

**CITY COUNCIL WORKSHOP**

**March 17, 2015  
5:30 p.m.**

**AGENDA**



*“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.*  
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*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 & Municipal Center, 9002 Main Street East, Bonney Lake, Washington.

**I. Call to Order:** Mayor Neil Johnson, Jr.

**II. Roll Call:**

Elected Officials: Mayor Neil Johnson, Jr., Deputy Mayor Dan Swatman, Councilmember Mark Hamilton, Councilmember Donn Lewis, Councilmember Randy McKibbin, Councilmember Katrina Minton-Davis, Councilmember James Rackley, and Councilmember Tom Watson.

**III. Agenda Items:**

p. 3 **A. Proclamation:** Mary Charron Day – March 21, 2015

**B. Council Open Discussion**

p. 5 **C. Review of Draft Minutes:** March 3, 2015 Workshop and March 10, 2015 Meeting

p. 13 **D. Discussion:** AB15-31 – Amending the BLMC Regarding Boat Launch Fees and Disabling Bollards

p. 19 **E. Discussion:** AB15-34 – AB15-34 – Ordinance D15-34 – Debt Service Fund Creation

p. 21 **F. Discussion:** AB15-36 – Ordinance D15-35 – Amending Chapter 5.08 of BLMC and the Corresponding Portions Of Ordinance Nos. 1236 and 1256 Related To Business Licenses.

p. 25 **G. Discussion:** AB15-39 – Arterial Roads/Streets – Speed Limits

p. 35 **H. Discussion:** AB15-45 – Ordinance No. D15-45 - Amending Section 18.39.050 Of The Bonney Lake Municipal Code Related To Building Design Standards In Midtown

p. 39 **I. Discussion:** Review of draft Council Vision Statement Revisions

**IV. Executive Session:** Pursuant to RCW 42.30.110, 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.**

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## ***PROCLAMATION***

**WHEREAS**, Mary Charron was born on March 21, 1967, and was a long-time citizen of Bonney Lake until breast cancer took her from family, friends and this community in May 2014; and

**WHEREAS**, Mary was the victim of the second most frequent form of cancer afflicting women in the world, physically touching the lives of 1 in 8 women during their lifetimes; and

**WHEREAS**, Despite her own suffering and trials, Mary was a good friend to many, helping to bear their burdens, soothe their sorrows; and lift their spirits; and

**WHEREAS**, Mary never stopped expanding her circle of friends by loving, serving and giving of her time, talents and compassion; and

**WHEREAS**, Mary was the inspiration for her friends to raise in excess of \$150,000 in donations towards a national cure for breast cancer; and

**WHEREAS**, Mary Charron represents the highest example of all that is good in the Bonney Lake community.

**NOW, THEREFORE, I, Mayor Neil Johnson, Jr.**, by virtue of the authority vested in me by the City of Bonney Lake, do hereby proclaim

**Saturday, March 21, 2015 as  
MARY CHARRON DAY**

in Bonney Lake, and urge all citizens to consider the needs of fellow-citizens and honor Mary's memory by reaching out and giving time, energy and encouragement to someone in need.

**IN WITNESS THEREOF**, I have hereunto set my hand and caused the Seal of the City of Bonney Lake to be affixed this 17th day of March, 2015.

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Neil Johnson, Jr., Mayor

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**CITY COUNCIL  
WORKSHOP**

**March 3, 2015  
5:30 P.M.**

**DRAFT MINUTES**



*"Where Dreams Can Soar"*

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

- I. Call to Order** –Mayor Neil Johnson, Jr. called the meeting to order at 5:30 p.m.
- II. Roll Call:** Administrative Services Director/City Clerk Harwood Edvalson called the roll. In addition to Mayor Johnson, elected officials attending were Deputy Mayor Dan Swatman, Councilmember Mark Hamilton, Councilmember Randy McKibbin, Councilmember Donn Lewis, and Councilmember Tom Watson. Councilmember James Rackley and Councilmember Katrina Minton-Davis were absent from the workshop.

**Deputy Mayor Swatman moved to excuse Councilmember Rackley and Councilmember Minton-Davis' absences. Councilmember Lewis seconded the motion.**

**Motion to excuse Councilmember Rackley and Councilmember Minton-Davis' absences approved 5 – 0.**

Staff members in attendance were City Administrator Don Morrison, Public Works Director Dan Grigsby, Community Development Director John Vodopich, Chief Financial Officer Cherie Gibson, Police Chief Dana Powers, City Attorney Kathleen Haggard, Administrative Services Director/City Clerk Harwood Edvalson, and Administrative Specialist II Renee Cameron.

**III. Agenda Items:**

**A. Council Open Discussion.**

White River Communities First Families Coalition. Councilmember Lewis stated he attended a meeting on February 23<sup>rd</sup> at the Buckley Fire Station and he provided an update to the services and programs that the Coalition provides, especially the Winter Wishes Program, and shared stories of the needs of the children and the items that they wished for and how those wishes were fulfilled in February by the leadership organization. He said they also discussed transportation services offered by Beyond the Borders.

Lions for Kids. Councilmember Watson said 15,370 kids in the community have been served by Lions for Kids with clothing and needed items since its inception.

Speed Limits on Angeline and South Prairie. Councilmember Watson said several citizens have come to the Public Safety Committee about speed limit revisions on Angeline and South Prairie. The Committee discussed changed the speed limit from 25 mph to 30 mph at the March 2<sup>nd</sup> Meeting, but the Committee wants to seek out the thoughts of the Council and the Mayor. Councilmember Hamilton said the City needs to receive public input before taking any actions to make speed limit revisions. Councilmember Lewis said they need to consider days that are icy and/or rainy when there is little visibility, as well as there are no places for a vehicle to pull over in case of an emergency. Councilmember McKibbin said these roads are considered minor arterials, which fall under City standards, and he would like to see what the

experts have to say before he makes a decision on whether he would support this revision. Mayor Johnson suggested Councilmember Watson bring the item forward for further discussion at a Workshop.

City Website Update. Councilmember Watson said he and Councilmember McKibbin met with Darrin Keaton of NotableWeb regarding updating the City's website and they will be meeting again with him at the next Economic and Development Committee (EDC). He welcomed Council and the staff's attendance at the next EDC Meeting. City Administrator Morrison said at the next Management Team meeting they will be discussing the revisions to the Home Page, but not the entire website.

Mileage Reimbursements. Councilmember Watson said he would like to see the City look at mileage policy for reimbursement and believes the policy is too vague. He said he reviews the travel reimbursements for the Mayor on the Voucher Review and said he spoke with MRSC about the proper reimbursement methods, especially for a Mayor who commutes to and from another full time job. Mayor Johnson spoke regarding his mileage reimbursement and how he actually coordinates meetings and his schedule, and said that if they City didn't want to reimburse mileage then they could offer to have him be a full time mayor and he wouldn't have to be reimbursed for daytime meetings he is required to attend. Councilmember Hamilton asked for clarification of whether it's a City policy, or a state law. Chief Financial Officer Gibson clarified the issues relating to City vehicles, versus reimbursement for Mayor Johnson's city business commuting miles. Council consensus was to have administration review the policy and update the policy as appropriate for the current and future mayor and councilmembers.

