

COUNCIL WORKSHOP

**October 18, 2011
5:30 p.m.**

AGENDA

City of



“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.*

Location: Bonney Lake Justice Center, 9002 Main Street East, Bonney Lake, Washington.

I. Call to Order: Mayor Neil Johnson

II. Roll Call:

Elected Officials: Mayor Neil Johnson, Jr., Deputy Mayor Dan Swatman, Councilmember Laurie Carter, Councilmember Dan Decker, Councilmember Mark Hamilton, Councilmember Donn Lewis, Councilmember Randy McKibbin and Councilmember James Rackley.

III. Agenda Items:

A. **Council Open Discussion.**

Page 3 B. **Discussion /Action:** AB11-124 – Resolution 2159 – A Resolution Of The City Of Bonney Lake, Pierce County, Washington, Authorizing The Mayor To Sign The Franciscan Voluntary Transportation Mitigation Agreement.

Page 15 C. **Review of Council Minutes:** October 4, 2011 Council Workshop and October 11, 2011 Council Meeting.

Page 29 D. **Discussion / Action:** Tabled from 10/11-- AB11-112 – Ordinance D11-112 – An Ordinance of the City of Bonney Lake, Pierce County, Washington Amending Chapter 2.08 of the BLMC Relating to the Departments and Offices of the City.

Page 39 E. **Discussion / Action:** Tabled from 10/11-- AB11-113 – Ordinance D11-113 – An Ordinance of the City of Bonney Lake, Pierce County, Washington Updating the Position, Classification and Grade Table of Non-Represented Employees.

Page 43 F. **Discussion /Action:** Tabled from 10/11-- AB11-99 – Resolution 2146 – A Resolution of the City of Bonney Lake, Pierce County, Washington Authorizing the Mayor to Sign a Contract Amendment with Dionne and Rorick for Legal Services.

Page 47 G. **Discussion:** AB11-138 – Resolution 2165 – Eastown Sewer Memorandum of Understanding.

H. **Discussion:** 2011 Comp Plan amendments (minus the Cultural Resources Element)

- Page 51 • AB11-130 – Ordinance D11-130 – Eastown Subarea Comprehensive Plan amendment
- Page 103 • AB11-131 – Ordinance D11-131 – Eastown Design Standards
- Page 111 • AB11-132 – Ordinance D11-132 – CUGA Comp Plan amendment and zoning
- Page 127 • AB11-133 – Ordinance D11-133 – Midtown Plan Comp Plan amendment
- Page 141 • AB11-134 – Ordinance D11-134 – Midtown Design Standards
- Page 149 • AB11-135 – Ordinance D11-135 – Midtown Land Use Comp Plan amendment
- Page 159 • AB11-136 – Ordinance D11-136 – Park Element Comp Plan amendment

IV. Executive Session: Pursuant to RCW 42.30.110(b), the City Council may hold an executive session. The topic(s) and the session duration will be announced prior to the executive session.

V. Adjournment

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

City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Department/Staff Contact: Community Development / John P. Vodopich, AICP	Meeting/Workshop Date: 18 October 2011	Agenda Bill Number: AB11-124
Agenda Item Type: Resolution	Ordinance/Resolution Number: 2159	Councilmember Sponsor: Administration

Agenda Subject: Franciscan Voluntary Transportation Mitigation Agreement

Full Title/Motion: A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Authorizing The Mayor To Sign The Franciscan Voluntary Transportation Mitigation Agreement.

Administrative Recommendation: Approve

Background Summary: The resolution provides for a voluntary transportation mitigation agreement with Franciscan Health Systems, the owners of real property located at 9130 Sky Island Drive East, to mitigate frontage improvements and intersection upgrades as a direct result of the proposed construction of an approximately 45,702 square foot medical office pavilion on the property. The agreement provides for a one time payment of \$1,000,000 to the City at the time of the issuance of the building permit for the project.

Attachments: Resolution 2159 & the Franciscan Mitigation Agreement

BUDGET INFORMATION			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
Budget Explanation:			

COMMITTEE, BOARD & COMMISSION REVIEW											
Council Committee Review:	Finance Committee Date: 11 October 2011	<i>Approvals:</i> Chair/Councilmember Dan Swatman Councilmember James Rackley Councilmember Mark Hamilton	<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">Yes</td> <td style="width: 15%;">No</td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	Yes	No	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Forward to: October 18, Workshop for discussion/action	Consent Agenda: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No									
Commission/Board Review:											
Hearing Examiner Review:											

COUNCIL ACTION	
Workshop Date(s): October 18, 2011	Public Hearing Date(s):
Meeting Date(s):	Tabled to Date:

APPROVALS		
Director: <i>John P. Vodopich, AICP</i>	Mayor: <i>Approve</i>	Date Reviewed by City Attorney: October 4, 2011 (if applicable):

RESOLUTION NO. 2159

A RESOLUTION OF THE CITY OF BONNEY LAKE, PIERCE COUNTY,
WASHINGTON, AUTHORIZING THE MAYOR TO SIGN THE FRANCISCAN
VOLUNTARY TRANSPORTATION MITIGATION AGREEMENT

WHEREAS, RCW 82.02.020 authorizes local governments to enter into voluntary mitigation agreements; and

WHEREAS, the City desires to enter into a voluntary transportation mitigation agreement with Franciscan Health Systems, the owners of real property located at 9130 Sky Island Drive East, to mitigate frontage improvements and intersection upgrades as a direct result of the proposed construction of an approximately 45,702 square foot medical office pavilion on the property; and

NOW, THEREFORE, it is hereby resolved that the Mayor shall have authority to sign and execute the attached mitigation agreement for traffic impacts caused by construction of Franciscan medical pavilion on behalf of the City.

PASSED by the City Council this th day of October, 2011.

Mayor Neil Johnson, Jr.

AUTHENTICATED:

Harwood T. Edvalson, CMC
City Clerk

APPROVED AS TO FORM:

James J. Dionne, City Attorney

**MITIGATION AGREEMENT FOR TRAFFIC IMPACTS
CAUSED BY CONSTRUCTION OF FRANCISCAN MEDICAL PAVILION**

The Parties, the City of Bonney Lake, a Washington municipal corporation (“City”) and Franciscan Health System, a Washington nonprofit corporation (“Franciscan”), hereby agree to the following terms for a voluntary traffic mitigation agreement pursuant to RCW 82.02.020 (this “Agreement”):

WHEREAS, Franciscan has applied for the permits necessary to construct an approximately 45,702 square foot medical office building known as the Franciscan Medical Pavilion (“MOB” Project”) on vacant property owned by it having a street address of 9130 Sky Island Drive East, Bonney Lake, Washington and being located at the southeast corner of the SR 410/184th Ave. E. (Sky Island Drive) intersection.

WHEREAS, review of the MOB Project under the State Environmental Policy Act (“SEPA”) is in process.

WHEREAS, a Transportation Impact Study dated May 25, 2011, performed by Transportation Engineering Northwest, LLC (the “Traffic Study”) indicates that the traffic generated by the MOB Project will have an impact, described as not significantly adverse, on several intersections within the City including the SR 410/184th Ave. E. (Sky Island Drive) intersection, which will receive the greatest number of trips generated by the MOB Project.

WHEREAS, the MOB Project will create a need for frontage improvements on SR 410 and 184th Ave. E. next to the MOB Project and directly opposite the MOB Project on the north side of SR 410.

WHEREAS, the City has a planned project in its Transportation Improvement Program (“TIP”) to make improvements to the SR 410/184th Ave. E. (Sky Island Drive) intersection including making side street improvements and widening the north-south approaches to the intersection.

WHEREAS, the City imposes a Transportation Impact Fee (“TIF”) upon new developments to mitigate area-wide long-term transportation impacts reasonably related to those developments, and using the Traffic Study’s estimate that the MOB Project will generate 142 trips per weekday PM peak hour, the TIF that would be imposed upon the MOB Project is \$679,166 (based on the 7th Edition Schedule of the ITE Manual and Attachment B of the 2011 Schedule of Transportation Impact Fees).

WHEREAS, the Parties believe that in order to mitigate the direct impacts of the MOB Project on the City’s transportation facilities it would be in their mutual best interest if Franciscan would dedicate a portion of its property for the widening of 184th Ave. E. and make a lump-sum payment to the City to be held in a reserve account and used by the City to fund, in part, the improvements identified herein.

NOW, THEREFORE, in order to avoid the construction of street improvements on a piecemeal basis in advance of City-planned improvements and to provide for the mitigation of the direct, indirect and cumulative impacts on the City's transportation facilities arising from the proposed MOB Project, the Parties agree as follows:

1. The City and Franciscan agree and acknowledge that this Agreement is a voluntary agreement made in accordance with the terms of RCW 82.02.020 and that it is reasonably necessary as a direct result of the MOB Project. The City and Franciscan agree that the basis for Franciscan's dedication of property and contribution of money under this Agreement is the reasonable anticipation that vehicular and pedestrian circulation will increase as a result of the MOB Project, creating a need for frontage improvements and intersection upgrades.

2. Franciscan agrees to make the property dedication and monetary contribution described in Section 3 below for the purpose of:

(a) mitigating the impacts of the MOB Project on the SR 410/184th Ave. E. (Sky Island Drive) intersection;

(b) mitigating the impacts on the City's other transportation facilities that are a consequence of the MOB Project;

(c) providing for frontage improvements along SR 410 and 184th Ave. E. next to the property on which the MOB Project is located and directly opposite the MOB Project on the north side of SR 410; and

(d) providing for all vehicular and pedestrian improvements to the City's transportation facilities that will reasonably benefit the property on which the MOB Project is located.

3. For the reasons set forth in Sections 1 and 2 above Franciscan agrees to:

(a) pay One Million Dollars (\$1,000,000.00) (the "Mitigation Funds") to the City; and

(b) dedicate a strip of land along a portion of the western boundary of the property on which the MOB Project is located that is described on page 1 of Exhibit A attached hereto and shown on the site plan of the western portion of Franciscan's property attached hereto as page 2 of Exhibit A.

4. The property to be dedicated to the City pursuant to Section 3(b) above shall become part of the 184th Ave. E. right-of-way and used by the City as part of its planned project to widen the approach to the SR 410/184th Ave. E. (Sky Island Drive) intersection. The property has an agreed value of \$79,099.54, based upon the price Franciscan paid for the property in 2007.

5. The Mitigation Funds shall be used by the City solely for the design and construction of the following improvements:

(a) frontage improvements, including without limitation, curbs, gutters, sidewalks, illumination, trees and landscaping, along SR 410 and 184th Ave. E. next to the property on which the MOB Project is located and directly opposite the MOB Project on the north side of SR 410; and

(b) improvements to the SR 410/184th Ave. E. (Sky Island Drive) intersection.

6. The amount of the Mitigation Funds plus the agreed value of the property to be dedicated to the City by Franciscan shall be allowed as a credit against any TIF imposed against the MOB Project; provided, however, that the credit shall not exceed the TIF otherwise payable.

7. Dedication of the property described in Section 3(b) above and payment of the Mitigation Funds to the City shall be made by Franciscan at the time the building permit for the MOB Project is ready for issuance.

8. The City shall hold the Mitigation Funds received under this Agreement in an account maintained by the City in a national bank selected by the City consistent with the terms and conditions of this Agreement for a period not to exceed five (5) years from the date the Mitigation Funds are received by the City. Until the Mitigation Funds are fully expended or returned to Franciscan as provided below, the City shall provide Franciscan with quarterly reports as to expenditures of the Mitigation Funds occurring during the previous quarter and the balance of Mitigation Funds remaining. In the event the improvements described in Section 5 above have not been commenced within the five (5) year period, any unexpended Mitigation Funds shall be refunded to Franciscan. Franciscan waives the right to a refund with interest at the rate authorized under Chapter 82.02 RCW. A refund of all or any part of the Mitigation Funds shall not impose a duty upon Franciscan to construct any improvements to the City's transportation facilities whether or not described in this Agreement.

9. All notices provided for herein may be delivered by overnight courier service, mailed registered or certified mail, return receipt requested, or transmitted via facsimile. If a notice is sent via overnight courier, it shall be deemed delivered upon the next business day. If a notice is mailed, it shall be considered delivered three (3) days after deposit in such mail. If a notice is sent via facsimile, it shall be deemed received upon receipt of verification of transmission. The addresses to be used in connection with such correspondence and notices are the following, or such other address as a party shall from time to time direct:

City: City of Bonney Lake
8720 Main Street East
Bonney Lake, WA 98391
Mailing: P.O. Box 7380
Bonney Lake, WA 98391-0944
Attention: Dan Grigsby, P.E.
Director of Public Works
Telephone: 253-447-4347
Facsimile: 253-826-1921

Franciscan: Franciscan Health System
MS 10-06 1149 Market Street
Tacoma, WA 98402
Attention: Wade J. Moberg
FHS Regional Director, Facilities
Telephone: 253-552-4125
Facsimile: 253-428-8485

10. In the event that any party to this Agreement retains an attorney to enforce any of the provisions hereof, the prevailing party shall be entitled to reasonable attorneys' fees and costs incurred in both trial and appellate courts or incurred in such alternative forum agreed upon by the parties.

11. This Agreement is made with reference and is intended to be construed in accordance with the laws of the State of Washington. The parties agree that the venue for any suit brought under this Agreement shall be exclusively in Pierce County, Washington.

12. This Agreement shall not be construed more favorably to one party over another, notwithstanding the fact one party, or its attorney, may have been more responsible for the preparation of the document.

13. This Agreement fully integrates the understanding of the parties. It supersedes and cancels all prior negotiations, correspondence and communication between the parties with respect to the payment of the Mitigation Funds, the dedication of property and the terms and conditions of this Agreement. No oral modification of or amendment to this Agreement shall be effective; however, this Agreement may be modified or amended by written agreement signed by all the parties to the Agreement.

14. The terms of this Agreement shall be binding upon and shall inure to the benefit of the Parties and their respective successors and assigns.

15. The individuals executing this Agreement warrant and represent that they have the authority to bind the parties identified in this Agreement.

16. This Agreement shall be effective on the date of the last signature under this Agreement (the "Effective Date").

17. If the Mitigated Determination of Nonsignificance ("MDNS") subsequently issued for the MOB Project by the City's responsible official requires (a) the construction of improvements to the City's transportation facilities without permitting the payment of mitigation funds in lieu of such construction in an amount that does not exceed the amount of the Mitigation Funds set forth in this Agreement, or (b) the payment of any mitigation funds and/or any other kind of monetary payment including a TIF in addition to the amount of the Mitigation Funds set forth in this Agreement, or (c) the dedication of property in excess of that required by this

Agreement, or if an appeal of the MDNS results in an order requiring any of the matters described above, then Franciscan may terminate this Agreement by written notice to the City.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date set forth below.

CITY:

CITY OF BONNEY LAKE, a Washington municipal corporation

By: _____

Neil Johnson

Its: Mayor

Date: _____

FRANCISCAN:

FRANCISCAN HEALTH SYSTEM, a Washington nonprofit corporation

By:  _____

Date: _____

STATE OF WASHINGTON)
)
County of Pierce) ss.

On this ____ day of October, 2011, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Neil Johnson to me known to be the Mayor of the City of Bonney Lake, the municipal corporation that executed the within and foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said municipal corporation, for the uses and purposes therein mentioned, and on oath stated that he is authorized to execute said instrument on behalf of said municipal corporation.

Witness my hand and official seal hereto affixed this ____ day of _____, 2010.

[Printed Name]
Notary Public in and for the State of Washington,
residing at _____
My Commission expires: _____

STATE OF WASHINGTON)
)
County of Pierce) ss.

On this 7th day of October, 2011, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Mike Fitzgerald to me known to be the CFO of Franciscan Health System, a Washington non-profit corporation and that executed the within and foregoing instrument, and acknowledged to me that he/she signed and sealed the said instrument as his/her free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she is authorized to execute said instrument on behalf of said corporation.

Witness my hand and official seal hereto affixed this 7th day of October, 2011.



Charmel L Sessions
Charmel L Sessions
[Printed Name]
Notary Public in and for the State of Washington,
residing at Tacoma, WA
My Commission expires: 7-01-15

LEGAL DESCRIPTION
RIGHT-OF-WAY DEDICATION

That portion of Tract 27, McDonald Fruit Tracts, according to the plat recorded in book 11 of plats at page 31, records of Pierce County, Washington, being in the Northwest quarter of Southwest quarter of Section 33, Township 20 North, Range 5 East, Willamette Meridian, more particularly described as follows:

COMMENCING at the intersection of the East margin of 184th Avenue East as dedicated by Auditor's file No. 9210280486 and the South line of the North half of the North half of Tract 29 of said McDonald Fruit Tracts;
THENCE North $01^{\circ}13'36''$ West, 175.77 feet along said East margin to the TRUE POINT OF BEGINNING;
THENCE CONTINUING North $01^{\circ}13'36''$ West, 203.41 feet along said East margin to a point of tangency;
THENCE Northerly along said East margin, along the arc of a curve to the left, having a radius of 230.00 feet, through a central angle of $12^{\circ}41'44''$, and an arc length of 50.96 feet to a point of reverse curvature;
THENCE Northerly along said East margin, along the arc of a curve to the right, having a radius of 46.00 feet, through a central angle of $59^{\circ}24'36''$, and an arc length of 47.70 feet to the Southwesterly margin of State Highway 410 as dedicated by deed recorded under Auditor's file No. 9201280447;
THENCE South $44^{\circ}31'23''$ East, 28.34 feet along said Southwesterly margin to a point on a non-tangent curve, the radius of which bears South $45^{\circ}29'46''$ East;
THENCE Southwesterly along the arc of a curve concave to the Southeast, having a radius of 34.50 feet, through a central angle of $41^{\circ}17'09''$, and an arc length of 24.86 feet;
THENCE South $03^{\circ}13'05''$ West, 91.28 feet;
THENCE South $03^{\circ}54'25''$ East, 54.62 feet to a point of tangency;
THENCE southerly along the arc of a curve to the right, having a radius of 347.50 feet, through a central angle of $18^{\circ}12'58''$, and an arc length of 110.48 feet to the TRUE POINT OF BEGINNING.

Containing 3,851 sq.ft., more or less.

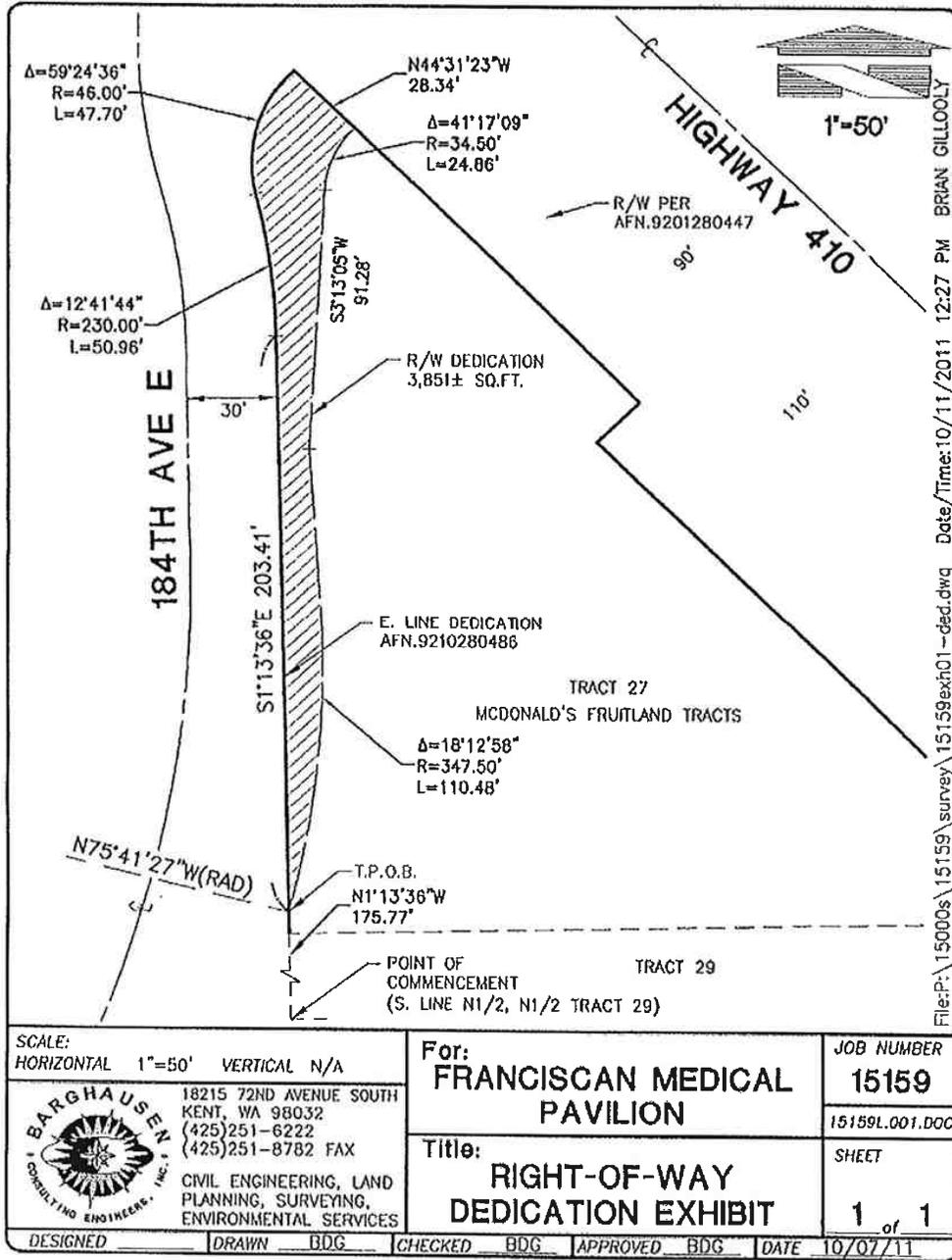


Project Name: Franciscan Medical Pavilion
October 04, 2011
Revised: October 11, 2011

Page 1 of 1

BDG
15159L.001.doc
Exhibit: 15159EXH01-ded.dwg

Exhibit A
Page 1



File:P:\15000s\15159\survey\15159exh01-ded.dwg Date/Time:10/11/2011 12:27 PM BRIAN GILLOOLY

Exhibit A
Page 2

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COUNCIL WORKSHOP

**October 4, 2011
5:30 p.m.**

DRAFT MINUTES



"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

Location: Bonney Lake Justice Center, 9002 Main Street East, Bonney Lake, Washington.

I. Call to Order: Mayor Johnson called the Workshop to order at 5:37 p.m.

II. Roll Call: [A1.3]

Administrative Services Director/City Clerk Harwood Edvalson called the roll. In addition to Mayor Neil Johnson, Jr. 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 City Administrator Don Morrison, Public Works Director Dan Grigsby, Community Development Director John Vodopich, Interim Police Chief Dana Powers, Chief Financial Officer Al Juarez, City Attorney Jim Dionne, Administrative Services Director/City Clerk Harwood Edvalson, and Administrative Specialist Shawn Campbell.

III. Executive Session: Pursuant to RCW 42.30.140(4)(a) the Council recessed to an executive session with the City Attorney at 5:37 p.m. for 15 minutes to discuss labor relations. The Council returned to chambers at 5:55 p.m.

IV. Agenda Items:

A. Council Open Discussion:

Sumner School District: Mayor Johnson asked Council if they would like to join him in signing a letter to the Sumner School District supporting the new school district boundaries. The full Council indicated support of the letter.

Cascadia: Mayor Johnson said he and Deputy Mayor Swatman met with the new owners of Cascadia. He said they discussed the developer's plans for Cascadia and sewers for the development. He said the developer is very organized and wants to work with the City.

Franciscan Medical Pavilion: Mayor Johnson said he wanted to share the proposed mitigation agreement for traffic impact fees for the Franciscan Medical Pavilion with the full Council as soon as possible so they could review it at their leisure. He said this agreement would go to the Finance Committee at the October 11, 2011 meeting and then either straight to the next meeting or workshop.

Eastown Sewers: Mayor Johnson said he met with Eastown Representative Roger Watt. He said the property owners have formed a LLC and he anticipates receiving the Memorandum of Agreement back by Wednesday. He said he would then bring the agreement back to full Council for consideration.

State Representative Roach: Councilmember Hamilton said he read that State Representative Roach was meeting with cities affected by Pierce Transit's reduction in service. Mayor Johnson said he has a meeting scheduled on Wednesday, October 5 and he will report to Council at the next meeting.

- B. **Review of Council Minutes:** September 20, 2011 Council Workshop Minutes and September 27, 2011 Council Meeting.

Councilmember Lewis asked for the September 20, 2011 Workshop to be amended on P. 2 "~~erew~~ project leaders" and Councilmember Carter asked to add "She asked if a permit is required for a garden."

Councilmember Lewis asked for the September 27, 2011 Meeting minutes to be amended on p. 3 to "the group is ~~invested~~ interested." Councilmember Carter asked for p. 3 to be amended to "WSU Forest and Franciscan Medical Building; "youth and ~~national~~ reports"; "annual Franciscan fundraising gala". She also noted typographical errors.

The corrected minutes were forwarded to the October 11, 2011 Meeting for action.

- C. **Discussion:** (Tabled from 9/13 Council Meeting and 9/20 Council Workshop): AB11-99 – Resolution 2146 – A Resolution of the City of Bonney Lake, Pierce County, Washington Authorizing the Mayor to Sign a Contract Amendment with Dionne and Rorick for Legal Services.

City Administrator Morrison said the amendment to the legal services contract with Dionne and Rorick is to update the rate of pay for the City Attorney and removes the prosecuting attorney duties from the agreement. He added there is a slight increase to the fee for Public Works hours but the rest of the fees will remain the same as they are at present and is to be adjusted yearly with the CPI. Councilmember Decker asked how the resolution relates to the Bonney Lake Municipal Code and the current City Attorney duties. He asked if the City is paying for the services twice since a City Prosecutor has already been hired and the City still has a current agreement with Dionne and Rorick for the prosecutor services. City Administrator Morrison explained the Municipal Code could be interpreted to include the City Prosecutors but does not necessarily need to. He said the hiring of a prosecutor does not have to do with the portion of the code that has to do with outside legal counsel. He said the agreement with Dionne and Rorick is for services requested. He said the City has sent Dionne and Rorick a letter stating the City would no longer need prosecuting attorney services. City Attorney Dionne said that was not the interpretation that was agreed to in the original agreement. City Administrator Morrison said the City is also trying to clean up the municipal code to reflect the change in moving the City Prosecutor office out of the City Attorney's duties.

Deputy Mayor Swatman said the City needs to approve the change in the contract with Dionne and Rorick because the City is currently paying for the services twice. He wants to ensure the Councils' authority to hire and release employees is maintained. Councilmember Hamilton said the City is cleaning up language in the BLMC to allow a new City employee to assume the duties of the prosecuting attorney. Councilmembers questioned why the Prosecuting Attorney is not a position that requires Council confirmation. The City Administrator listed the positions that require Council confirmation per the BLMC. He added that all items regarding personnel and finance are sent to the finance committee not to individual Councilmembers. Councilmember Decker said he felt the administration purposely left out the full Council and

he believes the process should be stopped and started over from scratch to correct all the errors. Mayor Johnson confirmed that his intent was not to mislead the Council. He said he did bring it to the Finance Committee, but in the future, the administration has developed a process to ensure the full Council is kept informed. Councilmember Cater questioned if the City considered going out for bid on all attorney services. Mayor Johnson said the City is happy with the current City Attorney. Council discussed the desire to be kept informed by the administration and the individual Council Committees. By Council consensus Resolution 2146 was forwarded to the October 11, 2011 Council Meeting for action.

- D. **Discussion:** (Tabled from 9/20 Council Workshop): AB11-112 – Ordinance D11-112 – An Ordinance of the City of Bonney Lake, Pierce County, Washington Amending Chapter 2.08 of the BLMC Relating to the Departments and Offices of the City.

City Administrator Morrison said this ordinance is mostly a housekeeping issue to clean up department and job titles in the BLMC that have been established administratively or by Council. Mayor Johnson said the administration got ahead of itself with changing some positions and job duties, but the changes have been very effective. Councilmember Decker suggested removing the City Administrator as the supervising staff for the City Prosecutor's office. Deputy Mayor Swatman confirmed with the passage of this ordinance the Council would be deleting the Community Services Department. He said he wants to ensure the City is doing business legally. He expressed a concern about how the state auditors would interpret paying for a position that has not legally been created. He reiterated that the Mayor and administration do not have the authority to create a new position. City Administrator Morrison said a new position was not created; instead, a position was simply reclassified. Councilmember Carter said if an item goes to a Council subcommittee, it does not constitute council approval. She said items must be brought before the full Council for approval. By Council consensus Ordinance D11-112 was forwarded to the October 11, 2011 Council Meeting for action.

Councilmember Decker moved to take a five-minute recess at 7:15 pm. Councilmember Rackley seconded the motion. Mayor Johnson called the meeting back to order at 7:20 pm.

- E. **Discussion:** (Tabled from 9/20 Council Workshop): AB11-113 – Ordinance D11-113 – An Ordinance of the City of Bonney Lake, Pierce County, Washington Updating the Position, Classification and Grade Table of Non-Represented Employees.

City Administrator Morrison said this ordinance is necessary to add the City Prosecutor position and reclassify the Community Services Director to Facilities and Special Events Manager. Councilmember Carter asked if the reclassification includes a pay cut. City Administrator Morrison said the two pay scales overlap and the individual employee's current salary falls within the new range. Therefore, there is no pay cut to the employee. He said the table is not a position authorization table. He said the administration gets the authority to fill a position through the budget. He said this table only sets the title of the position and the salary range. Deputy Mayor Swatman said the budget is adopted at the fund level and the Council does not have the authority at the line item level. He said he wants to confirm and maintain the Council's authority to add and delete positions as they see fit. He added he thinks the administration and the Council need to be made clear on the separation and the roles of each body. Councilmember Carter said she would like a policy on how subcommittee minutes are disseminated to the full Council. She said it is important for each Councilmember to do their own research and to educate themselves on the issues. Councilmember Rackley suggested the

Council could adopt new rules and procedures for this issue. By Council consensus Ordinance D11-113 was forwarded to the October 11, 2011 Council Meeting for Action.

- F. Discussion:** (Tabled from the 9/27 Council Meeting): AB11-116 – Ordinance D11-116 – An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Renaming That Portion Of Sumner-Buckley Highway East That Lies Within The City Limits.

Mayor Johnson read informal poll results from the Patch blog. Councilmember Hamilton said when the Veteran’s Committee presented the idea they suggested Sumner-Buckley Highway E. He added he believes they suggested this road because it has a military history. Councilmember Rackley said they need to consider alternative locations. Deputy Mayor Swatman said the survey is not scientific and was poorly written. He added not many cities have one of their main roads named after a neighboring city. He said there would be some cost to property owners but they would be nominal. He said it would cost more to rename the street in the future and it would be short sighted to not rename the road at this time. Councilmember Carter said she met with many citizens over the last week in various community events. She said not one person she spoke to was in favor of changing the name of the Sumner-Buckley Hwy E. She said people are in favor of honoring the veterans but not on that road. She suggested the City use a new street that would be built during construction of a civic campus. She said she spoke to two Veteran’s Memorial Committee members and they do not want the memorial connected with this controversy. Councilmember Decker said the citizens he spoke with are not in favor of the change. Councilmember Hamilton said the Council could change the name now and not make it effective for a year or two. Mayor Johnson suggested talking to the Veterans Committee again to confirm their intentions. Councilmember Rackley moved to table the issue to a workshop in the future.

- G. Discussion:** AB11-77 – Ordinance D11-77 - Renewing a CATV Franchise Agreement with Comcast and Establishing a Franchise Fee.

Discussion: AB11-78 – Ordinance D11-78 – Amending the BLMC 5.04.030F to reduce CATV utility tax.

Deputy Mayor Swatman said these two items need to be discussed together. He said the items have come through Finance Committee but wanted to make sure the full Council is completely informed. He said the City’s franchise agreement with Comcast has expired and The Rainer Cable Commission has negotiated a new model agreement. He said the two ordinances will make it so the change is revenue neutral to the citizens. City Administrator Morrison said if the Council intends to broadcast meetings the funds needed to make the conversion could come from an increase in this source. By Council consensus Ordinance D11-77 was forwarded to the October 11, 2011 Council Meeting for action.

IV. Adjournment:

At 8:16 p.m. Councilmember Rackley moved to adjourn the Workshop. Councilmember Lewis seconded the motion.

Motion to adjourn approved 7 – 0.

Harwood T. Edvalson, CMC
City Clerk

Neil Johnson, Jr.
Mayor

Items Submitted to the October 4, 2011 Council Workshop:

- *City of Bonney Lake – Mitigation Agreement for Traffic Impacts Caused by Construction of Franciscan Medical Pavilion” – Mayor Neil Johnson*

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CITY COUNCIL MEETING

October 11, 2011
7:00 P.M.

DRAFT MINUTES

City of



“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

Location: Bonney Lake Justice Center, 9002 Main Street East, Bonney Lake, Washington.

I. CALL TO ORDER – Mayor Neil Johnson, Jr. called the meeting to order at 7:00 p.m.

- A. Flag Salute: Boy Scout Troop #510 led the audience in the Pledge of Allegiance. Troop 304 & Boy Scout Pack 504, Den 5 were also in attendance to observe the meeting.
- B. Roll Call: Administrative Services Director/City Clerk Harwood Edvalson called the roll. In addition to Mayor Johnson, elected officials attending were Deputy Mayor Swatman, Councilmember Laurie Carter, Councilmember Dan Decker, Councilmember Mark Hamilton, Councilmember Donn Lewis, Councilmember Randy McKibbin, and Councilmember Jim Rackley.

Staff members in attendance were City Administrator Don Morrison, Community Development Director John Vodopich, Chief Financial Officer Al Juarez, Assistant Public Works Director Charlie Simpson, Acting Police Lieutenant Kurt Alfano, Administrative Services Director/City Clerk Harwood Edvalson, City Attorney Jim Dionne, and Records & Information Specialist Susan Duis.

C. Announcements, Appointments and Presentations:

- 1. Announcements: None.
- 2. Appointments: None.
- 3. Presentations:

a. **Presentation of Certificate of Recognition:** Tricia Littlefield.

Mayor Johnson thanked Tricia Littlefield for her service and congratulated her on being named the Washington State Family and Consumer Sciences Educators Teacher of the Year. Mrs. Littlefield said she was honored by the certificate and thanked the Mayor and Council for taking time to recognize educators.

b. **Proclamation:** Domestic Violence Awareness Month.

Mayor Johnson read the proclamation aloud, declaring October 2011 as Domestic Violence Awareness Month. Exodus Housing Executive Director Joe O’Neil and members of the board accepted the proclamation. Mr. O’Neil noted the tragic murder in the City over the weekend, and asked everyone to take an active role in reporting domestic violence and educating youth about this problem. He announced upcoming fundraising events for Exodus house, including the ‘Plunge Against DV’ on October 29th at Allan Yorke Park. Mayor Johnson encouraged Councilmembers to take part. Councilmember Carter said citizens can also make donations to the organization online, through the CFC federal campaign, or the Washington State United Way campaign.

- D. Agenda Modifications: None.

II. PUBLIC HEARINGS, CITIZEN COMMENTS & CORRESPONDENCE:

- A. Public Hearings: None.

- B. Citizen Comments:

Grant Sulham, 10005 183rd Av E, Bonney Lake, is the Planning Commission Chair and asked for guidance from the Council on the proposed Cultural Resources Comprehensive Plan amendment. He suggested the Council adopt the plan as an amendment in 2011, and direct the Planning Commission to get community input and work on additional amendments during 2012. Deputy Mayor Swatman asked the Planning Commission to finish its draft recommendations and forward the plan to the Council for action in 2011.

Mr. Sulham also discussed the Planning Commission's review of the Midtown Core matrix zoning. Deputy Mayor Swatman confirmed that the Council would like to review and make a decision on the proposed zoning amendments in 2011 as well. Councilmembers thanked Mr. Sulham for his time.

Don Sangesand, 5616 195th Pl E, Bonney Lake, asked why phone books and newspapers can be thrown on properties and not considered to be litter. He said it can cause a public safety issue when people do not pick them up. Mayor Johnson asked staff to speak with Mr. Sangesand about the City codes on littering.

Louisa Smith, 20112 Church Lake Rd E, Bonney Lake, spoke about the proposed renaming of Sumner-Buckley Hwy. She said she and others who have lived in the community for a long time are attached to the old street names like Old Buckley Hwy. She said she supports having a Veterans Memorial Drive in the City, but does not feel that the Council has picked the right location. She said that Sumner-Buckley Hwy is a very utilitarian thoroughfare, and it would be better to select a nice tree-lined street that can have a veteran's memorial on it later.

Ms. Smith said that on Saturday, October 15th from 9:00 am to 3:00 pm, the Senior Center is having a Holiday Craft Bazaar. She encouraged everyone to come and support the seniors in this event, which includes great food and vendors.

Mayor Johnson noted in response to Mr. Sangesand's comments that the City has received code complaints about littering. Community Development Director Vodopich said phone books left on lawns can be considered littering, whereas newspapers cannot. Mayor Johnson said the Courier-Herald has been responsive to requests from citizens to change their delivery locations, and citizens should report other issues of littering to the Code Enforcement Officer.

- C. Correspondence: None.

III. COUNCIL COMMITTEE REPORTS

- A. Finance Committee: Deputy Mayor Swatman said the committee met at 5:30 p.m. earlier in the evening and heard a presentation from Bill Oltman from the Rainier Cable

Commission about options to broadcast Council meetings. He said the RCC provides web archives of taped meetings as well as live broadcasts. The committee also reviewed personnel updates, cost of living adjustments in 2012, and how furlough days impact the budget. The committee also reviewed a transportation mitigation agreement with Franciscan Healthcare (Resolution 2159), which will be reviewed as an action item at the next workshop.

- B. Community Development Committee: Councilmember Rackley said the committee met on October 4th and discussed improvements at SR 410 and Main St/Sky Island Dr and project updates for the SR 410 sidewalk improvement project. The committee forwarded Resolution 2153, AB11-118, and AB11-119 to the current agenda for action.
- C. Public Safety Committee: Councilmember Carter said the committee met on October 3rd and forwarded the Domestic Violence Proclamation and reviewed their minutes. They heard an update from Interim Police Chief Powers on the Food Bank's new distribution methods. They will have a staging area in the gravel parking lot behind the Public Safety Building, and allow only a few cars to park at the Food Bank at a time. The committee heard an update on homeless activities and learned that Wal-Mart allows people to stay in their parking lot for two days maximum. The Police Department will continue contacting homeless and work with them on a case-by-case basis, but has not made a sweep of the Franciscan property yet. She said she spoke with a representative from Cascade Water Alliance at the open house on October 1st, and he was in favor of adding house numbers on lakeside properties, both for emergency response and lake maintenance. She said staff are preparing for the next Citizen's Academy and hope to have more participants. The City's new Prosecutor, Maili Barber, has participated in a police ride-along and is working on open container ordinances and recommendations to keep the WSU forest safe. Councilmember Carter added that the Civil Service Commission is reviewing lateral officer applications.

D. Other Reports:

Food Bank: City Administrator Morrison said Food Bank Director Stu Bowen reported back on their first day with the new system to stage cars for food distribution. He said they have several staff on walky-talkies directing people to cue up in the parking lot, then come up to the building in stages. Mr. Bowen reported the process worked well and they hope it will alleviate the issues reported by businesses in the area.

Pierce Transit: Mayor Johnson said he met with County Councilmembers Dan Roach and Tim Farrell to discuss Pierce Transit. He said Councilmember Roach is considering options to redraw Pierce Transit's service boundaries to allow cities like Bonney Lake to manage their own transit services. He said it sounds like Pierce Transit is considering options to keep smaller cities in their boundaries but provide something back to them. The next meeting of the Pierce Transit board is October 31st, and the Mayor plans to attend. He said he also plans to talk with the Mayors of Buckley and Orting about alternatives, and asked the Council to think about what kind of base level services they would like to see in the City, keeping in mind the additional costs for paratransit services.

Councilmember Carter said the Puyallup Fair used a private contractor for shuttle service in 2011, and asked if the Council could find out how much it cost and whether it worked well for them. Mayor Johnson said he would share information he receives, and said it may take a long time to resolve the area's transit issues.

