neighborhoods. Most counties receive CDBG funds under an entitlement that is recertified every 3 years by the federal government. The county's entitlement funds may be spent by the county on an annual basis, subject to HUD project criteria, or by or on behalf of local cities and the developed but unincorporated areas of the county. CDBG funds are primarily intended for facility construction and may not be used to finance operation and maintenance costs. The program is authorized and funded by annual federal appropriations that have fluctuated widely in recent years due to other federal budgetary needs and philosophies. The city most recently used a CDBG to makes a park handicapped accessible.

35. Community Economic Revitalization Board (CERB) - are low interest loans (rate fluctuates with state bond rate) and occasional grants to finance infrastructure projects for a specific private sector development. CERB funding is available only for projects that will result in specific private developments or expansions in manufacturing and businesses that support the trading of goods and services outside of the state's borders. CERB projects must create or retain jobs. CERB funds are distributed by the Department of Trade and Economic Development primarily to applicants who indicate prior commitment to project. CERB revenue is restricted in the type of project and may not be used for maintenance and operations.

36. Historic Preservation Grants – are available on an annual basis from the Office of Archaeology and Historic Preservation (OAHP) to local historic preservation programs. Historic preservation grants may be used for: (1) historic preservation planning; (2) cultural resource survey and inventory; (3) nomination of properties to the National Register of Historic Places; and (4) public education and awareness efforts. To be eligible for grants, communities must be a Certified Local Government (CLG) as approved by OAHP. In addition, when funds are available, OAHP awards grants for the acquisition or rehabilitation of National Register listed for eligible properties. Grant awards are predicated on the availability of funds and require a match.

37. Public Works Trust Fund (PWTF) - are low interest loans for financing capital facility construction, public works emergency planning, and capital improvement planning. To apply for the loans, the city must have a capital facilities plan in place and must be levying the original 1/4% real estate excise tax. Public works trust funds are distributed by the Washington State Department of Community Development. Public works trust fund loans for construction projects require matching funds generated only from local revenues or state shared entitlement revenues. Public works emergency planning loans are at a 5% interest rate, and capital improvement planning loans are no interest loans with a 25% match. Public works trust fund revenue may be used to finance new capital facilities, or maintenance and operations at existing facilities. At the present time, the city has used trust fund loans extensively to bring portions of the water distribution system up to current standards and to construct the water storage tank for the middle zone water service area.

38. The Washington Recreation and Conservation office (RCO), formerly known as either the IAC, LWCF, or BOR grant program are funded primarily by federal pass-through monies. Projects require a 50% match and are very competitive. The City must have an up to date and approved Parks Element in order to apply. The RCO assigns each project application a priority on a competitive statewide basis according to each jurisdiction's need, population benefit, natural resource enhancements, and a number of other factors. In the past few years, project awards have become extremely competitive as the federal government has significantly reduced the amount of federal monies available. The state has increased contributions to the program over the last few years using a variety of special funds. The last time the City received this funding source was for the Allan Yorke Boat Dock.

39. Conservation Futures (CF) - under provisions provided in legislation, Pierce County has elected to levy up to $0.065 per $1,000 of assessed valuation of all county properties to acquire shoreline and other open space lands. The monies can be used to acquire, but not develop or maintain open space conservation lands that are acquired using Conservation Futures funds. Conservation Futures revenues could be a major source of project monies for the acquisition of wildlife habitat, resource conservancies, portions of resource activity lands, and possibly portions of linear trail corridors - particularly as the annual returns increase due to continued urban development and the associated increase in total county land value assessments. Given the program's relatively specialized qualifications, however, the grants can not be a capital source for development projects. In addition, project proposals necessarily have to compete for a share of Conservation Future revenues with other county open space land acquisitions for storm drainage, farmland preservation, floodplain protections or other qualifying programs. The City received a Conservation Futures grant in 2008 to acquire the Cimmer property along Fennel Creek for a trail head.

40. Urban Arterial Trust Account (UATA) - are revenues available for projects that alleviate and prevent traffic congestion. UATA entitlement funds are distributed by the State Transportation Improvement Board subject to guidelines and with a 20% local matching requirement. UATA revenue may be used for capital facility projects that alleviate roads that are structurally deficient, congested with traffic, or have accident problems.

41. Transportation Improvement Account (TIA) - are revenues available for projects that alleviate and prevent traffic congestion caused by economic development or growth. TIA entitlement funds are distributed by the Washington State Transportation Improvement Board (TIB). TIA revenue may be used for capital facility projects that are multi-modal and involve more than one agency. Various funding programs are available depending on the population of the jurisdiction. Programs include:
    - Urban Corridor Program – to improve the mobility of people and goods in Washington State by supporting economic development and environmentally responsive solutions to our statewide transportation needs.
    - Urban Arterial Program – to improve the urban arterial street system of the State by improving mobility and safety while supporting an environment essential to the quality of life for all citizens of the state.
    - Small City Arterial Program – to preserve and improve the roadway systems consistent with local needs of incorporated cities and towns with a population of less than five thousand.
    - Sidewalk Program – to enhance and promote pedestrian safety and mobility as a viable transportation choice by providing funding for pedestrian projects that improve safety, provide access and address system continuity and connectivity of pedestrian facilities.