186<sup>th</sup> Ave Corridor Project. Councilmember Hamilton asked for an update to the 186<sup>th</sup> Ave Corridor Project. Public Works Director Grigsby provided a brief summary regarding the two phases of property negotiations for the right of way, and the design requirements for all of the phases. He said the right of way acquisition is critical. Director Grigsby indicated that the acquisition of the necessary Right of Way (ROW) was at the point where property owners would be contacted and negotiations for the sale of the ROW on their parcel would begin. He also indicated that the 100% design of Phase-I and the 90% design of Phase-II construction contracts were on schedule.

Renwood. Councilmember McKibbin said he attended the Open House for the Renwood Development last week and that they have approximately 30% of the apartment homes leased. Councilmember Watson said he is concerned about the new stop sign on the corner and the wide usage of the roundabout onto 90<sup>th</sup> St E. Public Works Director Grigsby said he will check with the City Engineer regarding the newly installed stop sign.

Kiwanis Prayer Breakfast. Councilmember McKibbin said that the 2015 Annual Kiwanis Prayer Breakfast will be held on March 31<sup>st</sup> from 7-8 a.m. at Cedar Ridge Retirement Community.

Authorization for Out of State Travel/Training. Councilmember McKibbin said he would like to attend the International Council Of Shopping Centers Recon Exhibition and Conference May 17 - 20, 2015 In Las Vegas, Nevada. He said the registration deadline is March 27<sup>th</sup> for early bird rates. Community Development Director Vodopich provided a breakdown of the cost per person, which would be approximately \$1,300. Councilmember Hamilton spoke regarding his previous conference experience. Mayor Johnson said he has gained insight from different cities and attendees when he has attended. He wants to be

assured that attendance will create value for the Councilmembers. This item was moved forward for approval at the next Council Meeting.

WSU Forest/Midtown Park Vegetation Removal. Councilmember Hamilton inquired about native vegetation being removed from the WSU forest. Chief Powers was not aware of an issue, but advised if they see or are made aware of something suspicious they will respond.

Call for Question Vote/Procedure. Deputy Mayor Swatman said he researched the issue from the February 24<sup>th</sup> Council Meeting and the discussion regarding the Building Design Standards in Midtown, the 2014-2015 Council Work Plan, and the 2015-2016 Work Plan, that he was hoping to have continued discussion on. He said the reason that Council have the Work Plan is a tool for themselves to give them the powers and procedures to go through a process. Council discussed Deputy Mayor Swatman's concern and Councilmember McKibbin and Councilmember Lewis stated that the Community Development Committee thoroughly discussed the Building Design Standards in Midtown and that they were comfortable with including it on the Consent Agenda. Mayor Johnson said he will make sure that staff are prepared for questions and discussion on items that appear on the Council agenda. Deputy Mayor Swatman said he doesn't have any issue with scheduling a Finance Committee meeting, if one is needed to discuss specific issues, versus taking items to Workshop. Councilmember Lewis said if there are issues that need full discussion, whether Finance related or not, that he see it as reasonable to discuss them at Workshops so full Council are present and able to participate.

Council Meeting Time. Councilmember Watson asked about the possibility of changing the Council Meeting times from 7:00 to 6:00 p.m. Mayor Johnson said if it is more convenient for the public to attend then that is always an option to consider. There was discussion about the Finance Committee meeting time then having to possibly be changed, if and when a Finance Committee meeting is necessary.

Council Retreat. Councilmember Hamilton thanked the Council and department heads for attending the Council Retreat on February 21<sup>st</sup>.

**B. Review of Draft Council Minutes:** February 17, 2015 Council Workshop, February 21, 2015 Special Council Meeting (Retreat), and February 24, 2015 Council Meeting.

Minor corrections were made to the minutes, which were forwarded to the March 10, 2015 Meeting for action.

**C. Discussion:** AB15-27 – Resolution 2348 – 2014-2019 Hazard Mitigation Plan Update.

City Administrator Morrison summarized the agenda bill and provided a PowerPoint Presentation regarding the 2014-2019 Hazard Mitigation Plan Update and summarized the Plan Content Sections. He said the plan is required by FEMA, and the City adopted its first Hazard Mitigation Plan in 2004, which made the City eligible for FEMA grants for hazard mitigation. The Plan was again updated in 2010. In late 2012 the City participated in a county-wide effort to again update the plan again for 2014-2019. The latest update has been completed, includes the required new man-made hazards, plan contents, has been pre-approved by FEMA, and is ready for adoption by the City of Bonney Lake and the other Pierce County participating agencies, and eventual final approval by FEMA. This item was forwarded to the March 10, 2015 Council Meeting for action.

**D. Discussion:** AB15-28 – Resolution 2439 – Amending the Interagency Agreement with Department of Enterprise Services.

Facilities and Special Projects Manager Gary Leaf summarized the agenda bill stating the City's 2015 budget funds replacement of the Public Safety Building boiler, controls, and domestic hot water tank, which has been a high priority for the Council. He said that in 2014 the City established an Interagency Agreement with the Washington Department of Enterprise Services (DES) expecting to apply for energy conservation grants. While grants did not materialize, the same DES agreement can still be used to procure the boiler, controls, and hot water tank. Staff believe using the DES agreement is the best approach: it is a well-established contracting method; saves the cost of developing specifications and advertising since DES has already pre-qualified 11 firms that can accomplish this work; and results in a maximum guaranteed cost. The maximum guaranteed cost to replace the boiler, controls, and hot water tank using the DES agreement is estimated to be about \$450,000. Mr. Leaf said they will stay within budget. This item was forwarded for approval to a future Council Meeting.

**IV. EXECUTIVE SESSION:** None.

**V. ADJOURNMENT:**

**Councilmember Watson moved to adjourn the Workshop at 6:51 p.m. Councilmember Lewis seconded the motion.**

**Motion to adjourn approved 5 - 0.**

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Harwood Edvalson, MMC  
City Clerk

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Neil Johnson, Jr.  
Mayor

Items presented to Council for the March 3, 2015 Workshop:

- Councilmember Randy McKibbin, *Kiwanis Prayers Breakfast Brochure.*

*Note: Unless otherwise indicated, all documents submitted at City Council meetings and workshops are on file with the City Clerk. For detailed information on agenda items, please view the corresponding Agenda Packets, which are posted on the city website and on file with the City Clerk.*

CITY COUNCIL MEETING

March 10, 2015  
7:00 P.M.



“Where Dreams Can Soar”

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DRAFT MINUTES

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

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

- A. Flag Salute: Deputy Mayor Swatman led the audience in the Pledge of Allegiance.
- B. Roll Call: Administrative Services Director/City Clerk Harwood Edvalson called the roll. Elected officials in attendance were Deputy Mayor Dan Swatman, Councilmember Mark Hamilton, Councilmember Donn Lewis, Councilmember Randy McKibbin, Councilmember Katrina Minton-Davis, Councilmember James Rackley, and Councilmember Tom Watson. Mayor Neil Johnson, Jr. was absent.