IV. CONSENT AGENDA:

- A. **Approval of Corrected Minutes:** September 20, 2011 Council Workshop and September 27, 2011 Council Meeting. Moved to Full Council Issues, Item E.
- B. **Approval of Accounts Payable and Utility Refund Checks/Vouchers:** Accounts Payable checks/vouchers #62067 thru 62107 (Including Wire Transfer #s 8044214, 20110915) in the amount of \$236,286.64; Accounts Payable checks/vouchers #62108 thru 62108 in the amount of \$50.00; Accounts Payable checks/vouchers #62109 thru 62157 in the amount of \$130,306.09 Accounts Payable checks/vouchers #62158 thru 62161 in the amount of \$1,496.56; for a grand total of \$368,139.29.
VOIDED CHECKS: #62007 voided and replaced as a wire with the same number to fix coding error.
- C. **Approval of Payroll:** Payroll for September 16-30 2011 for checks 30029 – 30059, including Direct Deposits and Electronic Transfers in the amount of \$671,4801.63. Replacement check 30028 issued to replace Direct Deposit 19976.
- D. **AB11-77 – Ordinance 1397 [D11-77]** – An Ordinance Of The City Of Bonney Lake, Pierce County, Washington, Renewing A Cable Television Franchise Agreement With Comcast Of California/Colorado/Washington I, Inc Thereby Superseding All Previous Agreements; And Establishing A Franchise Fee Of Five Percent.
- E. **AB11-78 – Ordinance 1398 [D11-78]** – An Ordinance Of The City Of Bonney Lake, Pierce County, Washington Amending Chapter 5.04 Of The Bonney Lake Municipal Code, And The Corresponding Portions Of Ordinance Nos. 990 And 305, Relating To Cable TV Utility Tax.
- F. **AB11-115 – Resolution 2153** – A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Authorizing The Mayor To Sign An Agreement With RH-2 Engineering For Construction Services Of The Prairie Ridge Booster Pump Station And Wholesale Intertie Project.
- G. ~~**AB11-117 – Resolution 2154** – A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Designating The Bonney Lake Summer Courier Herald As The City's Official Newspaper For 2011-2012. Moved to Full Council Issues, Item D.~~
- H. **AB11-120 – Resolution 2155** – A Resolution of the City Council of the City of Bonney Lake, Pierce County, Washington, Authorizing the Mayor to Sign an Agreement with CGI Communications, Inc. for a Community Video Tourbook.
- I. **AB11-118** – A Motion Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, To Accept As Complete The IJC - Tenant Improvements Project With JB Construction Consulting, Inc.
- J. **AB11-119** - A Motion Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, To Accept As Complete The 2011 Chip Seal Project With Doolittle Construction, LLC.

Councilmember Decker requested that item G. be moved to Full Council Issues., Item D. Councilmember Carter requested that Item A. be moved to full Council Issues, Item E.

Councilmember McKibbin moved to approve the Consent Agenda as amended. Councilmember Lewis seconded the motion.

Consent Agenda approved as amended 7 – 0.

V. FINANCE COMMITTEE ISSUES: *None.*

VI. COMMUNITY DEVELOPMENT ISSUES: *None.*

VII. PUBLIC SAFETY COMMITTEE ISSUES: *None.*

VIII. FULL COUNCIL ISSUES:

- A. **AB11-112 – Ordinance D11-112** – An Ordinance Of The City Of Bonney Lake, Pierce County, Washington, Amending Chapter 2.08 Of The Bonney Lake Municipal Code And Ordinance Number 1181 Regarding The Departments And Offices Of The City.

Councilmember Decker moved to approve Ordinance D11-112. Councilmember Lewis seconded the motion.

Councilmember Decker said the agenda bill says the RCW requires only the position of City Clerk and Chief of Police to be appointed offices, and it would be a break with tradition to make the Prosecutor position an appointive office. He disagreed, and noted that several other positions in the City are appointed. He suggested the Prosecuting Attorney's office be controlled by both the legislative and Executive divisions, instead of under the Executive branch as it is organized now. City Administrator Morrison confirmed that the RCW requires only two offices to be appointive, but the Council can add other offices. He said traditionally only department heads have been appointed in Bonney Lake.

Councilmember Rackley said he feels that the position of City Prosecutor should be confirmed by the City Council, due to its level and the salary and education requirements of the position.

Mayor Johnson said the proposed ordinance cleans up the current department structure in several areas. He said the Council can further review the office of the Prosecutor in the future if they would like to do so.

Councilmember Decker moved to table Ordinance D11-112 to the October 18th Workshop. Councilmember Rackley seconded the motion.

**Motion to table Ordinance D11-112 approved 4 – 3.
Councilmembers Hamilton,
McKibbin & Lewis voted no.**

- B. **AB11-113 – Ordinance D11-113** – An Ordinance Of The City Of Bonney Lake, Pierce County, Washington, Amending Attachment A-1 Of Ordinance No. 1299 Relating To The Position Classification And Salary Grades Of Non-Represented Employees.

Councilmember Decker moved to approve Ordinance D11-113. Councilmember Rackley seconded the motion.

Councilmember Carter said at the previous Workshop the Council had suggested changes that were not reflected in the version in the Council agenda packet. City Clerk/ Administrative Services Director confirmed that an older version of the ordinance was inserted in the packet by staff in error, and the current version had been provided to the Council for the Meeting.

Councilmember Carter moved to table Ordinance D11-113 to the October 18th Workshop. Councilmember Rackley seconded the motion.

Ordinance D11-113 tabled 7 – 0.

- C. **AB11-99 – Resolution 2146** – A Resolution of the City of Bonney Lake, Pierce County, Washington Authorizing the Mayor to Sign a Contract Amendment with Dionne and Rorick for Legal Services.

Councilmember Decker moved to approve Resolution 2146. Councilmember McKibbin seconded the motion.

Councilmember Decker moved to table Resolution 2146 to the October 18th Workshop. Councilmember Carter seconded the motion.

Councilmember Decker said this item and Ordinances D11-112 and D11-113 are interconnected and should be considered for approval at the same time.

Motion to table Resolution 2146 approved 7 – 0.

Deputy Mayor Swatman confirmed with the Councilmembers that Ordinance D11-112, Ordinance D11-113 and Resolution 2146 will be listed as action items on the October 18th Workshop Agenda.

- D. **AB11-117 – Resolution 2154** – A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Designating The Bonney Lake-Sumner Courier Herald As The City's Official Newspaper For 2011-2012. *Moved from Consent Agenda, Item G.*

Deputy Mayor Swatman moved to approve Resolution 2154. Councilmember Rackley seconded the motion.

Councilmember Decker said the Tacoma News Tribune costs \$6 more per 100 words than the Courier-Herald, but is read by a wider audience around the County than the Courier-Herald, and might provide the City with more news coverage. Councilmember Rackley said the Courier-Herald is free and distributed to everyone in Bonney Lake, unlike the News Tribune. Councilmember Hamilton said the Courier-Herald has staff who cover events in Bonney Lake, which the Tacoma News Tribune has not done. Deputy Mayor Swatman said the City used the Tacoma News Tribune in the past, and since the State does not provide a public notice service for all agencies to use it is important to support the City's local paper. Mayor Johnson said the Courier-Herald is part of a larger organization and their website provides a broader reach.

Resolution 2154 approved 7 – 0.

- E. **Approval of Corrected Minutes:** September 20, 2011 Council Workshop and September 27, 2011 Council Meeting. *Moved from Consent Agenda, Item A.*

Councilmember Decker moved to approve the minutes. Councilmember Lewis seconded the motion.

Councilmember Carter requested that the October 4, 2011 Workshop minutes be revised to “Human Resources Manager Jenna ~~Young~~ Richardson”, to reflect the staff member’s name change.

Minutes approved as corrected 7 – 0.

- IX. **EXECUTIVE SESSION:** *None.*

- X. **ADJOURNMENT:**

At 7:53 p.m., Councilmember Rackley moved to adjourn the Council Meeting. Councilmember Lewis seconded the motion.

Motion to adjourn approved 7 - 0

Harwood Edvalson, CMC
City Clerk

Neil Johnson, Jr.
Mayor

Items presented to Council at the October 11, 2011 Meeting:

- “Ordinance D11-112 (10/5/2011 Version)” – City of Bonney Lake.
- “Knowing Your Roles: Resolving and Preventing Conflicts Between Mayors and Councils” (MRSC) – Councilmember Laurie Carter.
- “Take the Plunge Against Domestic Violence” flyer and “Exodus Housing” pamphlet – Joe O’Neil, Exodus Housing.

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City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Department/Staff Contact: Executive / Don Morrison	Meeting/Workshop Date: 11 October 2011	Agenda Bill Number: AB11-112
Agenda Item Type: Ordinance	Ordinance/Resolution Number: D11-112	Councilmember Sponsor:

Agenda Subject: Departments and Offices of the City

Full Title/Motion: An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Amending Chapter 2.08 Of The Bonney Lake Municipal Code And Ordinance Number 1181 Regarding The Departments And Offices Of The City..

Administrative Recommendation: Approve as written

Background Summary: Some changes have been made to the organization structure of the City by other ordinances or by previous action. These changes should be reflected in the basic organizational structure of the City. It is proposed that BLMC 2.08 be amended as contained in Ordinance D11-112. This version includes the changes discussed at the October 4th Workshop, but does not make the Prosecuting Attorney an appointive office. Generally, appointive officers are department heads. The only legally mandated appointive officers in a city are City Clerk and Chief Law Enforcement Officer (police chief). While the Council could move to add the position of prosecuting attorney as an appointive officer requiring council confirmation, it would be a significant break from tradition.

Attachments: Ordinance D11-112

BUDGET INFORMATION			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
Budget Explanation: NA			

COMMITTEE, BOARD & COMMISSION REVIEW											
Council Committee Review:	Finance Committee Date: September 13, 2011	<i>Approvals:</i> Chair/Councilmember Dan Swatman Councilmember James Rackley Councilmember Mark Hamilton	<table style="width: 100%;"> <tr> <td style="text-align: right;">Yes</td> <td style="text-align: left;">No</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	Yes	No	<input type="checkbox"/>					
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	Forward to: 9/20/11 Workshop	Consent Agenda: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No									
Commission/Board Review:											
Hearing Examiner Review:											

COUNCIL ACTION	
Workshop Date(s): 9/20/11; 10/4/11	Public Hearing Date(s):
Meeting Date(s): October 11, 2011	Tabled to Date:

APPROVALS		
Director:	Mayor:	Date Reviewed by City Attorney: 9/7/2011 (if applicable):

ORDINANCE NO. D11-112

AN ORDINANCE OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING CHAPTER 2.08 OF THE BONNEY LAKE MUNICIPAL CODE AND ORDINANCE NUMBER 1181 REGARDING THE DEPARTMENTS AND OFFICES OF THE CITY.

WHEREAS, RCW 35A.12.090 vests in the Mayor the power of appointment and removal of appointive officers and employees subject to any applicable law, rule, or regulation relating to civil service, and

WHEREAS, RCW 35A.11.020 vests in the City Council the power to organize and regulate the internal affairs of the City within the provisions of RCW 35A.11 and to define the functions, powers, and duties of its officers and employees, and

WHEREAS, changes to the operations of the City adopted by other ordinances or by interim approval need to be reflected in the official organizational structure of the City;

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

Section 1. Chapter 2.08 BLMC and the corresponding portions of Ordinances No. 1181 are hereby amended to read as follows:

Chapter 2.08.010 – City Appointive Officers. A. Pursuant to RCW 35A.12.020, the following shall be appointive officers of the City: City Administrator, Administrative Services Director/City Clerk, Police Chief, City Attorney, Public Works Director, ~~Planning and~~ Community Development Director, ~~Community Services Director~~, and Chief Financial Officer.

B. The general functions, powers and duties of appointive officers shall be as provided in this chapter; provided, however that the general functions, powers and duties of the municipal court judge shall be as provided in Chapter 2.16.

C. Persons appointed by the Mayor to an appointive office described in this section shall be subject to confirmation by a majority vote of the City Council. In the case of vacancies, the Mayor is authorized to employ an interim or acting officer for up to twelve (12) months without Council confirmation. Thereafter, any continued or new interim appointment shall be subject to Council approval.

D. All appointive officers shall serve at the pleasure of the mayor as per the provisions of RCW 35A.12.090.

Chapter 2.08.020 – City Departments and Offices Created. A. There is hereby created in the City of Bonney Lake the following offices and departments of city government: Executive Department, Office of the City Attorney, ~~Office of Financial Services~~ Department of Finance, Department of Administrative Services, Department of Public Works, Department of ~~Planning and~~ Community Development, Police Department, ~~Department of Community Services~~, and Municipal Court.

Chapter 2.08.030 – Executive Department. A. ~~The executive department shall consist of the Mayor, the City Administrator, and the Office of Financial Services.~~ Offices of the Mayor, City Administrator, Facilities and Special Projects and Events, and Prosecuting Attorney.

B. Salary. The salary for the Mayor shall be established by ordinance of the City Council.

C. Mayoral Powers and Duties.

1. The mayor is the chief executive officer of the city. All departments of the City are under the supervision and control of the Mayor.

2. Oath, Affidavit and Signature Powers. The mayor and the deputy mayor shall have power to administer oaths and affirmations, take affidavits and certify them. The mayor, or the deputy mayor when acting as mayor, shall sign all conveyances made by the city and all instruments which require the city seal.

D. City Administrator. The City Administrator shall be responsible to the Mayor for the general coordination and supervision of the activities of the various city departments and offices, subject to the directives of the mayor. The City Administrator shall be generally responsible for promoting efficient and effective service delivery and to see that departments are coordinating their activities.

~~E. Office of Financial Services. The Office of Financial Services shall be under the supervision of a Chief Financial Officer who shall assist the Mayor and City Administrator in the preparation of the annual budget and all work incidental thereto and shall have all duties assigned by state law to a city treasurer; supervise and be responsible for the disbursement of all monies; monitor expenditures to ensure that budget appropriations are not exceeded and as otherwise provided by law and the rules and regulations of the State Auditor's office relating to municipal corporations; maintain a general accounting system for the City government and each of its offices and departments; administer the payroll system of the City; prepare and distribute to the city council and all department heads a monthly statement of all receipts and disbursements in sufficient detail to show the exact financial condition of the City; prepare, as of the end of each fiscal year, a complete financial statement and report; supervise the collection of all taxes, special assessments, license fees and other revenues of the City; supervise investment of City funds; assist with, and facilitate, the purchase of supplies, materials, equipment and other articles used by any office or department of the City government.~~

E. Office of the Prosecuting Attorney. The Office of the Prosecuting Attorney shall be under the general supervision of the Mayor. The Prosecuting Attorney shall be responsible for managing and prosecuting all misdemeanor criminal cases coming before the Bonney Lake Municipal Court, such as domestic violence, DUI, sexual assault, and child abuse cases; representing the city in bench and jury trials, arraignments, pre-trial hearings, sentencing hearings, appeals, forfeitures, and other court hearings; and coordinating with the public defender and city attorney as needed.

F. Office of Facilities and Special Projects and Events. The Office of Facilities, Special Projects, and Events shall be under the supervision of a Facilities and Special Projects and Events Manager. Said office may be organized into distinct sections including but not necessarily limited to the following: Facilities, Special Projects, and Special Events. The general functions of the office are to coordinate and/or sponsor recreation programs; planning municipal parks, trails, and open spaces; maintaining the buildings and grounds of the City; planning and coordinating community events and festivals, manage the solid waste contract of the City, and undertake special projects as assigned.

Chapter 2.08.040 – Office of the City Attorney. A. Duties and Responsibilities. The Office of City Attorney shall be the legal advisor to the Mayor and Council and of all of the officers, commissions and boards of the City in relation to matters pertaining to their operations in a governmental capacity. The City Attorney shall represent the City in all litigation, as assigned, in all courts in which the City is a party or directly interested and shall ~~prosecute all violations of the provisions of this Code and~~ act generally as Attorney for the City and the several departments of the City government, together with such additional duties as the Council may prescribe by ordinance from time to time. In addition to the duties prescribed by the laws of the State of Washington, as hereinabove set forth, the City Attorney shall: attend all regular meetings of the Council, review and approve, as to form, all proposed ordinances, resolutions, leases, instruments of conveyances, contracts and agreements, and such other and similar instruments as may be required by the business of the City when requested to do so by the Council, Mayor, City Administrator, or department head; advise the Council, boards, commissions, department heads and other City officials and officers including the rendering of formal opinions when so requested, or when it appears to the Attorney advisable to do so; ~~attend all sessions of the Municipal Court of the City and prosecute all violations of this Code brought in said Court if so directed;~~ coordinate with the Prosecuting Attorney as required, consult with and participate with other City officials or representatives of the City concerning settlement of claims against the City or its officials, officers and employees while acting in their official, governmental capacities; attend, when requested to do so, official meetings of any board or commission in connection with the proposed drafting of any ordinances, resolutions or contracts.

B. Outside Legal Counsel. Nothing contained in this section shall be construed as to limit the authority of the mayor and city council to retain outside legal counsel when in the judgment of both the mayor and city council such counsel is needed or desirable, subject only to the availability of budgeted funds for such purposes, and subject to the limitations of state law for dealing with conflicts of interest.

~~**Chapter 2.08.050 – Department of Community Services.** A. The Department of Community Services shall be under the supervision of the Community Services Director. Said department may be organized into distinct divisions including but not necessarily limited to the following: Parks, Recreation, Senior Center, and Facilities. The department director may serve as the manager of one or more divisions of the department.~~

~~———— B. The duties and responsibilities of the Department of Community Services shall include, but not necessarily limited to: providing a variety of services to senior citizens and operating the senior center; coordinating and/or sponsoring recreation programs; planning and maintaining municipal parks, trails, and open spaces; administering a community forestry program; maintaining the buildings and grounds of the City; planning and coordinating community events and festivals; serving as a central point of contact for general citizen service requests.~~

~~———— C. Senior Services Division. The Senior Services Division shall be under the supervision of the Senior Services Manager who shall have the duty and responsibility to plan, organize and administer a variety of services for senior citizens; manage the Bonney Lake Senior Center; coordinate with the Bonney Lake Area Senior Citizens non-profit corporation and other groups who have a close relationship with the Senior Center; develop, schedule and oversee the programs and services which are offered at the senior center; work with community agencies and resources on the provision of senior services; work with private and public funding sources on continued funding, and develop fund raising ideas for the Senior Center; assist in writing grants~~

~~for specific programs or capital expenditures; provide information and make appropriate referrals for Bonney Lake senior adults needing assistance; and supervise the activities, programs, and classes offered through the senior center.~~

Chapter 2.08.050 – Department of Finance. The Department of Finance. shall be under the supervision of a Chief Financial Officer who shall assist the Mayor and City Administrator in the preparation of the annual budget and all work incidental thereto and shall have all duties assigned by state law to a city treasurer; supervise and be responsible for the disbursement of all monies; monitor expenditures to ensure that budget appropriations are not exceeded and as otherwise provided by law and the rules and regulations of the State Auditor’s office relating to municipal corporations; maintain a general accounting system for the City government and each of its offices and departments; administer the payroll system of the City; prepare and distribute to the city council and all department heads a monthly statement of all receipts and disbursements in sufficient detail to show the exact financial condition of the City; prepare, as of the end of each fiscal year, a complete financial statement and report; supervise the collection of all taxes, special assessments, license fees and other revenues of the City; supervise investment of City funds; assist with, and facilitate, the purchase of supplies, materials, equipment and other articles used by any office or department of the City government.

Chapter 2.08.060 – Department of Public Works. A. The department of public works shall be under the general supervision of a Public Works Director. The Mayor may organize said department into different divisions including but not necessarily limited to the following: an Engineering Division headed by a City Engineer, and an Maintenance and Operations Division headed by an Assistant Public Works Director. The Public Works Director may serve as the manager of one or more divisions or offices of the department as needed or assigned.

B. The duties and responsibilities of the Department of Public Works shall include, but not necessarily limited to, the construction, operation and maintenance of all public streets, sidewalks, alleys, bridges, viaducts, highways and rights-of-way, including the placement and operation of signs, signals and lighting fixtures; the construction, operation and maintenance of all public water supply, storage and distribution facilities, including water mains, pumping stations, reservoirs, and wells; the construction, operation and maintenance of all sanitary sewers, sewer facilities and appurtenances, including sanitary sewers, and pumping stations; the construction and maintenance of all storm sewer facilities and appurtenances, including storm sewers, drains, ditches, culverts and streams and watercourses under jurisdiction of the city; the construction, maintenance and operation of all public parking lots; the cleaning of all streets and alleys including snow removal operations; the maintenance and repair of the city’s fleet; and the making of necessary surveys, maps, drawings and documents and the preparation of contract drawings, specifications, cost estimates for public works projects.

C. Engineering Division. The Engineering Division shall be under the supervision of a City Engineer. The major purpose of the Engineering Division shall be to oversee the environmental, transportation, utility, and other public work related engineering projects and programs of the City to ensure technical competence and compliance with standards and codes.

D. Operations and Maintenance Division. The Operations and Maintenance Division shall be under the supervision of an Assistant Public Works Director. The general purpose of the Operations and Maintenance Division shall be to maintain and operate the water, sanitary sewer collection, street, and storm water systems of the City. The Operations and Maintenance Division shall also maintain the City’s fleet, City parks and open space, and oversee the community forestry program of the City.

Chapter 2.08.070 – Department of Community Development. A. The Department of Community Development shall be under the general supervision of a Community Development Director. The mayor may organize the Community Development Department into different divisions including but not necessarily limited to the following: a Planning Division headed by a Planning Manager, and a Building Division headed by a Building Official. The department director may serve as the manager of one or more divisions or offices of the department as needed.

B. The duties and responsibilities of the Department of Community Development shall include, but not necessarily limited to: supervise, administrate, and generally plan the physical development of the City; prepare the comprehensive and coordinated plans therefore; administrate, inspect, and enforce SEPA and all platting, zoning, environmental, and land use ordinances and regulations, and the establishment of proper liaison and cooperation thereof with other departments, commissions and agencies; prepare and administer department budget; provide information to the public, answer questions, advise clients, and staff the Permit Center; administer central permit issuance system and coordinate the review of permit applications and plans with other City departments or divisions; interpret, administer, and make recommendations for revisions to City building codes and assist the public with construction and development requirements; prepare reports and make presentations at dangerous building hearings; respond to citizen complaints and inquiries regarding code requirements; supervise field inspection of new and modified structures for conformity to codes; examine applications and enforce building codes; recommend revisions to City ordinances pertaining to code enforcement, inspection services, and permit issuance. The Department of ~~Planning and~~ Community Development shall coordinate the geographical information systems (GIS) of the City.

C. Planning Division. The Planning Division shall be under the supervision of a Planning Manager. The general purpose of the planning division shall be to administer the current and long range planning programs of the city related to the development and implementation of land use and related municipal plans and policies, to prepare and administer the official comprehensive plans and land use codes of the City, and to generally plan the physical development of the City.

D. Building Division. The Building Division shall be under the supervision of a Building Official. The general purpose of the building division shall be to administer and enforce the various building and related codes of the City and coordinate plan reviews, inspections, and enforcement actions.

Chapter 2.08.080 – Police Department. A. The Police Department shall be under the supervision of the Police Chief, who shall serve as the Chief Law Enforcement Officer of the City as provided in RCW 35A.12.020. The mayor may organize the police department into different divisions including but not necessarily limited to the following: Administration managed by a Lieutenant or similar command position, and Operations managed by a Lieutenant or similar command position. The Police Chief may serve as the manager of one or more divisions or offices of the department as needed.

B. Police Positions—Chief Exempted from Civil Service. The positions of Chief of Police, Assistant Police Chief, and Department Assistant shall be excluded from civil service and the Bonney Lake Civil Service Commission Rules and Regulations pursuant to RCW 41.12.050(2).

C. The duties and responsibilities of the Police Department shall include all duties and responsibilities prescribed by city ordinance or resolution, as well as the provisions of state and federal law. The Police Department has all such authority, responsibility, and duties as are

normal to municipal police departments, including, but not limited to, maintenance of the peace, issuance of citations, arrest and detention of persons committing criminal offenses or who are mentally ill, investigation of criminal activity, establishment and maintenance of intelligence files, production of scientific evidence, crime prevention, animal control, and such other duties as are set by ordinance of the City or by the laws of the State.

D. Operations Division. The Operations Division shall be under the supervision of an assistant chief, police lieutenant or similar command position. The general purpose of the Operations Division shall be to carry out the patrol, traffic, school resource, crime prevention, and related operational programs of the police department.

E. Administrative Division. The Administrative Division shall be under the supervision of an assistant chief, police lieutenant or similar command position. The general purpose of the Administrative Division shall be to carry out the investigations, records, property, evidence, training, and support services activities of the police department.

Chapter 2.08.090 – Department of Administrative Services. A. The Department of Administrative Services shall be under the supervision of an Administrative Services Director. Administrative Services Director shall supervise the divisions and offices of the department, shall provide administrative assistance to the mayor as needed, and provide legislative support to the Council as requested. The mayor may organize the Department of Administrative Services into various offices and divisions including but not necessarily limited to the following: Office of the City Clerk headed by a City Clerk which may be the Administrative Services Director, Office of Human Resources headed by a Human Resources ~~Officer~~ Manager, Office of Information Services headed by an Information Services ~~Coordinator~~ Manager, and Senior Services Division, headed by a Senior Services Manager. The department director may serve as the manager of one or more divisions or offices of the department as required. If so designated by the mayor, the Administrative Services Director shall also serve as the City’s designated risk manager. The powers, duties and responsibilities of the Department of Administrative Services and its various divisions and offices shall include, but not necessarily limited to the following:

B. Office of the City Clerk. The City Clerk shall be responsible for supervision of all city records, whether printed or electronic. The duties of the City Clerk shall include the performance of all duties as set forth in RCW 35A.42.040 and other statutes and ordinances applicable to the Office of the City Clerk.

C. Office of Human Resources. The Office of Human Resources shall be under the supervision of a Human Resources ~~Officer~~ Manager. It shall be the duty and responsibility of the human resources office to recommend and administer the city’s human resources policies and programs; ensure compliance with statutory requirements and city policies and procedures relative to employment law, collective bargaining, and safety issues; develop, maintain, and administer a comprehensive benefits program for the employees of the city; maintain and update the city’s classification system; maintain the city’s salary schedules; develop recruiting plans and administer the selection and hiring processes for all city employment; coordinate with departments on the use of contract employees and employment agencies; represent the city in all collective bargaining and grievance issues; investigate and resolve employee relations issues; develop and administer the city’s safety programs; administer the city’s equal employment opportunities programs; maintain the data in the city’s human resources information system.

D. Office of Information Services. The Office of Information Services shall be under the supervision of the Information Services ~~Coordinator~~ Manager. It shall be the duty and responsibility of the information services ~~coordinator~~ manager to manage the city-wide information technology/systems and telecommunications systems and activities; lead and

develop technology strategic plans and implementation strategies; provide IT/IS leadership in integrating and aligning technology with city plans, goals and objectives; organize, manage and evaluate the Information Services Office and its operations to ensure effective support for organizational objectives and efficient and effective implementation of initiatives.

E. Senior Services Division. The Senior Services Division shall be under the supervision of the Senior Services Manager who shall have the duty and responsibility to plan, organize and administer a variety of services for senior citizens; manage the Bonney Lake Senior Center; coordinate with the Bonney Lake Area Senior Citizens non-profit corporation and other groups who have a close relationship with the Senior Center; develop, schedule and oversee the programs and services which are offered at the senior center; work with community agencies and resources on the provision of senior services; work with private and public funding sources on continued funding, and develop fund raising ideas for the Senior Center; assist in writing grants for specific programs or capital expenditures; provide information and make appropriate referrals for Bonney Lake senior adults needing assistance; and supervise the activities, programs, and classes offered through the senior center.

Chapter 2.08.100 – Municipal Court. A. The Municipal Court shall be organized and operate in accordance with the provisions contained in Chapter 2.16 of the Bonney Lake Municipal Code and the General Rules prescribed by the Washington State Courts system.

B. The Municipal Court shall be under the general direction of the municipal court judge and day-to-day supervision of the Court Administrator who shall manage and oversee all court functions, other than judicial functions.

Chapter 2.08.110 – Auditing Officer. Pursuant to the provisions of RCW 42.24.080, the position of auditing officer for the city is hereby established. The City Administrator or his/her designee is hereby designated as the Auditing Officer.

Chapter 2.08.120 – ~~Position Classifications~~ Job Descriptions. Under the direction of the Administrative Services Director, the Human Resources ~~Officer-Manager~~ is authorized and directed to establish and maintain ~~position classifications~~ job descriptions for all regular full-time and part-time positions in the City. Said ~~classification specifications~~ job descriptions shall include, at a minimum, the essential duties and responsibilities of the position and the desired minimum qualifications as may be described in this Chapter.

Chapter 2.08.130. Appointment of Department Heads, Officers and Employees. A. All department heads, officers and employees of the City shall be appointed on the basis of their knowledge, ability, and skill to perform the essential duties and responsibilities of the position, as required by RCW 35A.12.090.

Chapter 2.08.140. Limitations. This Chapter expresses the general organizational structure for the administration of the City, only, and is not intended to create any employment right or benefit for an individual employee or appointive officer.

Section 3. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining parts of this ordinance.

Section 4. Effective Date. This Ordinance concerning powers vested solely in the Council, it is not subject to referendum and shall take effect and be in force five days from and after its passage, approval and publication as required by law.

PASSED by the City Council this ____ day of _____, 2011.

Neil Johnson Jr., Mayor

ATTEST:

Harwood T. Edvalson, CMC, City Clerk

APPROVED AS TO FORM:

James J. Dionne, City Attorney

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**City of Bonney Lake, Washington
City Council Agenda Bill (AB)**

Department/Staff Contact: Executive / Don Morrison	Meeting/Workshop Date: 11 October 2011	Agenda Bill Number: AB11-113
Agenda Item Type: Ordinance	Ordinance/Resolution Number: D11-113	Councilmember Sponsor:

Agenda Subject: Update of the Position Classification and Grade Table of Nonrepresented Employees

Full Title/Motion: An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Amending Attachment A-1 Of Ordinance No. 1299 Relating To The Position Classification And Salary Grades Of Non-Represented Employees.

Administrative Recommendation: Approve

Background Summary: A number of non-represented City positions have been added, reclassified or given a new job title since the December 2008 adoption of the position classification and salary grade table for non-represented employees. It is proposed to amend Attachment "A-1" of Ordinance 1299 to reflect the grade and/or title changes of these position classifications.
Attachments: Ordinance D11-113; Attachment "A-1"

BUDGET INFORMATION			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
Budget Explanation: NA			

COMMITTEE, BOARD & COMMISSION REVIEW											
Council Committee Review:	Finance Committee Date: September 13, 2011	<i>Approvals:</i> Chair/Councilmember Dan Swatman Councilmember James Rackley Councilmember Mark Hamilton	<table style="width: 100%; border: none;"> <tr> <td style="text-align: right; padding-right: 5px;">Yes</td> <td style="text-align: center;">No</td> </tr> <tr> <td style="text-align: right; padding-right: 5px;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: right; padding-right: 5px;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: right; padding-right: 5px;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	Yes	No	<input type="checkbox"/>					
Yes	No										
<input type="checkbox"/>	<input type="checkbox"/>										
<input type="checkbox"/>	<input type="checkbox"/>										
<input type="checkbox"/>	<input type="checkbox"/>										
	Forward to: 9/20/11 Workshop	Consent Agenda: <input type="checkbox"/> Yes <input type="checkbox"/> No									
Commission/Board Review:											
Hearing Examiner Review:											

COUNCIL ACTION	
Workshop Date(s): 9/20/2011; 10/4/2011	Public Hearing Date(s):
Meeting Date(s): October 11, 2011	Tabled to Date:

APPROVALS		
Director:	Mayor:	Date Reviewed by City Attorney: 9/7/11 (if applicable):

ORDINANCE NO. D11-113

AN ORDINANCE OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING ATTACHMENT A-1 OF ORDINANCE NO. 1299 RELATING TO THE POSITION CLASSIFICATION AND SALARY GRADES OF NON-REPRESENTED EMPLOYEES.

WHEREAS, a number of non-represented City positions have been reclassified or added since the December 2008 adoption of the position classification and salary table for non-represented employees; and

WHEREAS, the City Council desires to amend Attachment "A-1" of Ordinance 1299 to reflect said grade and/or title changes of these position classifications;

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

Section 1. Attachment "A-1" of Ordinance No. 1299 is hereby amended as attached.

Section 2. This Ordinance concerning matters set out in RCW 35A.11.090, 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 _____, 2011.

Neil Johnson, Jr., Mayor

ATTEST:

Woody Edvalson, City Clerk

APPROVED AS TO FORM:

James J. Dionne, City Attorney

Attachment "A-1" - Non-represented Employee Classification and Grade Matrix Adopted by Ordinance No. D11-113

GRADE	FINANCE, ADMINISTRATION AND EXECUTIVE	PUBLIC SAFETY	COMMUNITY DEVELOPMENT	PUBLIC WORKS	GRADE
1-9					1-9
10					10
11	Records and Information Specialist; Customer Services Specialist; Special Events Coordinator				11
12	Executive Assistant		Construction Inspector	Support Services Coordinator	12
13	Accountant			Project Manager	13
14	Financial Operations Supervisor ; Senior Services Manager				14
15				Assistant Engineer	15
16	Accounting Manager				16
17	Human Resources Officer Manager	Court Administrator		Transportation Supervisor; Utilities Supervisor	17
18	Prosecuting Attorney		Development Review Engineer		18
19		Police Lieutenant	Planning Manager	Assistant City Engineer - Utilities	19
20	Information Systems Coordinator Manager		Building Official		20
21					21
22	Facilities and Special Projects/Events Mgr.			City Engineer; Assistant Public Works Director	22
23		Assistant Police Chief			23
24	Administrative Services Director; Chief Financial Officer Community Services Director				24
25		Police Chief	Planning & Community Development Director	Public Works Director	25
26		Municipal Judge			26
27	City Administrator				27
28					28

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**City of Bonney Lake, Washington
City Council Agenda Bill (AB)**

Department/Staff Contact: Executive / Don Morrison	Meeting/Workshop Date: 11 October 2011	Agenda Bill Number: AB11-99
Agenda Item Type: Resolution	Ordinance/Resolution Number: 2146	Councilmember Sponsor:

Agenda Subject: Modification to Legal Services Agreement with Dionne and Rorick

Full Title/Motion: A Motion Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Approving A Modification To The Legal Services Contract With Dionne And Rorick..

Administrative Recommendation: Approve. Note: It is the Administration's belief that no written modification to the Agreement is required.

Background Summary: With the City's hiring of its own City Prosecutor as a City employee, Dionne and Rorick has proposed a modification to the legal services agreement to reflect this change.

Attachments: Resolution and Exhibit

BUDGET INFORMATION

Budget Amount	Current Balance	Required Expenditure	Budget Balance
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Budget Explanation: NA

COMMITTEE, BOARD & COMMISSION REVIEW

Council Committee Review:	Finance Committee	<i>Approvals:</i>	Yes	No
	Date: 23 August 2011	Chair/Councilmember	Dan Swatman	<input checked="" type="checkbox"/> <input type="checkbox"/>
		Councilmember	James Rackley	<input checked="" type="checkbox"/> <input type="checkbox"/>
		Councilmember	Mark Hamilton	<input checked="" type="checkbox"/> <input type="checkbox"/>
	Forward to: September 13 th Regular Meeting	Consent Agenda:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Commission/Board Review:

Hearing Examiner Review:

COUNCIL ACTION

Workshop Date(s):	September 20 and Oct 4, 2011	Public Hearing Date(s):
Meeting Date(s):	October 4, 2011	Tabled to Date:

APPROVALS

Director:	Mayor:	Date Reviewed by City Attorney: (if applicable):
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RESOLUTION NO. 2146

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AUTHORIZING THE MAYOR TO SIGN A CONTRACT AMENDMENT WITH DIONNE AND RORICK FOR LEGAL SERVICES.

The City Council of the City of Bonney Lake, Washington, does hereby resolve that the Mayor is authorized to sign a contract amendment with Dionne and Rorick for Legal Services, attached here to as Exhibit "A" and incorporated herein as if fully set forth.

PASSED by the City Council this ___ day of _____, 2011.

Neil Johnson, Mayor

ATTEST:

Harwood T. Edvalson, CMC
City Clerk

APPROVED AS TO FORM:

James Dionne, City Attorney

Exhibit "A" to Resolution No. 2146

AGREEMENT MODIFICATION

For the purpose of providing legal services and in consideration of the following mutual promises and conditions, the law firm of Dionne & Rorick, hereinafter referred to as "Attorney," and the City of Bonney Lake, hereinafter referred to as "City," hereby agree to modify the current contract relationship dated October 12, 1999 by replacing the current section 2 of that contract to read as follows and to begin in effect as of September 1, 2011:

2. (a) Attorney agrees to provide up to 45 retainer hours per month for the flat fee of \$4975 per month to the City of Bonney Lake for all Departments other than Public Works. For purposes of this subsection (a), Criminal Court shall be considered to be a City Department, provided that, Attorney shall only provide backup services to a City-hired and supervised prosecuting attorney/employee of the City. Additional hours will be billed at \$165 per hour; (b) Attorney agrees to provide six (6) retainer hours per month for the Public Works Department for the flat fee of \$900 per month. Additional hours will be billed at \$175 per hour; (c) These amounts and rates shall increase each fiscal year, beginning in January 2012 by that percentage increase set forth in the All-Urban Consumers Index (CPI-U) for the Seattle-Tacoma-Bremerton area for the immediately preceding calendar year.

From MRSC

The Basics on City Attorney Services

State law either requires or allows a city or town to have an attorney or otherwise make provision for obtaining legal services.¹ In cities and towns that have established the office of city or town attorney by ordinance, the mayor (or manager)² fills the position,³ subject, except in towns, to possible confirmation of the appointment by the city council,⁴ and the attorney serves at the mayor's pleasure.⁵ The city council sets the salary and other compensation for this office.⁶ If the attorney filling this position is not "in house," the mayor appoints a person or firm into the position, subject to possible council confirmation, and the council approves the contract with the person or firm appointed. If the attorney is an officer, even if the position is filled by contract, the mayor has the authority to terminate the person or firm occupying the office.

¹RCW 35A.23.081 for second class cities ("shall"); RCW 35.27.070 for towns ("may"); and RCW 35A.12.020 and RCW 35A.13.090 for code cities (provision shall be made for obtaining legal counsel either by appointment or reasonable contractual arrangement).

²This article uses the term "mayor" as being the appointing officer; if the city or town is organized under the council-manager form of government, it is the manager who appoints the attorney, if the attorney's position is an office. While this article does not specifically review the position of city attorney in a first class city, it should be recognized that many of the considerations applicable to other classifications also apply to first class city attorneys.

³RCW 35.23.021; RCW 35.27.070; RCW 35A.12.090 and RCW 35A.13.080.

⁴RCW 35A.23.021 for second class cities and RCW 35A.12.090 and RCW 35A.13.080 for code cities; town councils do not have the power of confirmation. RCW 35.27.070.

⁵RCW 35.23.021, RCW 35.27.070, RCW 35A.12.090, and RCW 35A.13.080(2).

⁶RCW 35.23.091, RCW 35.27.130, RCW 35A.12.020, and RCW 35A.13.090.

City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Department/Staff Contact: Executive / Don Morrison	Meeting/Workshop Date: 18 October 2011	Agenda Bill Number: AB11-138
Agenda Item Type: Resolution	Ordinance/Resolution Number: 2165	Councilmember Sponsor: Swatman

Agenda Subject: Eastown Sewer Memorandum of Understanding

Full Title/Motion: A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Authorizing the Mayor to Sign a Memorandum of Understanding with the Eastown Sewer Development Association, LLC regarding development of sewers in Eastown. .