42. Centennial Clean Water Fund (CCWF) – are grants and loans administered by the Department of Ecology under the Centennial Clean Water Program (Referendum 39), a water quality program that provides grants for up to 75% of the cost of water quality/fish

enhancement studies. CCWF monies can be applied to public and park developments that propose to restore, construct or otherwise enhance fish producing streams, ponds or other water bodies. CCWF funds are limited to the planning, design and construction of water pollution control facilities, stormwater management, ground water protection, and related projects. At the present time, the city wastewater utility has secured a major portion of the funding for the sewer treatment plant upgrade from this fund.

43. Water Pollution Control State Revolving Fund (WPCSRF) - are low interest loans and loan guarantees for water pollution control projects. WPCSRF loans are distributed by the Washington State Department of Ecology. The applicant must show water quality need, have a facility plan for treatment works, and show a dedicated source of funding for repayment.

Federal Grants and Loans (May be Administered at State Level)

44. Federal Aid Urban System (FAUS) - are revenues available for the construction and reconstruction improvements to arterial and collector roads that are planned for by an MPO and the Federal Highway Administration. FAUS funds may also be used for non-highway public mass transit projects. FAUS funds are distributed by the Washington State Department of Transportation with a 16.87% local match requirement. Until the City reconciles the differences between the population figures in the land use element with those in the Transportation Element and has it certified by the PSRC, Bonney Lake will remain ineligible for this program.

45. Federal Aid Safety Programs (FASP) – are revenues available for improvements at specific locations that constitute a danger to vehicles or pedestrians as shown by frequency of accidents. FASP funds are distributed by the Washington State Department of Transportation from a statewide priority formula with a 10% local match requirement.

46. Federal Aid Emergency Relief (FAER) - are revenues available for the restoration of roads and bridges on the federal aid system that are damaged by extraordinary natural disasters or catastrophic failures. The local agency must declare an emergency and notify the Washington State Department of Transportation. FAER entitlement funds are available with a 16.87% local matching requirement.

47. Department of Health Water Systems Support (DOHWSS) - are grants for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. DOHWSS grants are distributed by the Washington State Department of Health (DOH) through intergovernmental review and with a 60% local match requirement.

City of Bonney Lake, Washington

City Council Agenda Bill (AB)

Department/Staff Contact:	Meeting/Workshop Date:	Agenda Bill Number:
Fin / Al Juarez	16 November 2010	AB10-177
Agenda Item Type:	**Ordinance/Resolution Number:**	**Councilmember Sponsor:**
Ordinance	D10-177	

Agenda Subject: Set the amount of the annual AD VALOREM tax levy to be collected in 2011

Full Title/Motion: An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Setting The Amount Of The Annual Ad Valorem Tax Ley Necessary For The Fiscal Year 2011.

Administrative Recommendation:

Background Summary: Pursuant to Revised Code of WA (RCW) 84.52.020 the Mayor of the City of Bonney Lake must certify to the Pierce County Office of the Assessor-Treasurer that the City Council requests the following levy amounts be collected in year 2011 as provided in the city's budget and said property taxes will be adopted following a public hearing held on November 9, 2010.

Attachments: Ordinance D10-177

BUDGET INFORMATION

Budget Amount	Current Balance	Required Expenditure	Budget Balance

Budget Explanation: 2011 Budget Amounts: Regular Levy Property Tax Revenue = $2,512,400.22; Excess Ley Property Tax Revenue for 1997 GO Bond = $359,750.00; Combined Total = $$2,872,150.22.

COMMITTEE, BOARD & COMMISSION REVIEW

Council Committee Review: Finance Committee
Date: 9 November 2010

Approvals:		Yes	No
Chair/Councilmember	Deputy Mayor Swatman	☒	☐
Councilmember	Hamilton	☒	☐
Councilmember	Rackley	☒	☐

Forward to:

Consent Agenda: ☐ Yes ☒ No

Commission/Board Review:

Hearing Examiner Review:

COUNCIL ACTION

Workshop Date(s):

Public Hearing Date(s): November 9, 2010

Meeting Date(s): November 23, 2010

Tabled to Date:

APPROVALS

Director:
Al Juarez

Mayor:

Date Reviewed by City Attorney: (if applicable): Standard

ORDINANCE NO. D10-177

AN ORDINANCE OF THE CITY OF BONNEY LAKE, WASHINGTON, SETTING THE AMOUNT OF THE ANNUAL AD VALOREM TAX LEVY NECESSARY FOR THE FISCAL YEAR 2011 FOR THE PURPOSES SET FORTH BELOW:

WHEREAS, the City Council of the City of Bonney Lake is meeting and discussing the biennial budget for the calendar years 2011 and 2012; and

WHERAS, the City Council held a public hearing on November 9, 2010 to discuss the feasibility of an increase in property tax revenues for collection in year 2011; and

WHEREAS, the City Council of the City of Bonney Lake after hearing and after duly considering all relevant evidence and testimony presented, determined that the City of Bonney Lake requires a regular levy in the amount of $2,512,400.22 and a special levy in the amount of $359,750.00, which includes an increase in property tax revenue from the previous year, and amounts resulting from the addition of new construction and improvements to property and any increase in the value of state-assessed property, and amounts authorized by law as a result of any annexations that have occurred and refunds made, in order to discharge the expected expenses and obligations of the City and in its best interest;

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

SECTION 1: The City Council of the City of Bonney Lake, Washington, does hereby resolve the city's actual levy amount from the previous year was $2,469,659.74; and, the population is more than 10,000; and now therefore, that an increase in the regular property tax levy is authorized for the levy to be collected in the 2011 tax year. The dollar amount of the increase over the actual levy amount from the previous year shall be a percentage factor of .952% from the previous year. This increase is exclusive of $23,510.37 additional revenue resulting from new construction, improvements to property, newly constructed wind turbines, any increase in the value of state assessed property, any annexations that have occurred and refunds made.

SECTION 2: That this Ordinance also provides funds for the General Obligation Bonds previously issued to construct the public safety building as a result of the vote of the people authorized as the Tax Levy Limit of 2010 to be collected in 2011 in the amount of $359,750.

SECTION 3: That the taxes to be collected from the levies hereby fixed and made, together with the estimated revenues from sources other than taxation which constitutes the appropriation of the City of Bonney Lake for the fiscal year 2011, are hereby approved.

SECTION 4: A certified copy of this Ordinance shall be transmitted to the Pierce County Assessor's Office and to the Clerk of the Pierce County Council and such other governmental agencies as provided by law.

PASSED BY THE CITY COUNCIL OF THE CITY OF BONNEY LAKE and approved by the Mayor this 23rd day of November, 2010.

_____
Mayor Neil Johnson, Jr.

AUTHENTICATED:

_____
Harwood T. Edvalson, CMC
City Clerk

APPROVED AS TO FORM:

_____
James Dionne, City Attorney

Pierce County
Dale Washam, Assessor-Treasurer
2401 South 35th Street
Tacoma, WA 98409-7498
(253) 798-6111 FAX (253) 798-3142
ATLAS (253) 798-3333
www.piercecountywa.org/atr

PRELIMINARY TAX LEVY LIMIT 2010 FOR 2011

BONNEY LAKE
> 10,000

REGULAR TAX LEVY LIMIT:		2009
A.	**Highest** regular tax which could have been **lawfully** levied beginning with the 1985 levy [refund levy not included] times limit factor (as defined in RCW 84.55.005).	2,468,485.26 1.01 2,493,170.11
B.	Current year's assessed value of new construction, improvements and wind turbines in original districts before annexation occurred times last year's levy rate (if an error occurred or an error correction was make in the previous year, use the rate that would have been levied had no error occurred).	15,959,981.00 1.107168014342 17,670.38
C.	Current year's state assessed property value in original district if annexed less last year's state assessed property value. The remainder to be multiplied by last year's regular levy rate (or the rate that should have been levied).	18,594,720 18,594,720 0.00 1.107168014342 0.00
D.	**REGULAR PROPERTY TAX LIMIT (A + B + C)**	**2,510,840.49**
ADDITIONAL LEVY LIMIT DUE TO ANNEXATIONS:		
E.	To find rate to be used in F, take the levy limit as shown in Line D above and divide it by the current assessed value of the district, excluding the annexed area.	2,510,840.49 1,965,057,585.00 1.277743976685
F.	Annexed area's current assessed value including new construction and improvements times rate found in E above.	0.00 1.277743976685 0.00
G.	**NEW LEVY LIMIT FOR ANNEXATION (D + F)**	**2,510,840.49**
LEVY FOR REFUNDS:		
H.	RCW 84.55.070 provides that the levy limit will not apply to the levy for taxes refunded or to be refunded pursuant to Chapters 84.68 or 84.69 RCW. (D or G + refund if any)	2,510,840.49 1,559.73 2,512,400.22
I.	**TOTAL ALLOWABLE LEVY AS CONTROLLED BY THE LEVY LIMIT (D,G,or H)**	**2,512,400.22**
J.	Amount of levy under statutory rate limitation.	1,965,057,585.00 1.600000000000 **3,144,092.14**
K.	**LESSER OF I OR J**	**2,512,400.22**

2011 prelim cert w refunds xls, highest lawful