Staff members in attendance were City Administrator Don Morrison, Public Works Director Dan Grigsby, Chief Financial Officer Cherie Gibson, Police Chief Dana Powers, Administrative Services Director/City Clerk Harwood Edvalson, City Attorney Kathleen Haggard, and Records & Information Specialist Susan Haigh.

C. Announcements, Appointments and Presentations:

- 1. Announcements: None.
- 2. Appointments:
  - a. **AB15-14** – A Motion Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Ratifying The Mayor’s Re-Appointment Of Design Commissioners David Colbeth, Paul Webber, And Shannon Thompson, Park Commissioner Jim Bouchard, and Planning Commissioners Grant Sulham, Debbie Strous-Boyd, And Craig Sarver, All With Terms Expiring April 6, 2018; And Arts Commissioner Tyler Ussery, With A Term Expiring April 6, 2016; And Civil Service Commissioner Ray Nishiyori, With A Term Expiring April 6, 2020.

**Councilmember Watson moved to approve motion AB15-14.  
Councilmember Lewis seconded the motion.**

Councilmember Hamilton said he is pleased to have so many citizens willing to participate on these non-paid commissions. Deputy Mayor Swatman thanked Commissioner Craig Sarver, who was in attendance at the Meeting, for his service over the years. Councilmember Rackley said many people have continued to serve and they should be recognized and rewarded.

**Motion approved 7 – 0.**

- 3. Presentations:
  - a. **Proclamation & Presentation:** Pierce County Reads 2015 – Lauren Murphy – Bonney Lake Library.

Bonney Lake Library Manager Lauren Murphy introduced this year’s Pierce County READS book, “The Boys in the Boat” by Daniel James Brown. Deputy

Mayor Swatman read the proclamation aloud for March 1st through April 24th as Pierce County READS 2015. Ms. Murphy presented the Council with gift bags from the Friends of Bonney Lake Library, which included the book and other items. She encouraged all to read and share the book. Councilmember Rackley said he enjoyed last year's book.

- D. Agenda Modifications: None.

## II. PUBLIC HEARINGS, CITIZEN COMMENTS & CORRESPONDENCE:

- A. Public Hearings: None.

- B. Citizen Comments:

Marilee Hill-Anderson, Sumner School District and Communities for Families Coalition, thanked the City for their support of the 22nd Annual Community Summit scheduled for March 19, 2015 at Mountain View Middle School. She encouraged all to attend to hear Keynote Speaker Jim Martinson and learn about activities, services, and resources for families and youth.

- C. Correspondence: None.

## III. COUNCIL COMMITTEE REPORTS:

- A. Finance Committee: Deputy Mayor Swatman said the Committee has not met since the last Council Meeting.

- B. Community Development Committee: Councilmember Lewis said the Committee met on March 3, 2015 and forwarded Resolution 2439 and Resolution 2441 to the current agenda for Council action.

- C. Economic Development Committee: Councilmember Minton-Davis said the Committee met earlier in the afternoon and reviewed the bi-annual permit activity report. She said Senior Planner Jason Sullivan will be the guest speaker at the upcoming Chamber of Commerce meeting on March 19, 2015, to present the economic vitality element of the City's Comprehensive Plan.

- D. Public Safety Committee: Councilmember Watson said the Committee met on March 2, 2015 and heard a report from Metro Animal Services employee Jessica Kulaas, information on speed enforcement, and updates from the current Citizen's Academy. The Committee forwarded proposed Resolution 2442 to the current agenda for action.

- E. Other Reports: None.

## IV. CONSENT AGENDA:

- A. **Approval of Minutes**: February 17, 2015 Council Workshop, February 21, 2015 Special Council Meeting (Retreat), and February 24, 2015 Council Meeting.

- B. **Approval of Accounts Payable and Utility Refund Checks/Vouchers**: Accounts Payable checks/vouchers #70587 (including wire transfer # 2015021701) in the amount of \$29,910.49.

Accounts Payable checks/vouchers #70588-70640 (including wire transfer # 70587, 14987182, 20150205, 20150206, and 20150207) in the amount of \$75,631.11.  
VOIDS: 70587 – Replaced with wire transfer #70587 to correct posting period; 70314 – Replaced with check #70641; 20150201 (wire transfer) – Replaced with wire transfer #20150208.

- C. **Approval of Payroll:** Payroll for February 1st – 15th, 2015 for checks #32255-32271 including Direct Deposits and Electronic Transfers is \$ 448,972.49.  
Payroll for February 16th – 28th, 2015 for checks #32272-32302 including Direct Deposits and Electronic Transfers is \$ 666,132.92.
- D. **AB15-27 – Resolution 2438** – A Resolution Of The City Of Bonney Lake, Pierce County, Washington, Adopting The Region 5 All Hazard Mitigation Plan – 2014-2019 Edition And The City Of Bonney Lake Addendum To The Plan; And Updating The 2010 Pierce County Natural Hazard Mitigation Plan.
- E. **AB15-32 – Resolution 2441** – A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Awarding The Sewer Manhole Rehabilitation Services Contract, 2015-2018 To Northwest Concrete Waterproofing, LLC.

**Councilmember Watson moved to approve the Consent Agenda. Councilmember Rackley seconded the motion.**

**Consent Agenda approved 7 – 0.**

V. **FINANCE COMMITTEE ISSUES:** None.

VI. **COMMUNITY DEVELOPMENT COMMITTEE ISSUES:** None.

VII. **ECONOMIC DEVELOPMENT COMMITTEE ISSUES:** None.

VIII. **PUBLIC SAFETY COMMITTEE ISSUES:** None.

IX. **FULL COUNCIL ISSUES:**

- A. **AB15-29 – Resolution 2439** – A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Authorizing An Interlocal Agreement Among The Cities Of Auburn And Bonney Lake For Revision Of Water District Boundaries.

**Councilmember Rackley moved to approve Resolution 2439. Councilmember Watson seconded the motion.**

Councilmembers noted this item was approved by the Community Development Committee as a Consent Agenda item with unanimous approval. Councilmember Rackley said this action adjusts the boundary slightly from the previous agreement based on development. Councilmember Hamilton said the water district boundary was a major issue in past years, and it is important to maintain control of the district boundaries.

**Resolution 2439 approved 7 – 0.**

- B. **AB15-33 – Resolution 2442** – A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Authorizing The Assistant Police Chief Of Operations And The City Attorney To Sign A Contract With Washington State Department Of Transportation For Additional Police Traffic Control Services.

**Councilmember Watson moved to approve Resolution 2422. Councilmember Lewis seconded the motion.**

Councilmember Watson noted the agreement adds no expenses to the City as the State will reimburse for officer time and other expenses for the services during road work on SR 410. Councilmember Lewis noted this will actually save the City money since WSDOT is covering the costs.