Administrative Recommendation: Approve

Background Summary: This is a proposed Memorandum of Understanding between the City and Eastown Sewer Development Association, LLC. This non-binding Memorandum sets forth the basic parameters under which a Utility Latecomer Agreement would be developed between the parties.
Attachments: Resoultion, MOU

BUDGET INFORMATION			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
Budget Explanation: NA			

COMMITTEE, BOARD & COMMISSION REVIEW			
Council Committee Review:	<i>Approvals:</i>		Yes No
Date:	Chair/Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
Forward to:	Consent		
	Agenda: <input type="checkbox"/> Yes <input type="checkbox"/> No		
Commission/Board Review:			
Hearing Examiner Review:			

COUNCIL ACTION	
Workshop Date(s): Octobe 18, 2011	Public Hearing Date(s):
Meeting Date(s):	Tabled to Date:

APPROVALS		
Director:	Mayor:	Date Reviewed by City Attorney: (if applicable):

RESOLUTION NO. 2165

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AUTHORIZING THE MAYOR TO SIGN A MEMORANDUM OF UNDERSTANDING WITH THE EASTOWN SEWER DEVELOPMENT ASSOCIATION, LLC, REGARDING THE DEVELOPMENT OF A SEWER SYSTEM IN EASTOWN.

WHEREAS, the City and the Eastown Sewer Development Association, LLC desire to Develop a sewer system for the Eastown area; and

WHEREAS, A non-binding Memorandum of Understanding between the City and Eastown Sewer Development Association, LLC has been developed to set forth the basic parameters under which a Utility Latecomer Agreement would be developed between the parties to facilitate the financing and construction of said sewer system;

Now therefore, be it resolved; That the City Council of the City of Bonney Lake, Washington does hereby authorize the Mayor to sign the attached Memorandum of Understanding with Eastown Sewer Development Association, LLC.

PASSED by the City Council this 18th day of October, 2011.

Neil Johnson, Mayor

ATTEST:

Harwood T. Edvalson, CMC
City Clerk

APPROVED AS TO FORM:

James Dionne, City Attorney

MEMORANDUM OF UNDERSTANDING

WHEREAS, the City of Bonney Lake and the Eastown Sewer Development Association L.L.C. recognize mutual and public benefit to be served by installing a sanitary sewer system in the area of Bonney Lake known as Eastown; and

WHEREAS, installing sewer service in Eastown will augment the city's utility rate base, implement the comprehensive plan of the city by extending utility infrastructure and stimulating commercial development in Eastown, and benefit the sewer utility's efficiency and economy of scale; and

WHEREAS, the City has completed plans and specifications for the development of a sewer lift station and associated sewer system infrastructure in Eastown; and

WHEREAS, the Washington Legislature has given cities the authority to collect reimbursements for the costs of utility system infrastructure from property owners who subsequently tap into the system; and

WHEREAS, the City Council adopted Ordinance No. 1386, codified as BLMC Chapter 13.16, authorizing the City to partner with interested parties in financing development of utilities, and giving the City the right to collect reimbursements for the pro rata share of utility system construction costs to which each property owner did not contribute, at the time the property owner connects to the system; and

WHEREAS, said chapter of City code provides that no latecomer agreement may be approved in which the city participation amounts to more than 95 percent of the total construction costs; and

WHEREAS, it is the intent of the parties to enter into a contract to finance the construction of the Eastown Sewer System, and to secure reimbursements for the City, within these parameters;

NOW THEREFORE, the undersigned enter into this non-binding Memorandum for the purposes of outlining the terms set forth below:

1. The City is willing to enter into a contract for the construction of a sewer collection system in Eastown, including a lift station and associated infrastructure, with financial participation from Eastown Sewer Development LLC (hereinafter "Sewer Development Financing Contract (SDFC)").
2. The SDFC shall require the Eastown Sewer Development Association LLC to pay the City a minimum upfront financial contribution of not less than five percent (5%) of the costs of the project within thirty (30) days of execution of the SDFC, or else the SDFC shall be deemed void. The minimum financial contribution shall be based upon the total

cost of the project, which shall be set forth in the SDFC. Based upon current estimates for total costs (\$3,545,600), the minimum upfront financial contribution shall be not less than \$178,000.

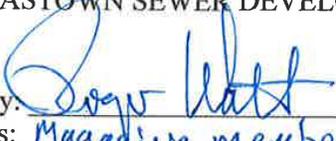
3. The Eastown Sewer Development Association LLC understands that the City shall record latecomer assessments against all properties in the assessment reimbursement area, including the properties of its members. The SDFC shall set forth a method of adjusting the pro rata shares of each property owner in the LLC that made a financial contribution to the City at the commencement of the contract. The LLC shall have sole responsibility for informing the City of the amount each property owner contributed, so that the City can calculate an appropriate adjustment. The City shall have sole discretion to adjust latecomer assessments based upon the contribution by LLC members.
4. As an express pre-condition of the City entering into the SDFC, the City must have all necessary recorded easements for utility infrastructure and traffic circulation, contributed by property owners at no cost to the City.
5. The parties each understand that they will be responsible to bear their own costs and expenses including, without limitation, attorneys' fees and costs related to this Memorandum and the agreements contemplated herein.
6. Timing. The parties agree to use their best efforts to move forward with the Eastown Sewer project in anticipation of construction beginning in the later half of 2012.

IN WITNESS WHEREOF, this Agreement has been entered into between the parties as of the 4th day of October, 2011.

CITY OF BONNEY LAKE

By: Neil Johnson, Jr., Mayor

EASTOWN SEWER DEVELOPMENT ASSOCIATION LLC

By: 
Its: Managing member

City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Department/Staff Contact: CD / Heather Stinson	Meeting/Workshop Date: 18 October 2011	Agenda Bill Number: AB11-130
Agenda Item Type: Ordinance	Ordinance/Resolution Number: D11-130	Councilmember Sponsor:

Agenda Subject: Comprehensive Plan amendment - Eastown Subarea Plan Element

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

Administrative Recommendation:

Background Summary: This amendment was initiated by the Mayor in 2011 and went through review by the Eastown Subcommittee prior to going to the Planning Commission for review.

Attachments: Planning Commission Recommendation Memo, Draft Ordinance D11-130

BUDGET INFORMATION			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
Budget Explanation:			

COMMITTEE, BOARD & COMMISSION REVIEW			
Council Committee Review:	<i>Approvals:</i>	Yes	No
Date:	Chair/Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
Forward to:	Consent		
	Agenda: <input type="checkbox"/> Yes <input type="checkbox"/> No		
Commission/Board Review: 9/21/11			
Hearing Examiner Review:			

COUNCIL ACTION	
Workshop Date(s):	Public Hearing Date(s): 9/7/11
Meeting Date(s):	Tabled to Date:

APPROVALS		
Director: JPV	Mayor:	Date Reviewed by City Attorney: 10/5/11 (if applicable):

ORDINANCE NO. D11-130

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

WHEREAS, on January 5, 2011 the Mayor added an item to the adopted Planning Commission annual work plan for consideration of amending the Easttown Element of the Comprehensive Plan; and

WHEREAS, a Notice of Public Hearing was issued on August 23, 2011; and

WHEREAS, the Planning Commission conducted a public hearing on September 7, 2011; and

WHEREAS, at the September 7, 2011 Planning Commission meeting the Planning Commission recommended that the City Council update the language in regards to Parks Element; and

WHEREAS, SEPA has been complied with via a Determination of Non-Significance issued on September 7, 2011; 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 _____ 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, these criteria have been met.

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

Section 1. The following shall replace the Easttown Element of the Comprehensive Plan:

EASTOWN SUBAREA PLAN



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Executive Summary

The City of Bonney Lake annexed the Eastown area in 2002 in response to rapid growth and a need for additional undeveloped commercial land. Eastown is located at the eastern edge of the City between 214th Avenue and 234th Avenue, and is bisected by SR 410. The area remains largely undeveloped due to lack of city sewer system availability. Washington State Department of Transportation (WSDOT) started widening of SR410 in Eastown in 2010 and will complete this project in 2011.

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

SR 410 through Eastown experiences significant congestion, made worse with uncontrolled access, which will intensify as development increases. This has created an unacceptable safety hazard for motorists and pedestrians alike. Developed properties currently access directly onto SR 410, and there is little cross-connection between north-south roadways. State planned improvements to SR 410 will: add a travel lane in the East-West directions; install a landscaped, raised center median islands install curb, gutter and some sidewalks; install street lights; and, will construct new stormwater facilities. Left turns out from development sites onto the roadway will be prohibited except at signalized intersections. Left turns in will be allowed at the end points, quarter points and mid-point in Eastown. The Eastown Development Plan envisions future improvements to SR 410 beyond the WSDOT widening project. These include frontage improvements including, but not limited to, construction of planter strips, sidewalks, and placement of utilities underground. All new development will be required to construct these additional frontage improvements adjacent to SR 410.

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

The City has adopted access management standards consistent with WSDOT guidelines outlined in Washington Administrative Code 468.52.030 to 050 in order to provide access for land development while preserving the safety, capacity and speed of travel on SR 410. SR410 within Eastown is designated as a class two highway with signalized intersections allowed no closer than one every half mile. Minimum distances between public or private access points are limited to one every 660 feet. Only one access point is allowed to each property unless the frontage exceeds 1,320 feet and no adverse impact on SR410 traffic flow

is created. At full build out, it is anticipated that the access points will be as shown on the Eastown Future Road Network Map. Existing access points will be allowed until development of that property occurs.

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

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

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

As Eastown transitions from a rural to an urban area, the street grid and themes adopted in this Plan will be extended throughout the area. Sidewalks with planter strips, street trees, drought-hardy landscaping, and street lighting in accordance with Bonney Lake Municipal Code, City Development Policies, and Public Works Design Standards will be installed along the new commercial collector roads. All of these elements will function together to establish Eastown as a thriving area within the City with appropriate connectivity to adjacent properties and roadways within Pierce County.



1. Introduction

The area described as Easttown is located at the far eastern edge of the City of Bonney Lake. It is generally bounded by 214th Avenue to the west, and 233rd/234th to the east. The area is largely undeveloped, although it contains scattered commercial development and several residential neighborhoods. In 2002, the City of Bonney Lake annexed the Easttown area in response to a mounting need for additional undeveloped commercial land within the City. Since that time, development within Easttown has been limited by the lack of water and sewer infrastructure and the need for improved transportation connections within the area. In order to help resolve these barriers to development, the City undertook a planning effort to address the infrastructure needs of Easttown. The end product of that planning effort is the Easttown Subarea Plan, which will be adopted as part of the City's Comprehensive Plan.

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

1.1 Purpose

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

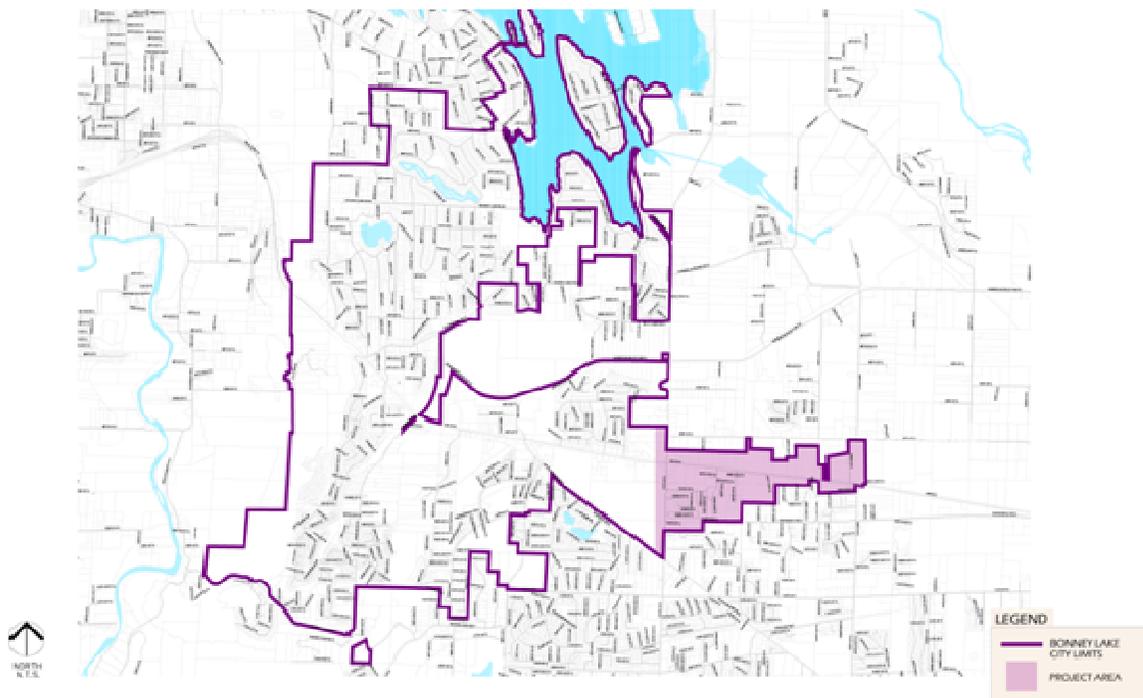
SR 410 serves as the primary access to Bonney Lake. It bisects the Easttown area, which presents challenges to both the extension of services and the creation of an urban area with its

own character and sense of place. As development occurs along SR 410, additional access points to the highway are established which result in lost roadway capacity. The Washington State Department of Transportation (WSDOT) began widening SR 410 in Easttown in 2010 and will complete this construction contract in 2011. This project will restrict left turns in order to increase capacity and improve traffic flow on SR410.

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

Figure 1 below shows the location of Easttown and its relationship to the City of Bonney Lake.

Figure 1 – Easttown Vicinity Map



1.2 Existing Conditions

At present, Eastown is largely undeveloped. New development is limited by the lack of available sewer service. SR 410 in the project area has surpassed the capacity of its current two-lane configuration, and WSDOT will complete construction of two additional lanes in

2011. This will relieve congestion and improve safety. In conjunction with the improvements to SR 410, establishment of access control standards and frontage improvement standards will ensure the planned improvements have the desired effect. These standards are included within the Circulation segment of this Plan.



1.2.1 Natural Environment

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

1.2.2 Zoning

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

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

1.2.3 Development

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

1.2.4 Road Network

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

State Route 410

SR 410 runs east-west through Eastown and serves as the primary transportation link for through-traffic. WSDOT has designated it as a class two highway. West of 214th Avenue, SR 410 has a six-lane cross-section with two lanes westbound, three lanes eastbound between 192nd Avenue to 198th Avenue, and left-turn lanes at intersections. Within Eastown, between 214th Avenue and 234th Avenue, SR 410 transitions to a single lane in each direction. It remains a two-lane roadway east of 234th Avenue beyond the City limits.



Traffic volumes on SR 410 within Eastown have surpassed the capacity of a two-lane roadway, and WSDOT will complete construction of one additional lane in each direction in 2011. The first phase of this project will realign the offset intersections of 233rd/234th Avenue and build a traffic signal at that intersection. Additionally, this project will add four landscaped median islands, curb and gutters, street lighting, and a stormwater system. This will limit left

turn movements except at key intersections. The plans for widening SR 410 are discussed more fully under Section 4, Circulation, below.

214th Avenue

214th Avenue is a two-lane secondary arterial that runs north-south through the City of Bonney Lake and marks the western edge of the Eastown area. The road provides access to both residential and commercial development. Residential development adjacent to 214th Avenue is primarily south of SR 410. North of SR 410 the area along 214th is experiencing significant commercial development, including addition of a Home Depot. Projected growth in Eastown, development of 590 family housing units in the WSU Forest area, and continued growth in traffic from areas outside the city require reconstruction of the SR410 and 214th Avenue intersection. This will increase capacity and enhance transportation safety. This project's design will be completed in 2011. Construction will occur when sufficient funding is available.



233rd/234th Avenue

233rd Avenue is a two-lane collector arterial roadway that runs north-south from SR 410 to 96th Street. 234th Avenue is a two-lane collector arterial that runs north-south through the Eastown area connecting SR410 with South Prairie Road in the south. These roads are narrow and rural in character. As part of signal and WSDOT widening project to be

completed in 2011, intersection improvements will occur that align 233rd/234th Avenue and add a traffic signal.



96th Street

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

219th Avenue, 221st Avenue, 229th Avenue

These roadways are all short, two-lane local access facilities that provide access into properties south of SR 410. The roadways intersect SR 410 at stop-sign controlled “tee” intersections. All of these roadways will require upgrades in order to support future development. Left turn ins are being built on SR410 as part of the WSDOT widening project at 219th Ave and 229th Avenue.

225th Avenue

This future intersection will be the site of the only traffic signal between 214th and 233rd Avenue. The northern side of this intersection has had curb returns built as part of the WSDOT SR410 widening project. Developers on the north and south sides will be required to construct this signalized intersection as part of their development.



Northern and Southern Frontage Roads

This plan calls for construction of roads parallel to SR410 that allow shoppers/commercial users to move around Easttown without disrupting traffic on SR410. Developers have the option of building a 41-foot wide private road or a 57-foot wide public road. In 2010 and 2011 the City began receiving 41-foot wide easements that allow construction of these roads for installation of the future sewer system and transportation network. Locking in these easements allows any property owner to develop their property without delays caused by development from other property owners. It ensures that when all road segments are built, they will connect with each other in a manner that allows the smooth flow of vehicles. Additionally, it clarifies for prospective developers how Easttown roads will be laid out and the impact the location of these roads will have on the layout of their developments.

Entwhistle Road

Entwhistle Road is a Pierce County two-lane local roadway running east-west that extends from a dead-end near 222nd Avenue easterly past 234th Avenue. In the Easttown area, this roadway is south of SR 410 and serves an area that is predominantly residential in character.

Connection of Entwistle road to the Southern Frontage road and to 214th Avenue at the 104th Street intersection is a long range goal of the Eastown Development Plan.

1.3 Outreach Efforts & Community Comments

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

2. Goals and Policies

2.1 Relationship to Other Planning Documents

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

2.2 Transportation Related Goals and Policies

The Transportation Element of the Bonney Lake Comprehensive Plan, updated in August, 2006, includes policies relevant to circulation and infrastructure in Eastown.

2.2.1 Service Area Policies:

SR410 Corridor

1. Access Management (BLMC 12.30.050). The City has adopted access management standards consistent with WSDOT requirements outlined in Washington Administrative Code 468.52.030 to 050. At full build out, only access points identified in the current Eastown Future Roadway Network Map will be allowed. Existing access points will be allowed until development of that property occurs.
2. Left turns out are limited to the signalized intersections at 214th, 225th and 233rd Avenues.
3. Left turns in are limited to the signalized intersections, 219th Avenue and 229th Avenue.

Frontage Roads

1. Private Roads. Only the Northern and Southern Frontage Roads are allowed to be built to private road standards.
2. Public Roads. All North-South and other East-West roads are to be built to public design standards.
3. Private road maintenance and repair is the responsibility of the property owner.
4. Private roads are 41-feet wide and public roads are 57-feet wide.

2.2.2 Financial Policies

1. It is the policy of the City that private development pays its own way. Thus, any City investment in Eastown infrastructure should show a positive return on investment. City contributions to Eastown infrastructure will generally be on a reimbursable basis through a Utility Latecomers Agreement (ULA), a Local Improvement District (LID), or other suitable financing mechanism.

2.2.3 Facility Policies

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

2.3 Water System Goals and Policies

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

2.3.1 Service Area Policies

Annexation

1. Areas annexed without an existing supply will be served by the City of Bonney Lake at customers' expense.
2. Areas annexed with existing water supply and distribution system must meet Washington State Department of Health water quality standards. A state small system water permit must be available for the system or the area will be deemed not to have

- an adequate existing water system; thus, requiring connection to the city water system.
3. The City will follow State guidelines in the assumption of small water systems in annexation areas.
 4. Private water systems will be decommissioned when the property is connected to the City water system.

Service Area

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

2.3.2 Financial Policies

1. Water rates are described in Bonney Lake Municipal Code 13.04.070. These rates are adjusted annually utilizing the Consumer Price Index and Construction Cost Index
2. Existing customers of the City pay the direct and indirect costs of operating and maintaining existing water facilities through monthly user rates. In addition, the user rates will include revenue for debt service already incurred to finance capital improvements to the utility.
3. New customers seeking to connect to the water system will be required to pay an "equitable share of system charge" or System Development Charge (SDC) to "buy in" to the existing water distribution and water supply system. This revenue will be used to finance Capital Improvement Projects that support growth with new infrastructure or water supply purchases and may include other repairs or improvements to the water system.
4. The term "connection charge" refers to the one-time fee paid by a property owner when connecting to the water system. These fees include both the "equitable share of system charge" (SDC) and the meter "installation charge".
5. The City will charge for the actual cost of services, material, and equipment required to make a new connection to the system, (hook-up fee or "meter installation charge") based on an adopted rate per connection.
6. Industrial users will be charged for services on the same basis as all other residential and commercial water customers.
7. The City's fees and charges shall be calculated for the service area as a whole. Rates will be the same regardless of service location. (Except that for customers residing outside the city limits, water rates will be increased to offset administrative and other

costs that non-residents do not contribute revenue to (approximately 1.44 times the residential City rates.)

2.3.3 Facility Policies

Pressure

1. A minimum pressure of 30 pounds per square inch at customer meters shall be provided during normal peak hourly demand conditions, not including fire flow or other emergency demand conditions.
2. During fire flow and other emergency demand conditions, the minimum pressure at customer meters and in the remainder of the system shall not be less than 20 psi.

Storage

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

Transmission and Distribution

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

Booster Pump Stations

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

Reliability

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

2.4 Sanitary Sewer Goals and Policies

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

2.4.1 Service Area Policies

1. In compliance with the Growth Management Act, sewer services shall not be provided to customers outside the city limits unless they are inside a Uniform Growth Area (UGA) or Comprehensive Urban Growth Area (CUGA).
2. All commercial development must connect to the city sewer system per BLMC.
3. No temporary septic system permits will be authorized within Easttown until such a time as an ordinance allowing this to occur is approved by the City Council.
4. Properties or portions thereof within Pierce County that are zoned for commercial use and are adjacent to Easttown will be allowed to connect to the sewer system.

2.4.2 Financial Policies

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

2.4.3 Facility Policies

1. All sewer lines east of 229th Avenue on the south side of SR410 and all sewer lines east of 219th Avenue on the north side of SR410 shall flow by gravity to the Easttown sewer lift station. On a case by case basis, where topographic conditions allow, the flow direction by gravity may be reversed.
2. Coordinate with the Tacoma/Pierce County Health Department to ensure that all properties with failed septic systems and new development connects to the City Sewer system.
3. In conjunction with the City of Sumner, increase Wastewater Treatment Plant (WWTP) capacity and/or percentage of plant capacity to meet the needs of the Bonney Lake UGA and full build out within the City limits.

4. In order to preserve sewer capacity for Easttown in the WWTP, the City will develop alternate WWTP capabilities on the Bonney Lake Plateau to meet wastewater treatment needs in the Northern and Southern Sewer Service Areas in the CUGA. Areas within these two areas are not within the current or planned capacity of the Sumner WWTP by agreement with the City of Sumner. Expansion of the Sumner WWTP capacity to meet these needs would require separate projects and sewer lines.
5. Utilizing a Septic System Abatement program, extend the city sewer system into developed areas when sufficient funding is available to do so.
6. Implement a program to reduce inflow and infiltration in order to reduce the demand on the WWTP capacity.
7. Support City of Sumner and Washington State Department of Ecology efforts to increase and improve secondary treatment capacities and methods to meet state and federal discharge standards.

2.5 Stormwater Goals and Policies

2.5.1 Service Area Policies

1. An update to the Comprehensive Stormwater System Plan (CSWP) is being prepared in 2011.
2. Stormwater collected on commercially developed parcels within the city may be directed to stormwater detention/infiltration ponds located on property outside the city limits within the R5 zoned area.
3. The three public stormwater ponds built by WSDOT shall not be utilized for stormwater runoff from private property. Only runoff from public roads may utilize these three stormwater facilities.

2.5.2 Financial Policies

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

2.5.3 Facility Policies

1. The City of Bonney Lake has adopted the Pierce County Stormwater Management and Site Development Manual. All stormwater facility construction and maintenance will comply with that manual.

2. Stormwater must be released at a controlled rate from the parcel where it is generated. This release rate shall be no greater rate than would have occurred when the land was in its natural, undeveloped state.
3. Responsibility for construction and maintenance of the private stormwater ponds belongs to the property owner. Annual City inspection of these ponds will be required in accordance with our NPDES permit.
4. Stormwater permits shall be applied for prior to start of any clearing or grubbing work on site. Applicant must comply with NPDES requirements addressing construction sites.
5. Stormwater released from the site must meet water quality standards achieved through the use of a stormwater facility upstream from a detention or infiltration pond.

2.6 Land Use Goals and Policies

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

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

provide additional “human activity” to support services, retail, professional offices and/or residences.

3. The Future of Eastown

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

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

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

3.1 Enhance the SR 410 Corridor

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

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

3.2 Create Alternative Routes for Local Traffic

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

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

3.3 Facilitate Extension of City Water and Sewer Services to Eastown

Development within Eastown is dependent upon extension of municipal water and sewer services to the area. Although Tacoma Water and Valley Water District have provided new water service to some Eastown properties, recent development proposals have failed to get off the ground due to the high costs of undertaking extension of the City utility services. An evaluation of potential lift station locations was conducted as a part of this 2006 planning effort and is described more fully in Section 6, Sewer. Subsequently, location of the Eastown sewer lift station has been sited on the WSDOT Stormwater pond “B” property located on the north side of SR410. The Eastown Future Sewer System provides the locations of the public sewer system.

3.4 Address Conflicting Standards of the Water Purveyors to Eastown

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

In 2010, Bonney Lake extended their water line eastward along SR410 from 219th Avenue to 221st Avenue. Developers will be required to complete a loop that connects this waterline to a new water line on 96th Street that connects to the water line in front of Home Depot.

3.5 Provide Improved Predictability to Property Owners and Developers

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

3.6 Facilitate High Quality Development & Foster Economic Growth

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

3.7 Establish Identity for Easttown Area

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

4. Circulation

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

4.1 Operations

4.1.1 Existing Operations

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

4.1.2 Future Operations

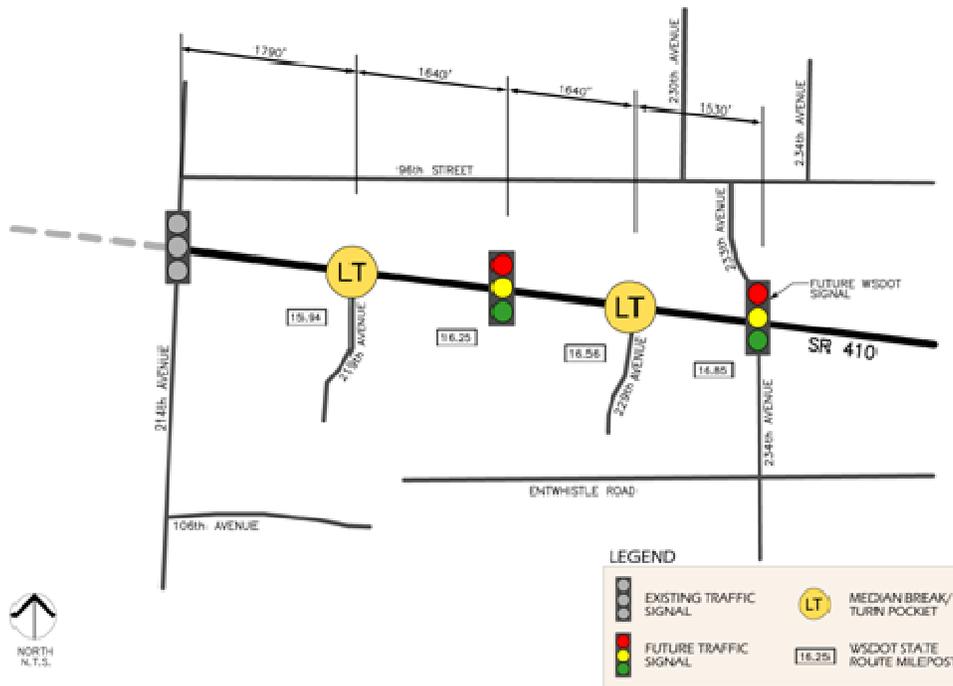
An interconnected roadway grid system has been identified as a necessity to reduce trips on SR 410 and provide improved local access. The Easttown Future Road Network (adopted by ordinance 1369) establishes the vision for the future grid, and the standards for how it is to be implemented. With these proposed improvements, acceptable Level of Service conditions for future 2025 traffic volumes can be achieved.

4.2 Coordination with WSDOT

Coordinated planning between the City of Bonney Lake and WSDOT has maximized the efficiency of the roadway network and created the backbone of a unique neighborhood. WSDOT started construction of improvements to SR410 in Easttown in 2010 and will complete this project in 2011. Improvements include: alignment of 233rd/234th Avenues and installation of a traffic signal at the new intersection; addition of one lane in each direction; addition of four islands creating a landscaped median separating the eastbound and westbound traffic; installation of street lights from 214th to 234th Avenue; and construction of stormwater facilities.

The City of Bonney Lake intends that the median on SR 410 through Easttown will be landscaped to provide a more attractive travel corridor. Landscaping utilized in the median in Easttown will be duplicated on the west side of town on SR410 between Old Sumner Buckley Highway and Main Street, providing the best possible first impression of the City at the eastern and western gateways to the city. Figure 2 below demonstrates median planting options. WSDOT maintains strict standards for signalization and access to State highways. A previous planning effort between the City of Bonney Lake and WSDOT resulted in establishment of one additional future signal location (225th Avenue) and two median openings (219th and 229th Avenue) to allow left turns from SR 410 into development areas. Left turns out of development sites onto the SR 410 corridor will be prohibited except at the three traffic signals at intersections with 214th, 225th and 233rd Avenues. The locations of the agreed-upon signal and left turn openings are shown in the figure below:

Figure 2 – Intersection Control & Spacing



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

4.2.1 SR 410 Improvements

WSDOT will complete construction of the Eastown SR410 widening project in 2011. The project will: add one travel lane in each direction; install four center median landscaped islands; will construct curbs and gutters on both sides of SR410 and around the four islands; will install 47 street lights; and will construct a stormwater system. While this is the extent of the State-funded portion of the roadway improvements, private development will be required to build frontage improvements adjacent to SR 410 and the Eastown public private roads shown on the Eastown Future Road Network to further enhance the roadway and create safe walking conditions.

All new development with frontage on SR 410 will require installation of curbs, gutters, an 6-foot wide planter strip, and an 8-foot wide sidewalk, except at bus pullout locations as determined by Pierce Transit and WSDOT. All development projects will be routed to Pierce Transit and WSDOT for comment. If a bus pullout is determined to be required, Pierce Transit design standards for such facilities will be followed. If buildings are proposed immediately adjacent to the sidewalk, the minimum width of the sidewalk will be 12 feet. If landscaping is located between the back of the sidewalk and other on-site improvements, the minimum width of the landscape area will be 10 feet, in order to screen the development and provide a buffer from the street. Figure 3 below identifies the WSDOT planned improvements to SR 410 and the frontage improvements that will be required with future development adjacent to SR 410.

Figure 3
SR 410 Future Section
With Private Frontage Improvements

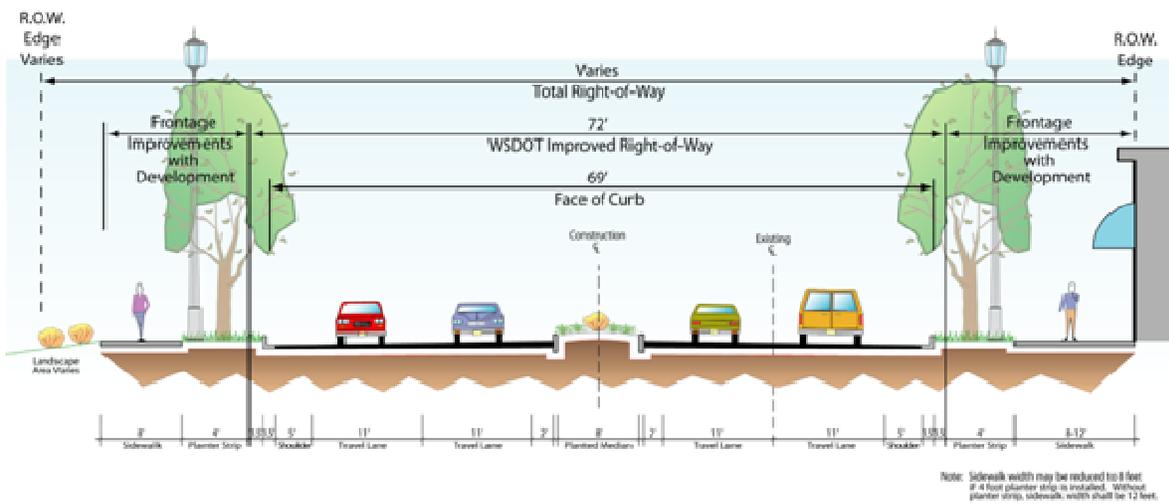
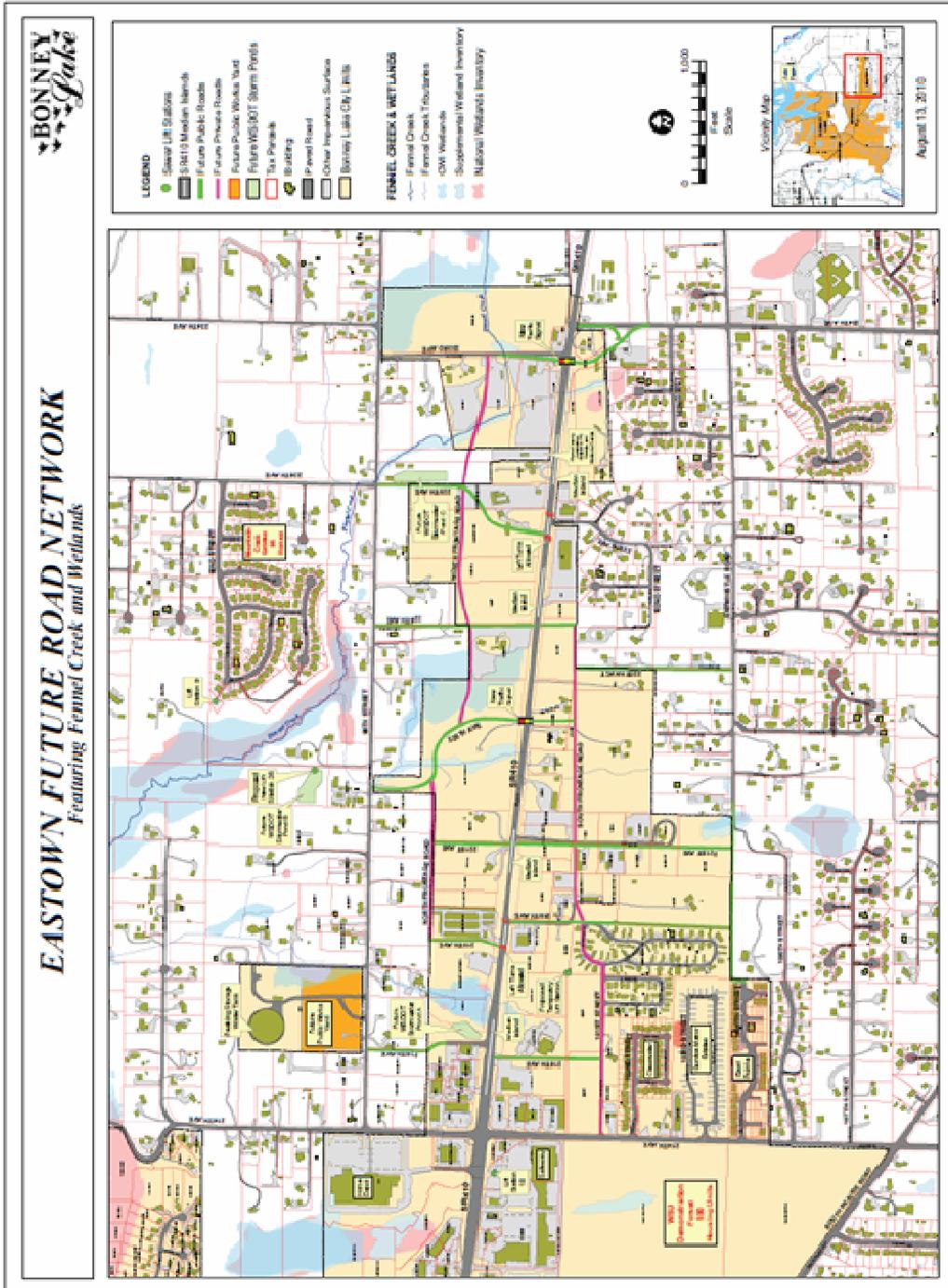


Figure 4 - Eastown Future Road Network



4.3 Future Road Network

The planned improvements to SR 410 will not provide circulation throughout the adjacent commercial properties. A secondary road network is needed to provide access to parcels within the area. These secondary streets referred to as Commercial Collectors, complete the street grid and provide alternate routes to reach area destinations. The Eastown Future Road Network, illustrated above, is intended to provide access to all properties within Eastown. Additionally, access to Eastown shopping will be convenient to property owners along Entwhistle Road and 96th Street without entering SR410.

- Existing streets that will act as east-west collectors include 106th Street, Entwhistle Road, and 96th Street. Existing north-south collector roads include 214th Avenue and 233rd /234th Avenue.
- Frontage Roads. New east-west commercial collector roads between 96th Street and SR 410 on the north side and SR410 and Entwhistle Road on the south side of SR 410 will provide the back bone of internal transportation circulation within Eastown. These two roads are named the Northern and Southern Frontage Roads and will be designed and built to private road standards described in this plan. The Northern Frontage Road will extend from 219th Avenue east to 233rd Avenue. The Southern Frontage Road will extend from 214th Avenue east to 226th Avenue.
- Connector Roads on North Side of SR410. New collector roads connecting SR410 to the Northern Frontage Road will be built at 219th Avenue, 221st Ave, 225th Ave and 229th Avenue. Additionally, 229th Avenue will connect with 230th Avenue creating a link between SR410 and Old Sumner Buckley Highway.
- Connector Roads on South Side of SR410. New north-south secondary access roads will be built south of SR410 on 219th Avenue, 221st Avenue, 225th Avenue Court and 226th Avenue connecting SR410 with Entwhistle Road. In the future, when full build out of Eastown occurs, Entwhistle road will provide a link between 214th and 234th Avenues.
- 216 Avenue on North side of SR410. This road will connect SR410 to 96th Street. When the median is built on SR410, left turns out from this shopping area will not be allowed. Currently, it is very hazardous enter the East bound lanes from this shopping center either directly onto SR410 or from 214th Avenue. Construction of this road will provide a safe alternative route for motorists to use.
- 216th Avenue on South side of SR410. This north-south road was partially built in 2010 by a developer. This road will be extended to the Southern Frontage Road when development occurs on the undeveloped properties located adjacent to 101st Street, currently a private road.

This network of internal roads will reduce vehicle trips on SR 410 maximizing the capacity of SR410 and creating a safer transportation network. This road network will provide

circulation throughout Easttown and will provide access the commercial shopping areas to residents living in the county without motorists needing to use SR410.

Figure 3 locates the future signals and median breaks on SR 410. Between 214th Avenue and 233rd/234th Avenue E., signalized intersections will be allowed at a new city street between 219th and 229th Avenues E, and at 233rd/234th Avenue E. Two median breaks, located midway between 214th Avenue and the new signal and midway between the new signal and 233rd/234th, will facilitate midpoint left turns into the commercial areas. Left turns out of the commercial area will be prohibited. No other breaks in the restrictive median will be allowed. Other accesses off SR 410 will be limited to right-in, right-out only and must be spaced a minimum of 660 feet apart. The network will provide a choice of routes and minimal back-tracking. Drivers will choose the easiest route based on weather, time of day and traffic conditions.

4.3.1 Locations and Flexibility

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

Roads shown in this plan are needed as a placeholder to ensure that the entire City's population is well served. As development is proposed, actual locations of roads will be determined. New north-south collectors will be public roadways, and the new east-west Northern and Southern Frontage Roads will be private roads with all other east-west roads being public roads. Exact locations of these roads will be determined by the site plan for the individual projects. Road locations shown above will also be adjusted as topography warrants and once the extent of existing wetlands or other site constraints is determined.

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

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

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

4.3.2 Development Triggers Construction

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

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

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

4.4 Internal Road Standards

4.4.1 Road Section

Commercial collectors within the Eastown area will be designed to meet the following standards:

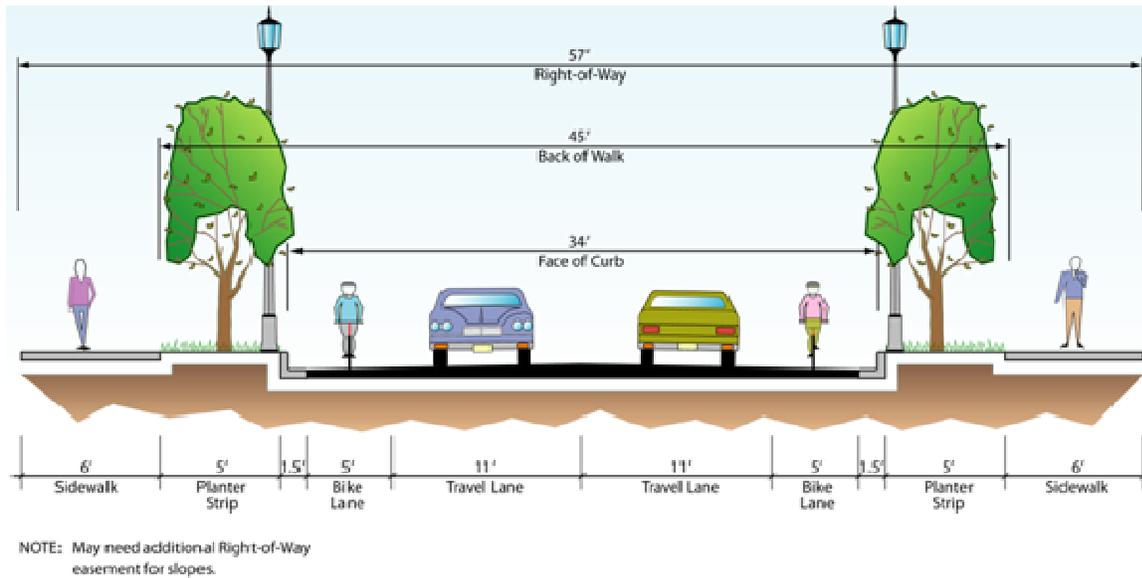
Public Collector Roads and Future Public North-South Roads

- Two travel lanes - 11 feet
- Bike lane – 5 feet, both sides of roadway
- Planter strip – 6 feet, both sides of roadway
- Sidewalks – 6 feet, both sides of roadway
- Total improved right of way width – 57 feet (more right-of-way may be required for slopes)

All stormwater detention/retention facilities shall be located on private property, and the developer will be required to collect, treat and dispose of the runoff generated by the portion

of road directly adjacent to the project site. Existing public roads within Easttown, , will meet the standards of the public collector road section.

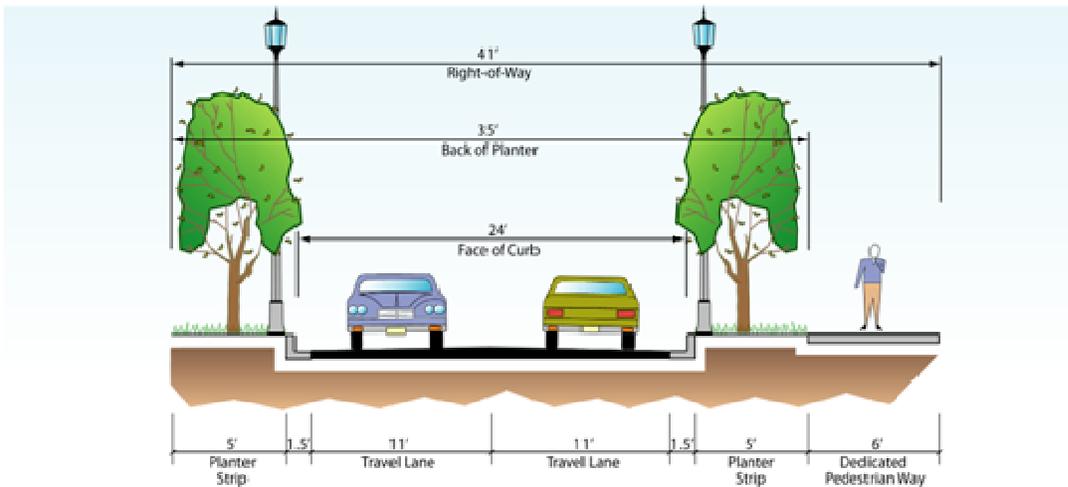
Figure 5 – Public Roadway Section



East-West Private Roads

- Two travel lanes – 11 feet
- Planter strip – 6 feet, both sides of roadway
- Pedestrian Ways – 6 feet, one side of roadway
- Total right-of-way width – 41 feet
- All stormwater detention/retention facilities shall be located on private property, and the developer will be required to collect, treat and dispose of the runoff generated by the portion of road directly adjacent to the project site.

Figure 6 – Private Roadway Section



Parallel on-street parking between the street and sidewalk may be provided at the developer’s option. If provided, no parallel parking spaces may be located within 50 feet of an intersection. Parallel parking strips must be identified by landscape bulbs at either end.

Pedestrian Facilities on Private Roads

- At a minimum, a pedestrian facility must be provided on one side of road
- Pedestrian facility may be a sidewalk or other clearly separated safe walking route as approved by City of Bonney Lake
- Adjacent developments should continue their portion of a pedestrian way on the same side of the street as the existing walkway
- If it is necessary to change the side of street for provision of a walkway, this must occur at an intersection
- Landscaping must be provided between the street and the pedestrian way or behind the pedestrian way.

4.4.2 Design Standards and Access Restrictions

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

Figure 7 – Roadway Classification		
Class Description & Function	Minimum Signal & Intersection Spacing	Private Direct Access
Class B Low to moderate speed, moderate	½ mile	Allowed with restrictions: <ul style="list-style-type: none"> • 200 feet minimum spacing • One access per parcel or contiguous

Figure 7 – Roadway Classification		
Class Description & Function	Minimum Signal & Intersection Spacing	Private Direct Access
volume		parcels, exceptions allowed with justification <ul style="list-style-type: none"> • No additional access for subdivided parcels • All access must meet minimum standards, corner clearance allowances not permitted.
Class C Public road, low speed, moderate volume, short distance road	¼ mile	Allowed with restrictions: <ul style="list-style-type: none"> • 125 foot minimum spacing • One access per parcel or contiguous parcels, exceptions allowed with justification • No additional access for subdivided parcels • Corner clearance restrictions apply
Class D Private road, low speed, moderate volume, short distance road	Less than ¼ mile permitted with justification	Allowed with restrictions: <ul style="list-style-type: none"> • 100-foot minimum spacing • One access per parcel or contiguous parcels, exceptions allowed with justification • Additional access for subdivided parcels may be allowed with justification • Corner clearance restrictions apply.

See also 4.5, Access Management.

4.4.3 Half Street Option

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

4.4.4 Non motorized Facilities

As the Eastown corridor develops, some employees and customers of the new commercial uses may walk and bicycle through the neighborhood if and when safe and comfortable

facilities are provided. Safe and attractive pedestrian walkways and bicycle routes are encouraged; particularly as Eastown evolves into a unique commercial area with various activity and commercial centers.

Pedestrian Facilities

Sidewalks or bike lanes should be provided on both sides of north-south roadways, with a planter strip separating the sidewalk from the travel lanes. . Bike lanes need not be provided on new east-west private roads; a sidewalk should be provided on one side of the east-west roads.

Transit

While the future of Transit service to the area is in question, to date SR 410 serves as the primary east-west transit route between Bonney Lake, Buckley and Enumclaw to the east and between Bonney Lake, Sumner, Puyallup and Tacoma to the west. As commercial and/or residential development occurs in Eastown, it is anticipated that both the express route to Tacoma and the route between Bonney Lake and Buckley will have increased ridership. Transit considerations should therefore be included in the design of internal roadways. As development projects occur, input from Pierce Transit should be obtained to determine the need for in-lane bus stops or bus pullouts on various roadways. Bus stops will be located at the far side of signalized intersections rather than mid-block, unless otherwise specified by the City of Bonney Lake or Pierce Transit. On SR 410, developers should coordinate with Pierce Transit and WSDOT regarding the need to incorporate bus pullouts in site development.

4.4.5 Streetscape Improvements

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

Median Islands

Future improvements to SR 410 include construction of a raised median separating the eastbound and westbound traffic. Planted islands will be installed instead of concrete medians for their potential to improve the aesthetics of the roadway. The median will be 8 feet wide, and planted with low maintenance, drought-tolerant deciduous and evergreen shrubs and ground covers. Examples of future median plantings are shown in Section 4.2 above. All plantings will comply with WSDOT Clear Zone requirements. A list of plantings has been negotiated between WSDOT and City staff that will be planted in 2011.

Landscaping

Inclusion of landscape features adjacent to streets results in creation of visual interest along the roadway and, as a result, slower traffic speeds. However, trees should be planted so as

not to create visual obstructions of traffic control signs. Plants can also be used to provide uniformity and to enhance sense of place and unique character of neighborhoods.

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

Street Lighting

Street lights will be located in the planter strips to meet City of Bonney Lake illumination standards per BLMC 17.12 and BLMC 12.24 and adopted Public Works Standards. Adequate lighting will be provided on interior sidewalks to create safe and secure environment.

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

Street Furniture & Plazas

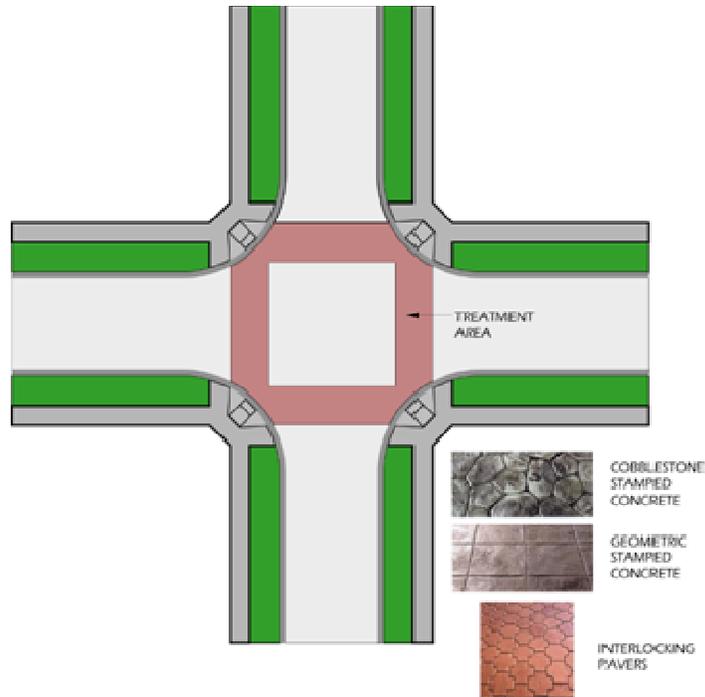


In major commercial activity centers developed within Eastown, street furniture such as park benches, trash receptacles, and drinking fountains should be located in public areas. Such pedestrian plazas will be the responsibility of developers and may be required for large projects as outlined in adopted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

Pavement Treatments

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

Figure 8 – Crosswalk/Paving Treatment Options



4.4.6 Storm Water

Commercial collectors within Easttown will be constructed as development occurs to facilitate convenient access between sites, SR 410 and the surrounding road network. As roads are constructed, developers will be required to collect, treat, and dispose of the runoff generated by the portion of road directly adjacent to the project site (from center line to right-of-way edge) in accordance with the standards set forth in the City of Bonney Lake 2009 Development Policies and Public Works Design Standards.

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

4.5 Access Management

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

The intent of Access Management is to provide access for land development while preserving the safety, capacity, and speed of travel on major corridors such as SR 410. Studies have shown that an uncontrolled proliferation of driveways and intersections along a given section of roadway reduces the average speed of travel, increases the number and

severity or accidents, and inhibits bicycle and pedestrian usage. It has also been shown that poorly designed entrances and exits cause congestion and create a negative image for a commercial district.

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

4.5.1 How is Access Management Applied?

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

Roadway Classification

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

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

Existing roads within Eastown (214th Avenue, 219th Avenue, 221st Avenue, 229th Avenue, 233rd Avenue) are classified as Class B roadways. If roadways currently under Pierce County jurisdiction later become part of the City (96th Street, 106th Street, Entwhistle Road, 234th Avenue), they will be classified as Class B. Roads in this classification provide travel over moderate distances within a community at low to moderate speeds. Traffic mobility is favored over direct access to abutting land.

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

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

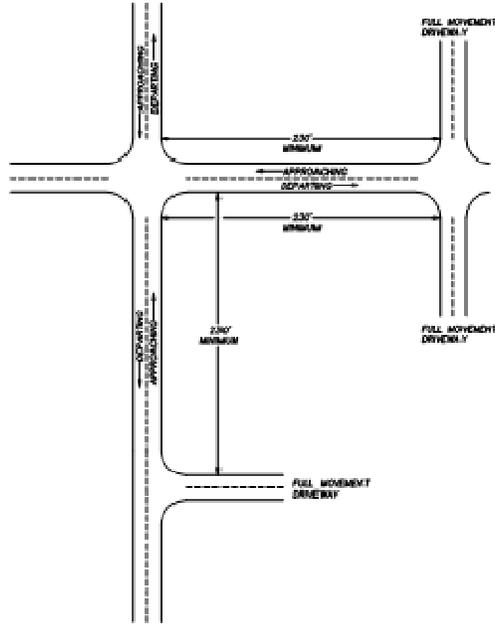
Corner Clearance

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

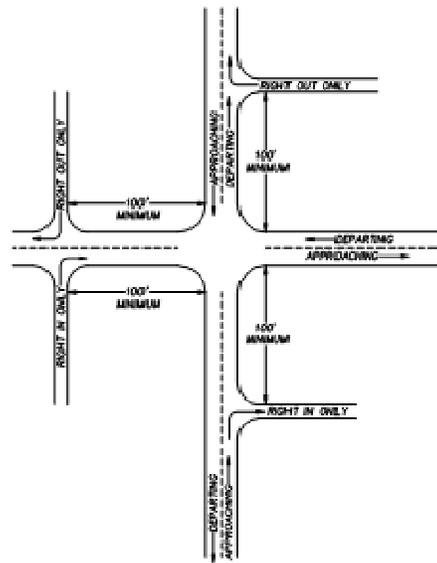
Whenever possible, it is preferable that corner clearances for driveways at intersections meet the minimum spacing requirements. Alternately, access via the internal road network should be considered. However, if minimum spacing cannot be met due to property frontage or size, and joint access cannot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

Figure 9 Corner Clearance at Intersections for Class C and D Roadways Without Restrictive Medians		
Position	Access Allowed	Minimum (feet)
Approaching Intersection	Full Access	125
Approaching Intersection	Right In Only	100
Departing Intersection	Full Access	125
Departing Intersection	Right Out Only	100

Figure 10 - Illustrations of Corner Clearances



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



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

Determination of Access Category

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

Access Category

SR410 Corridor

SR410 within Eastown is designated by WSDOT as a class two highway. The City has adopted access management standards outlined in Washington Administrative Code 468.52.030 to 050 in order to provide access for land development while preserving the safety, capacity and speed of travel on SR410.

Signalized intersections are allowed every half mile. Minimum distances between public or private access points are limited to one every 660 feet. Only one access point is allowed to each property unless the frontage exceeds 1,320 feet and no adverse impact is created on SR410 traffic flow.

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

Variance permits may be allowed in accordance with WAC 468-51-105, if topographical conditions warrant, and the applicant demonstrates to the satisfaction of the city that capacity on SR410 is not reduced or increased safety risks will not be created. The traffic impact analysis, signed, stamped and sealed by a qualified professional transportation engineer registered in Washington State, will be included with a cover letter requesting the deviation.

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

Public and Private Mapped Streets

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

Three connection categories have been established:

- Major Connections for large volume generators such as large shopping malls, fast food restaurants and regional post offices.
- Minor Connections for moderate volume generators such as doctor's offices, single occupant retail sales, or small apartment buildings.
- Minimum Connections for low volume generators such as single family homes, duplexes, and agricultural accesses where retail sales are not included.

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

Figure 11 Connection Category			
Category & Definition	AWDVTE*	Fee	Requirements
Major – Typical for large commercial, industrial and multi-family developments	Exceeds 1,500 trips <ul style="list-style-type: none"> • Estimated based on ITE Manual • Traffic Study required 	<ul style="list-style-type: none"> • 1,500 to 2,500 AWDVTE = \$2,500 • Over 2,500 AWDVTE = \$4,000 • Fee per additional connection - \$1,000 	<ul style="list-style-type: none"> • Licensed engineer must prepare all plans • Standard application packet with traffic analysis applies • Site plan includes survey • Final inspection may be required
Minor – Typical for moderate commercial or industrial developments	Traffic between 100 and 1,500 trips <ul style="list-style-type: none"> • Estimated based on ITE Manual • Traffic Study may be required 	<ul style="list-style-type: none"> • 100 to 1,000 AWDVTE = \$1,000 • 1,000 to 1,500 AWDVTE = \$1,500 • Fee per additional connection = \$250 	<ul style="list-style-type: none"> • A licensed engineer must prepare all plans • Standard application packet with traffic analysis applies • Site plan includes survey • Final inspection may be required

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

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

Non-conforming access and variance permits may be allowed in accordance with WAC 468-51-105, only if topographical conditions warrant and the applicant demonstrates (to the satisfaction of the city) that capacity on SR410 is not reduced or increased safety risks will

not be created. A traffic impact analysis, signed, stamped and sealed by a qualified professional transportation engineer registered in Washington State, will be included with a cover letter requesting the non-conforming access or variance.

A fee for a city review of non-conforming access and variance permits will be determined Connection Category as listed above and specified in BLMC.

4.5.2 Interim Access

For parcels not adjacent to the proposed network road, or too small to reasonably build a commercial collector access road, the existing access shall remain in place and does not require permits. As adjoining parcels are developed or redeveloped, the existing driveways will be removed when a frontage road or other internal roadway reaches the property line of that parcel. Additionally, connection to an internal roadway shall not be required until that parcel is redeveloped or developed.

Following the widening of SR 410 by WSDOT, temporary access to this facility will be right-in, right-out only except at a traffic signal and designated left-turn-in locations.

Access to SR 410

Access to SR 410 is allowed only if a commercial collector as indicated on the Easttown Future Road Network and/or if a secondary access is not available or cannot be constructed, as determined jointly by the Public Works Director. Such access will be temporary in nature and must be closed once an alternative access route is reaches the property line of that parcel. Costs incurred to connect to the internal roadway system and decommissioning of the SR410 access and roadway structure will be the responsibility of the developer.

Closure of Temporary Accesses

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

4.5.3 Access Connection Permits

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

5. Water

5.1 Existing System Characteristics

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

5.1.1 City of Bonney Lake Water System

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

- North side of SR410. Water service area extends from 214th to 225th Avenue.
- South side of SR410. Water service area extends from 214th to 218th Avenue.

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

5.1.2 Valley Water District

The existing infrastructure for Valley Water District’s system within the Eastown area is located primarily in the southwest portion of the Eastown area and east of 225th Avenue on the north side of SR410. Water main sizes range from 6 inches to 12 inches in diameter.

5.1.3 Tacoma Water

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

5.2 Proposed Water System Improvements for Future Demand

The ability of the City of Bonney Lake to provide adequate water to the developing Eastown area is critical. Predicting water demand and a coordinated approach to satisfy future demand is essential. Future commercial development in the Eastown area is contingent on the availability of fire flow to development sites sufficient to meet current building and fire codes. In 2010, the City of Bonney Lake extended its water main on SR410 from 219th to 221st Avenue. Developers of the parcel around 225th Avenue East will be required to extend this water main to 96th Street and then west to 214th Avenue creating a loop system. This Development Plan identifies proposed water system improvements that will meet the level of service associated with the proposed land use for the area.

5.2.1 Bonney Lake Water System

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

5.2.2 Valley Water District

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

Since the City annexed the Easttown area in 2001, it has the right to assume ownership and full control of the Valley Water District service area within the Easttown annexation boundary seven years from the time of annexation. The City has notified Valley Water District of this. However, since Valley Water District can meet the needs of Easttown developers, there is no intention (at this time) for the City to purchase this water system.

And, in the interim, all new development within the Valley Water District in Easttown must be constructed to meet City fire flow standards.

5.3 Water System Requirements for New Development

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

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

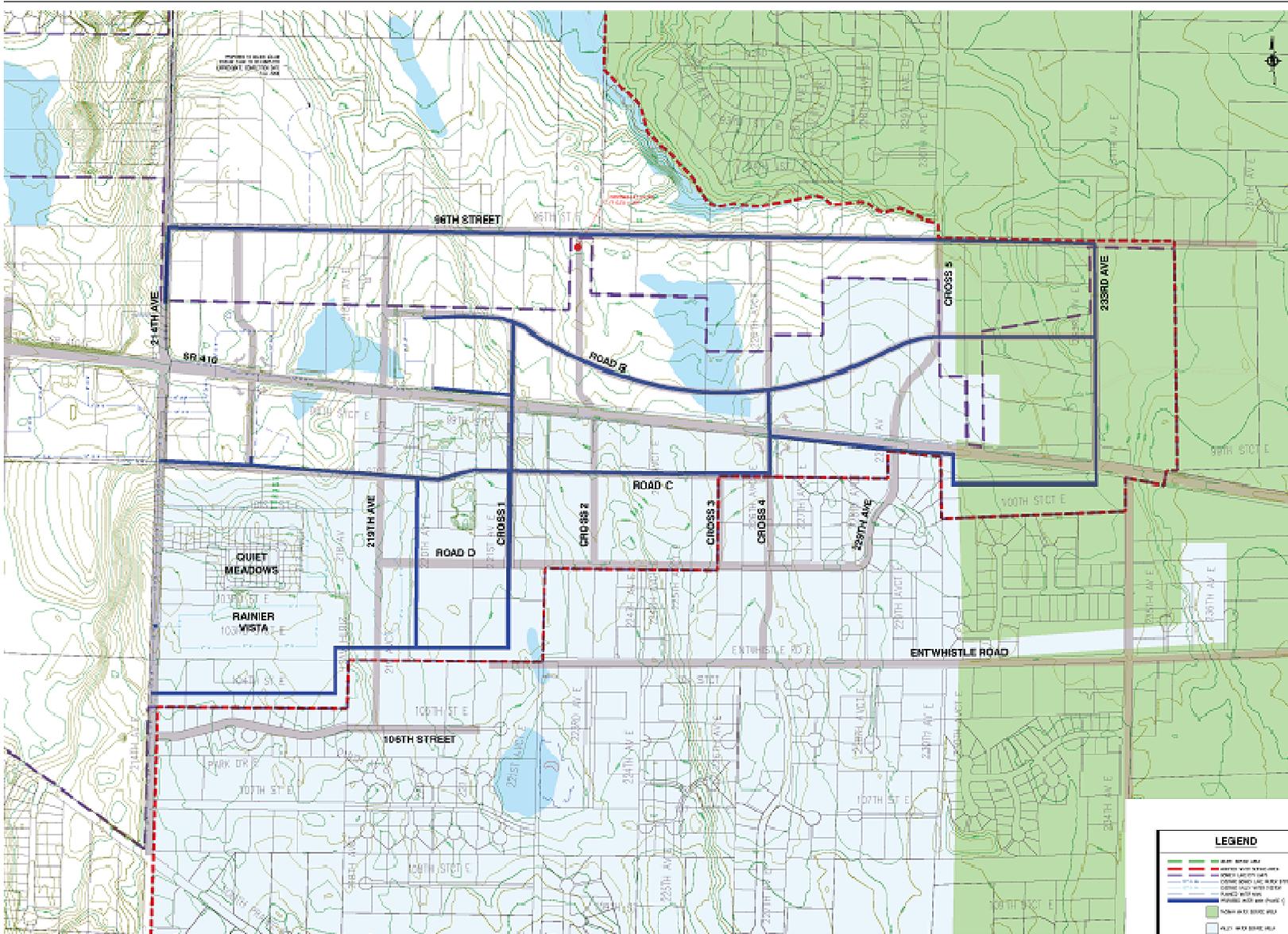
Property owners within the current Bonney Lake Water System Area that pay the cost to install the portions of the proposed water system beyond their own property, may pursue cost sharing options such as Latecomer Agreements so that all property owners using the new system pay their pro-rata share of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

5.4 Cost Sharing Options for Water Main Extensions

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

5.4.1 Cost Sharing Options

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



EAST TOWN PRELIMINARY WATER DESIGN

1" = 300'



6. Sewer

6.1 Existing System Characteristics

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

6.2 Sewer System Improvements Necessary to Meet Future Demand

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

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

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

- Proposed building pads were based on existing topography. An exception was made for building No. 61, the proposed Mazatlan Restaurant, for which the planned finished floor elevation (630 feet) from proposed water and sewer drawings was used.
- The sewer will serve at least one building within each parcel.
- The building will be located near the low point of the parcel.
- The lateral invert is 6 feet below finished floor elevation.
- Laterals have a minimum slope of 2% to the property line.
- 8-inch sewers have a minimum slope of 0.6%.
- 12-inch sewers have a minimum slope of 0.33%.
- 8-inch sub-mains are placed along property lines.
- Sewer inverts shall be a minimum of 5 feet below ground surface.
- Drop across manholes was not considered.

6.3 Sewer System Requirements for New Development

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

6.4 Cost Sharing Options for Sewer Line Extensions

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

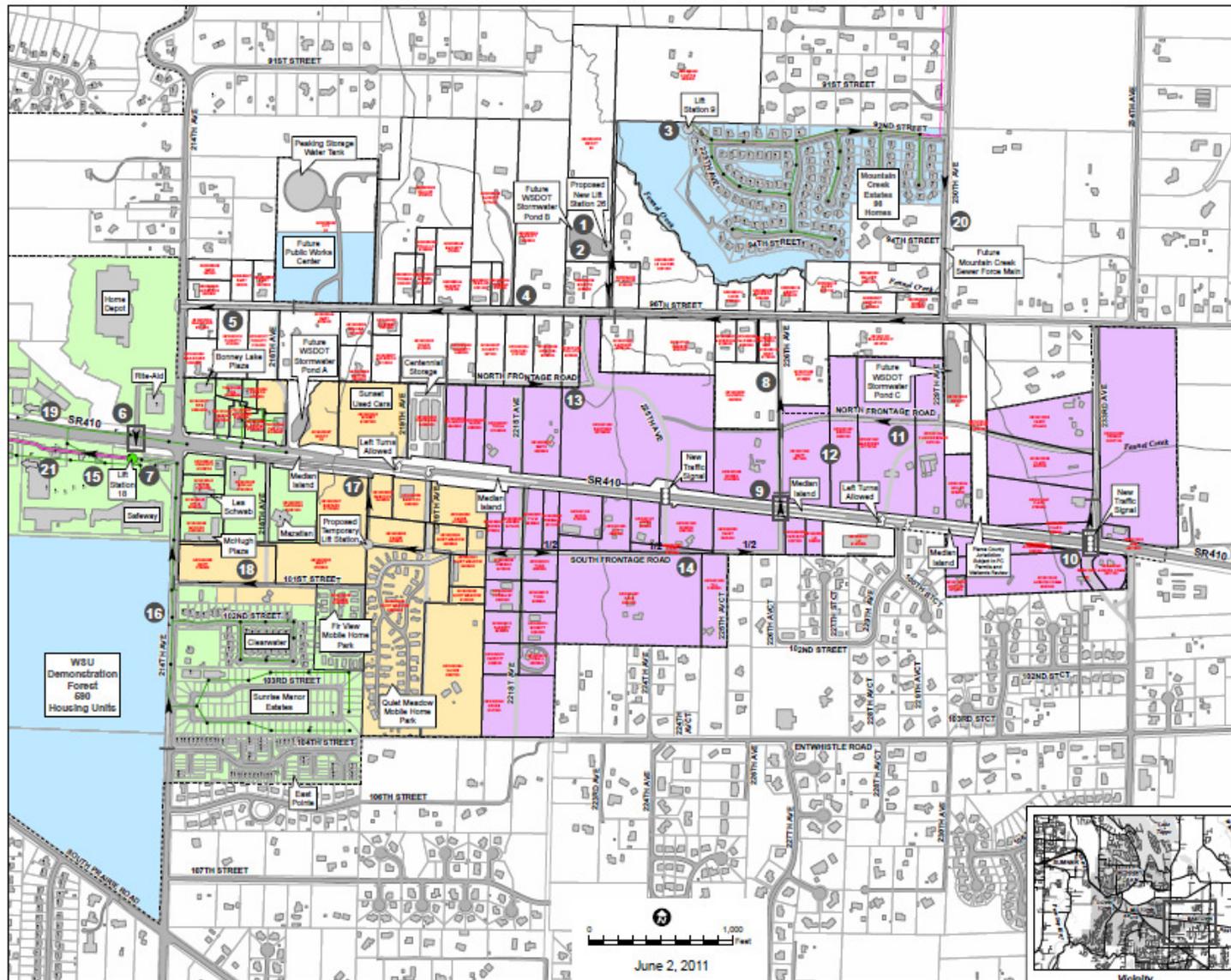
6.4.1 Cost Sharing Options

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

other connection charges that may be already established for construction other parts of the City's sewer system.

EASTOWN PROPERTIES CURRENTLY WITHOUT BONNEY LAKE SEWER SERVICE

Overlaid on Eastown Future Sewer Projects and Roads Base Map



EXISTING SEWER SERVICE

- 1 Existing Bonney Lake Sewer Customer
- Manhole
- Lift Station
- Sewer Force Main
- Sewer Gravity Main
- Eastown Tax Parcels with:
 - Parcel Number
 - Owner
 - Assessed Value
- Bonney Lake Sewer Service Currently Provided to Existing Lift Station 15
- No Bonney Lake Sewer Service Currently Available; Future Lift Station 26 Service
- No Bonney Lake Sewer Service Currently Available; Future Existing Lift Station 18 Service
- No Bonney Lake Sewer Service Currently Available; Future Rebuilt/Expanded Lift Station 18 Service
- No Development Planned; Existing Septic System will be used in the Future

FUTURE SEWER PROJECTS

- 12 Future Sewer Project Number
- Lift Station
- SR410 Highway Crossing
- Project Start/Stop
- ▶ Flow Direction
- Gravity Main
- Force Main

FUTURE ROADS BASE MAP

- SR410 Median Islands
- Future Public Roads
- Future Private Roads
- Tax Parcels
- Building
- Paved Road
- Bonney Lake City Limits
- Fennel Creek & Tributaries

7. Eastown Development Standards

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

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:



Memo

Date : September 21, 2011
To : Mayor and City Council
From : Grant Sulham, Planning Commission Chair
CC :
Re : **Eastown Subarea Plan**

BACKGROUND

On March 22, 2011 the City Council passed Resolution 2113 creating a steering committee intended to review possible amendments to the Eastown Subarea Plan and C-2/C-3 zoning. The Eastown Subcommittee consisted of seven members including the Chair of the Planning Commission, the Chair of the Design Commission, two Council members, two Eastown property owners and one citizen at large. The committee forwarded recommended changes to the Planning Commission for review pursuant to BLMC procedures for amending the Comprehensive Plan.

The Subcommittee's recommendations primarily dealt with the concept of Eastown being "pedestrian-friendly." The subcommittee thought that Eastown will most likely be developed as auto-oriented. Some of the existing design standards, such as the requirement that there be no parking areas between a new building and SR 410, did not take into account the types of businesses that are likely to want to locate in Eastown, e.g. automobile sales.

The Committee had minor recommendations for the zoning in Eastown that will be reflected in the zoning matrix that will be forwarded to City Council in a subsequent Ordinance. The following table summarizes the Subcommittees recommendations and the response from the Planning Commission to each of the recommendations for the Eastown Subarea Plan text and Design Standards. The attached Ordinances reflect the Planning Commission's recommendations.

Eastown Committee Recommendation	Planning Commission Accept / Reject Eastown Committee Recommendation
Remove references to the “Town Center” that had been used interchangeably with Eastown	Accept
Remove text language that encourages buildings to be built up against the right of way.	Accept
Remove language that encourages main pedestrian entrances on the sidewalk	Accept
Remove language that references pedestrian plazas.	Reject: Commissioners thought large developments should still be required to provide pedestrian plazas, however, they are recommending that the ratio be changed.
Remove Design Standards that do not allow parking between buildings and public right of way.	Accept
Remove the requirement that buildings be adjacent to the right of way.	Accept
Remove the requirement that main entrances to be from the sidewalk.	Accept
The light and drive-thru standards recommended by the Planning Commission in the Fall of 2010 should be included.	Accept
Multi-family developments except senior housing should be required to provide visitor parking at a ratio of one per five dwelling units.	Accept
Landscaping and tree retention should be determined by the existing provisions of the municipal code.	Accept
In the interest of providing an Eastern “Gateway” to the City, at time of development the Northeastern most property owner should be required to provide an easement for a Gateway sign sponsored by the City.	Accept
Eliminate Building Design Standards	Reject: The Planning Commission thought there should be some protections against large, blank walls and included modulation standards.

Recommendation:

The Planning Commission recommends that the City Council adopt the attached draft ordinances amending the Eastown Subarea Plan, amending the design standards and moving the Design Standards from the Comprehensive Plan to the Bonney Lake Municipal Code.

City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Department/Staff Contact: CD / Heather Stinson	Meeting/Workshop Date: 18 October 2011	Agenda Bill Number: AB11-131
Agenda Item Type: Ordinance	Ordinance/Resolution Number: D11-131	Councilmember Sponsor:

Agenda Subject: Zoning Code Amendment - Eastown Design Standards

Full Title/Motion: An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Adding A Chapter 18.33 To The Bonney Lake Municipal Code Adopting Design Standards For Eastown.

Administrative Recommendation:

Background Summary: This amendment was initiated by the Mayor in 2011 and went through review by the Eastown Subcommittee prior to going to the Planning Commission for review.

Attachments: Planning Commission Recommendation Memo, Draft Ordinance D11-131

BUDGET INFORMATION			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
Budget Explanation:			

COMMITTEE, BOARD & COMMISSION REVIEW			
Council Committee Review:		<i>Approvals:</i>	Yes No
Date:		Chair/Councilmember NAME	<input type="checkbox"/> <input type="checkbox"/>
		Councilmember NAME	<input type="checkbox"/> <input type="checkbox"/>
		Councilmember NAME	<input type="checkbox"/> <input type="checkbox"/>
Forward to:		Consent	
		Agenda: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Commission/Board Review:	9/21/11		
Hearing Examiner Review:			

COUNCIL ACTION	
Workshop Date(s):	Public Hearing Date(s): 9/7/11
Meeting Date(s):	Tabled to Date:

APPROVALS		
Director: JPV	Mayor:	Date Reviewed by City Attorney: 10/5/11 (if applicable):

ORDINANCE NO. D11-131

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, ADOPTING A NEW CHAPTER 18.33 OF THE BONNEY LAKE MUNICIPAL CODE RELATING TO EASTOWN DEVELOPMENT STANDARDS.

WHEREAS, on January 5, 2011 the Mayor added an item to the adopted Planning Commission annual work plan for consideration of amending the Eastown Design Standards of the Comprehensive Plan; and

WHEREAS, a Notice of Public Hearing was issued on August 23, 2011; and

WHEREAS, the Planning Commission conducted a public hearing on September 7, 2011; and

WHEREAS, at the September 7, 2011 Planning Commission meeting the Planning Commission recommended that the City Council amend the Design Standards for Eastown; and

WHEREAS, SEPA has been complied with via a Determination of Non-Significance issued on September 7, 2011; and

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

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

Section 1. A new Chapter 18.33 shall be added to the Bonney Lake Municipal Code to read as follows:

**Chapter 18.33
Eastown Development Standards**

18.33.010 Purpose.

Land use and development standards provide for cohesive site development which is a crucial element in the creation of an Eastown commercial district that has interconnected parking, complementary site design, and a logical infrastructure. The standards included in this Chapter build upon the goals and policies established in the Community Character and Eastown Element of the Bonney Lake Comprehensive Plan.

18.33.020 General provisions.

- A. All requirements of applicable underlying zoning shall be met, except as modified in this Chapter.
- B. All site plans shall include sufficient detail to determine whether site and building designs comply with this Chapter, including the Eastown Future Road Network.

C. Developments at the northeastern most end of Bonney Lake shall provide an easement for placement of a City sponsored gateway sign.

18.33.030 Lighting

- A. Lighting shall be designed and installed so that it does 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 provided for the project.

18.33.040 Drive-through facilities

Drive-through facilities, including but not limited to banks, cleaners, coffee shops, fast food, drug stores, and service stations, shall comply with the following:

- A. Drive-through windows and stacking lanes are prohibited along facades of buildings that face a right-of-way unless they are visually screened from the street by Type III landscaping and/or architectural elements that are consistent with the building design.
- B. The stacking lane shall be physically separated from the parking lot, sidewalk, and pedestrian areas by Type III landscaping and/or architectural elements that are consistent with the building design.
- C. Drive-through speakers shall not be audible off-site.

18.33.050 Parking

- A. Commercial developments shall design parking facilities to allow for internal traffic circulation with adjacent developments. Where feasible, such circulation shall be achieved through connected parking lots.
- B. Developments shall plan for driveways that can be jointly used by adjacent development.
- C. All parking lots containing over 100 parking spaces must contain well-defined pedestrian walkways that separate pedestrians from cars. At least one walkway must be provided for every four rows of parking. Interconnections between walkways shall be provided to create safe walking.
- E. Multifamily developments except nursing homes, assisted living centers and designated senior housing, 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.
- F. 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 shall be:
 - 1. located in a covered, secure area with racks for locking bicycles;
 - 2. accessible by means other than stairs;
 - 3. separated from vehicle parking areas by physical barriers such as bollards, posts, or landscaping;
 - 4. located adjacent to each building within a multi-building complex.

18.33.060 Pedestrian Circulation

- A. Pedestrian walkways must provide direct connections between roadways, parking lots and building entrances.
- B. Developments shall be designed to allow pedestrian walkways and bicycle lanes to connect to adjacent developments.
- C. Internal sidewalks must extend to property lines to facilitate pedestrian connections between adjacent developments.

18.33.070 Building Design

A. Any developments occupying five acres or more of land area shall provide a plaza or other exterior gathering space equivalent to at least 1% of the overall acreage of the site. The plaza design must include gathering areas with benches or seating spaces, landscaping, and trash receptacles.

B. 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 articulation intervals of no wider than 75 feet:

1. Providing building modulation of at least 2 feet in depth and 4 feet in width.
2. Repeating distinctive window patterns at intervals narrower than the articulation interval.
3. Providing a covered entry or separate weather protection feature for each articulation interval.
4. Change of roofline.
5. Changing materials and/or color with a change in building plane.
6. Providing lighting fixtures, trellis, tree, or other landscape feature within each interval.
7. Other methods that meet the intent of this Chapter as approved by the Director.

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 _____, 2011.

Neil Johnson, Mayor

ATTEST:

Harwood Edvalson
City Clerk

APPROVED AS TO FORM:

James Dionne
City Attorney

Passed:

Valid:

Published:

Effective Date:



Memo

Date : September 21, 2011
To : Mayor and City Council
From : Grant Sulham, Planning Commission Chair
CC :
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The Subcommittee's recommendations primarily dealt with the concept of Eastown being "pedestrian-friendly." The subcommittee thought that Eastown will most likely be developed as auto-oriented. Some of the existing design standards, such as the requirement that there be no parking areas between a new building and SR 410, did not take into account the types of businesses that are likely to want to locate in Eastown, e.g. automobile sales.

The Committee had minor recommendations for the zoning in Eastown that will be reflected in the zoning matrix that will be forwarded to City Council in a subsequent Ordinance. The following table summarizes the Subcommittees recommendations and the response from the Planning Commission to each of the recommendations for the Eastown Subarea Plan text and Design Standards. The attached Ordinances reflect the Planning Commission's recommendations.