**Resolution 2422 approved 7 – 0.**

- C. **AB15-35** – A Motion Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Authorizing Out-Of-State Travel To The International Council Of Shopping Centers Recon Exhibition And Conference May 17-20, 2015 In Las Vegas, Nevada.

**Councilmember Watson moved to approve AB15-35. Councilmember Rackley seconded the motion.**

Councilmember Lewis noted a typographical error in the agenda bill. Councilmember Minton-Davis said she appreciated Council support of this proposal and she plans to attend as she will likely not attend the AWC Annual Conference this year. Councilmember Watson said it is important to participate in these types of events for a growing City like Bonney Lake, to learn how to entice business. Councilmember Lewis said City representatives can network with and learn from other cities; Councilmember Rackley said the conference offers similar benefits as AWC and others in providing new ideas and education.

**AB15-35 approved 7 – 0.**

- X. **EXECUTIVE SESSION:** None.

- XI. **ADJOURNMENT:**

**At 7:28 p.m., Councilmember Lewis moved to adjourn the Council Meeting. Councilmember Watson seconded the motion.**

**Motion to adjourn approved 7 – 0.**

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Harwood Edvalson, MMC  
City Clerk

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Neil Johnson, Jr.  
Mayor

Items presented to Council at the March 10, 2015 Meeting:

- Marilee Hill-Anderson, Sumner/Bonney Lake Communities for Families – *22nd Annual Community Summit Flyer*.

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

<b>Department/Staff Contact:</b> Executive / Gary Leaf	<b>Meeting/Workshop Date:</b> 17 March 2015	<b>Agenda Bill Number:</b> AB15-31
<b>Agenda Item Type:</b> Ordinance	<b>Ordinance/Resolution Number:</b> 2435	<b>Councilmember Sponsor:</b> Dan Swatman

**Agenda Subject:** Amending the BLMC Regarding Boat Launch Fees and Disabling Bollards

**Full Title/Motion:** An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Amending Sections 12.12.051 And 12.12.052 Of The Bonney Lake Municipal Code Relating To Boat Trailer Parking Fees.

**Administrative Recommendation:** Approve

**Background Summary:** In 2007 the City installed a bollard system at the Allan Yorke Park boat launch as a means to better regulate entry and replace manual collection of boat launch fees. Following a number of mechanical mishaps the City repaired and reconfigured the system by adding additional loops and replacing the existing ones. Staff is looking for other ways to regulate use of the boat launch and collect launch fees and has considered various options. The preferred approach requires BLPD to enforce parking by monitoring receipts or annual pass stickers placed on vehicle dashboards in the designated parking lot for boat launchers. Those not paying would be issued a parking ticket in the amount of \$50. A draft ordinance to accomplish this is attached. The new approach would cost about \$2,000 to implement.

**Attachments:** Yes - Staff Report and Draft Ordinance

<b>BUDGET INFORMATION</b>			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
2,000.00	-0-	2,000.00	-0-
<b>Budget Explanation:</b>			

<b>COMMITTEE, BOARD &amp; COMMISSION REVIEW</b>			
<b>Council Committee Review:</b>	<i>Approvals:</i>		<b>Yes No</b>
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:	<b>Consent</b>		
	<b>Agenda:</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Commission/Board Review:</b>			
<b>Hearing Examiner Review:</b>			

<b>COUNCIL ACTION</b>	
Workshop Date(s): 17 March 2015	Public Hearing Date(s):
Meeting Date(s):	Tabled to Date:

<b>APPROVALS</b>		
<b>Director:</b>	<b>Mayor:</b>	<b>Date Reviewed</b>
		<b>by City Attorney:</b> 17 February 2015
		(if applicable):

**ORDINANCE NO. D15-31**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING SECTIONS 12.12.051 AND 12.12.052 OF THE BONNEY LAKE MUNICIPAL CODE RELATING TO BOAT TRAILER PARKING FEES.**

**WHEREAS**, the City Council wishes to replace the current fees for use of the boat launch facilities at Allan Yorke Park with a flat \$17/day fee for boat trailer parking.

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

**Section 1.** Bonney Lake Municipal Code § 12.12.051 and the corresponding portions of ordinance no. 1459 are hereby amended to read as follows:

**12.12.051 Boat launch facilities – Parking Fees established.**

The following ~~schedule of parking~~ fees shall be charged by the city for use of the boat launch facilities:

A. A resident boat launch ~~admission card~~ parking pass (“resident ~~card~~ pass”) shall be available at the Justice and Municipal Center. The cost of the resident ~~card~~ pass shall be \$30.00 per watercraft per year. Residency will be verified through utility accounts information, current Washington State driver’s license or other acceptable proof of residency. The resident ~~card~~ pass shall not be transferable to other watercraft. Resident watercraft ownership must be verified by state license(s) if applicable, or some other acceptable proof of ownership. The resident ~~card~~ pass will expire on December 31st of each year. The resident pass shall be displayed on the vehicle while parking at the boat launch.

The administrative fee for replacement of a ~~card~~ pass is \$100.00. No refunds will be given for lost, stolen, or unused ~~cards~~ passes.

B. A fee of ~~\$8.50~~ \$17.00, paid electronically, will be required, ~~per launch or recovery, per day of boat trailer parking~~ at the boat launch facilities for any vehicle watercraft not ~~issued~~ displaying a valid resident ~~boat launch admission card~~ pass.

C. A nonresident boat launch ~~admission~~ parking card ~~pass~~ (“nonresident ~~card~~ pass”) shall be available as a pilot program at the Justice and Municipal Center. The cost of the nonresident ~~card~~ pass shall be \$200.00 per watercraft per year. The nonresident ~~card~~ pass shall not be transferable to other watercraft. Watercraft ownership shall be verified by state license(s) if applicable, or some other acceptable proof of

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ownership. The nonresident card will expire on December 31st of each year. This pilot program shall be reviewed after the 2013 boating season to determine if it will continue or be revised.

The administrative fee for replacement of a card is \$100.00. No refunds will be given for lost, stolen, or unused cards.

~~D. The city may temporarily close the boat launch facility without advance notice. No refunds will be given for the temporary or permanent closure of the boat launch facility. Any person failing to pay the daily parking fee or display a valid pass shall be deemed to have committed a civil infraction and for each such violation shall be subject to a civil penalty in the amount of \$41.00 plus court costs, if any. Failure to respond to a notice of infraction within 15 days shall result in an additional penalty of \$25.00. The infraction form shall comply with all applicable portions of RCW 46.63.060.~~

E. The mayor is authorized to promulgate policies and procedures necessary for the implementation of this section and the administration of the boat launch program. (Ord. 1459 § 1, 2013; Ord. 1338 § 1, 2009; Ord. 1232 § 1, 2007; Ord. 1037 § 1, 2004; Ord. 826 § 8, 1999; Ord. 669 § 1, 1993).