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Remove language that references pedestrian plazas.	Reject: Commissioners thought large developments should still be required to provide pedestrian plazas, however, they are recommending that the ratio be changed.
Remove Design Standards that do not allow parking between buildings and public right of way.	Accept
Remove the requirement that buildings be adjacent to the right of way.	Accept
Remove the requirement that main entrances to be from the sidewalk.	Accept
The light and drive-thru standards recommended by the Planning Commission in the Fall of 2010 should be included.	Accept
Multi-family developments except senior housing should be required to provide visitor parking at a ratio of one per five dwelling units.	Accept
Landscaping and tree retention should be determined by the existing provisions of the municipal code.	Accept
In the interest of providing an Eastern “Gateway” to the City, at time of development the Northeastern most property owner should be required to provide an easement for a Gateway sign sponsored by the City.	Accept
Eliminate Building Design Standards	Reject: The Planning Commission thought there should be some protections against large, blank walls and included modulation standards.

Recommendation:

The Planning Commission recommends that the City Council adopt the attached draft ordinances amending the Eastown Subarea Plan, amending the design standards and moving the Design Standards from the Comprehensive Plan to the Bonney Lake Municipal Code.

City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Department/Staff Contact: CD / Heather Stinson	Meeting/Workshop Date: 18 October 2011	Agenda Bill Number: AB11-132
Agenda Item Type: Ordinance	Ordinance/Resolution Number: D11-132	Councilmember Sponsor:

Agenda Subject: Comp Plan Amendment - CUGA

Full Title/Motion: An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Establishing Pre-Annexation Planning And Zoning For The Comprehensive Urban Growth Area To The South Of The City Limits.

Administrative Recommendation:

Background Summary: This ordinance is the beginning of the planning process anticipating an attempt to annex the southern sewer service area.

Attachments: Planning Commission Recommendation Memo, Draft Ordinance D11-132

BUDGET INFORMATION			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
Budget Explanation:			

COMMITTEE, BOARD & COMMISSION REVIEW			
Council Committee Review:	<i>Approvals:</i>	Yes	No
Date:	Chair/Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
Forward to:	Consent Agenda: <input type="checkbox"/> Yes <input type="checkbox"/> No		
Commission/Board Review: 9/21/11			
Hearing Examiner Review:			

COUNCIL ACTION	
Workshop Date(s):	Public Hearing Date(s): 9/7/11
Meeting Date(s):	Tabled to Date:

APPROVALS		
Director: JPV	Mayor:	Date Reviewed by City Attorney: 10/5/11 (if applicable):

ORDINANCE NO. D11-132

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, ESTABLISHING PRE-ANNEXATION PLANNING AND ZONING FOR THE COMPREHENSIVE URBAN GROWTH AREA TO THE SOUTH OF THE CITY LIMITS.

WHEREAS, RCW 35A.14.330 and .340 gives cities authority to establish pre-annexation land-use planning and zoning for areas that the city reasonably expects to annex in the future; and

WHEREAS, on August 10, 2010 the City Council passed Resolution 2065 declaring a proposed annexation of the southern CUGA area adjacent to the City, including an area known as “Plateau 465”; and

WHEREAS, the City Council has held two public hearings at least thirty days apart, on [date] and [date], respectively, and has published notice of the time and place of these hearings in the newspaper of general circulation within the City and the area intended to be annexed; ; and

WHEREAS, the Planning Commission has evaluated the appropriate pre-annexation planning and zoning for the area as part of its work plan; and

WHEREAS, at the September 7, 2011 Planning Commission meeting the Planning Commission recommended the following:

1. That the City Council add a Comprehensive Plan Land Use Designation titled “Planned Community District” and develop zoning regulations consistent with this designation; and
2. That the City Council pre-assign the Planned Community District land use designation and zoning to the property formerly known as Plateau 465; and
3. That the City Council pre-assign the Public Facilities land use designation and zoning to the property known as the Proposed Regional Park; and
4. That the City Council pre-assign that portion of tax parcel 0519032003 currently in Pierce County with the Midtown Core Land Use Designation and Zoning.
5. That the City Council pre-assign the remainder of the proposed annexation area with the Land Use Designation and Zoning of Medium Density Residential (R-2); and

WHEREAS, SEPA has been complied with via a Determination of Non-Significance issued on September 7, 2011; and

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

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

Section 1. Figure 3-5 of the Land Use Element of the City’s Comprehensive Plan is amended as follows:

FUTURE LAND USE

The Future Land Use Plan (Figure 3-4) depicts the future land uses. Designations are based largely on existing land use and zoning, former comprehensive plan designation, and physical constraints. The maps in the Natural Environment Element depict areas with physical constraints. Following are Bonney Lake’s land use designations together with their intended purposes, densities, implementing zones, and acreages.

Figure 3-5 Future Land Uses				
Designations	Intent and density at build-out	Implementing zone	Acres So Designated on Figure 3-4	% of Area of City
Single-family Residential	Single-family neighborhoods. Undeveloped lands will be platted at 4-5 units per net acre (critical areas, streets, stormwater ponds, etc. netted out).	R-1	2,586	52%
Medium-Density Residential	Neighborhoods of various housing types, with overall single-family character, five to nine units per acre.	R-2	613	12%
High-Density Residential	Apartments or condominiums, up to 20 units per acre.	R-3	86	2%
Commercial	Sales and services, serving a large market area, with optional residential units. Pedestrian-oriented Downtown.	C, Commercial (includes 2.4 acres of Neighborhood Commercial)	260	5%
Commercial	Highway-oriented	C-2/C-3, Combined	286	6%

& Light Industrial	commerce, warehousing, and light industry serving a large market area.	retail commercial, warehousing and light manufacturing		
Mixed Use	Mixed commercial, multi-family residential, and office. Pedestrian-oriented.	Downtown Mixed	15	.3%
Retail Mixed Use	Commercial on the ground floor, multi-family residential and office on all other floors. Pedestrian oriented.	Downtown Core	9	.2%
Conservation/Open Space	Open space, natural resource production lands, and environmentally sensitive areas.	RC-5, residential/conservation and other zones	729	15%
Fennel Creek Corridor	Preservation of this environmentally sensitive corridor in its natural state.	RC-5, residential/conservation and other zones	278	6%
Public Facilities	Public and quasi-public facilities that provide educational, governmental, and cultural services.	PF Public Facilities	146	3%
<u>Planned Community</u>	<u>Mixed commercial and residential planned community.</u>	<u>PCD Planned Community District</u>	<u>560</u>	<u>___%</u>

Section 2. The City Comprehensive Plan’s Future Land Use Map (Figure 3-4) is hereby revised to show Tax parcel No. 0519151011, also known as “Plateau 465” as identified in attachment “A” designated “Planned Community District” and “Proposed UGA.”

Section 3. New zoning regulations shall govern the Plateau 465 area referenced in Section 2 of this Ordinance, as follows:

Chapter 18.27
PCD - PLANNED COMMUNITY DISTRICT

Sections:

- 18.27.010 General intent.
- 18.27.020 Use Requirements
- 18.27.030 Development Plan Required
- 18.27.040 Residential Regulations

- 18.27.050 Commercial Regulations
- 18.27.060 Landscaping and Pedestrian Connection
- 18.27.070 Project Approval

18.27.010 General intent.

The PCD, Planned Community District, is designed to accommodate master-planned, mixed-use developments that make economical and efficient use of the land, while providing a harmonious variety of housing choices, easy access to urban amenities, and the preservation of natural and scenic qualities of open spaces.

18.27.020 Use Requirements

The use table in BLMC 18.10 designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in the Use Table and not deemed similar to a listed use by the Director are prohibited. Uses shall be planned and mixed in a manner that promotes efficient use of land, walkable neighborhoods with commercial and retail amenities serving residential uses, and a harmonious mix of housing choices.

18.27.030 Development Plan Required

As part of any development in the PCD, the applicant shall submit as part of the application packet a Development Plan that shall at a minimum include:

- A. A drawing and narrative plan for the development, establishing that the development incorporates a mix of uses and is at least twenty (20) acres in total size;
- B. The location, type, and density of residential development;
- C. The location and type of non-residential development;
- D. The location and type of open space, recreational facilities, stormwater facilities, public facilities such as schools and libraries, and transportation systems including auto, pedestrian, bicycle;
- E. A phasing plan and the expected build-out period for the project and its phases;
- F. The acreage and range of uses authorized for any non-residential development within the development; and
- G. The minimum and maximum number of residential units for the overall development.

18.27.040 Residential regulations

The following regulations shall apply to all residential development within the PCD zone:

- A. Minimum lot area shall be determined by yard setbacks, parking, landscaping and open space requirements.

B. Residential density shall be a minimum of 4 and a maximum of 20 units per net acre for residential uses, exclusive of public rights-of-way. "Net acre" is defined in BLMC 18.04.140.

C. Minimum lot width: 30 feet for detached single-family uses, and 20 feet for all other residential uses.

D. Minimum residential front setback: 10 feet from right-of-way or private road without a garage entry in front of the residence, and 20 feet with a garage entry in front of the residence.

E. Minimum side yard setback: consistent with building codes.

F. Minimum residential rear setback is 15 feet; provided, that a separated garage may be built within 10 feet of the rear property line or edge of private roadway.

G. Minimum setback between a detached single-family residential development and a multi-family or non-residential structure: 30 feet. Exception: With residential and non-residential buildings taller than 35 feet, the setback shall increase by one foot from any detached single-family residential development for every one foot of building height increase over 35 feet. For example, a proposed building of 50 feet shall have a setback of at least 45 feet from any detached single-family residential development (30 feet plus 15 extra feet for the height increase over 35 feet).

H. Maximum height: 35 feet; provided, that structures up to 50 feet may be approved by the Community Development Director with the concurrence of the fire chief of Pierce County Fire Protection District No. 22 if adequate provision is made for fire protection and emergency response.

I. Maximum impervious surface: 80 percent.

J. For off-street parking and loading requirements, see Residential Development Standards, Chapter 18.22.100 BLMC.

K. Single-family detached residential development shall be located off arterials.

18.27.050 Commercial Regulations

The following regulations shall apply to all non-residential development within the PDC zone:

A. Commercial uses allowed in the C-1 (neighborhood commercial) zone under Chapter 18.24 BLMC may be located off arterials if adequate provision is made to protect residential development from parking and noise impacts. All other commercial uses allowed by BLMC shall be located on arterials.

B. Minimum Front Setback.

1. Service station pump islands: 15 feet from street property line;
2. Other structures may be built to the edge of the right-of-way, subject to utility easements, landscaping requirements and sight distance for streets or driveways; and provided that the public works director may require a greater setback from streets with rights-of-way narrower than 51 feet.

C. Minimum side and rear setback for structures shall be 30 feet from a residential development from the building to the property line.

D. Minimum rear setback for structures on lots adjacent to other than residential zones shall be consistent with building code requirements.

E. Maximum height of buildings: 35 feet. Structures which are 35 to 50 feet may be approved by the director of planning and community development, with concurrence of the fire marshal of Pierce County Fire Protection District No. 22 regarding provisions for fire protection and emergency rescue, and provided that the structure allows for an additional one foot of setback from residential uses for every foot of additional height.

F. Any non-residential development in a PCD zone shall make adequate provision for landscaping or public open space, excluding parking and driving surfaces.

G. For off-street parking and loading requirements, see Commercial Development Standards, Chapter 18.31 BLMC.

18.27.060 Landscaping and Pedestrian Connection

A Type 1 landscaping buffer as defined in BLMC 16.14 shall be installed between commercial and residential development and landscaping in parking lots shall be designed and installed pursuant to BLMC 16.14.100, provided that bicycle and pedestrian connections are allowed and encouraged to flow through required landscape buffers.

18.27.070 Project Approval

A. Development proposals in the PCD zone shall be reviewed in accordance with BLMC Title 14.

B. Criteria:

Approval of the project shall include findings that demonstrate:

1. The proposal is consistent with the Bonney Lake Comprehensive Plan

2. The Development Plan incorporates a mix of harmonious uses
3. The system of ownership and means of developing, preserving, and maintaining open space is suitable.
4. SEPA has been complied with.
5. Proven ability to finance the needed capital facilities.
6. There are adequate provisions for the preservation of open space. The preservation of open space should be consistent with the Comprehensive Plan policies.
7. School impacts should be addressed, if applicable.
8. Landscape buffers will be provided between the project and adjacent urban development.
9. The applicant has included Low Impact Development methods of stormwater management in the overall design of the project.

Section 4. In a subsequent Ordinance providing for the annexation, the City shall adopt the Planned Community Zone regulations as part of the Bonney Lake Municipal Code, and apply them to the Plateau 465 area.

Section 5. The City Comprehensive Plan's Future Land Use Map is hereby revised to show tax parcel No. 0519151012, also known as the Proposed Regional Park as identified in attachment "B" designated "Public Facilities" and "Proposed UGA." In a subsequent Ordinance providing for the annexation, the City shall apply the Public Facilities zone, Chapter 18.34 BLMC, to the area referenced in this Section.

Section 6. The City Comprehensive Plan's Future Land Use Map is hereby revised to show the remainder of the CUGA annexation area, except for tax parcel 0519032003, as identified in attachment "C" designated "Medium Density Residential" and "Proposed UGA." In a subsequent Ordinance providing for the annexation, the City shall apply the Medium Density Residential (R-2) zone, Chapter 18.16 BLMC, to the area referenced in this Section.

Section 7. The City Comprehensive Plan's Future Land Use Map is hereby revised to show that portion of tax parcel 0519032003 currently within Pierce County, as identified in attachment "D" designated "Midtown Core" and "Proposed UGA."

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 _____, 2011.

Neil Johnson,
Mayor

ATTEST:

Harwood Edvalson
City Clerk

APPROVED AS TO FORM:

James Dionne
City Attorney

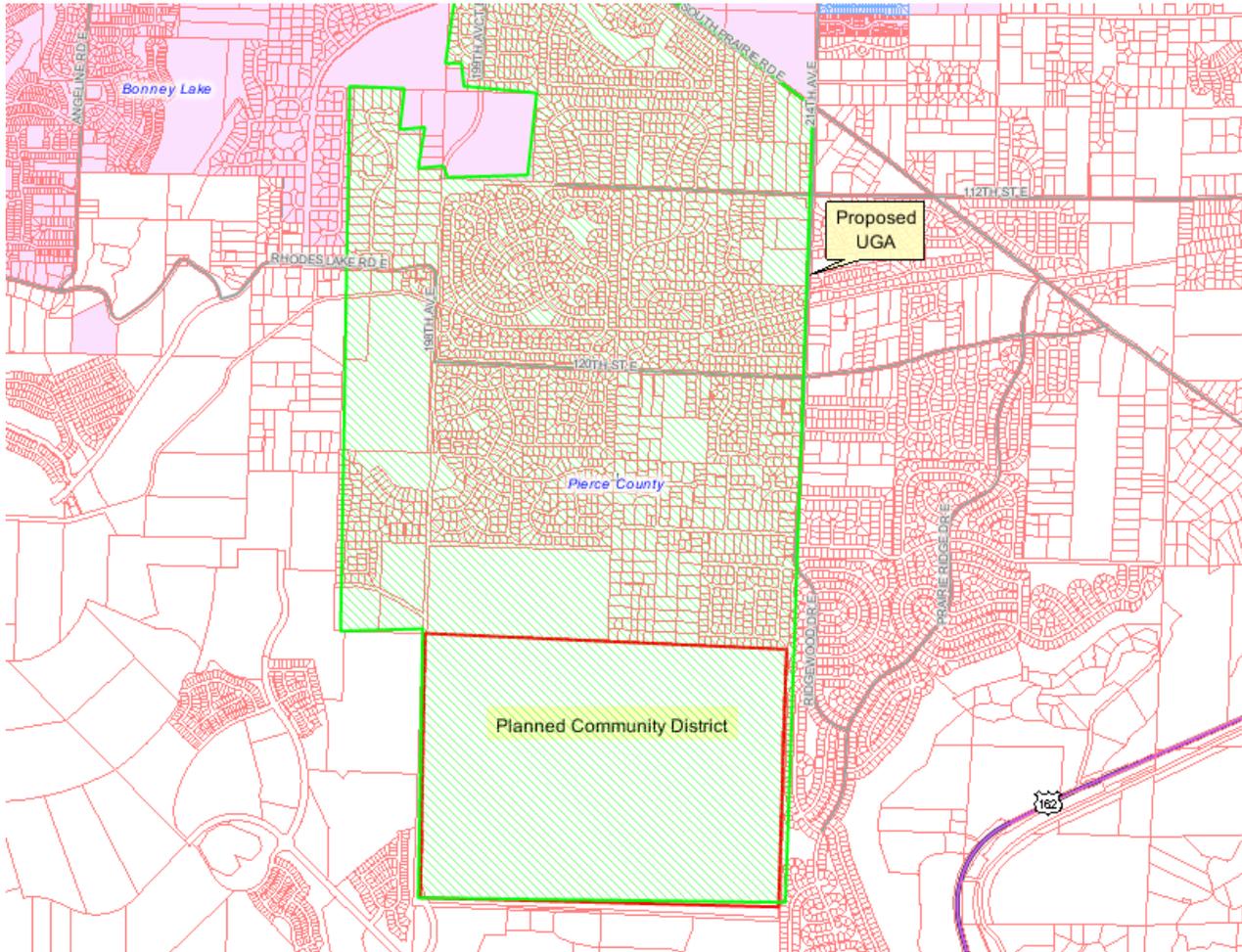
Passed:

Valid:

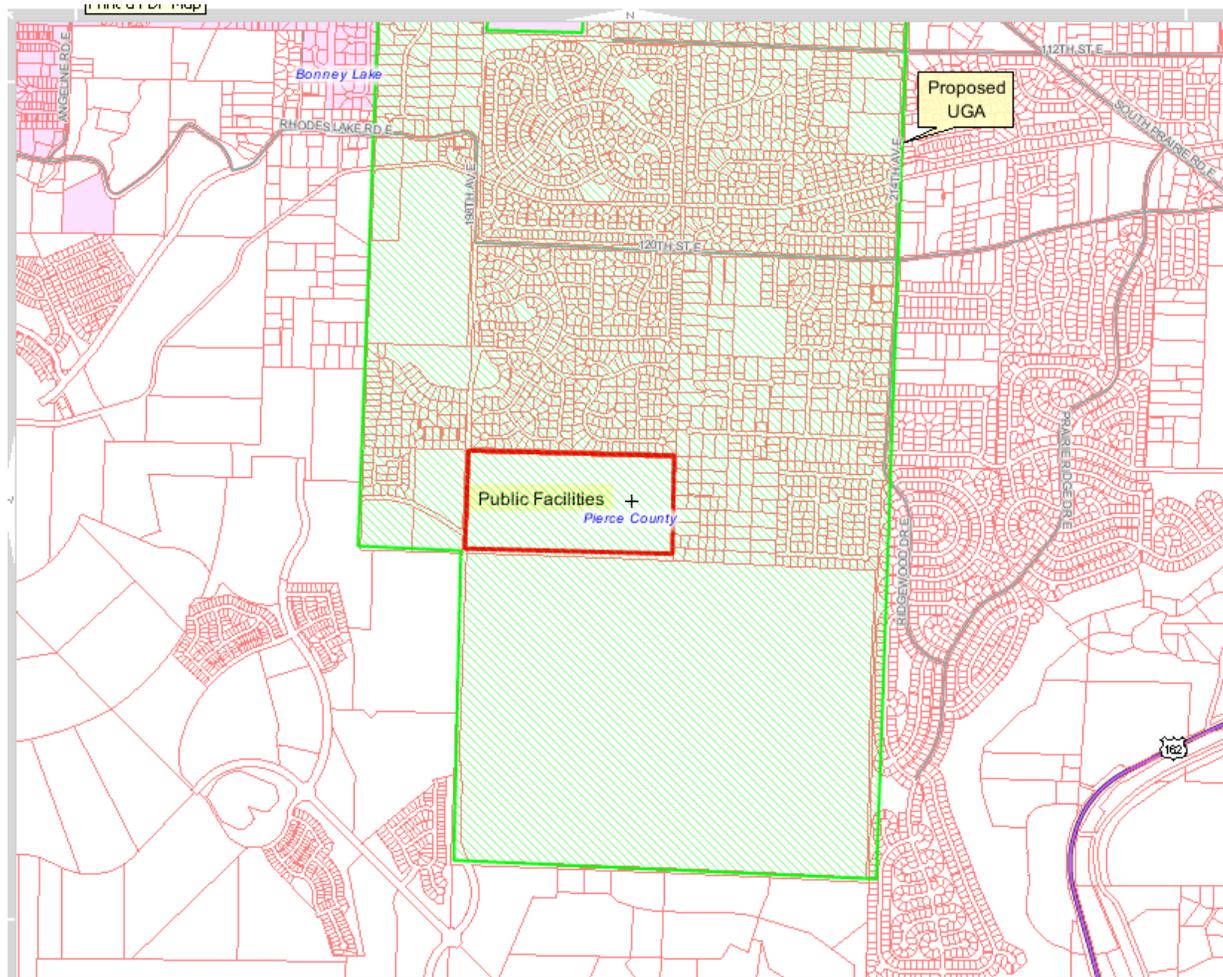
Published:

Effective Date:

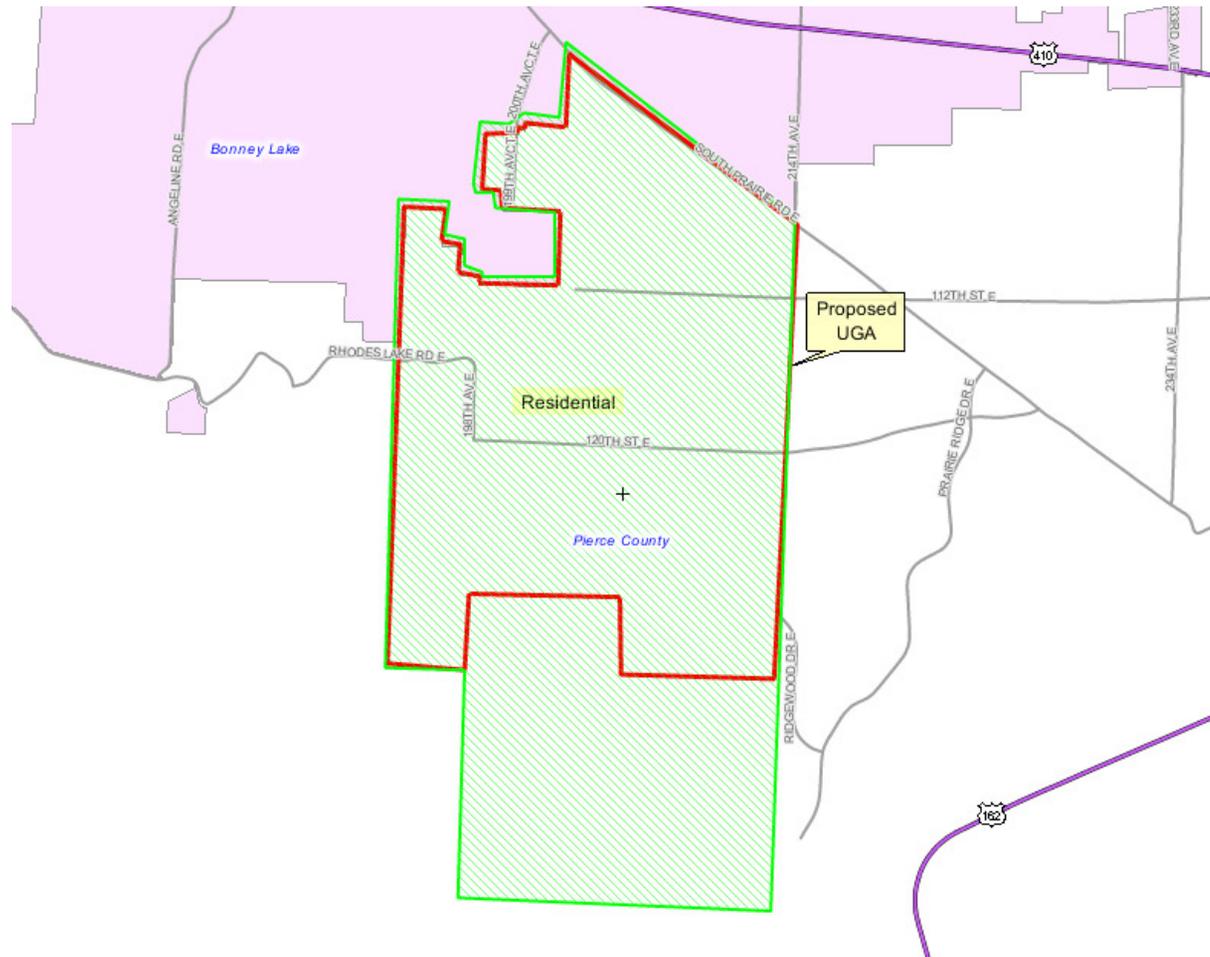
Attachment "A"



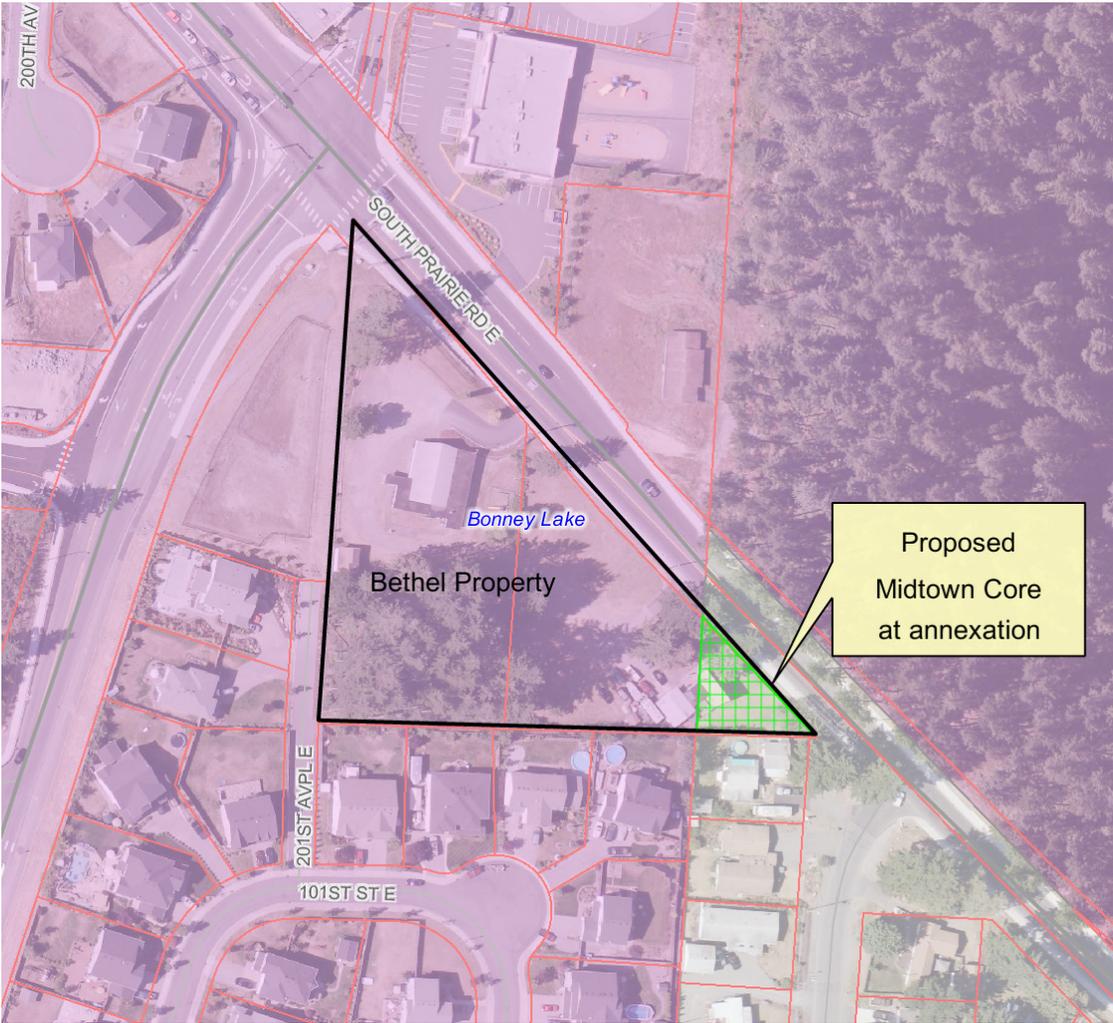
Attachment "B"



Attachment "C"



Attachment "D"





Community
Development
Department

Memo

Date : September 21, 2011
To : Planning Commissioners
From : Heather Stinson, Planning Manager
CC :
Re : CUGA Predesignation

BACKGROUND

In anticipation of annexing the City’s Southern Sewer Service (a.k.a. CUGA) area, the City Council added pre-designation of this area to the Planning Commission workplan on May 25, 2010. Pre-designation includes preliminarily adopting and assigning the Future Land Use designation as well as a zoning designation.

For the Regional Park portion of the CUGA, the Commission thought that the City’s “Public Facilities” land use designation and zoning would be most appropriate.

In terms of that portion of the CUGA currently zoned Moderate Density Single Family (MSF), the Commission recognized that neither the R-1 or R-2 zones exactly match the allowed uses in this area. With this in mind, and in order to minimize the possibility of creating non-conforming uses, the Commission voted unanimously in favor of pre-designating this area as Medium Density Residential (R-2) with the exception of one parcel.

The parcel in question is a portion of the Bethel Family Fellowship property now being considered for a change in land use designation to Midtown Core / Commercial. Upon annexation, the easternmost parcel belonging to the Bethel Family Fellowship was split by the boundary delineating the city limits. The Commission thought that once the CUGA is annexed, the County portion of the parcel should be designated consistent with the current zoning of the City side of the parcel.

In terms of the area known as “Plateau 465,” the City’s Comprehensive Plan and Municipal Code do not have regulations similar to those that apply in the area currently. In order to reserve

some of the property rights now enjoyed by the owners of this parcel due to the zoning, the Planning Commission thought that the land use designation and zoning preliminarily assigned to the area should be as similar as possible to the current designations. With that in mind, the Commission developed a new land use designation titled “Planned Community District” and a corresponding zoning designation.

Due to the unique, mixed-use nature of the zone, the Planning Commission felt that the regulations need more work but as requested, and with full review and suggestions by our legal staff, are ready to forward the product they have produced to date.

In addition to these changes, the Commission voted to add the CUGA area to the existing Future Land Use Designation map as a “proposed UGA.”

RECOMMENDATION

The Planning Commission unanimously recommends that the City Council adopt the attached ordinance.

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City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Department/Staff Contact: CD / Heather Stinson	Meeting/Workshop Date: 18 October 2011	Agenda Bill Number: AB11-133
Agenda Item Type: Ordinance	Ordinance/Resolution Number: D11-133	Councilmember Sponsor:

Agenda Subject: Comp Plan Amendment - CUGA

Full Title/Motion: An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Adopting A Midtown Plan Element To The Comprehensive Plan.

Administrative Recommendation:

Background Summary: This ordinance was initiated by City Council. It articulates a vision for Midtown.

Attachments: Planning Commission Recommendation Memo, Draft Ordinance D11-133

BUDGET INFORMATION			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
Budget Explanation:			

COMMITTEE, BOARD & COMMISSION REVIEW			
Council Committee Review:	<i>Approvals:</i>	Yes	No
Date:	Chair/Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
Forward to:	Consent		
	Agenda: <input type="checkbox"/> Yes <input type="checkbox"/> No		
Commission/Board Review: 9/21/11			
Hearing Examiner Review:			

COUNCIL ACTION	
Workshop Date(s):	Public Hearing Date(s): 9/7/11
Meeting Date(s):	Tabled to Date:

APPROVALS		
Director: JPV	Mayor:	Date Reviewed by City Attorney: 10/5/11 (if applicable):

ORDINANCE NO. D11-133

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, ADOPTING THE MIDTOWN ELEMENT AS CHAPTER 11 OF THE COMPREHENSIVE PLAN

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

WHEREAS, a Notice of Public Hearing was issued on August 2, 2011; and

WHEREAS, the Planning Commission conducted a public hearing on August 17, 2011; and

WHEREAS, at the September 7, 2011 Planning Commission meeting the Planning Commission recommended that the City Council adopt the attached Midtown Element as Chapter 11 of the Comprehensive Plan; and

WHEREAS, SEPA has been complied with via a Determination of Non-Significance issued on September 7, 2011; 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 six 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, these criteria are met.

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

Section 1. The following shall be added as Chapter 11 of the Comprehensive Plan:

MIDTOWN

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2.2 Land Use Goals and Policies.....	6
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3.2 Establish Identity for the Midtown Area.....	7
4. Circulation	7
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Figures

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11-2	Midtown Future Road Network	Map	11-8

Executive Summary

“Midtown” is Bonney Lake’s commercial center of gravity. It is automobile-oriented but has potential for higher-diversity and human-scale development in the areas that remain undeveloped, especially in those portions that will be served by side streets and frontage streets. Pedestrian-orientation can also be incorporated as redevelopment occurs. As the Community Character element of this Plan states, Downtown is intended to be pedestrian-oriented, Eastown is intended to be auto-oriented, and Midtown is intended to be a gradient between the two.

The western boundary of Midtown is Fennel Creek and eastern boundary is 214th Avenue. The north and south boundaries follow those properties zoned Medium Density Residential (R-2), High Density Residential (R-3), Public Facilities (PF) and Commercial (C-1, C-2, C-2/C-3) within Midtown.

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

SR 410 through Midtown experiences significant congestion, which will intensify as development increases. Developed properties currently access directly onto SR 410, and there is little cross-connection between north-south roadways. The Midtown Development Plan illustrates a grid network of interconnected streets. As commercial property develops, property owners will be required to set aside right-of-way or construct their portion of the necessary grid system roadways.

The City has adopted access management standards in order to provide access for land development while preserving the safety, capacity and speed of travel on SR 410. Access points are identified by category based on the volume of traffic predicted to use the proposed driveway. These standards are required by WSDOT to manage traffic on SR 410.

The current boundaries of Midtown are served by the City of Bonney Lake municipal water system. At this time, the City of Bonney Lake has adequate water system infrastructure to support development in Midtown as outlined in the City's Comprehensive Water Plan referenced in Chapter 8, Capital Facilities. Future construction of water systems in Midtown are anticipated to be funded by the private development they will ultimately serve.

Establishing a future road network capable of serving future development is critical to the buildout of Midtown. Equally important is establishment and implementation of design standards. To that end, the Midtown Development Plan establishes land use and development standards to provide for coordinated site development, including interconnected parking, complementary site design, and a logical infrastructure. This development configuration will help create an attractive corridor along SR 410 and encourage drivers to slow down, appreciate the area's character and patronize the businesses within Midtown. Pedestrian and bicycle linkages shall be provided between adjacent developments, and within large parking fields.

1. Introduction

The area described as Midtown, as the name suggests, is centrally located in the City of Bonney Lake. It is generally bounded by 214th Avenue to the east, and Fennel Creek to the west. The area is largely developed as the main commercial corridor of the City.

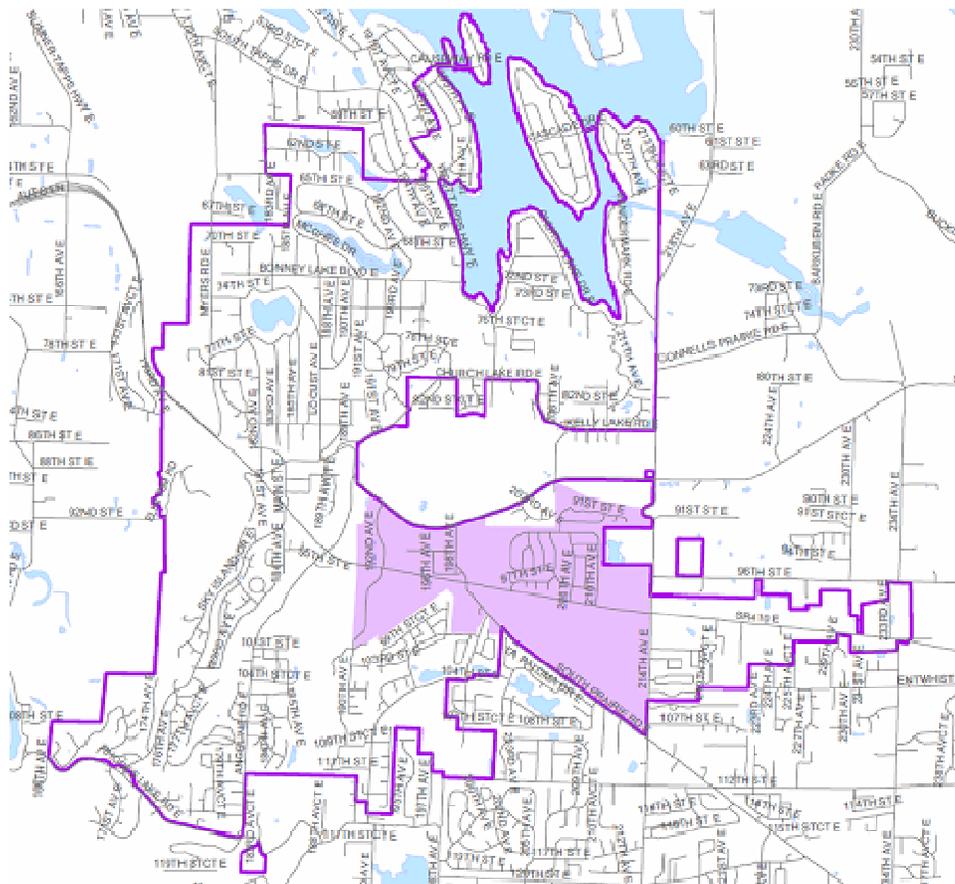
The objective of the Midtown Development Plan project is to create a document that is flexible enough to accommodate incremental growth, yet provides a structure for how the area will function as a whole. The Midtown Development Plan builds upon the goals established in the Bonney Lake Comprehensive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

1.1 Purpose

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

Figure 1 below shows the location of Midtown and its relationship to the City of Bonney Lake.

Figure 11-1 – Midtown Vicinity Map



1.2 Existing Conditions

At present, Midtown is largely developed with a commercial corridor along SR 410 flanked to the north and south by single family residential that is zoned for more dense housing. There are pockets of undeveloped and underdeveloped land including the area formerly known as the WSU demonstration forest and approximately 15 acres of land north of and adjacent to the Target shopping area.

1.2.1 Natural Environment

Pockets of wetlands are scattered throughout Midtown although most have already been identified and protected as mitigation measures of past development projects.

The portion of the area formerly known as the WSU Demonstration Forest that is now owned by the City remains in its natural state until the City goes through future planning for that area.

1.2.2 Zoning

Most of the Commercial Area in Midtown is currently zoned Commercial (C-2), with some pockets of Combined Retail-Commercial, Warehousing & Light Manufacturing (C-2/C-3) and a two parcel area zoned C-1. The intent of the C-2 zone, as stated in the Bonney Lake Municipal Code, is to provide located areas for office uses, retail stores and service establishments offering commodities and services required by residents of the city and its surrounding market area. Office uses, major retail stores and service establishments are allowed. The purpose of C-1 is to provide certain commercial and service uses which are compatible with neighborhoods and principally oriented to serve adjacent residential areas and neighborhoods. A C-1 district is intentionally limited in area. The number of businesses in any one C-1 area shall be generally limited to one of each type.

In addition to commercial uses, zoning in Midtown allows a variety of residential uses in the Medium Density Residential (R-2) and High Density Residential (R-3) zones. One area of Midtown also includes an R-3 zoning overlay that allows for some flexibility from the underlying R-3 zoning.

1.2.3 Development

Because the area is urban in nature, a wide variety of development types are currently allowed and built within Midtown. The areas available for development are primarily the Commercial and Residentially zoned portions of the area formerly known as the WSU Demonstration Forest as well as approximately 15 acres at the southwest corner of 192nd Ave. E. and Sumner-Buckley Highway. However, Zoning in the Cedar Grove and Cedar View areas would allow for more dense Residential development dependent on the availability of sewer.