**12.12.052 Disposition of boat launch fees.**

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All costs of the program will be paid from the gross revenues collected. The balance of any moneys after the expenses are to be paid into the general fund and split evenly between the park department and the police department. The park department funds shall be used solely for park facilities operation, maintenance and improvements to park department facilities. Police department funds shall be used solely for the water safety and park enforcement programs.

**Section 2.** This Ordinance shall take effect and be in force thirty (30) days from and after its passage, approval and publication, as required by law, provided that parking restrictions shall not be enforced until after the postage of signs in accordance with Section 2 of this Ordinance.

**PASSED by the City Council and approved by the Mayor this \_\_\_\_ day of \_\_\_\_\_, 2015.**

\_\_\_\_\_  
Neil Johnson, Jr. Mayor

AUTHENTICATED:

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Harwood T. Edvalson, MMC, City Clerk

APPROVED AS TO FORM:

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Kathleen Haggard, City Attorney

# Staff Report: Allan Yorke Park Boat Launch

**March 2015**

**Background:** In 2007 the City installed a bollard system at the Allan Yorke Park boat launch as a means to better regulate entry and replace manual collection of boat launch fees. The cost to the City was approximately \$90,000. Following a number of mechanical mishaps the City spent an additional \$30,000 in 2011 to repair and reconfigure the system by adding additional loops and replacing the existing ones. In 2013 and 2014 additional mechanical failures resulted in extended closures of one of the two launch lanes, impairing lake access and reducing boat launch collections for a month. On average the City spends about \$5,000 per summer maintaining the system. Staff is looking for other ways to regulate use of the boat launch and collect launch fees.

**Options:** Staff has considered various alternatives to the bollard system. First considered was a return to manual collection. This method has drawbacks related to employee safety, staff coverage requirements, and State Auditor concerns regarding “checks and balances” due to having a single employee collect funds and store them on weekends when City Hall is closed. Hiring two employees to staff the launch would be too costly. Another option is to disable the bollards and use the kiosk to print receipts for parking instead. This approach requires BLPD to enforce parking by monitoring receipts or annual pass stickers placed on vehicle dashboards in the designated parking lot for boat launchers. Those not paying would be issued a parking ticket in the amount of \$50. A draft ordinance to accomplish this is attached.

**Cost Considerations:** Staff estimates the out-of-pocket cost to convert to a parking ticket system to be about \$2,000 for purchasing paper parking tickets, disabling the bollards, and buying stickers for annual pass holders. This cost does not include staff time for BLPD to enforce the parking fee. The existing payment kiosk could print paper receipts for individual launches similar to what it has been doing for the bollards. Disabling the bollards could be easily reversed if the City decides to re-implement them at a later date. The Council should also decide if nonresident passes shall be continued. The Parks Commission recently recommended continuing to offer nonresident passes.

**Staff Recommendation:** Staff recommends trying the parking collection method and disabling the bollards for this summer. At the end of the upcoming boating season, a review of our experience with the new collection system should be undertaken and discussed with the Finance Committee.

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

<b>Department / Staff Member:</b> Finance/Cherie Gibson	<b>Meeting/Workshop Date:</b> March 17, 2015	<b>Agenda Bill Number:</b> D15-34
<b>Agenda Item Type:</b>	<b>Ordinance/Resolution Number:</b> D15-34	<b>Councilmember Sponsor:</b>

**Agenda Subject:** Creation of a Debt Service Fund

**Full Title/Motion:**  
 An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Adding A New Section to the Bonney Lake Municipal Code Creating a Debt Service Fund.

**Administrative Recommendation:** Approve

**Background Summary:** With the passage of Ordinance 1507 (an Ordinance allowing the Refunding of the 2008 LTGO Bonds and Motorola loan) it requires all activity to be accounted for in a separate Debt Service Fund. This Ordinance will allow the Finance staff to create a Debt Service Fund to account for the activities including principal and interest payments as well as debt service costs.  
**Attachments:**

<b>BUDGET INFORMATION</b>			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
<b>Budget Explanation:</b>			

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

<b>COUNCIL ACTION</b>	
Workshop Date(s): 3/17/2015	Public Hearing Date(s):
Meeting Date(s):	Tabled to:

<b>APPROVALS</b>		
<b>Director:</b>	<b>Mayor:</b>	<b>Date Reviewed by City Attorney: (if applicable):</b>

**ORDINANCE NO. D15-34**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, ADDING A NEW SECTION 3.80.010 TO THE BONNEY LAKE MUNICIPAL CODE CREATING A DEBT SERVICE FUND.**

**WHEREAS**, the City Council wishes to create a debt service fund to account for all debt service on general obligation and special assessment bonds issued by the city.

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

**Section 1.** A new Chapter 3.80 is hereby added to the Bonney Lake Municipal Code, entitled "Debt Service Fund" to read as follows:

**3.80.010 Created - Purpose.**

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There is hereby created and established a Debt Service Fund for the accumulation of resources for, and the payment of, general long-term debt principal and interest including on general obligation and special assessment bonds issued by the City.

**Section 2.** This Ordinance shall take effect and be in force five (5) days from and after its passage, approval and publication as required by law.

**PASSED by the City Council and approved by the Mayor this \_\_\_\_\_ day of March, 2015.**

\_\_\_\_\_  
Neil Johnson, Jr. Mayor

AUTHENTICATED:

\_\_\_\_\_  
Harwood T. Edvalson, MMC, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Kathleen Haggard, City Attorney

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

<b>Department/Staff Contact:</b> Community Development/Finance John Vodopich/Cherie Gibson	<b>Meeting/Workshop Date:</b> March 17 2015	<b>Agenda Bill Number:</b> AB15-36
<b>Agenda Item Type:</b> Ordinance	<b>Ordinance/Resolution Number:</b> D15-36	<b>Councilmember Sponsor:</b>

**Agenda Subject:** Amendment to Business License Requirements

**Full Title/Motion:** An Ordinance of the City Council of the City of Bonney Lake, Pierce County, Washington, Amending Chapter 5.08 of the Bonney Lake Municipal Code and the Corresponding Portions of Ordinance Nos. 1236 and 1256, Related to Business Licenses.

**Administrative Recommendation:** Approve

**Background Summary:** At the February 21<sup>st</sup> City Council retreat it was noted that the code currently requires business licenses for those with an office, post office box or place of business within the City limits. With this Ordinance, subject to the exemptions listed in the Code, anyone conducting business in the City regardless of having a physical presence would be required to have a business license.

**Attachments:** Ordinance D15-36

<b>BUDGET INFORMATION</b>			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
<b>Budget Explanation:</b>			

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

<b>COUNCIL ACTION</b>	
Workshop Date(s): March 17, 2015	Public Hearing Date(s):
Meeting Date(s):	Tabled to Date:

<b>APPROVALS</b>		
<b>Director:</b> <i>John P. Vodopich, AICP</i> <i>Cherie Gibson, CPA</i>	<b>Mayor:</b>	<b>Date Reviewed by City Attorney:</b> March 6, 2015 (if applicable):

**ORDINANCE NO. D15-36**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING CHAPTER 5.08 OF THE BONNEY LAKE MUNICIPAL CODE AND THE CORRESPONDING PORTIONS OF ORDINANCE NOS. 1236 AND 1256, RELATED TO BUSINESS LICENSES.**

**WHEREAS**, the City Council finds it in the public interest to require anyone conducting business in the City to have a business license; and

**WHEREAS**, the Council desires to update its business license ordinance.

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

**Section 1.** BLMC Section 5.08 and the corresponding portions of Ordinances Nos. 1236 & 1256 is hereby amended to read as follows:

5.08.020 Definitions

In construing the provisions of this chapter, except when otherwise declared, or clearly from the context a different meaning is intended, the following definitions shall be applied:

A. "Business," "occupation" or "pursuit" includes all home occupations, wholesalers, retailers, service providers, towing operators, peddlers, canvassers, solicitors, for-hire vehicles, limousine services, pawnbrokers, secondhand dealers and junk dealers having the objective of economic gain, benefit or advantage to the person, firm or corporation, or to another person or class, directly or indirectly, whether part-time or full-time. Each business location shall be deemed a separate business. For the purposes of this chapter, the owner of any apartment building or buildings containing an aggregate of 10 or more rental units located on a single lot or contiguous lots and the owner of any business or commercial building containing any rental units shall be considered to be engaged in a "business."

B. "Employee" means any person employed at any business location within the city and in addition includes all persons who are self-employed.

C. "Engaging in business" means commencing, conducting or continuing in any business, or carrying on of any form of activity for gain, profit or advantage, whether direct or indirect, ~~with an office, post office box, or place of business being located~~ within the city limits; as well as liquidating a business when the liquidators hold themselves out to the public as conducting such business, except those businesses subject to the city's utilities tax, Chapter 5.04 BLMC.

D. "Person" means any individual, firm, partnership, company, corporation, association, receiver, consignee, trustee in bankruptcy, trust, estate, joint venture, club, joint stock company, business trust, society or any group of individuals acting as a unit.

E. "Taxpayer" includes any person who engages in business or who is required to have a business license under this chapter, or who is liable for the collection of any license fee or tax under this chapter, or who performs any act for which license fee or tax is imposed by this chapter.

**Section 2.** This Ordinance shall take effect and be in force thirty (30) days from and after its passage, approval and publication, as required by law.

**PASSED** by the City Council and approved by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Neil Johnson, Jr., Mayor

AUTHENTICATED:

\_\_\_\_\_  
Harwood T. Edvalson, MMC, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Kathleen Haggard, City Attorney

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

<b>Department / Staff Member:</b> PW/John Woodcock	<b>Meeting/Workshop Date:</b> March 17, 2015	<b>Agenda Bill Number:</b> AB-15-39
<b>Agenda Item Type:</b> Discussion	<b>Ordinance/Resolution Number:</b>	<b>Councilmember Sponsor:</b> Tom Watson

**Agenda Subject:** Discussion of Speed Limits within City Limits.

**Full Title/Motion:**  
Discussion of Speed Limits within City Limits.

**Administrative Recommendation:**

**Background Summary:**  
City Council members at CDC and Workshop requested an explanation of how speed limits are set within City limits.

**Attachments:** Point Paper, Table 600-1 Minimum Street Design Standards, Draft Functional Classification Discussion and Figure 5-1 Road Classifications from Mobility Plan

<b>BUDGET INFORMATION</b>			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
\$0	\$0	\$0	\$0
<b>Budget Explanation:</b>			

<b>COMMITTEE, BOARD &amp; COMMISSION REVIEW</b>			
<b>Council Committee:</b>	<i>Approvals:</i>	<b>Yes</b>	<b>No</b>
	Chair/Councilmember	<input type="checkbox"/>	<input type="checkbox"/>
<b>Committee Date:</b> March 17, 2015	Councilmember	<input type="checkbox"/>	<input type="checkbox"/>
	Councilmember	<input type="checkbox"/>	<input type="checkbox"/>
<b>Forwarded to:</b>	<b>Consent Agenda:</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		
<b>Commission/Board Review:</b>			
<b>Hearing Examiner Review:</b>			

<b>COUNCIL ACTION</b>	
Workshop Date(s):	Public Hearing Date(s):
Meeting Date(s):	Tabled to:

<b>APPROVALS</b>		
<b>Director:</b> Dan Grigsby, P.E.	<b>Mayor:</b> Neil Johnson Jr.	<b>Date Reviewed by City Attorney:</b> (if applicable):



## Memo

**Date** : 3/12/2015  
**To** : Dan Grigsby, P.E., Public Works Director  
**From** : John Woodcock, P.E., City Engineer  
**CC** : Mayor and City Council  
**Re** : Speed Limits in Bonney Lake

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The City of Bonney Lake in the 2008 Development Policies and Public Works Design Standards under Section 600 – Street and Asphalt Concrete Paths and or Bikeways defines the geometrics and criteria for the city’s roadways and pedestrian pathways. **Table 600-1** attached defines the minimum street design standards as well as the appropriate design speeds. Design speeds and speed limits are not the same.

Design speeds are predicated on the geometrics of the road classification when the road is designed. As you will note on Table 600-1, each design speed is associated with several geometric criteria. For example, you would expect that roads with higher travel speeds would require sweeping curves, steeper curve banking (super-elevation), longer sight distances, and a gentle hill crests and valleys because at higher rates of speed the driver has less time to react to changing road conditions. Lower speed roads would be allowed to have sharper curves, less banking, less sight distance, and sharper hill crests and valleys because the driver would have more time due to a lower speed limit to adjust to greater geometric road characteristics.

Setting speed limits on our roads is another issue and not to be confused with design speed as discussed above. Despite the general acceptance and wide-spread use of speed limits throughout all of our states, there has been no consensus that I have found among practitioners concerning the methods and techniques that should be used to select the most appropriate speed limit for a particular facility.

The actual speed limits within the City of Bonney Lake are not determined by Table 600-1 nor by a 85<sup>th</sup> percentile method most commonly used by cities but by ordinance which are found in the BLMC under chapter 10 which states:

**10.12.020 Twenty-five miles per hour.**

The maximum speed limit on all other city streets in the city *shall be*\* 25 miles per hour, unless otherwise posted. (Ord. 503A § 2, 1996).

### **10.12.030 State Highway 410.**

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The maximum speed limit on State Highway 410 *shall be*\*

A. Forty miles per hour from the westerly city limits to 214th Ave.

B. Forty-five miles per hour from the easterly city limits to 214th Ave. (Ord. 1475 § 1, 2014; Ord. 918 § 1, 2002; Ord. 503A § 2, 1996).

(\**emphasis added*).

All streets inside Bonney Lake, other than SR410, are signed for a speed limit of 25 mph. There are three exceptions: Myers Road is signed for 30 mph and 214th Ave is signed for 35 mph and all Parks and School Zones are signed at 20 mph.