1.2.4 Road Network

Midtown is bounded on the north by Sumner-Buckley Highway, which is a Pierce County owned and maintained right-of-way. State Route 410 bisects Midtown and on the southern end the major road is South Prairie. The primary north-south connectors between Sumner-Buckley highway and SR 410 roads are 192nd Ave. E, 198th Ave. E. and 214th Ave. E.

South of SR 410, Angeline Road connects residential development to Sumner Buckley Highway and Rhodes Lake Road. South Prairie Road connects SR 410 to 214th Ave. E. and 192nd Ave. E. flows through a Medium Density Residential Area and dead ends. 200th Ave. E. leads from South Prairie Road south and dead ends at an intersection connecting Mountain View Middle School and Bonney Lake High School.

These two dead-end roads are anticipated to be connected south dependent on funds available. The connection of 200th Ave. E. south to Rhodes Lake Road is dependent and funded in part by the Cascadia development.

2. Goals and Policies

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

2.1 Transportation Related Goals and Policies

The Transportation Element of the Bonney Lake Comprehensive Plan, updated in August, 2006, includes policies relevant to circulation and infrastructure in Midtown.

2.1.1 Service Area Policies

Access Management (BLMC 12.30.050). The City has adopted access management standards consistent with WSDOT requirements outlined in Washington Administrative Code 468.52.030 to 050.

2.1.2 Financial Policies

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

2.1.3 Facility Policies

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

2.2 Land Use Goals and Policies

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

- Develop the Midtown as a mixed use district with the highest possible level of architectural interest, pedestrian orientation, and human-scale design consistent with the fact that 1) much of it is already built and 2) pedestrian traffic alongside and across the highway will suffer due to high vehicular traffic. Wherever possible, developments should reach deeply into the adjoining commercial land, provide local access streets as dictated by the Transportation Element, and place their building facades at the edge of the sidewalk adjoining said local access streets.
- Define a pattern of urban development, which is recognizable, provides an identity, and reflects Bonney Lake values and opportunities;
- Promote design standards, building design and site design that provide appropriate transitions between dissimilar uses and intensities that are respectful of natural conditions;
- Utilize site design that encourages pedestrian access and transit use;
- To the extent practically feasible, relate commercial development to the street front to ensure attractive street edge and unified streetscape, encourage pedestrian activity when appropriate, and stimulate business;
- Design the major arterial boulevards to be distinctive from other streets and that include as appropriate design features such as street trees, median plantings, special lighting, setback sidewalks, street names, colorful plantings, prominent crosswalks, decorative paving patterns and public art.
- Enhance the Appearance and Identity of Midtown. Encourage a concentration of retail, entertainment, and service along major roads that will create the vitality that will be essential to identifying this district as a desirable place to be. Facilitate pedestrian activity by creating inter-connected streets and walkways.
- Protect existing neighborhoods from development-related impacts.

3. The Future of Midtown

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

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

3.1 Create Alternative Routes for Local Traffic

As Midtown develops, a new network of secondary roads will be constructed to facilitate convenient access to, from, and between businesses. This network will allow drivers additional alternatives to traveling SR 410 to access establishments in the Midtown area. The network will help to preserve the capacity of SR 410 and minimize congestion on the corridor. Smaller local roads also have slower traffic speeds, a more pleasant driving environment, and are ideal bicycle and pedestrian routes.

3.2 Establish Identity for the Midtown Area

The sparsely developed state of Midtown currently lacks a clear identity or distinguishing characteristics. As the area develops and the streets are lined with trees, sidewalks are built, and a more compact development pattern evolves, Midtown has the opportunity to set itself apart as a unique section of Bonney Lake.

4. Circulation

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

4.1 Future Road Network

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

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

Figure 2 below shows the proposed location of future roads in Midtown:

SR 410 has served as the primary east-west transit route between Bonney Lake, Buckley and Enumclaw to the east and between Bonney Lake, Sumner, Puyallup and Tacoma to the west. Bus stops in Midtown may be added on SR 410 as determined at time of development by Pierce Transit.

5. Water

The Midtown area is located entirely within the City of Bonney Lake public water system. New development proposals submitted within the City's current water service boundary will require installation of portions of the proposed water main network to service the specific development if unavailable. This could include extensions of water mains from beyond the development property boundaries. Maintaining continuity by means of incremental "looping" of water mains may also be required.

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

6. Sewer

Sewer systems in Midtown are services provided entirely by the City of Bonney Lake. Sewer capacity in Bonney Lake is "first come, first serve." While there is capacity for more development in the City in general, sewer treatment capacity could not serve all land currently available to be developed. New development proposals submitted within the City's current sewer service boundary will require installation of portions of the proposed sewer network to service the specific development. This could include extensions of sewer lines from beyond the development property boundaries and / or sewer lift stations.

Property owners within the current Bonney Lake Sewer System boundary that pay the cost to install the portions of the proposed sewer system beyond their own property, may pursue cost sharing options so that all property owners using the new system pay their pro-rata share of the cost of the system.

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 _____, 2011.

Neil Johnson, Mayor

ATTEST:

Harwood Edvalson
City Clerk

APPROVED AS TO FORM:

James Dionne
City Attorney

Passed:

Valid:

Published:

Effective Date:



Memo

Date : September 21, 2011
To : Mayor and City Council
From : Grant Sulham, Planning Commission Chair
CC :
Re : Midtown Plan and Design Standards

Midtown Plan

In 2010 City Council added the Midtown Plan to the Planning Commission workplan. The Commission understood that the purpose of the plan was to distinguish Midtown as a separate and distinct portion of the SR 410 corridor.

The draft plan generally speaks to the expectations of development in the Midtown area but also more specifically defines the boundaries of Midtown and proposes future streets that would improve connectivity in Midtown.

Midtown Design Standards

The proposed Design Standards in Midtown recognize that most of the Commercial areas in this area are built out. The primary focus of these standards is undeveloped and underdeveloped commercial and high density residential areas within Midtown. The Commission recognizes a progression from the pedestrian-orientation of the Downtown subarea to the auto-orientation of Easttown through Midtown and the proposed design standards reflect this progression by adopting some elements of the building and site design from the Downtown Design Standards and the Easttown Design Standards. Some highlights of the design standards include:

- Parking areas are limited adjacent to the SR 410 corridor and prohibited between new buildings built adjacent to 204th Ave. E.
- New Commercial and Residential shall have modulation standards to prevent monotonous, blank walls.
- Outdoor pedestrian-oriented space shall be required in new development

Recommendation:

The Planning Commission voted 6 to 0 in favor of recommending that the City Council adopt the attached draft ordinances adding a Midtown Element to the Comprehensive Plan and adopting design standards in Midtown as a new chapter of the Bonney Lake Municipal Code.

City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Department/Staff Contact: CD / Heather Stinson	Meeting/Workshop Date: 18 October 2011	Agenda Bill Number: AB11-134
Agenda Item Type: Ordinance	Ordinance/Resolution Number: D11-134	Councilmember Sponsor:

Agenda Subject: Design Standards - Midtown

Full Title/Motion: An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Adopting A New Chapter To The Bonney Lake Municipal Code Articulating Design Standards For The Midtown Area.

Administrative Recommendation:

Background Summary: This ordinance was initiated by City Council. It articulates Design Standards for Midtown.

Attachments: Planning Commission Recommendation Memo, Draft Ordinance D11-134

BUDGET INFORMATION			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
Budget Explanation:			

COMMITTEE, BOARD & COMMISSION REVIEW			
Council Committee Review:	<i>Approvals:</i>		Yes No
Date:	Chair/Councilmember NAME		<input type="checkbox"/> <input type="checkbox"/>
	Councilmember NAME		<input type="checkbox"/> <input type="checkbox"/>
	Councilmember NAME		<input type="checkbox"/> <input type="checkbox"/>
Forward to:	Consent		
	Agenda: <input type="checkbox"/> Yes <input type="checkbox"/> No		
Commission/Board Review: 9/21/11			
Hearing Examiner Review:			

COUNCIL ACTION	
Workshop Date(s):	Public Hearing Date(s): 8/17/11
Meeting Date(s):	Tabled to Date:

APPROVALS		
Director: JPV	Mayor:	Date Reviewed by City Attorney: 10/5/11 (if applicable):

ORDINANCE NO. D11-134

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, ADOPTING A NEW CHAPTER 18.34 OF THE BONNEY LAKE MUNICIPAL CODE RELATING TO MIDTOWN DEVELOPMENT STANDARDS.

WHEREAS, on December ____, 2011 the City Council passed Ordinance No. D11-XXX, which adopted the Midtown Subarea Plan Element of the Comprehensive Plan; and

WHEREAS, the intent of this adoption was to facilitate a cohesive vision for Midtown; and

WHEREAS, development standards are necessary to implement a cohesive vision of Midtown; and

WHEREAS, a Notice of Public Hearing was issued on August 2, 2011; and

WHEREAS, the Planning Commission conducted a public hearing on August 17, 2011; and

WHEREAS, at the August 17, 2011 Planning Commission meeting the Planning Commission recommended that the City Council adopt development regulations for Midtown in the Bonney Lake Municipal Code; and

WHEREAS, SEPA has been complied with via a Determination of Non-Significance issued on September 7, 2011; and

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

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

Section 1. A new Chapter 18.34 shall be added to the Bonney Lake Municipal Code to read as follows:

**Chapter 18.34
Midtown Development Standards**

18.34.010 Purpose.

Land use and development standards provide for cohesive site development which is a crucial element in the creation of a Midtown commercial district that has interconnected parking, complementary site design, and a logical infrastructure. The standards included in this Chapter build upon the goals and policies established in the Community Character and Design Element of the Bonney Lake Comprehensive Plan.

18.34.020 General provisions.

A. These standards shall apply to all properties zoned Midtown Core (MC) and High Density Residential (R-3) within the Midtown boundaries as identified in the Midtown Element of the Comprehensive Plan.

B. All requirements of applicable underlying zoning shall be met, except as modified in this Chapter.

- C. All site plans shall include sufficient detail to determine whether site and building designs comply with this Chapter, including the Midtown Future Road Network.
- D. Developers are strongly encouraged to work together to coordinate site planning, so that the consistency requirements of this Chapter can be more easily met.

18.34.030 Lighting

- A. Lighting shall be designed and installed so that it does 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 provided for the project.

18.34.040 Drive-through facilities

Drive-through facilities, including but not limited to banks, cleaners, coffee shops, fast food, drug stores, and service stations, shall comply with the following:

- A. Drive-through windows and stacking lanes are prohibited along facades of buildings that face a right-of-way unless they are visually screened from the street by Type III landscaping and/or architectural elements that are consistent with the building design.
- B. The stacking lane shall be physically separated from the parking lot, sidewalk, and pedestrian areas by Type III landscaping and/or architectural elements that are consistent with the building design.
- C. Drive-through speakers shall not be audible off-site.

18.34.050 Parking

- A. Commercial developments shall design parking facilities to allow for internal traffic circulation with adjacent developments. Where feasible, such circulation shall be achieved through connected parking lots.
- B. Developments shall plan for driveways that can be jointly used by adjacent development.
- C. All parking lots containing over 100 parking spaces must contain well-defined pedestrian walkways that separate pedestrians from cars. At least one walkway must be provided for every four rows of parking. Interconnections between walkways shall be provided to create safe walking conditions throughout the parking lot.
- D. On parcels fronting SR 410, 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.
- E. 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.
- F. 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 shall be:
 - 1. located in a covered, secure area with racks for locking bicycles;
 - 2. accessible by means other than stairs;
 - 3. separated from vehicle parking areas by physical barriers such as bollards, posts, or landscaping;
 - 4. located adjacent to each building within a multi-building complex.

18.34.060 Pedestrian Circulation

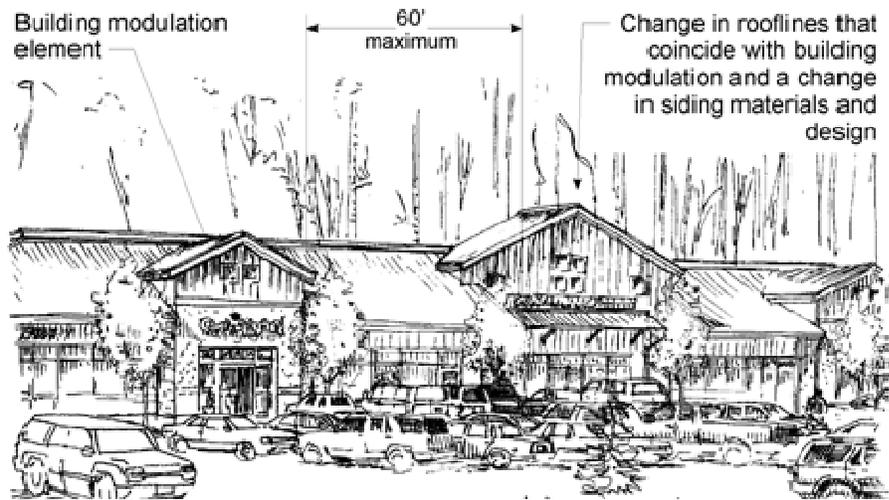
- A. Pedestrian walkways must provide direct connections between roadways, parking lots and building entrances.
- B. Developments shall be designed to allow pedestrian walkways and bicycle lanes to connect to adjacent developments.
- C. Internal sidewalks must extend to property lines to facilitate pedestrian connections between adjacent developments.

18.34.070 Building Design

A. Any developments occupying five acres or more of land area shall provide a plaza or other exterior gathering space equivalent to at least 1% of the overall acreage of the site. The plaza design must include gathering areas with benches or seating spaces, landscaping, and trash receptacles.

B. 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 articulation intervals of no wider than 60 feet:

1. Providing building modulation of at least 2 feet in depth and 4 feet in width.
2. Repeating distinctive window patterns at intervals narrower than the articulation interval.
3. Providing a covered entry or separate weather protection feature for each articulation interval.
4. Change of roofline.
5. Changing materials and/or color with a change in building plane.
6. Providing lighting fixtures, trellis, tree, or other landscape feature within each interval.
7. Other methods that meet the intent of this Chapter as approved by the Director.
8. The following is an illustration of building modulation:



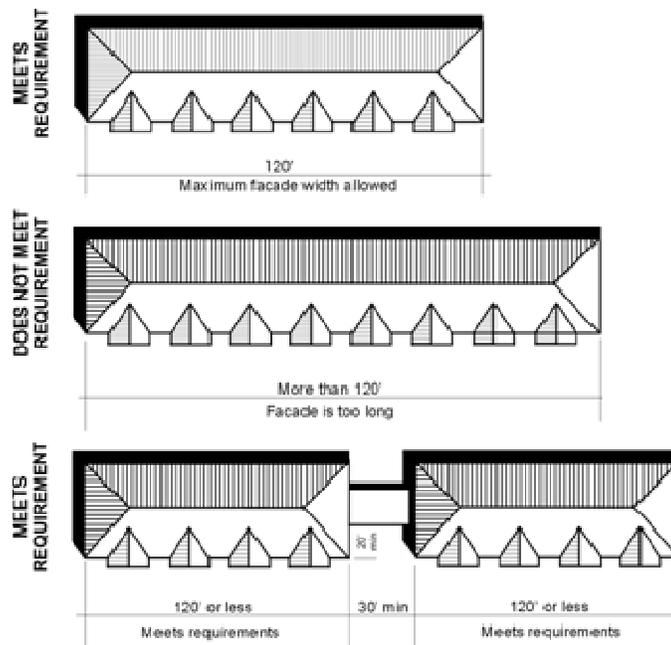
C. All residential buildings and residential portions of mixed-use buildings shall include at least three of the following modulation and/or articulation features at intervals of no wider than 30 feet along all facades facing a street, common open space, and common parking areas:

1. Repeating distinctive window patterns at intervals less than the required interval.
2. 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, as shown in the photographs below, will not qualify for this option



3. Horizontal modulation (upper level step-backs) a minimum of 5 feet.
4. 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.

D. The maximum façade width, which is the apparent width of the structure facing the street including 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.

- E. Multiple building commercial developments are encouraged to employ a variety of colors, building materials, and architectural treatments to reduce monotony.
- F. On parcels adjacent to 204th Avenue East, no parking shall be located between the building and the front property line.

Section 2. This Ordinance concerns powers vested solely in the Council, 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 _____, 2011.

Neil Johnson, Mayor

ATTEST:

Harwood Edvalson
City Clerk

APPROVED AS TO FORM:

James Dionne
City Attorney

Passed:

Valid:

Published:

Effective Date:



Community
Development
Department

Memo

Date : September 21, 2011
To : Mayor and City Council
From : Grant Sulham, Planning Commission Chair
CC :
Re : Midtown Plan and Design Standards

Midtown Plan

In 2010 City Council added the Midtown Plan to the Planning Commission workplan. The Commission understood that the purpose of the plan was to distinguish Midtown as a separate and distinct portion of the SR 410 corridor.

The draft plan generally speaks to the expectations of development in the Midtown area but also more specifically defines the boundaries of Midtown and proposes future streets that would improve connectivity in Midtown.

Midtown Design Standards

The proposed Design Standards in Midtown recognize that most of the Commercial areas in this area are built out. The primary focus of these standards is undeveloped and underdeveloped commercial and high density residential areas within Midtown. The Commission recognizes a progression from the pedestrian-orientation of the Downtown subarea to the auto-orientation of Easttown through Midtown and the proposed design standards reflect this progression by adopting some elements of the building and site design from the Downtown Design Standards and the Easttown Design Standards. Some highlights of the design standards include:

- Parking areas are limited adjacent to the SR 410 corridor and prohibited between new buildings built adjacent to 204th Ave. E.
- New Commercial and Residential shall have modulation standards to prevent monotonous, blank walls.
- Outdoor pedestrian-oriented space shall be required in new development

Recommendation:

The Planning Commission voted 6 to 0 in favor of recommending that the City Council adopt the attached draft ordinances adding a Midtown Element to the Comprehensive Plan and adopting design standards in Midtown as a new chapter of the Bonney Lake Municipal Code.

City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Department/Staff Contact: CD / Heather Stinson	Meeting/Workshop Date: 18 October 2011	Agenda Bill Number: AB11-135
Agenda Item Type: Ordinance	Ordinance/Resolution Number: D11-135	Councilmember Sponsor:

Agenda Subject: Land Use - Midtown

Full Title/Motion: An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Amending The Comprehensive Plan To Include A "Midtown Core" Land-Use Designation And Amending The Future Land Use Map To Show All Properties Currently Zoned Commercial In Midtown Designated "Midtown Core".

Administrative Recommendation:

Background Summary: This ordinance was initiated by City Council Resolution 2120 and a private application for a Comprehensive Plan amendment for the Bethel Family Fellowship property.

Attachments: Resolution 2120, Planning Commission Recommendation Memo, Draft Ordinance D11-135

BUDGET INFORMATION			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
Budget Explanation:			

COMMITTEE, BOARD & COMMISSION REVIEW			
Council Committee Review:		<i>Approvals:</i>	Yes No
Date:		Chair/Councilmember NAME	<input type="checkbox"/> <input type="checkbox"/>
		Councilmember NAME	<input type="checkbox"/> <input type="checkbox"/>
		Councilmember NAME	<input type="checkbox"/> <input type="checkbox"/>
Forward to:		Consent	
		Agenda: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Commission/Board Review:	9/21/11		
Hearing Examiner Review:			

COUNCIL ACTION	
Workshop Date(s):	Public Hearing Date(s): 8/17/11
Meeting Date(s):	Tabled to Date:

APPROVALS		
Director: JPV	Mayor:	Date Reviewed by City Attorney: 10/5/11 (if applicable):

ORDINANCE NO. D11-135

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, ADOPTING THE MIDTOWN CORE LANDUSE DESIGNATION AND APPLYING IT TO PROPERTIES CURRENTLY DESIGNATED NEIGHBORHOOD COMMERCIAL, COMMERCIAL, AND COMMERCIAL & LIGHT INDUSTRY IN MIDTOWN

WHEREAS, on May 2, 2011 McNeely Design applied for a Comprehensive Plan amendment requesting a change of land use designation for tax parcel 0519032018 and that portion of parcel number 0519032003 currently within City of Bonney Lake limits from Neighborhood Commercial to Commercial; and

WHEREAS, on April 26, 2011 the City Council passed Resolution 2120 with the stated goal of consolidating and making consistent the various commercial zone types within Midtown, as well as establishing uses and standards unique to commercially-zoned areas in Midtown; and

WHEREAS, a Notice of Public Hearing was issued on August 2, 2011; and

WHEREAS, the Planning Commission conducted a public hearing on August 17, 2011; and

WHEREAS, at the September 7, 2011 Planning Commission meeting the Planning Commission recommended that the City Council adopt a new land use designation titled "Midtown Core"; and

WHEREAS, at the September 7, 2011 Planning Commission meeting the Planning Commission recommended that the City Council apply the Midtown Core land use designation to all Commercially zoned properties in Midtown; and

WHEREAS, SEPA has been complied with via a Determination of Non-Significance issued on September 7, 2011; 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 six 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, these criteria are met.

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

Section 1. Figure 3-5 of the Land Use Element of the Comprehensive Plan shall be amended to read as follows:

Figure 3-5 Future Land Uses				
Designations	Intent and density at build-out	Implementing zone	Acres So Designated on Figure 3-4	% of Area of City
Single-family Residential	Single-family neighborhoods. Undeveloped lands will be platted at 4-5 units per net acre (critical areas, streets, stormwater ponds, etc. netted out).	R-1	2,586	52%
Medium-Density Residential	Neighborhoods of various housing types, with overall single-family character, five to nine units per acre.	R-2	613	12%
High-Density Residential	Apartments or condominiums, up to 20 units per acre.	R-3	86	2%
Neighborhood Commercial	commercial and service uses compatible with neighborhoods and principally oriented to serve adjacent residential areas and neighborhoods	C-1	294 <u>.25</u>	<u>.004%</u>
Commercial	Sales and services, serving a large market area, with optional residential units.	C-2	260 <u>24</u>	<u>.4%</u>
Commercial & Light Industrial	Highway-oriented commerce, warehousing, and light industry serving a large market area.	C-2/C-3, Combined retail commercial, warehousing and light manufacturing	286 <u>257</u>	<u>5%</u>
<u>Midtown Core</u>	<u>Sales and services, serving a large market area in the Midtown subarea</u>	<u>Midtown Core</u>	<u>264</u>	<u>5.2%</u>
Mixed Use	Mixed commercial, multi-family residential, and office. Pedestrian-oriented.	Downtown Mixed	15	.3%
Retail Mixed Use	Commercial on the ground floor, multi-family residential and office on all other floors. Pedestrian oriented.	Downtown Core	9	.2%
Conservation/ Open Space	Open space, natural resource production lands, and environmentally sensitive areas.	RC-5, residential/ conservation and other zones	729	15%
Fennel Creek Corridor	Preservation of this environmentally sensitive corridor in its natural state.	RC-5, residential/ conservation and other zones	278	6%
Public Facilities	Public and quasi-public facilities that provide educational, governmental, and cultural services.	PF Public Facilities	146	3%

Section 2. The Comprehensive Plan Future Land Use Map (Figure 3-4) shall be amended according to attachment “A” of this ordinance.

Section 3. 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 _____, 2011.

Neil Johnson, Mayor

ATTEST:

Harwood Edvalson
City Clerk

APPROVED AS TO FORM:

James Dionne
City Attorney

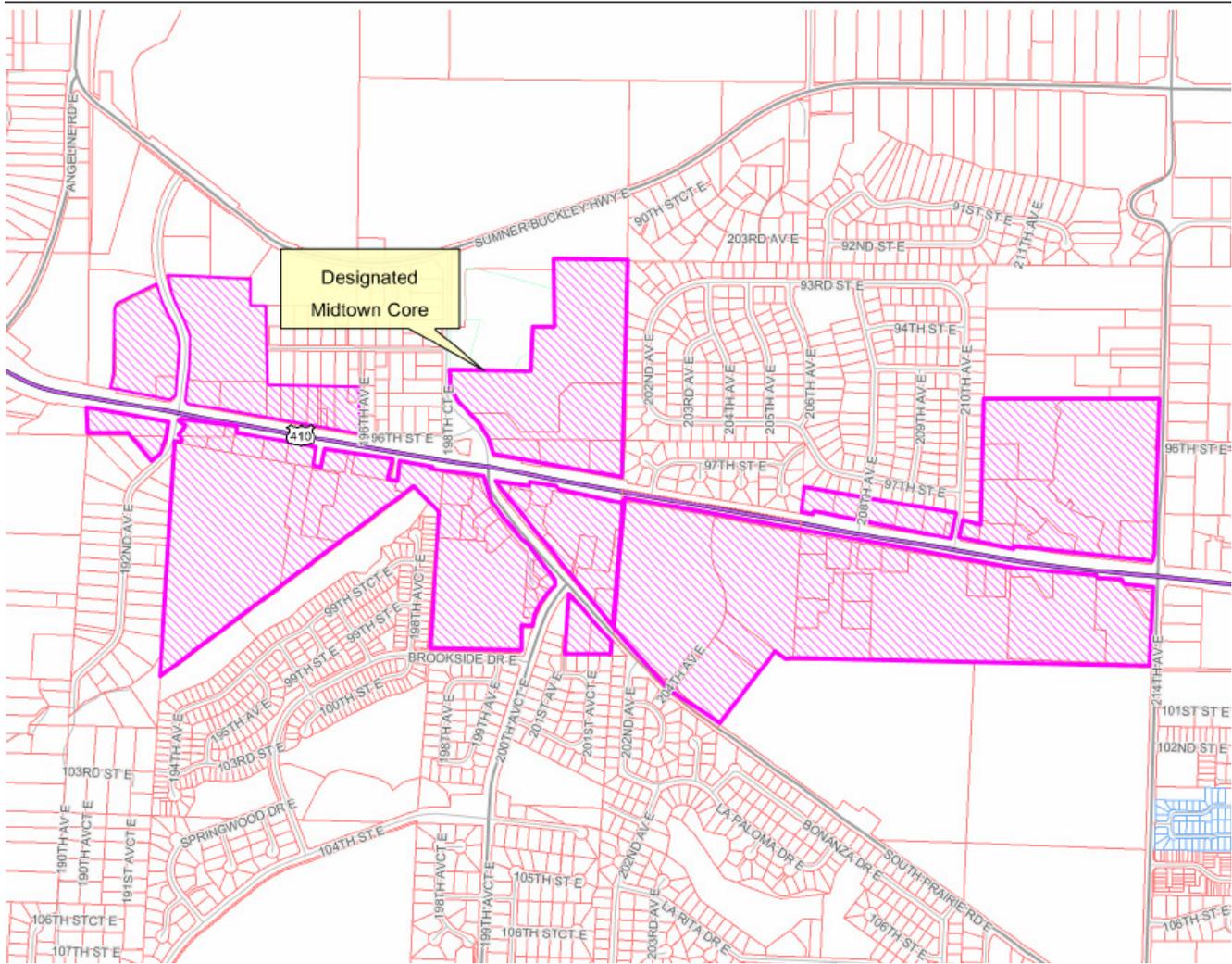
Passed:

Valid:

Published:

Effective Date:

Attachment "A"





Memo

Date : September 21, 2011
To : Mayor and City Council
From : Grant Sulham, Planning Commission Chair
CC :
Re : Midtown Zoning and Land Use Designations

On April 26, 2011 the City Council passed Resolution 2120 which called for "...amendments to the commercially-designated and zoned properties in the Midtown area, with a goal of consolidating and making consistent the various commercial zone types within Midtown, as well as establishing uses and standards unique to commercially-zoned areas in Midtown."

With this in mind, the Planning Commission developed the idea of adopting a new Land Use Designation and Zoning titled "Midtown Core." The Commissioners voted 6 to 0 to recommend adoption of both the Midtown Core Zoning and Land Use Designation.

As part of their discussion of the Zoning Matrix the Commissioners have continued to discuss what uses should be allowed in Midtown Core zoning and will forward a recommendation with the overall recommendations regarding the zoning matrix.

In regards to which properties the Midtown Core land use designation and zoning should be applied to, the Commissioners voted 6 to 0 to apply the Midtown Core land use and zoning to all properties in Midtown currently zoned C-2 and C-2/C-3. However, while the Commission continues to work on developing use and bulk regulations for Midtown Core zoning, these regulations are not complete and the Commission understands that Midtown Core zoning cannot be applied to those areas designated Midtown Core until these regulations are adopted. The Commission anticipates having these draft recommended regulations by the end of 2011 or shortly thereafter.

Concurrent with the Commission's consideration of 2120 was review of a private Comprehensive Plan land use application requesting a change on the Bethel Family Fellowship property. The request was to have the land use designation changed from Neighborhood Commercial to Commercial, with the goal of later rezoning the property from the current designation of C-1 to C-2.

With the Commission's decision to recommend changing all other C-2 zoned properties to "Midtown Core," the Commission voted on whether or not to also change the Bethel Family Fellowship to Midtown Core. The Commission voted 5 to 1 in favor of doing so.

For those Commissioners that voted in favor of changing the C-1 property to Midtown Core, the rationale, as the applicant had contended, was that it would make the property competitive with commercial properties in the vicinity across South Prairie Rd. and have the potential of bringing increased revenue and employment to Bonney Lake.

The dissenting vote was based on the opinion that changing the land use designation from Neighborhood Commercial to Midtown Core would negatively impact the properties directly adjacent to the Bethel Family Fellowship property to the west, south, and southwest which are single family residences.

Recommendation:

The Planning Commission recommends that the City Council adopt the attached draft ordinance adopting a new land use designation titled "Midtown Core" and apply this designation to all properties currently designated Neighborhood Commercial, Commercial, Commercial & Light Industry, and that portion of the Lowe's property that is currently designated "Medium Density Residential."

RESOLUTION NO. 2120

A RESOLUTION OF THE CITY OF BONNEY LAKE, WASHINGTON, INITIATING A
COMPREHENSIVE PLAN AMENDMENT AND AREA-WIDE REZONE FOR THE
MIDTOWN NEIGHBORHOOD

WHEREAS, Bonney Lake Municipal Code § 14.140.030 authorizes the City Council to “initiate amendments to the Comprehensive Plan or development code which are not specific to any site;” and

WHEREAS, the City is currently considering changes to the Midtown Subarea Plan, which may necessitate amendments to the land use designations in the Comprehensive Plan, as well as map and/or text changes to the zoning in the Midtown area; and

WHEREAS, these changes, in final form, will involve amendments to the commercially-designated and zoned properties in the Midtown area, with a goal of consolidating and making consistent the various commercial zone types within Midtown, as well as establishing uses and standards unique to commercially-zoned areas in Midtown.

NOW, THEREFORE, the City Council of the City of Bonney Lake do hereby resolve that amendments to the Comprehensive Plan and zoning map shall be initiated according to the procedures of Chapter 14.140 BLMC.

Passed this 26th day of April, 2011.



Neil Johnson, Jr. Mayor

ATTEST:

APPROVED AS TO FORM:



Harwood T. Edvalson, City Clerk,
CMC



James Dionne, City Attorney

City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Department/Staff Contact: Community Development / John P. Vodopich, AICP	Meeting/Workshop Date: 26 April 2011	Agenda Bill Number: AB11-52
Agenda Item Type: Resolution	Ordinance/Resolution Number: 2120	Councilmember Sponsor: Donn Lewis

Agenda Subject: Midtown Neighborhood Comprehensive Plan Amendment and Area-Wide Rezone

Full Title/Motion: A Resolution Of The City Of Bonney Lake, Washington, Initiating A Comprehensive Plan Amendment And Area-Wide Rezone For The Midtown Neighborhood.

Administrative Recommendation: Approve

Background Summary: The Bonney Lake Municipal Code authorizes the City Council to “initiate amendments to the Comprehensive Plan or development code which are not specific to any site;”. The City is currently considering changes to the Midtown Subarea Plan, which may necessitate amendments to the land use designations in the Comprehensive Plan, as well as map and/or text changes to the zoning in the Midtown area. These changes, in final form, will involve amendments to the commercially-designated and zoned properties in the Midtown area, with a goal of consolidating and making consistent the various commercial zone types within Midtown, as well as establishing uses and standards unique to commercially-zoned areas in Midtown. With this Resolution, the City Council initiates these amendments to the Comprehensive Plan and zoning map according to the procedures of Chapter 14.140 BLMC.

Attachments: Resolution 2120

BUDGET INFORMATION

Budget Amount	Current Balance	Required Expenditure	Budget Balance
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Budget Explanation: N/A

COMMITTEE, BOARD & COMMISSION REVIEW

Council Committee Review:	<i>Approvals:</i>	Yes	No
Date:	Chair/Councilmember	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember	<input type="checkbox"/>	<input type="checkbox"/>
Forward to:	Consent		
	Agenda: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		

Commission/Board Review:

Hearing Examiner Review:

COUNCIL ACTION

Workshop Date(s): April 19, 2011	Public Hearing Date(s):
Meeting Date(s):	Tabled to Date:

APPROVALS

Director: <i>John P. Vodopich, AICP</i>	Mayor:	Date Reviewed by City Attorney: April 20, 2011 <small>(if applicable):</small>
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City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Department/Staff Contact: CD / Heather Stinson	Meeting/Workshop Date: 18 October 2011	Agenda Bill Number: AB11-136
Agenda Item Type: Ordinance	Ordinance/Resolution Number: D11-136	Councilmember Sponsor:

Agenda Subject: Comprehensive Plan amendment - Parks Element

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

Administrative Recommendation:

Background Summary: This ordinance was initiated by City Council and includes analysis by the Park Board of the 2010 park survey.

Attachments: Planning Commission Recommendation Memo, Draft Ordinance D11-136

BUDGET INFORMATION			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
Budget Explanation:			

COMMITTEE, BOARD & COMMISSION REVIEW			
Council Committee Review:	<i>Approvals:</i>	Yes	No
Date:	Chair/Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember NAME	<input type="checkbox"/>	<input type="checkbox"/>
Forward to:	Consent		
	Agenda: <input type="checkbox"/> Yes <input type="checkbox"/> No		
Commission/Board Review: 9/21/11			
Hearing Examiner Review:			

COUNCIL ACTION	
Workshop Date(s):	Public Hearing Date(s): 9/7/11
Meeting Date(s):	Tabled to Date:

APPROVALS		
Director: JPV	Mayor:	Date Reviewed by City Attorney: 10/5/11 (if applicable):

ORDINANCE NO. D11-136

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

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

WHEREAS, a Notice of Public Hearing was issued on August 23, 2011; and

WHEREAS, the Planning Commission conducted a public hearing on September 7, 2011; and

WHEREAS, at the September 7, 2011 Planning Commission meeting the Planning Commission recommended that the City Council update the language in regards to Parks Element; and

WHEREAS, SEPA has been complied with via a Determination of Non-Significance issued on September 7, 2011; 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 six 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, these criteria have been met.

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

Section 1. The following shall replace the Parks Element of the Comprehensive Plan:

Parks Element

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Coordination with Other Agencies on Regional Facilities	6- 25
Potential Funding Sources	6- 26
Proposed Funding	6- 37
Operations, Maintenance, and Recreation Programming	6- 28
Goals & Policies	6- 28

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6-2	Existing County-owned Open Space in the CUGA	Table	6-4
6-3	Existing and Future Service Areas	Map, color 8.5"x11"	6-5
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6-8	Madrona Pocket Park	Map, color 8.5"x11"	6-10
6-9	WSU / Bonney Lake Site - Master Land Use Plan	Map, color 8.5"x11"	6-11
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6-17	Application of NRPA Standards to Bonney Lake + CUGA	Table	6-18
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6-21	Pierce County's Regional Park Master Plan	Map, color 8.5"x11	6-25

Introduction

In this Element, unless the meaning is clearly otherwise, “parks” is meant to include open space, trails, and recreational facilities such as ball fields, athletic courts, and senior, youth, and community centers.

Parks boost a community’s quality of life by facilitating active play, quiet reflection, and community interaction. They are gathering places, fostering a sense of community. Parks can also preserve important environmental features such as as wildlife habitat and open space corridors. The City is sorely lacking in parks. It needs to acquire park land as soon as possible, because as the City grows the availability of suitable park land decreases.

This Element determines how Bonney Lake will identify park needs and acquire and develop them. It also makes the City eligible for government grants earmarked for parks and recreation. The latest update to this Element considers two scenarios: 1) existing Bonney Lake city limits and 2) existing city limits plus the adjacent Comprehensive Urban Growth Area (CUGA) to the south of Bonney Lake. When the CUGA is annexed it will increase Bonney Lake’s population by nearly 50 percent.

Existing Parks, Open Space, and Trails

Figure 6-2 (next page) shows all existing recreation facilities in the City of Bonney Lake and CUGA, regardless of ownership.

Figures 6-1 and 6-2 show open space and recreation facilities owned by the City of Bonney Lake and Pierce County. Figure 6-3 includes properties listed in Figures 6-1 and 6-2 as well as private parks and open space inside the CUGA. Figures 6-4 through 6-8 show Allan Yorke Park, Ken Simmons Park, Cedarview Park, Viking/Dog Park, and Madrona Park. Figure 6-9 depicts Mid-town Park on land and open space recently acquired by the City from Washington State University, the site of the previous 4-H program.

In Figures 6-1 and 6-2 “Open Space” includes publicly owned park land that is currently undeveloped. This includes land that is expected to be developed with recreational facilities in the future such as Mid-town Park & Open Space; parcels acquired for future trail and trailhead use such as two Conservation Futures parcels; and a recreational parcel donated to the City by the developer of the Brookside neighborhood. Wetlands and streams, and their buffers, inside City parks and open space parcels are included in acreage totals. In addition, three open space parcels include contiguous storm ponds that are added into the acreage total since those particular ponds are expected to be made usable for passive or active recreation by investing in certain facilities. More storm ponds could be added later to this inventory if investments can be made to remove fences and make them accessible to the public. For example, the proposed development plan depicted in Figure 6-9 shows two four-acre “infiltration areas with wet storm ponds” inside the private development area. These 8 acres could be easily converted into open space or parks in the future with minimal investment. In addition Sumner School District property and private (HOA) parks are considered to provide the parks and open space value as described later in this document.