Speed limits in the county follow a traffic engineering review that documents the following information:

Functional Classification, Speed Data – For Each Direction – Depending on the length of the roadway which includes: 50th Percentile speed, 85th Percentile speed, 10 mph Pace, and traffic volumes. Road Characteristics such as: physical roadway information, traffic control devices, sight distance measurements, roadside development and environment, number of accesses, future developments, ball-bank measurements, 3 year reported crash history, intersection and corridor crash rates, parking practices and pedestrian activity, followed by the Study Results and finally Recommendations.

To help us obtain a better understanding of the issue at hand I have attached several “frequently asked questions” presented by the National Motorists Association on the topic of Speed Limits:

**Q. How should speed limits be set?**

A. Traffic engineers maintain that speed limits should be established according to the 85th percentile of free flowing traffic. This means the limit should be set at a level at or under which 85 percent of people are driving. Numerous studies have shown that the 85th percentile is the safest possible level at which to set a speed limit.

**Q. What are "realistic" speed laws?**

A. According to a pamphlet produced by the Washington State Department of Transportation relating to speed limits, "realistic" speed limits should invite public compliance by conforming to the behavior of the most drivers. This would allow the police to easily separate the serious violators from the reasonable majority.

**Q. Isn't slower always safer?**

A. No, federal and state studies have consistently shown that the drivers most likely to get into accidents in traffic are those traveling significantly below the average speed. According to research, those driving 10 mph slower than the prevailing speed are more likely to be involved in an accident.

That means that if the average speed on an interstate is 70 mph, the person traveling at 60 mph is more likely to be involved in an accident than someone going 70 or even 80 mph.

**Q. Don't higher speed limits cause more accidents and traffic fatalities?**

A. No, if a speed limit is raised to actually reflect real travel speeds, the new higher limit will make the roads safer. When the majority of traffic is traveling at the same speed, traffic flow improves, and there are fewer accidents. Speed alone is rarely the cause of accidents. Differences in speed are the main problem. Reasonable speed limits help traffic to flow at a safer, more uniform pace.

**Q. Aren't most traffic accidents caused by speeding?**

A. No, the National Highway Traffic Safety Administration (NHTSA) claims that 30 percent of all fatal accidents are "speed related," but even this is misleading. This means that in less than a third of the cases, one of the drivers involved in the accident was "assumed" to be exceeding the posted limit. It does not mean that speeding caused the accident. Research conducted by the Florida Department of Transportation showed that the percentage of accidents actually caused by speeding is very low, 2.2 percent.

**Q. If nobody follows the speed limit, why does it matter that they are under posted?**

A. According to a speed-limit brochure published in conjunction with the Michigan State Patrol, inappropriately established speed limits cause drivers to take all traffic signals less seriously. The brochure also points out that unrealistic speed limits create two groups of drivers. Those that try to obey the limit and those that drive at a speed they feel is safe and reasonable. This causes dangerous differences in speed.

With the above background information provided; how then should the city respond to the request of altering the speed limits on city roads? The old adage "if it aint broke, don't fix it" may apply in most situations. Local roads have been and should remain at the current 25 mph per the city ordinance without the further expense of a traffic study as outlined by Pierce County to determine the 85<sup>th</sup> percentile speed. Below are listed the minor arterial and collector roads within the city as depicted on the attached **Figure 5-1** and described on the attached draft form of section **5-2 Functional Classification** of the city's Transportation Plan (Mobility Plan):

**Minor Arterials:**

214th Avenue E, Veterans Memorial Drive, South Prairie Road, 200th Avenue Court E, 198th Avenue E, 233rd Avenue E, 234th Avenue E, Main Street, Sky Island Drive, West Tapps Highway/South Tapps Drive.

**Collectors:**

Myers Road, Bonney Lake Boulevard, Locust Avenue, Church Lake Road, Vandermark Road, 71St Street, Kelly Lake Road, Angeline Road, 192nd Avenue E, 104th Street E, 176th Avenue East.

Of the Minor Arterials listed above, 214th Avenue E was signed for 40 mph, South Prairie Road, 233rd Avenue E and 234th Avenue E was signed for 35 mph by Pierce County before they were

annexed into the city. The other streets under this classification were signed 25 mph per the COBL ordinance.

Of the Collectors, Myers Road, Angeline Road, Church Lake Road, and Kelly Lake Road were signed 35 mph by Pierce County before annexation. The other streets under this classification were signed 25 mph per the COBL ordinance.

To save the expense of a speed study the city could rely on the past Pierce County analysis and re-sign any of the above mentioned streets to a speed up to speeds prior to annexation.

**Table 600-1. Minimum Street Design Standards<sup>a</sup>**

<b>Design Standard</b>	<b>Major Arterial</b>	<b>Minor Arterial</b>	<b>Collector</b>	<b>Local Access</b>	<b>Cul-de-Sac</b>
Minimum Right-of-Way	80 feet	70 feet	60 feet	50 feet minimum with 10-foot easements on both sides.	55 feet minimum with 10-foot easement.
Minimum Pavement Width	56 feet	28 feet	26 feet	26 feet	45-foot radius
Minimum-Maximum Grade	0.5%–7%	0.5%–7%	0.5%–10%	0.5%–10%	0.5%–10%
Curb	Cement concrete, curb, and gutter, both sides.	Cement concrete, curb, and gutter, both sides.	Cement concrete, curb, and gutter, both sides.	Cement concrete, curb, and gutter, both sides.	Cement concrete, curb, and gutter, both sides.
Sidewalks	Both sides: 6 feet wide.	Both sides: 5 feet for residential 6 feet for commercial.	Both sides: 5 feet for residential 6 feet for commercial.	Both sides: 5 feet for residential 6 feet for commercial.	Both sides: 5 feet.
Intersection Curb Radius	As Approved	35 feet	35 feet	25 feet	30 feet
Entering Sight Distance <sup>b</sup>	430 feet	335 feet	240 feet	240 feet	Not Applicable
Stopping Sight Distance <sup>c</sup>	360 feet	250 feet	155 feet	155 feet	As approved.
Design Speed (mph)	45	35	25	25	25

<sup>a</sup> NOTE: The Public Works Director and/or City Engineer reserves the right to deviate from the above table at their discretion if conditions so warrant.

<sup>b</sup> NOTE: ESD values based on 2001 AAASHTO, A Policy on Geometric Design of Highways and Streets. Designer shall use a sight distance triangle in accordance with the WSDOT Design Manual.

<sup>c</sup> NOTE: SSD values based on 2001 AAASHTO, A Policy on Geometric Design of Highways and Streets.

## 5.2 FUNCTIONAL CLASSIFICATION

The City's street network provides facilities for a wide variety of modal users whose efficiency depends upon how well the streets move traffic through the system. Streets are classified based upon guidelines prepared by the Federal Highway Administration (FHWA) into functional classification groups according to their role in the network. The functional classification of each roadway determines the roadway design and ultimate cross section to ensure that the needed capacity will be available and that street improvements will balance the differing needs of vehicles and non-motorized travelers.