**Figure 6-1
Existing City-Owned Open Space and Recreational Facilities**

Park	Acres	Facilities	Notes
Allan Yorke Park	43.31	* picnic facilities * children's play area * double boat ramp * swimming area * 4 baseball/soccer fields * 2 tennis courts * basketball court * skate park	Includes acquisitions in 2004 (12.42 acres) and 2009 (2.48 acres).
Senior Center	1		
Viking Park	3.7	Dog park, picnic tables	Purchased from Sumner School District in 2004
Cedarview Park	2.73	* children's play area * ball field * ½ basketball court * picnic facilities	Gifted by Cedarview homeowners association in 2004 on condition it remain as a park
Ken Simmons Park	1.3	* picnic tables * children's play area * boat ramp (DFW)	Boat ramp is owned by the Department of Fish and Wildlife but maintained by the City of Bonney Lake; acreage of boat ramp is not included
Ascent Gateway	N/A	"Welcome to Bonney Lake" entry sign; no public access	Leased from WSDOT; City could consider coordinating with WSDOT and/or acquiring adjacent land to create a scenic viewpoint of the Puyallup Valley, with additional landscaping
Madrona Park	0.37	* ½ basketball court * children's play area * picnic table	Demonstration pocket park; underlying land owned by Water Department
Fennel Creek Trailhead	9.75	None/Open Space	2009 Conservation Futures acquisition; future trail and trailhead site
Fennel Ridge Trail	0.54	None/Open Space	Dedicated to City as part of Fennel Ridge development; will connect to Fennel Creek Trail
Fennel Creek	43.65	None/Open Space	Willowbrook (37.99) plus new Safe Routes (5.66 acres) trail parcels
Fennel Creek Wetlands	1.45	None/Open Space	Garden Meadows, Crystal Meadows parcels
Fennel Creek Trail Parcel	1.70	None/Open Space	Purchased in 2008 from the Phillips family; future trail site and open space
Midtown Park & Open Space	47.8	Currently Open Space	Currently undeveloped: storm ponds/infiltration area; future community center, buffer trail; corner pocket park
Brookside Neighborhood	17.70	None/Open Space	Currently storm ponds and neighborhood park; potential new passive community park
Total	173.6		

**Figure 6-2
Existing County-Owned Open Space in the CUGA**

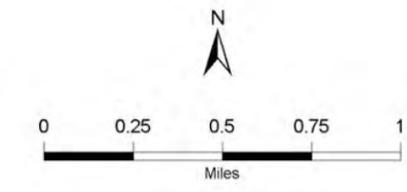
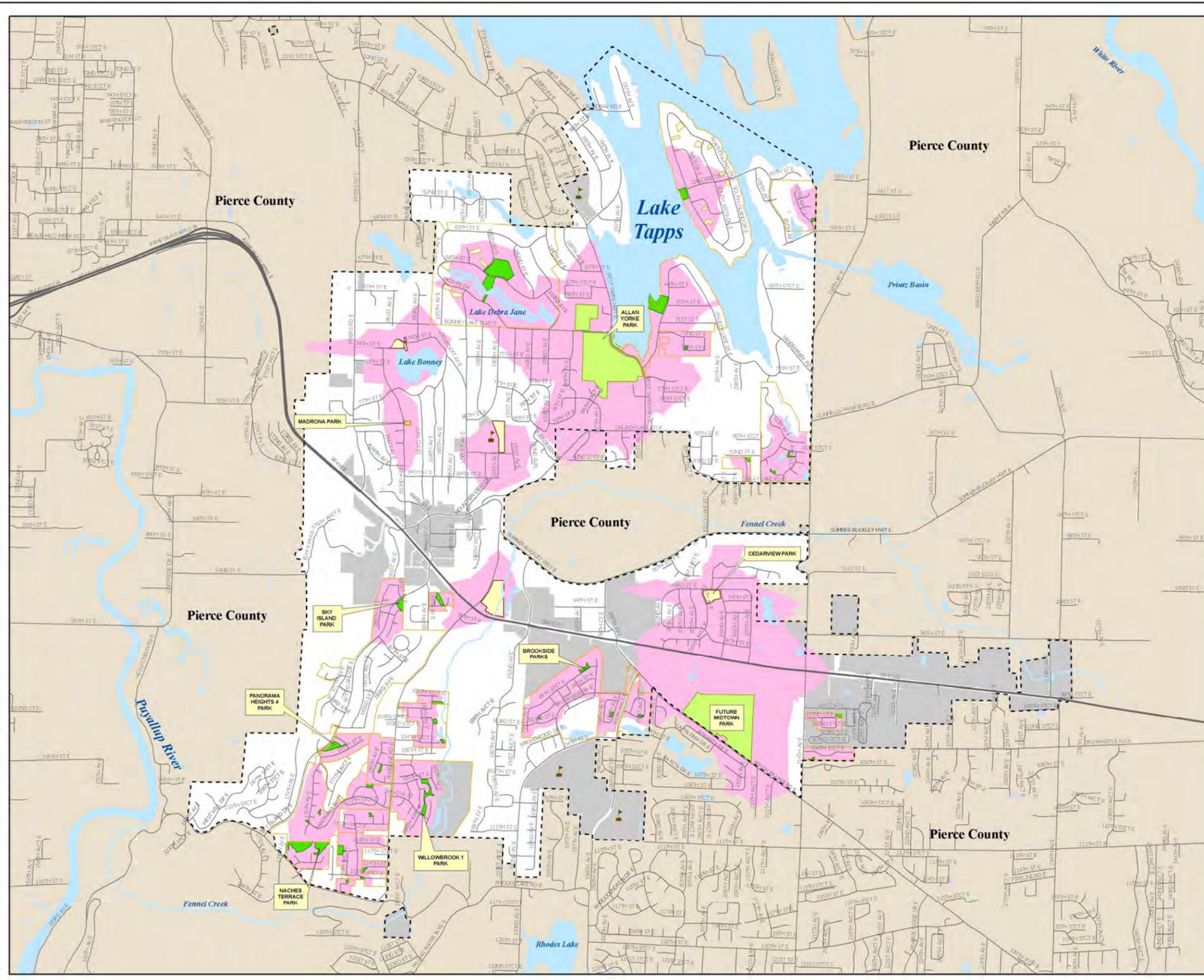
Park	Acres	Facilities	Notes
Bonney Lake-Buckley Regional Park	80.00	Currently Open Space	This is land set aside for a future regional park; Pierce County has a planned master plan. This property may or may not transfer to the City in the event of annexation of the CUGA.



City of Bonney Lake

Existing and Future Service Areas City and HOA Parks

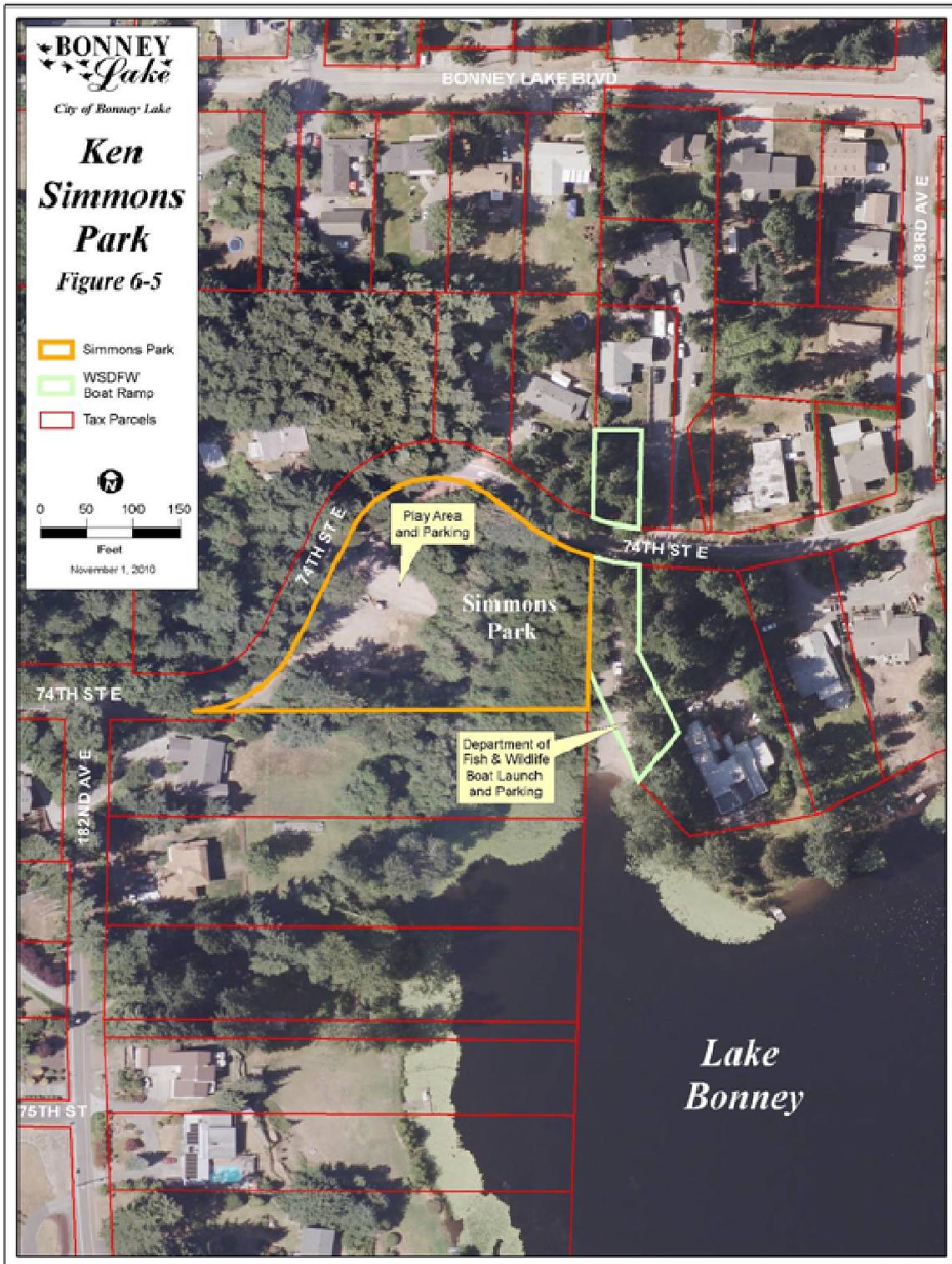
-  School
-  HOA Neighborhood Park: HNP
-  City Community Park: C
-  City Neighborhood Park: NH
-  City Mini-Park: MP
-  Primary Service Area
(C = 1/2 mile, NH = 1/4 mile, HNP = 1/4 mile, MP = 1/4 mile)
-  Non-Residential Zoning
-  Bonney Lake City Limits

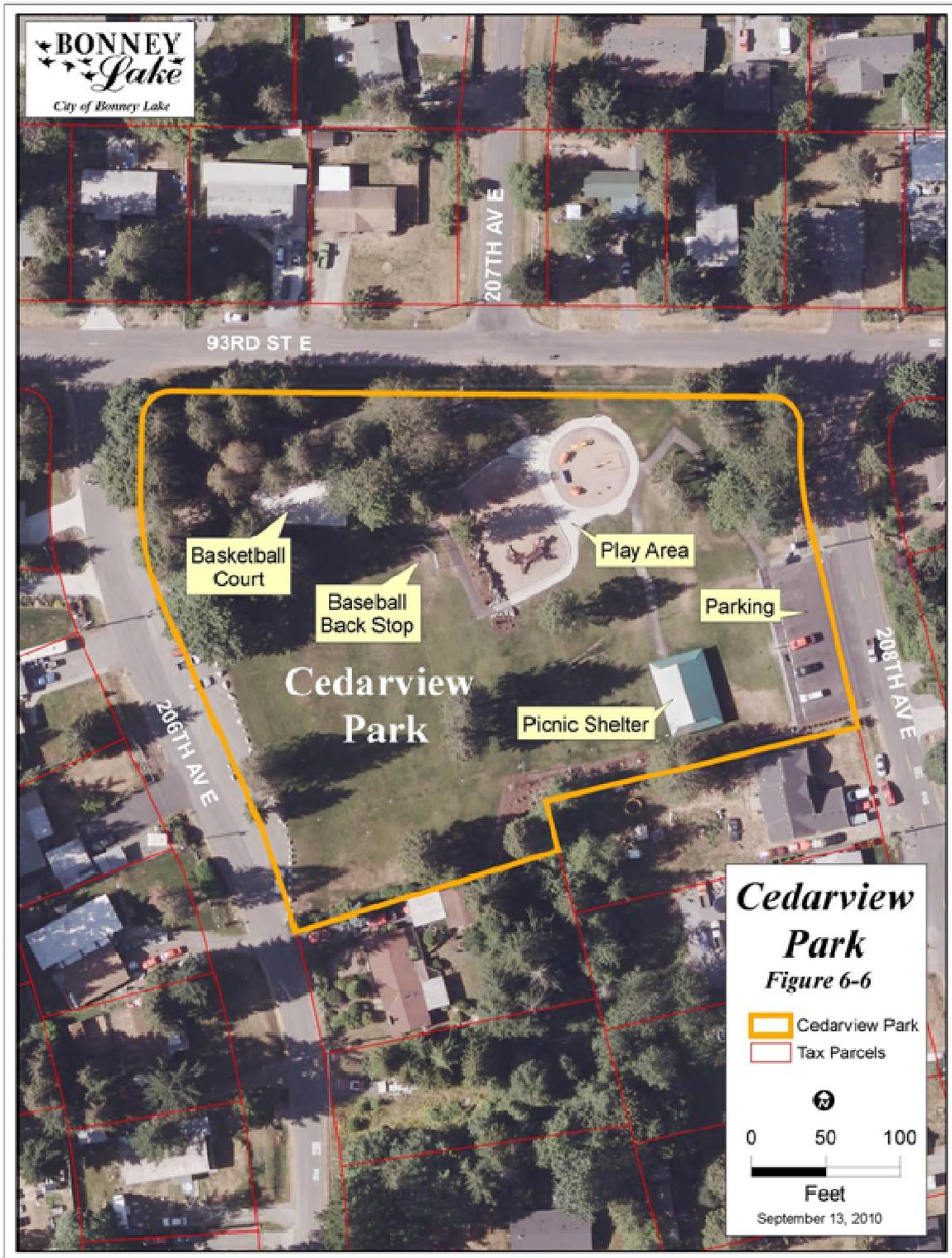


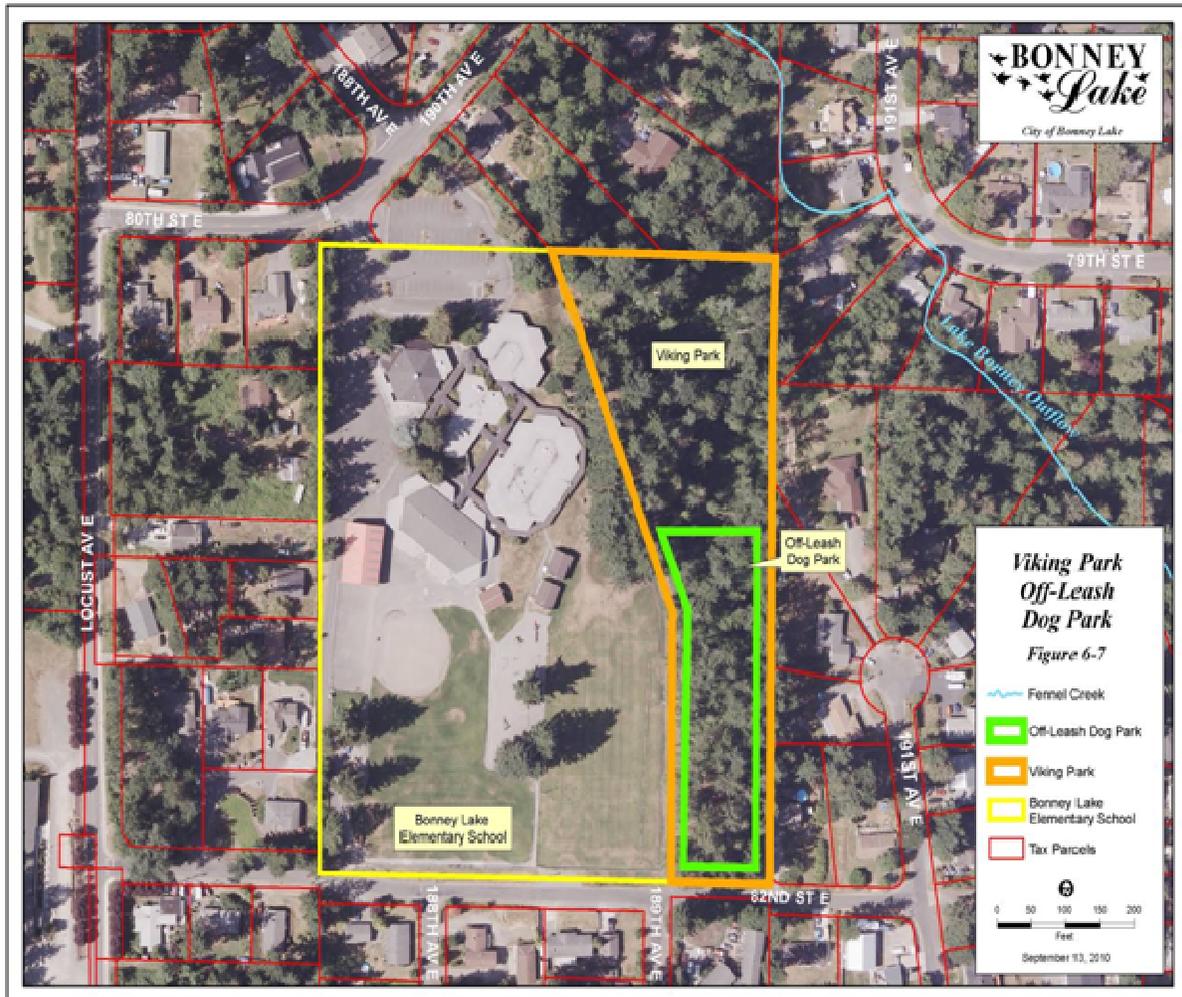
September 22, 2011

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**Figure 6-10
Private (HOA) Parks in Bonney Lake**

Home Owners Association	Acres	Facilities
Ashton Woods	1.15	Basketball Court, Picnic Space
Bohemian Estates	0.16	Play Area, Basketball Court, Picnic Space
Brookside 3	0.07	Play Area, Picnic Space
Brookside	0.41	Play Area, Basketball Court, Picnic Area
Church Lake Waterfront	2.56	Play Area, Tennis Court, Picnic Space, Lake Access, Parking
Clearwater	0.43	Play Area, Play Area, Picnic Space
Copperfield Estates	0.47	Play Area, Basketball Court, Picnic Space
Debra Jane Common Area	1.81	Common Area
Debra Jane	5.97	Club House, Swimming Pool, Basketball Court, Tennis Court, Ball Field, Picnic Area
East Pointe	0.06	Play Area
Fennel Ridge	0.41	Park
Foxglove	0.02	Play Area
Inlet Island	1.16	Boat Launch, Basketball Court, Swimming, Club House, Docks, Picnic, Parking
Lake Debra Jane	20.12	Fishing, Boating, Foot Bridge
Lakeview Terrace	0.17	Basket Ball Court, Play Area, Picnic Space
Naches Terrace	5.25	Sky Stone, Play Area, Picnic Space
Panorama Heights Phase 1	0.29	Play / Picnic Space, Basketball Court
Panorama Heights Phase 4	2.52	Basketball Court, Picnic Area
Panorama West	14.27	Park
Sky Island Division 1	0.96	Play / Picnic Space
Sky Island Division 2	0.25	Recreation Area
Springhaven Greenbelt	0.59	Play Area, Picnic Space - 0.21 acres; Basketball Court, Play Area, Picnic Area - 0.38 acres;
Whitehorse Junction	0.12	Play Area, Picnic Space
Willow Brook Phase 1	1.65	Basket Ball Court, Play Area, Picnic Space
Willow Brook Phase 2	0.23	Play Area, Picnic Space
Total	61.10	

**Figure 6-11
Private (HOA) Open Space in Bonney Lake**

Home Owners Association	Acres	Facilities
Angeline Heights	0.90	Open Space
Ashton Village	0.21	Wetland Buffer - 0.16 acres; Open Space - 0.05 acres
Bohemian Estates	16.08	Sensitive Areas
Brookside 2	0.15	Signage and Landscaping
Brookside 3	3.97	Steep Slopes - 3.66 acres; Open Space - 0.31 acres
Brookside	15.91	Steep Slopes - 7.87 acres; Open Space - 8.04 acres
Brookwater	7.85	Open Space - 1.24 acres; Open Space / Wetland - 5.7 acres; Wetland - .091 acres
Clearwater	0.40	Open Space and Buffer - 0.14 acres; Planting Buffer - 0.26 acres
Copperfield Estates	0.88	Open Space
Crystal Meadows	1.26	Open Space
East Pointe Greenbelt	1.95	Open Space
Enchanted Estates Phase 2	0.11	Open Space
Fennel Creek Estates	8.87	Wetland
Fennel Ridge	9.99	Open Space
Foxglove	1.65	Open Space, Greenbelt and Wetland Buffer
Garden Meadows	0.38	Open Space
Highland Ridge Phase 1	0.25	Open Space
Inlet Island	0.76	Open Space
Kelly Glade	2.49	Open Space Park - 2.11; Stormwater Facility - 0.38 acres
Lakeview Terrace	3.56	Greenbelt / Wetland Buffer - 3.43 acres; Open Space - 0.13 acres
Panorama Heights Phase 1	2.00	Open Space, Picnic Area
Panorama Heights Phase 2	18.63	Open Space
Panorama Heights Phase 3	13.65	Open Space
Panorama Heights Phase 5	0.76	Signage and Landscaping; Open Space
Panorama West Park	15.81	Wetland and Buffer
Ptarmigan Ridge	0.55	Open Space
Sky Island Division 1	0.14	Open Space & Landscaping
Sky Island Division 2	0.31	Open Space/Landscaping - 0.19 acres; Emergency Access/Open Space - 0.12 acres
Sky Island Division 3	12.98	Open Space/Stormwater Facility - 0.23 acres; Open Space/Steep Slope - 12.75 acres
Sky Island Division 4	4.08	Open Space - 2.46 acres; Open Space - 1.62 acres
Sky Island Division 5	3.90	Open Space - 2.51 acres; Open Space, Roadway and Utility Easement - 1.39 acres
Sky Island	0.10	Greenbelt Common Areas - 0.07 acres; Open Space - 0.03 acres
Springhaven	11.21	Greenbelt/Wetlands-10.98 acres; Greenbelt Areas/Future Access to Parcels-0.23 acres
Willow Brook Phase 1	4.44	Open Space
Willow Brook Phase 2	5.32	Open Space / Greenbelt Common Areas
Total	171.50	

**Figure 6-12
Private (HOA) Parks and Open Space in CUGA**

Homeowners Association	Acres	Facilities
Ashton Place Park	0.26	Basketball Court, Play Area, Picnic Space, Open Space
Cedar Ridge Estates Division 1 Park	10.5	Basketball Court, Picnic Area, Open Space; Storm Drainage Facility; Wetland and Buffer
Cedar Ridge Estates Division 2 Park	0.19	Basketball Court, Picnic Space, Open Space, Landscaping
Peach Tree Place Park	0.26	Play Area, Picnic Space, Open Space
Ponderosa Estates Division 1 Lagoon	0.24	Parks, Lagoon and Other Recreational Facilities
Ponderosa Estates Division 2 Lagoon	2	Parks, Lagoon and Other Recreational Facilities
Ponderosa Estates Division 3 Greenbelt	4.37	Other Recreational Facilities
Ponderosa Estates Division 3 Recreation Access	0.25	Public Drainage Easement
Ponderosa Estates Division 4 Lagoon	8.32	Other Recreational Facilities
Prairie Hills Park	0.65	Basketball Court, Play Area, Picnic Space, Open Space
Prairiewood Park	1.19	Play Area, Horseshoe Pits, Ball Field, Picnic Space, Open Space
Rhododendron Park 1 Greenbelt	5.09	Open Space
Rhododendron Park 2 Greenbelt	21.1	Tennis Court, Play Area, Picnic Space, Open Space; Picnic Space, Open Space; Greenbelt Common Areas
Timber Ridge East Park	0.34	Play Area, Picnic Space, Open Space
Timber Ridge Estates Division 3 Park	3.01	Basketball Court, Play Area, Picnic Space, Open Space; Wetland and Buffer
Wembley Park South Park	1.57	Picnic Space, Open Space
Wilderness Ridge Division 3 Wetland	1.26	Wetland
Total	60.6	

School Districts

Most of Bonney Lake lies in the Sumner School District. The District's outdoor recreational facilities are available for public use after hours. Figures 6-3 and 6-13 show the schools in Bonney Lake and the CUGA and their recreational facilities. Sumner School District facilities are included as existing facilities assuming the 50% weighting factor in the same manner as HOA parks and open space.

Figures 6-13 Sumner School District Recreational Facilities in Bonney Lake and CUGA

School	Softball fields	Baseball fields	Tennis courts	Basketball hoops	Football/soccer fields	Gyms	Other facilities
Bonney Lake Elementary	3			6	1	1	Play area with climbing features and paved games such as hopscotch
Emerald Hills Elementary	2			6	1	1	paved games, play areas with climbing toys and swings
Liberty Ridge Elementary	2			6	1	1	playground equipment
Victor Falls Elementary	2			6	1	1	tetherballs, play area with swings and climbing toys; paved toys
Lakeridge Middle	1	1	2	10	2	2	
Mountain View Middle	1	1	4	8	2	2	
Bonney Lake High	2	1	4	12	1	2	
Total	13	3	10	54	9	10	

The following schools are outside Bonney Lake’s city limits and CUGA but are nearby and sometimes used by City and CUGA residents: Crestwood Elementary and School # 9 in Cascadia (Sumner School District), Lake Tapps Elementary, Dieringer Heights Elementary, and North Tapps Middle School (Dieringer School District).

Other Private or Commercial Facilities

A commercial driving range along SR 410 is 5.5 acres and provides 12 spaces for golf driving practice.

The Swiss Sportsman’s Club is 40 acres. This private park has multiple buildings on site, including one equipped with a full kitchen. It also has a shooting range (recreational and competition shooting), children’s play area, horseshoe pits, and overnight camping. The Swiss Sportsman’s Club has become a year-around event center for Bonney Lake over the past few years.

Other Agencies

Pierce County owns Lake Tapps Park, at the north end of the lake. The 80-acre site has restrooms, trails, and a boat launch. It is outside Bonney Lake’s UGA but is used by many city residents. Pierce County also owns an undeveloped 80-acre parcel near the southern boundary of the proposed CUGA annexation area.

Summary

Allan Yorke Park is the City’s only existing community park. The Sumner School District and private residential developments have filled some of the gap by providing recreational facilities for their constituencies.

Demographic Data

The major driver of increased park needs is population growth due to residential construction, and projected growth that will be driven by a continued influx of new residents along with a proposed annexation of the CUGA. The following table demonstrates this historical and future growth pattern. The beginning year (2004) represents Bonney Lake population as of the last parks element update.

Figure 6-14 City and CUGA Historical and Projected Population

Geographic Area	2004	2005	2006	2007	2008	2009	2010	2015	2020	2025
Current City Limits	13,740	14,370	15,230	15,740	16,220	16,500	17,374*	18,188	19,040	19,932
Sub-Area 1	N/A	N/A	N/A	N/A	N/A	N/A	2,110	2,165	2,242	2,346
Sub Area 2	N/A	N/A	N/A	N/A	N/A	N/A	2,838	2,979	3,071	3,185
Sub Area 3	N/A	N/A	N/A	N/A	N/A	N/A	2,697	3,007	3,774	9,657
Total	N/A	N/A	N/A	N/A	N/A	N/A	25,019	26,339	28,127	35,120

*2010 Census

N/A means Not Available

Different age groups have different recreational needs. The most recent data by age group for Bonney Lake is the 2000 Census (2010 Census age distribution data will be available in 2014). Annexations and growth since then limits the value of this data. Given that proviso, the 2000 Census indicated that Bonney Lake has a large school-age and middle-aged population, and a relatively low proportion of elderly persons. This data indicates a high proportion of families with children. There is no reason to believe this trend has altered significantly. Such families typically desire a high level of parks and athletic facilities. This is corroborated by recent survey data as described below.

National Recreation and Park Association Standards

For many years, the National Recreation and Park Association (NRPA) recommended the following standards for parks. Because the NRPA did not recommend any succinct standards in their place, many communities still refer to these standards as a benchmark.

**Figure 6-15
NRPA Park Standards**

	Typical size	Service radius	Typical features	Bonney Lake facilities of this type	Standard
Mini-Park	less than 1/2 acre		Historical marker, civic garden, or memorial	Ascent Park	None
Neighborhood Park	1-10 acres	1/2 mile	Passive recreation, picnic facilities, play areas, half basketball courts	Lake Bonney Park	1.5 acres per 1,000 pop.
Community Park	10-30* acres	1-2 miles	The above plus league sports fields, tennis courts, swimming, boat ramps, etc.	Allan Yorke Park	6.5 acres per 1,000 pop.
Natural Open Space/Regional Park**	20 or more acres		Green belts, nature parks, trails	Midtown Park and Open Space	7.5 acres per 1,000 pop.
Trails				None	3/8 mile per 1,000 pop.
Senior center				Senior Center	1 per 20,000 pop.
Youth center				None	1 per 20,000 pop.

Indoor swimming pool				None	1 per 20,000 pop.
Softball field				At Allan Yorke Park	1 per 3,000 pop.
Baseball field				At Allan Yorke Park	1 per 4,000 pop.
Soccer field				At Allan Yorke Park	1 per 3,000 pop.
Tennis courts				At Allan Yorke Park	1 per 3,000 pop.
Basketball courts				At Allan Yorke Park	1 per 2,000 pop.

Notes:

- 1) blank means not applicable.
- 2) where the NRPA standard was a range, the mean is shown.

*Bonney Lake Park Board recommends revising this standard to 10-20 acres

**Bonney Lake Park Board recommends splitting this category into two separate categories

Figure 6-16 compares the NRPA standards to the status quo in Bonney Lake as of 20010 and 2025 (the planning horizon of this Plan) if no more parks are developed. Figure 6-17 depicts NRPA standards including the CUGA.

For the purpose of the Existing Supply column in Figures 6-16 and 6-17, each elementary school in the UGA is assumed to provide 3 acres toward the neighborhood park requirement. However, all school facilities are divided by 2 to account for the fact that they are not always available to the general community. School basketball courts are divided by 2 again to reflect their not all being full-court. Combination ball fields have been put in the soccer field column. Similarly, homeowner association parks are counted toward the neighborhood park requirement on the basis of 50% of their acreage because they are not available to the entire population. The driving range and the Swiss Sportsman's Club are not counted since they draw from a larger area.

Figure 6-16 Application of NRPA Standards to Bonney Lake

Park Type or Facility	NRPA Standard	Standard applied to 2010 Population	Standard applied to 2025 Population	Existing Supply – City	Existing Supply – Schools, County, HOAs	2010 Deficit (-) or Surplus (+)	2025 Deficit (-) or Surplus (+)
Neighborhood Park	1.5 acre/1,000	26.1	29.9	8.1	35.1	17.1	13.3
Community Park	6.5 acre/1,000	112.9	129.6	44.3	0.0	-68.6	-85.3
Regional Park*	3.75 acre/1,000	65.2	74.8	0.0	0.0	-65.2	-74.8
Open Space	3.75 acre/1,000	65.2	74.8	122.6	85.8	143.2	133.6
Trails	0.375 mile/1,000	6.5	7.5	0.3	0.0	-6.2	-7.2
Senior Center	1/20,000	0.9	1.0	1.0	0.0	0.1	0.0
Youth Center	1/20,000	0.9	1.0	0.0	0.0	-0.9	-1.0
Indoor Swimming Pool	1/20,000	0.9	1.0	0.0	0.0	-0.9	-1.0
Softball Field	1/3,000	5.8	6.6	1.0	5.5	0.7	-0.1
Baseball Field	1/4,000	4.3	5.0	4.0	2.0	1.7	1.0
Football/Soccer Field	1/3,000	5.8	6.6	1.0	4.0	-0.8	-1.6
Tennis Courts	1/3,000	5.8	6.6	2.0	6.0	2.2	1.4
Basketball Courts	1/2,000	8.7	10.0	2.0	14.8	8.1	6.8

*Includes Midtown Park & Open Space

Figure 6-17 Application of NRPA Standards to Bonney Lake + Proposed Annexation Areas

Park Type or Facility	NRPA Standard	Standard applied to 2010 Population	Standard applied to 2025 Population	Existing Supply - City	Existing Supply – Schools, County, HOAs	2010 Deficit (-) or Surplus (+)	2025 Deficit (-) or Surplus (+)
Neighborhood Park	1.5 acre/1,000	37.5	52.7	8.1	53.2	23.7	8.6
Community Park	6.5 acre/1,000	162.6	228.3	44.3	0.0	-118.3	-184.0
Regional Park*	3.75 acre/1,000	93.8	131.7	0.0	80.0	-13.8	-51.7
Open Space**	3.75 acre/1,000	93.8	131.7	219.6	106.4	232.1	194.3
Trails	0.375 mile/1,000	9.4	13.2	0.3	0.0	-9.1	-12.9
Senior Center	1/20,000	1.3	1.8	1.0	0.0	-0.3	-0.8
Youth Center	1/20,000	1.3	1.8	0.0	0.0	-1.3	-1.8
Indoor Swimming Pool	1/20,000	1.3	1.8	0.0	0.0	-1.3	-1.8
Softball Field	1/3,000	8.3	11.7	1.0	6.5	-0.8	-4.2
Baseball Field	1/4,000	6.3	8.8	4.0	2.5	0.3	-2.3
Football/Soccer Field	1/3,000	8.3	11.7	1.0	4.5	-2.8	-6.2
Tennis Courts	1/3,000	8.3	11.7	2.0	6.5	0.2	-3.2
Basketball Courts	1/2,000	12.5	17.6	2.0	17.3	6.7	1.7

*Includes Midtown Park & Open Space

**Include 97 acres of Kelley Farm purchased through Conservation Futures

Based on the old NRPA standards, Bonney Lake is deficient in about half of the categories; including the Kelley Farm and CUGA significantly increases deficiencies because there are no developed public parks in these areas. The southern part of the city is most lacking in parks.

2010 Parks, Recreation, and Culture Surveys

Throughout 2010 the City undertook several opinion surveys addressing the public’s prioritization of parks, recreation, and cultural arts. A general survey was directed at the public. A more comprehensive assessment was undertaken with the Mayor, City Council, Planning and Design Commissions, and Park Board. In February 2010 City management officials met with student representatives at Bonney Lake High School and Lakeridge Middle School. This section summarizes the results obtained from these three groups.

General Community Survey

In July and August 2010 Community Services staff and Park Board Members solicited the general public to fill out a one-page parks, recreation, and culture survey. More than 500 surveys were filled out, and 450 (about 90 percent) were filled out completely enough to tabulate. Most surveys came from special events participants, followed closely by participants in organized sports. The rest were submitted through the senior center, the City website, and community newsletters. The Park Board reviewed the 454 community surveys. The following list details the three top park priorities identified by the Park Survey detailed in Appendix A:

- 1. Trails**
- 2. Community Center / YMCA**
- 3. Sports Complex**

Fulfilling Needs for Each Facility Type

Neighborhood parks

Per the above tables, by 2025 Bonney Lake's need for neighborhood parks is met with existing supply, largely due to private (HOA) parks that serve surrounding homes. The community survey indicated that neighborhood parks are the park size and type rated highest.

Neighborhood parks are primarily for passive recreation and play equipment, but they may include basketball half-courts or small playfields. They cost approximately \$50,000 for the land and \$300,000 development, for a total of \$350,000. There is no shortfall in Bonney Lake with or without the Kelley Farm and CUGA areas since enough private (HOA) parks meet the NRPA standard.

If additional neighborhood parks were needed in the future they could be provided by new residential developments, or converting private (HOA) parks or existing open space to neighborhood park use.

Community Parks

By 2025, Bonney Lake will need 150 additional acres of community park. Ideally, this should take the form of several new parks, located so that community parks are dispersed throughout the community. Alternatively, the City could satisfy the deficit in the form of one large park in south or central Bonney Lake. The community surveys and NRPA tables indicate the park(s) should include softball, baseball, soccer, and multi-purpose fields, tennis and basketball courts, play equipment, picnic areas, and trails. By fully developing the proposed community parks, the need for ball field and sport court facilities will be automatically met. The Mid-town Park & Open Space and Brookside parcels (see below) can be converted to community parks by investing in additional facilities; using these parcels would reduce needed land acquisition to approximately 85 acres. In addition, the 97 acre Conservation Futures acquisition includes 12 acres of active recreation which reduces the land acquisition needs by at least another 12 acres. The cost will be approximately 85 x \$50,000 (for the land, or about \$4,250,000) plus 150 x \$150,000 (for development, or \$22,500,000), for a total of \$26,750,000. Due to the shrinking supply of suitably located vacant land, the City should acquire the site(s) as soon as possible, then construct the park(s) as funding becomes available. Development should be complete by 2025. Incorporating the CUGA, the community park need jumps to 248 acres for a total land and development cost of \$45,250,000. The site selection criteria are as follows:

1. First preference goes to more than one new community parks so located that they are dispersed within the community. That is, one of the new parks could be in south Bonney Lake, the other in central Bonney Lake, or one could be in southwest Bonney Lake, the other in southeast Bonney Lake.
2. Second preference goes to one large park located in south or central Bonney Lake.
3. For accessibility, the sites should be within or in close proximity to the Bonney Lake city limits
4. The site(s) should have substantial flat and developable areas.
5. The site should be available on reasonable terms.

The City has drawn up three different master plans for the future Allan Yorke expansion site (AKA "Moriarty property"). While a consensus has not been reached where items will be located, a number of features have been discussed. The final master plan will likely include some or all of these elements: amphitheater, BMX course, sport courts, picnic shelter(s), a pavilion, additional parking, restrooms, and a sidewalk/boardwalk along the west side of West Tapps Highway.

The community surveys and NRPA tables indicate a strong need for a sports complex. A sports complex rated third highest in the citizen survey. Such a complex to meet future (2025) needs within the current Bonney Lake city limits would cost approximately \$12 million for constructing a mix of ten natural and artificial turf fields on 40 acres. To meet this (2025) need incorporating the CUGA, approximately 20 natural and artificial turf fields on 80 acres would cost approximately \$24 million. A good start would be to construct a six-field complex on 20 acres at a cost of about \$6 million, assuming current city limits, or a ten-field complex on 40 acres at a cost of about \$12 million, assuming annexation of the CUGA. These design/construction cost estimates are based on an assumption of \$300,000 per acre.

Using existing City-owned property to help meet park needs can save the expense of buying more property. This Element assumes existing dedicated open space and storm ponds in the Brookwater neighborhood will be utilized to meet some community park needs south of SR 410. The current goal is to model this new community park based on

methods suggested in a document produced by King County entitled “The Integrated Pond.” This park is expected to feature a three-acre field that can be used for pickup ball games, special events such as concerts, and passive recreation; sport courts, playgrounds, and parking (converted from existing storm ponds); and recreational trails. The “Integrated Pond” document can be downloaded from the Internet at:

<http://your.kingcounty.gov/dnrp/library/1998/kcr745/intro.pdf>

<http://your.kingcounty.gov/dnrp/library/1998/kcr745/enhancement.pdf>

<http://your.kingcounty.gov/dnrp/library/1998/kcr745/casestudies.pdf>

Trails

Currently the City has a ¼ mile gravel trail through Allan Yorke Park. By 2025, Bonney Lake will need 6.5 miles of new trails. Bonney Lake’s trails should integrate with existing and proposed regional trails shown on Figure 6-19. When the system is complete, Bonney Lake citizens will be able to walk, run, bike, or roller blade to Sumner, Puyallup, Orting, Wilkeson, Buckley, and Enumclaw via the Foothills Trail which Pierce County is building in railroad rights-of-way in the South Prairie Creek/Carbon River/Puyallup River valley. The Foothills Trail will connect to the Interurban Trail, allowing trail access to Auburn, Kent, and Seattle as well. Most of this system will be well separated from the noise and danger of vehicular traffic. With the added option of routes that will lie within road rights-of-way, citizens’ possible non-motorized travel destinations will be far greater still.

Most of Bonney Lake’s trail mileage will be in the Fennel Creek Trail, which the City has proposed since 1997. See Figure 6-20. This trail will ultimately link westward and eastward with the Foothills Trail.

The City’s portion of the trail will begin at Victor Falls, where it will connect with the Foothills Trail via at least one of the following possibilities. 1) The City encourages Pierce County to extend the Fennel Creek Trail west down the Fennel Creek canyon to the creek’s mouth. From that point, on-road routes will lead to the Foothills Trail. 2) The Rhodes Lake Road Corridor (see the Transportation Element) is planned to include a roadside path that could connect the Fennel Creek Trail westward to the Foothills Trail.

From Victor Falls, the Fennel Creek Trail will run north and east along one or both sides of Fennel Creek to 214th Ave. The Pierce County’s Non-Motorized Transportation Plan includes a roadside pedestrian route along 214th Ave., which hikers and bikers can follow northbound to the Cascade Water Alliance flume. Pierce County’s trail plan shows a low-priority trail along the flume to Buckley, where it will connect with the Foothills Trail. The City encourages Pierce County to upgrade the priority of the Cascade Water Alliance flume trail.

That portion of the Fennel Creek Trail in City jurisdiction, including the spur to Allan Yorke Park, will be about 5.2 miles long. See the Natural Environment Element for a discussion of the Fennel Creek environmental corridor.

One of the conditions of the change in land use designation and zoning of the area east of the Midtown Park was that a one-mile, 50 foot wide soft surface perimeter trail be installed on the perimeter of future residential development.

Figure 6- 20 also shows further options. A trail could run from Allan Yorke Park east to 214th Avenue. Parts of this trail would have to be within street rights-of-way. These options will make up the remaining miles of trails, as follows:

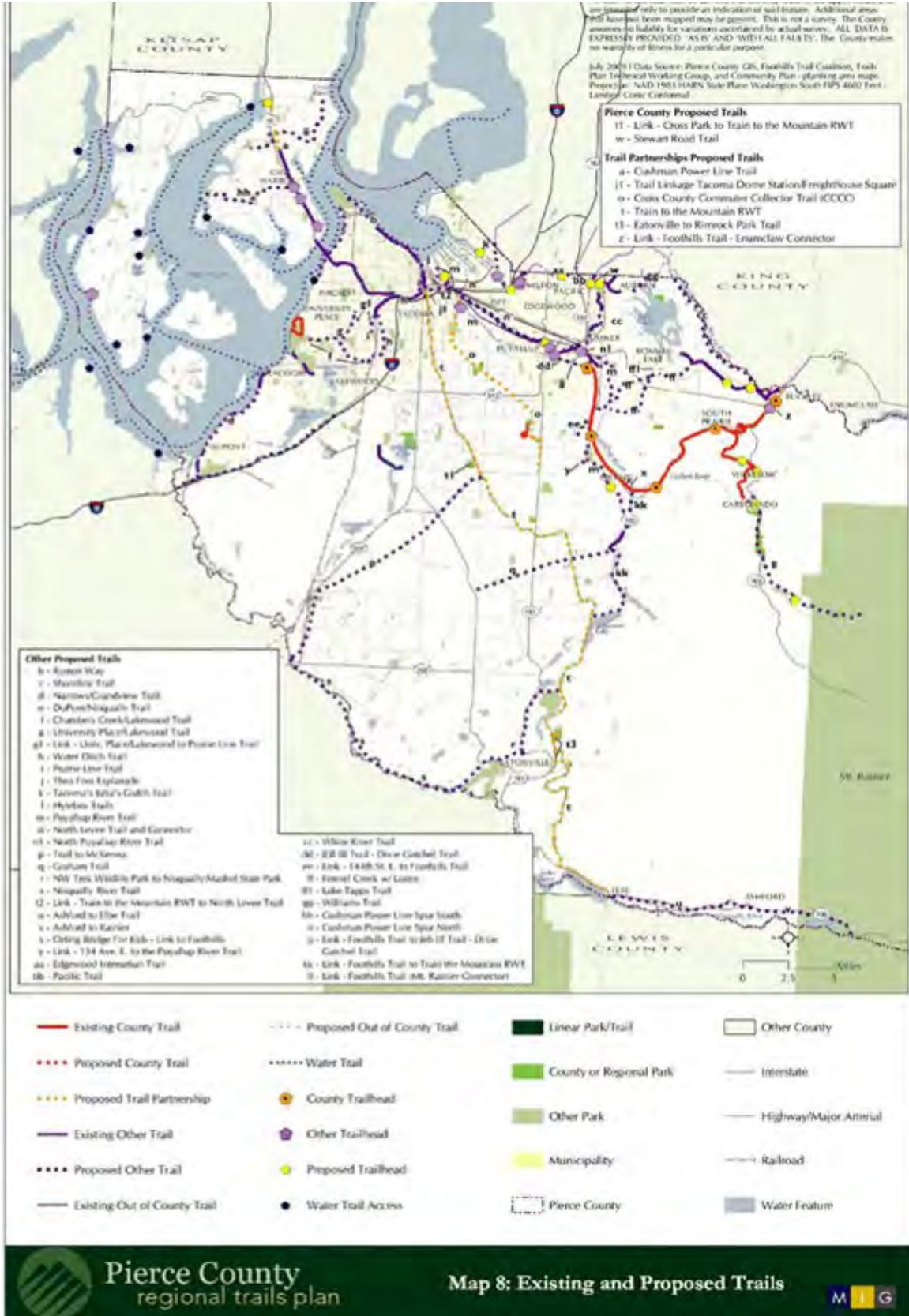
Fennel Creek Trail w/ spur to Allan Yorke Park	5.2
New perimeter trail in Midtown Park	1.0
Other trails	1.0
Total	7.2 miles.

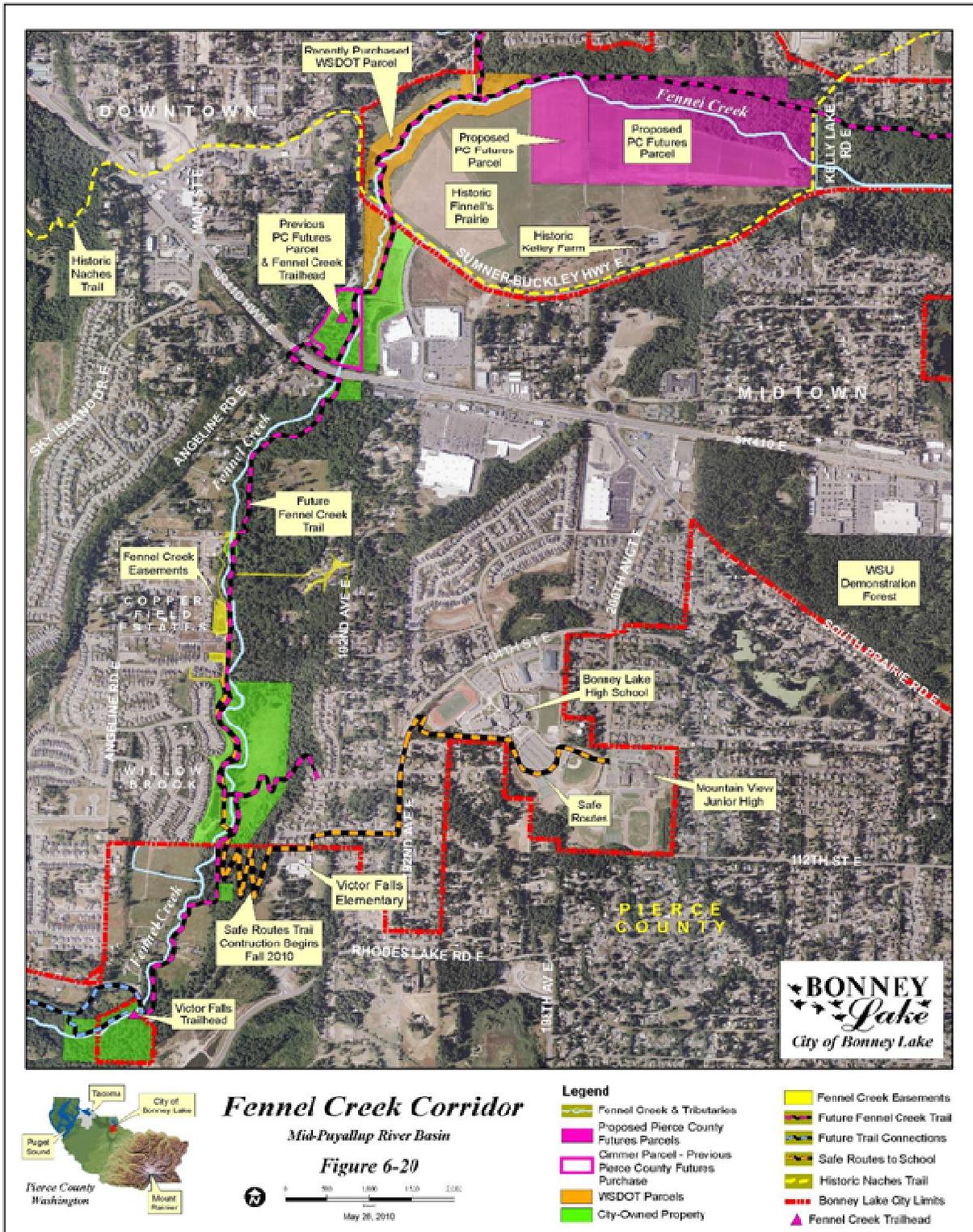
Bonney Lake’s trails will connect at various locations to sidewalks in the Bonney Lake street network in accordance with the Bonney Lake Non-Motorized Transportation Plan. As shown in Figure 6-20, the Fennel Creek Trail includes some short spur trails that will connect to the sidewalk system or important pedestrian destinations. The City already has received grant funding to complete one mile of trail between the Willowbrook subdivision and Victor Falls Elementary School (see Figure 6-21).

The Fennel Creek Trail Plan estimates that the Fennel Creek Trail with spur to Allan Yorke Park will cost approximately \$7,705,000 for construction plus \$1,000,000 for acquisition plus \$474,000 for wetland mitigation, for a total cost of \$9,179,000. Paving the trail in Mid-town Park and the other mile of trail will cost about \$2,000,000. This million-dollars-per-mile cost estimate assumes that most of the trail right-of-way will have to be purchased, but not all, and that these trails will cost somewhat less than the Fennel Creek Trail per mile. Subdivisions in trail corridors can be required to dedicate trail right-of-way to the public. Right-of-way need not be purchased in future community parks. The cost assumes a range of terrain conditions. Total trails cost is ($\$9,179,000 + \$2,000,000 =$) \$11,179,000.

Including the CUGA, the trails deficiency increases to 12.9 miles at an additional cost of \$5,700,000.

The trails deficit should be remedied as soon as funding becomes available. Priority should be placed on acquiring right-of-way which cannot be expected from the subdivision process. All 6.2 miles should be built by 2025 and preferably sooner since trails were identified as the highest priority in the citizen survey.





Community Center/YMCA

The community center/YMCA should be located in the new Midtown Park. This type of facility had the second highest ranking in the citizen survey. The survey rated a YMCA as the preferred model. A swimming pool was also rated as a very high priority in the citizen survey and therefore should be included in the community center/YMCA. It will cost approximately \$300 per square foot times 40,000 square feet for a total of \$12,000,000. If the CUGA is annexed a larger facility of 60,000 square feet should be constructed at a cost of \$18,000,000.

A 2008 telephone survey showed that 20,000-25,000 local residents would join a YMCA. A proposed Letter of Understanding between the City and YMCA was generated in February 2011. This preliminary agreement includes a 40,000 to 50,000 square foot YMCA to be constructed following successful passage of a voted bond in 2012 (requires 60% approval) and a long-term master plan to increase the size of the facility to 70,000 square feet. A competitive swimming pool is included in the cost estimate. The site will be located on 10 acres in Mid-town Park. This preliminary agreement is scheduled to be finalized by the end of 2011.

A multi-purpose public building could still be an unmet need if it is not incorporated within the YMCA. A cost estimate cost is about \$2.5 million for a facility comparable to Pioneer Pavilion in downtown Puyallup. That facility was originally intended to facilitate a “farmers’ market.” This plan does not specify a preferred location for such a building; possibilities are adjacent to the YMCA, downtown civic center, or Allan Yorke Park.

Capital Costs

The approximate total cost of the above, assuming the present Bonney Lake city limits, is as follows. These estimates are good for advance planning purposes only.

neighborhood parks	\$0
community parks	\$12,750,000
trails	\$11,179,000
community center	\$14,500,000
Total:	\$38,429,000

Incorporating the CUGA increases community park needs by \$15,950,000; trail needs by \$5,700,000; and community center needs by \$6 million, thereby increasing the total to \$66,079,000.

Park Maintenance Costs

The City needs to be award of the costs of operating new park and recreation facilities once they are constructed. It currently costs the City annually approximately \$3,334 to maintain an acre of community park land and \$11,948 to maintain an acre of neighborhood park land. These costs reflect a current allocation of 2011 budgeted expenses within the Parks Division. At present the City has no paved trails and less than one mile of gravel trail, so this plan utilizes a maintenance cost of \$2,000 per mile for trails, based on a widely cited 2005 study published by the Rails-to-Trails Conservancy. Parks and trails do not normally generate offsetting revenues. In terms of anticipated maintenance costs, it would annually cost the City the following amounts to maintain the new capital construction listed above (assumes city limits):

Type of Park	# of Acres/Miles	Unit Maintenance Cost	Annual Maintenance Cost
Neighborhood Parks	0	\$11,948 per acre	0
Community Parks	85	\$3,334 per acre	\$283,390
Trails	7.2	\$2,000 per mile	\$14,400

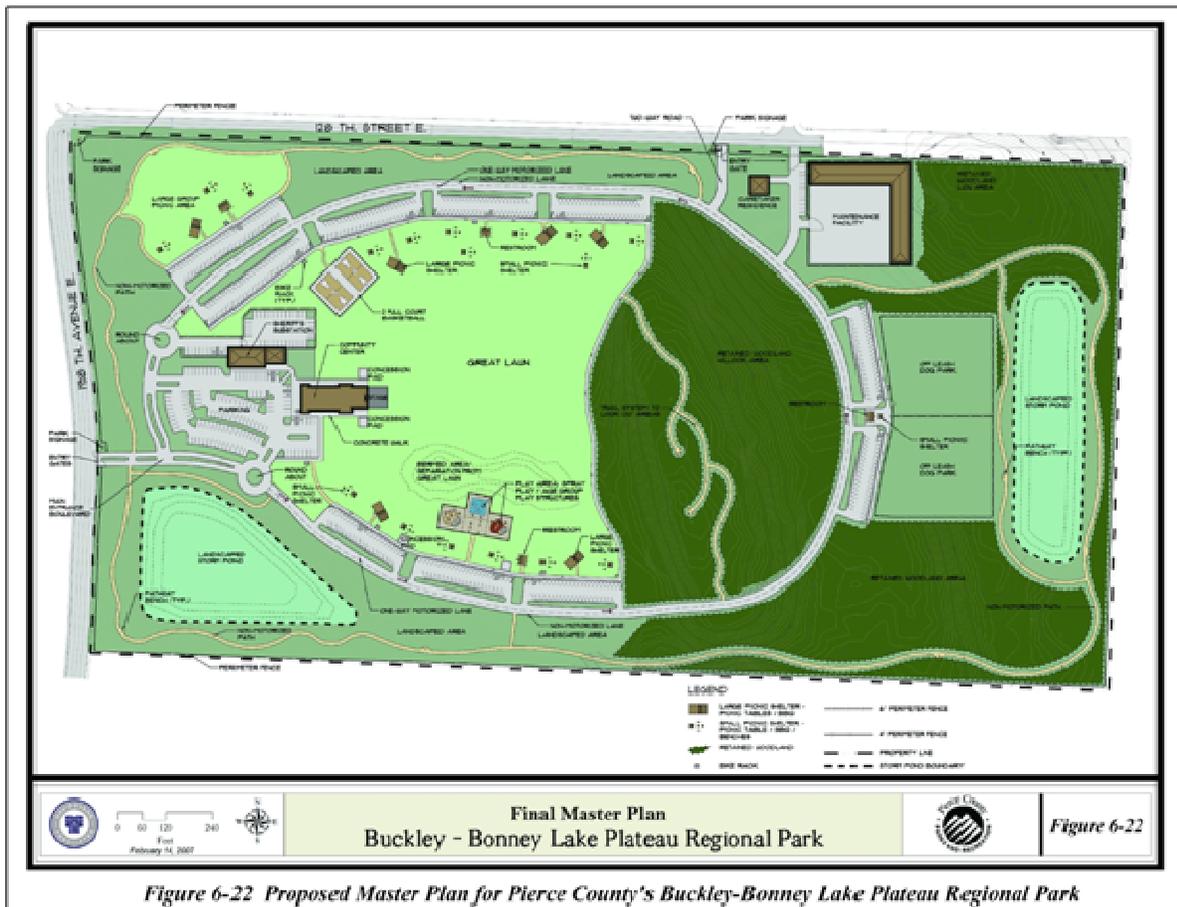
Coordination with Other Agencies on Regional Facilities

Regional Parks

The previous park plan concluded that Bonney Lake is too small to provide a regional park and defined the “region” as Pierce County, which owns an 80-acre site at the southeast corner of 198th Ave. and 128th Street. The site’s terrain and location are well suited for a regional park. Pierce County’s master plan for this site is shown in Figure 6-21. This plan was adopted by Pierce County in 2008 and primarily consists of passive open space and a community center. The City encourages Pierce County to review and complete construction resulting from the master plan. The City also urges the County to re-consider all park needs, both passive and active recreation. If the City annexes the CUGA the master plan for this site should be reviewed to ensure it is consistent with the City’s overall needs. The 2010 Bonney Lake citizen survey identifies a mix of active and passive recreation as the City’s top priority, namely ball fields, trails, and a recreational facility (i.e. YMCA).

The NRPA standards indicate that Bonney Lake’s population has grown to the extent that the City might consider providing a regional park of its own. Typically, regional parks are larger than community parks. The City might also wish to consider combining community and regional park needs together at a single site if a suitable parcel becomes available for future acquisition.

The City plans to coordinate with other agencies on recreational programming. See Maintenance, Operations, and Recreation Programs.



Potential Funding Sources

Following are alternatives for funding parks.

City General Fund

The general fund, generated through property taxes and other sources, has been the main source of funding for Bonney Lake parks maintenance and operation.

User fees

Users of the Allan Yorke Park boat ramp pay user fees which go into the general fund to offset park-related operation and maintenance expenses. A telecommunications tower in Allan Yorke Park generates lease revenues which accrue to the parks capital program.

Washington State RCO Grants

The Resource Conservation Office (RCO) is a source of grants for parks and recreation. The RCO receives its funds from state and federal sources.

Pierce County Conservation Futures Grants

This Pierce County program protects threatened open spaces, timber lands, wetlands, wildlife habitats, and farm lands in Pierce County. The funds are used to purchase the land or the land's development rights. The program is funded by a tax of up to \$.0625 per thousand dollars of assessed property value. Individuals, non-profit groups, and local governments can nominate a property for purchase. Properties are nominated annually. A citizen's advisory board recommends to the Pierce County Council, which makes the final selection. This funding has been utilized for two recent acquisitions within the Fennel Creek Corridor.

Metropolitan Park District (MPD)

RCW 35.61 allows for creation of a metropolitan park district that is co-extensive with the city limits. Based on year 2009 assessed value and assuming the current city limits, the MPD could a) bond up to \$6 million (0.25%) without a vote to increase bonded debt limit and b) raise a property tax levy of up to \$0.75 per \$1000 of assessed value, generating up to \$1,795,317 per year. The bond limit could increase to \$60 million with a 60% vote of the public.

Parks and Recreation District (PRD)

RCW 36.69 allows the county council to create a Park and Recreation District with any boundaries. Based on year 2009 assessed value and assuming the current city limits, the PRD could sell bonds and levy taxes up to \$0.60 per \$1000 of assessed value, generating up to \$1,436,254 per year. An excess levy is possible with a 60% vote of the public.

General Obligation Bond

General obligation bonds are voter-approved bond issues whose debt is serviced by an additional property tax levy. The revenue is a function of rate times assessed value. The assessed value of Bonney Lake for 2009, and assuming the current city limits, was \$2,393,756,664. The general obligation bond would increase property tax collections by the amount of the proposed levy times assessed value.

Impact Fees and Real Estate Transfer Taxes

The Growth Management Act allows cities to impose impact fees for capital facilities such as parks. The impact fee must reasonably represent the cost which the City will bear as a result of the development action (usually restricted to housing units) triggering the impact fee. Those costs are a function of the adopted capital facility plan (this document) The impact fee cannot be used to pay for alleviating existing facility deficits. The City also allocates a portion of real estate transfer taxes, known as “REET,” to assist with parks-related capital expenditures.

This Plan considers a range for future park impact fees. The lower end park impact fee would be equal to the projected costs of this Plan divided by total households in 2025. Therefore the lower impact fee including just the current Bonney Lake city limits is \$5,398 (total cost of \$38,429,000 divided by 7,119 households or 2025 population of 19,932 divided by 2.8 persons per household). The lower end impact fee incorporating the CUGA is \$5,268 (total cost of \$66,079,000 divided by 12,543 households or 2025 population of 35,120 divided by 2.8 persons per household).

The maximum park impact fee the City could impose is calculated based on the NRPA standards and cost assumptions utilized in this Plan, as follows.

Neighborhood parks cost \$350,000 per acre. 1.5 acre is required per 1,000 people assuming the NRPA standards. Thus the cost per person is \$ 525. The average household size is 2.8 in Bonney Lake. Thus the maximum impact fee for neighborhood parks is \$1,470.

Community parks cost \$200,000 per acre. 6.5 acres are required per 1,000 people. Thus the cost per person is \$1,300. The average Bonney Lake household size is 2.8. Thus the maximum impact fee for community parks is \$3,640

Trails will cost \$11,179,000, an average of \$1,552,639 per mile. 0.375 miles are required per 1000 people, thus one mile is required per 2,666 people. Thus the cost per person is \$582. The average household size is 2.8. Thus the maximum impact fee for trails is \$1,630.

The **community center/YMCA** will cost \$300 per square foot. The NRPA standard is 40,000 sq. ft. per 20,000 people or 2 sq. ft. per person. The average household size is 2.8. That is, one household requires 5.6 square feet. 5.6 times \$300 is \$1,680, which is the maximum impact fee for the community center/YMCA.

The total maximum impact fee based upon meeting the NRPA standards is $(\$1,470 + \$3,640 + \$1,630 + \$1,680) = \$8,420$. This represents an upper limit on the parks impact fee.

Proposed Funding

The City will use impact fees together with other sources as follows to fund the total parks cost. The amounts shown for grants represent modest assumptions.

City General Fund	\$1,000,000
Washington State RCO Grants	\$1,000,000
Safe Routes to School Grant	\$1,000,000
Pierce County Conservation Futures Grants	\$ 750,000
General Obligation Bond-(s)	\$31,960,764
Impact Fees (at current fee)	\$ 2,718,236 (assumes 914 new households)
Total:	\$38,429,000

Incorporating the CUGA, impact fees would increase to \$10,730,192 (assumes 3,608 new households), and total expenditures increase to \$66,079,000. G.O. Bond(s) would need to increase by \$19,638,044 to \$51,598,808.

Operations, Maintenance, and Recreation Programming

The City makes its parks available to organizers of recreational activities such as Little League and Sumner Soccer. The Bonney Lake Senior Center provides a place to visit and participate in organized activities, including bingo, luncheons and field trips. The City provides funding for the senior center facility and five staffers, sometimes supplemented with grant funds and sponsorships, while user fees and bingo revenue typically fund daily activities. The senior center is oftentimes rented out to local groups for a nominal fee, and this revenue is returned to the General Fund to help offset operational expenses.

Maintenance of City parks is funded by General Fund contributions, “Zoo-Trek” sales taxes passed by Pierce County voters in 2001, boat launch fees, park rentals, and cellular lease revenues. At present the City has two full-time staffers and several seasonal workers. Park staff also support Bonney Lake’s urban forestry efforts and community events such as Parks Appreciation Day, Arbor Day, and Beautify Bonney Lake. The anticipated maintenance costs associated with facilities described in this plan are included in a previous section.

The City employs a special events coordinator who coordinates numerous events including Bonney Lake Days, entertainment in City parks (i.e. movies and concerts), and special events such as an Easter Egg Hunt, “Bark in the Park,” Parks Appreciation Day and Beautify Bonney Lake. Bonney Lake Days is a city-wide celebration that occurs every August. Activities have included carnival games, amusement park rides, food vending, arts and crafts, and a street dance. Beautify Bonney Lake is an annual civic event coordinated with and sponsored by numerous local organizations to do civic volunteer projects on City-owned properties. Special events and activities are funded largely by contributions by local businesses, sponsorships, and grants.

The Sumner/Bonney Lake Parks and Recreation Department of the Sumner School District organizes adult classes, adult and youth sports, and specialized forms of recreation such as aerobics, arts and crafts, and yoga. This organization is funded jointly by the Cities of Sumner and Bonney Lake and the Sumner School District, and programming is based on input from the three funding partners. These classes are held at various Bonney Lake schools. The District also sponsors seasonal clinics and league play for all ages in volleyball, basketball, softball, and soccer using school facilities in Bonney Lake and Sumner. The future of this partnership can be expected to evolve as the Cities of Sumner and Bonney Lake look to develop YMCA or similar recreation facilities in their respective communities.

As Bonney Lake’s parks become more substantial, maintenance and operations spending will have to increase. New fields will encourage the development of new leagues, with associated operational costs. For example, constructing a sport complex and miles of trails will require adding more maintenance and administrative staff or perhaps outsourcing certain activities. As Bonney Lake grows and its demographics become more distinct from its neighbors, the City may choose to undertake its own initiative and rely less on partnerships with other entities.

Goals and Policies

Goal 6-1 *Provide cost-effective parks and recreation facilities as necessary to maintain the level of service standards stated in this Element.*

Policy 6-1a *Provide parks and recreational facilities that enhance the City’s natural setting, respect natural resources, and preserve the community character.*

Policy 6-1b *Where land is conserved due to environmental limitations such as wetlands or riparian corridors, consider providing public access if compatible with conservation goals.*

Policy 6-1c *Incorporate historical and cultural sites, markers, or activities into the park system where feasible.*

Policy 6-1d *Keep the parks safe through proper design, visibility, maintenance, supervision, and education as to acceptable behavior.*

Policy 6-1e *Require new developments to either pay impact fees or provide parks as necessary to maintain the level of service standards, accepting only land that meets the site selection criteria for the applicable facility type.*

Policy 6-1f *Develop and update master plans for the improvement of existing parks.*

Policy 6-1g *Design the parks to require low maintenance, and adequately fund maintenance.*

Policy 6-1h *Design recreational facilities to be accessible to all citizens, including the disabled.*

Policy 6-1i *The strategies and site selection criteria contained in “Fulfilling the Standard for Each of Facility Type” shall have the status of policies.*

Policy 6-1j *Finance parks acquisition and development through a combination of tax revenues, grants, and park impact fees.*

Policy 6-1k *Concentrate on acquiring park sites before development or improvement of existing parks.*

Goal 6-2 ***Develop a balance of passive and active recreational facilities.***

Policy 6-2a *Encourage recreational programs for youth and adult leisure sports.*

Policy 6-2b *Provide athletic facilities meeting competitive playing standards, concentrating on those field and court activities which attract the most participants.*

Policy 6-2c *Illuminate fields and courts to allow greater use by working adults and tournaments.*

Policy 6-2d *Develop a community center which facilitates year-round indoor athletic activities.*

GOAL 6-3 ***Create a system of pedestrian/bicycle trails through pleasant natural ecosystems.***

Policy 6-3a *Where possible, use trails to link parks, open spaces, schools, community facilities, sidewalks (see Transportation Element), and other agencies’ trails, such as the Pierce County Foothills Trail.*

Policy 6-3b *Require subdivisions along the Fennel Creek corridor to dedicate trail right-of-way and develop their portions of the trail.*

Policy 6-3c *Require new subdivisions to provide internal pathways as necessary to connect the subdivision to nearby pedestrian destinations. See Figure 6-13 in the Transportation Element.*

Policy 6-3d *Extend trails through nature conservation areas corridors where possible without compromising ecosystems.*

GOAL 6-4 ***Cooperate with other organizations and individuals to maximize recreational opportunities.***

Policy 6-4a *Encourage homeowner associations, churches, and schools to develop recreational facilities.*

Policy 6-4b *Where appropriate, provide recreational programs cooperatively with other agencies such as Pierce County and the school districts.*

Policy 6-4c *Encourage Pierce County to provide regional parks and satisfy the recreational needs of the proposed Cascadia development.*

Policy 6-4d Take over maintenance and operation of existing homeowner-owned parks only if the homeowners association offers the park to the City as a gift for public use.

Policy 6-4e Encourage private parties to help provide recreational facilities through donations, sponsorships, and volunteerism.

Policy 6-4f Encourage the formation of garden clubs to develop and maintain flower gardens where now there are barren, weed infested areas within highly visible City rights-of-way

Policy 6-4g If land owned by other public entities is no longer needed for its original purpose, and if said land is suitable for parks, arrange to retain or acquire that land and convert it to park use.

Appendix A

BONNEY LAKE PARK BOARD RECOMMENDATIONS FOR PARK PLAN

Overview

When reviewing the data results of the 450 completed surveys tabulated in mid-2010 and comparing them to the NRPA Standards applied to Bonney Lake's current numbers shown in Figure 6-11, there is a close correlation between the survey findings and the NRPA statistics. Those items in Figure 6-11 that show the greatest deficits are also the same ones that received the most votes and highest rankings on the community surveys. Listed in chronological order below are those items that received the highest #1 ranking votes within the various categories listed on the survey form. (*Note: Reference to Figure # that includes the survey results spreadsheet.*)

Trails

The item that received the most #1 ranking votes on the surveys was "Trails", listed under "Passive Recreation". It received 75% of votes for the first place ranking. Fortunately the proposed Fennel Creek Trail is tentatively designed to extend 9 miles through Bonney Lake and connect to the regional Foothills Trail system, thereby nearly eliminating the entire deficit projected for local trails by 2025.

We strongly support and encourage the development of the Fennel Creek Trail and view that feature as a benchmark accomplishment by the city and a great benefit for the citizens of Bonney Lake.

Indoor Swimming Pool

An "Indoor Swimming Pool" was the second most popular survey item ranked and captured over 50% of the #1 ranking votes under the "Water Features" category. The NRPA Standards indicate a ratio of 1 pool for a population of 20,000. The current population is nearly 17,000 but with anticipated population growth by 2025 the demand for this feature will increase. However, since a public swimming pool would inevitably be used by neighboring communities, the considerable cost of construction and maintenance of an indoor swimming pool might best be undertaken by a regional coalition of municipalities which would be funded by an approved levy, rather than become the sole financial responsibility of Bonney Lake.

However, if Bonney Lake adds a swimming pool into a community center, the city would most likely be responsible for its costs. (See "YMCA/Community Center" on Page 2.)

Sports Fields

Within the category of "Active Recreation" the line item for "Sports Fields" received nearly 50% of the #1 ranking votes, and was the third favorite item on the surveys. There is no question that there is a dire need for adequate sports fields in Bonney Lake. The NRPA data in Figure 6-16 shows more than a 10% deficit between softball, baseball, football and soccer fields, and a 23% deficit when the additional CUGA figures are added in per Figure 6-17, by the year 2025.

In addition to the survey data that indicates a strong need for Sports Fields, the Park Board has also heard recent testimony from representatives of various youth athletic organizations within Bonney Lake who have expressed their frustration regarding the lack of suitable playing facilities and the logistical problems they encounter. They have also made the valid point that an investment in more and better fields would result in additional business and tax revenue for the city.

Per the year 2000 census data, Bonney Lake has a large school age population that will continue to increase with the addition of more family homes and planned communities. Therefore, we can only anticipate a much greater need for these facilities in the future.

YMCA/Community Center

In the category of "Recreation Facilities", the combination of votes for a community center and YMCA/Boys-Girls Club was more than 300 votes. In Figure 6-15 for the NRPA Standards there was no listing specifically for this type of

facility, but does show for a “Youth Center” a ratio of 1 per population of 20,000. This type of facility should be made a top priority.

The YMCA scored higher than the more generic “Community Center” designation, possibly due to its greater name recognition and historical identification. It is the opinion of the Bonney Lake Park Board that the city should place emphasis on a community center rather than a YMCA for several reasons. First, a YMCA is currently being planned for the neighboring city of Sumner in the near future. Therefore, it would be redundant to have another YMCA facility built in close proximity. Secondly, we feel that a community center could be designed to more adequately address the specific needs of Bonney Lake’s residents, and would give its citizens more control over costs, fee structure and administrative functions. The other important benefit for this type of facility is its inherent ability to create a sense of community, as its name implies, which improves an area’s livability.

Performing Arts Center

A “Performing Arts Center” received the most votes within the “Cultural Arts” category. This item is not listed in the NRPA Standards applications table, so it probably should not be considered an essential element to the Park Plan. However, in future, the possibility of a performing arts center much like the one located adjacent to the Auburn High School, which is shared by both the student body and the general public could be considered.

Further, this type of public facility will be covered in the new Cultural Resources Element which will be undertaken subsequent to the finalization of the revised Park Plan. The reason this topic was included in the park survey was for information purposes only.

Parks

Although the size designations differ between those on the NRPA Standards charts and those listed on the surveys, the most votes were cast for the mid-sized neighborhood parks that measure 1 to 10 acres, which also registered the greatest deficit per the NRPA Standards.

With a 40-acre park planned for Mid-town that the city recently acquired, that could make up a significant part of the projected deficit for Regional Parks in the area.

Apparently people prefer the convenience of moderate sized parks that are within walking or a short driving distance from their homes, which would account for the popularity of the 1 to 10 acre variety.

Conclusion

Bonney Lake has been named as one of the fastest growing cities in Western Washington. The current population is nearly 17,000 and the projected population, just within its current boundaries, will be more than 29,000 by 2025. With the additional planned CUGA annexations (See Figure 6-14) it will be approximately 45,000 which means the population growth could nearly triple within the next 15 years. With the current deficits of public parks and other recreational facilities in our area the city needs to put forth a careful but aggressive plan to meet the recreational needs of its growing community. Special consideration needs to be taken to ensure that Bonney Lake will remain an attractive and rewarding place to live.

Summary of Park Survey by Category								
2010 Park Survey Summary Results								
CATEGORY	Total #1	Total #2	Total #3	Total #4	Total #5	Total #6	Total #7	Average*
ACTIVE RECREATION								
Sports Field Complex	224	72	95	63				1.99
Basketball and Tennis Courts	28	107	161	158				2.99
Playground Equipment	109	146	104	95				2.41
Fitness Center/Programs	93	129	94	138				2.61

RECREATION FACILITIES								
YMCA or Boys/Girls Club	218	110	79	47				1.90
City Community Center/programs	114	173	118	49				2.22
Expanded Senior Center	71	64	88	231				3.06
Teen Recreation Center	51	107	169	127				2.82
WATER FEATURES								
Outdoor Boating	41	41	84	288				3.36
Outdoor Swimming	73	147	188	46				2.46
Indoor Swimming Pool	238	123	64	29				1.74
Outdoor Water Park	102	143	118	91				2.44
SPECIAL USE								
Community Garden	180	122	58	94				2.15
Dog Park	159	139	80	76				2.16
Additional Skate Park	61	93	180	120				2.79
BMX Facility	54	100	136	164				2.90
PASSIVE RECREATION								
Trails	252	115	65	22				1.69
Picnic Shelters	117	157	153	27				2.20
Natural Open Space	63	157	192	42				2.47
Disc Golf	22	25	44	363				3.65
CULTURAL ARTS FACILITIES								
Museum	56	92	134	172				2.93
Performing Arts Center	149	160	120	25				2.05
Veteran's Memorial	113	59	127	155				2.71
Amphitheater	136	143	73	102				2.31
SPECIAL EVENT PROGRAMS								
Bonney Lake Days	262	91	64	37				1.73
Tunes at Tapps	67	164	136	87				2.54
Friday Night Flix	40	117	181	116				2.82
Kids Club at Cedarview Park	85	82	73	214				2.92
TYPES OF PARKS 1-4								
Regional Park 50+ acres	145	118	79	112				2.35
Neighborhood 1-10 acres	172	160	109	13				1.92
Pocket Parks < 1 acre	40	78	130	206				3.11
Linear Park (Trails)	97	98	136	123				2.63
CATEGORY IMPORTANCE								
Active Recreation	172	87	90	26	25	35	19	2.62
Passive Recreation	25	78	90	109	76	35	41	3.89
Recreation Facilities	98	142	99	52	37	14	12	2.73

Cultural Arts Facilities	61	20	42	67	90	91	83	4.56
Water Features	52	75	64	68	75	61	59	4.01
Special Event Programs	29	35	50	99	87	131	23	4.46
Special Use	17	17	19	33	64	87	217	5.73

*Note: Lowest number indicates that category is most important while highest number indicates least important

Survey of Mayor, City Council, Planning and Design Commissions, and Park Board

In May 2010 the Park Board and Community Services staff developed a comprehensive survey that was sent to the Mayor, City Council, Design and Planning Commissions, and the Park Board to complete. Staff received fifteen of 27 surveys which were generally filled out as instructed. The first part of the survey asked two questions regarding familiarity with City of Bonney Lake parks, nine questions concerning satisfaction levels with various aspects of City parks, two questions regarding safety, four questions related to City-sponsored special events, and one pertaining to the arts. The second part of the survey asked nine questions asking for the relative importance of four clusters of park features, three questions regarding participation in recreational activities and special events, and asked respondents to list the top five of 20 selected park features.

Respondents considered themselves to be familiar with City of Bonney Lake parks, typically visit them between once per week and once per month, and consider Bonney Lake parks and playground equipment to be safe. Most frequently participate in City events and are generally very satisfied with them. Performing, visual, and literary arts are considered to be quite important. Following are some additional observations based on survey results:

A. Following summarizes relative satisfaction levels:

1. Parks in general – somewhat satisfied
2. Playground facilities – somewhat to very satisfied
3. Picnic shelters – somewhat satisfied
4. Restrooms – split between satisfied and dissatisfied
5. Ballfields – somewhat satisfied with a few at both extremes
6. Fitness areas – somewhat dissatisfied
7. Trails – split evenly from somewhat satisfied to very dissatisfied
8. Outdoor swimming areas – mostly somewhat satisfied with a few dissatisfied
9. Parking – slightly more satisfied than dissatisfied

B. Soccer is a preferred sport over baseball, softball and basketball.

C. Trails rated far higher than any other form of passive or active recreation.

D. Playgrounds, sport courts, and sport fields all rated about the same in importance.

E. Community center rated higher than a YMCA, museum, or performing arts center.

F. Dog park rated highest among special uses but less important than picnic shelters or an amphitheater.

G. An indoor swimming pool rated higher than sports complex, museum, or performing arts center (contradicts data listed in #9 below).

H. Playgrounds rated much higher than art or sport courts.

I. The following ranking indicates, in order, the most popular park features:

1. Trails
2. Community Center
3. Open Space
4. Amphitheater, Regional Park
5. Sport Fields, YMCA, Museum
6. Cultural Arts Center
7. Swimming Pool, Neighborhood/Pocket Parks, Playgrounds
8. Dog Park, Veterans Memorial
9. BMX Facility, Outdoor Water Park, Community Garden
10. Disc Golf, Sport Courts, Boating (all received zero votes)

BLHS and LMS Youth Forums

In February 2010 senior City officials met with 126 students from Bonney Lake High School and Lakeridge Middle School. Students rated the relative importance (very important, somewhat important, and not important) of acquiring more of 15 park features and then separately rated the relative importance of features to be included in a possible YMCA or community center facility. Applying a weighting factor of 2 for “very important” and 1 for “somewhat important” yields a relative ranking for acquiring more of the following park features:

1. Trails
2. Amphitheatre
3. Off-leash dog park
4. Boating facilities
5. Outdoor basketball courts
6. Playground equipment
7. Outdoor volleyball pits
8. Picnic shelters
9. BMX trail
10. Baseball/softball fields
11. Soccer fields
12. Additional skate park
13. Tennis courts
14. Disk golf course
15. Horseshoe pits

The same 126 high and middle school students also rated the following YMCA/community center features, again in order of relative importance:

1. Warm water recreational pool
2. Hot tub / Jacuzzi
3. Competitive lap pool
4. Therapy/exercise pool
5. Shallow children’s pool

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 _____, 2011.

Neil Johnson, Mayor

ATTEST:

Harwood Edvalson
City Clerk

APPROVED AS TO FORM:

James Dionne
City Attorney

Passed:

Valid:
Published:
Effective Date:



Memo

Date : September 21, 2011
To : Mayor and City Council
From : Grant Sulham, Planning Commission Chair
CC :
Re : **Parks Element**

BACKGROUND

In 2010 staff was tasked with conducting a Parks and Recreation survey. This data was collected and analyzed by the City's Park Board who then worked on updating the Park Element of the Comprehensive Plan.

The majority of the changes in the proposed amended Park Element reflect changes in demographics and development since the latest update of the Park Element in 2005, however, the Park survey information was plugged into the Park Element to identify community priorities for recreational facilities.

The Park Board forwarded their recommended changes to the Planning Commission including a new section of the element that reflected the work of the Park Board regarding the Community survey. This new section included the Park Board's recommendation that the City choose to pursue a Community Center rather than a YMCA.

For the most part, the Planning Commission accepted the amendments proposed by the Park Board, however, they felt that the survey results and Park Board recommendation regarding a Community Center was more appropriately included as an appendix to the Element as opposed to being embedded in the Element itself. The attached ordinance reflects this opinion.

A new map was also added to the Park Element after being forwarded to the Commission by the Park Board. This map reflects all existing parks in the City and their primary services areas. The Commission feels this map is a useful tool in determining gaps in park service in the city.

Recommendation:

The Planning Commission voted 5 to 1 to recommend that the City Council adopt the attached draft ordinance amending the Park element of the Comprehensive Plan.