### **Major Arterials**

Urban Major Arterials, also called Principle Arterials, provide for movement across and between large sub-areas of an urban region. Principle arterials serve predominantly "through traffic", carry the highest traffic volumes, serve major centers of activity, and are fed by other arterials and local access streets. Access to abutting properties should be very restricted. Spacing between parallel principal arterials is generally two miles or greater. The criteria for classification of a major arterial include a population more than 10,000. Average Daily Traffic (ADT) is typically more than 20,000. (*State Route 410*)

### **Minor Arterials**

Urban minor arterials interconnect with, and augment, the principle arterial system. Minor arterials provide intra-community continuity connecting community centers and facilities. A minor arterial may also serve "through traffic". Access is partially restricted. Spacing between parallel minor arterials is generally less than two miles. A minor arterial classification supports a population of 5,000-10,000. ADT is typically between 2,000 and 25,000. (*214th Avenue E, Veterans Memorial Drive, South Prairie Road, 200th Avenue Court E, 198th Avenue E, 233<sup>rd</sup> Avenue E, 234<sup>th</sup> Avenue E, Main Street, Sky Island Drive, South Prairie Road, West Tapps Highway/South Tapps Drive*)

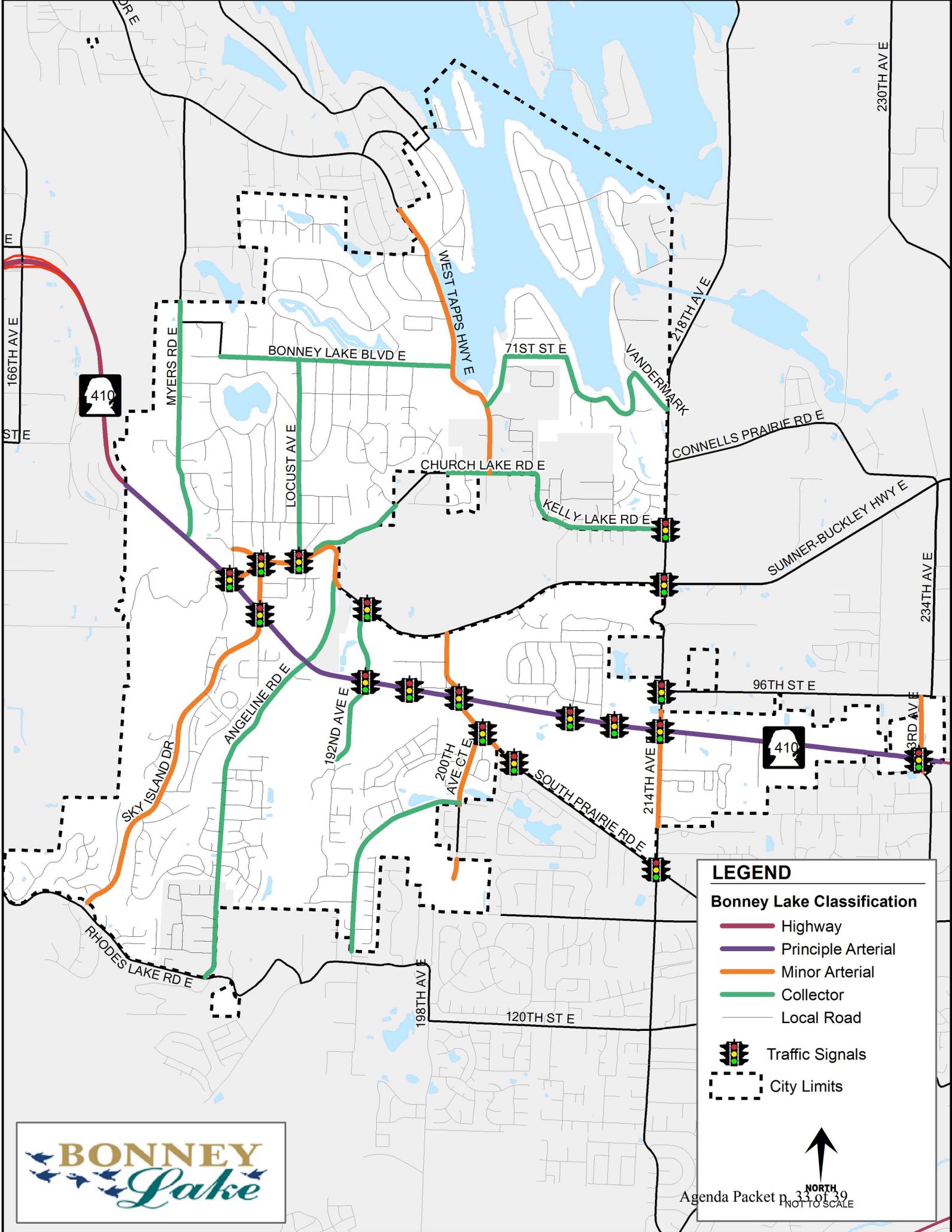
### **Collectors**

Collectors promote the flow of vehicles, bicycles and pedestrians from arterial roads to lower-order roads. Within the city, collectors currently serve or are anticipated to serve more than 50 dwelling units or connect to an arterial. Traffic volumes typically range between 500 to 10,000 ADT. (*Myers Road, Bonney Lake Boulevard, Locust Avenue, Church Lake Road, Vandermark Road, 71st Street, Kelly Lake Road, Angeline Road, 192nd Avenue E, 104th Street E, 176th Avenue East*)

### **Local Roads**

Local roads are designed to convey vehicles, pedestrians and bicycles to and from higher-order roads to provide access to individual properties. Local roads do not carry through traffic. Traffic volumes under 1,000 ADT are typical. In Bonney Lake, local access streets are residential only streets which serve 50 dwelling units or less and/or terminate in non-extendable cul-de-sacs. Roadways not listed as arterials or collectors are local access streets.





**LEGEND**

**Bonney Lake Classification**

- Highway
- Principle Arterial
- Minor Arterial
- Collector
- Local Road
- Traffic Signals
- City Limits



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

<b>Department / Staff Member:</b> Community Development/ John P. Vodopich, AICP	<b>Meeting/Workshop Date:</b> March 17, 2015	<b>Agenda Bill Number:</b> AB15-45
<b>Agenda Item Type:</b> Motion	<b>Ordinance/Resolution Number:</b> D15-45	<b>Councilmember Sponsor:</b> Dan Swatman

**Agenda Subject:** Amendment to Building Design Standards In Midtown

**Full Title/Motion:** An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Amending Section 18.39.050 Of The Bonney Lake Municipal Code Related To Building Design Standards In Midtown

**Administrative Recommendation:** Refer the Ordinance to the Planning Commission for consideration

**Background Summary:** This proposed Ordinance would amend the building design standards in Midtown by limiting the area between the building and front property line 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 for parcels adjacent to public streets with new buildings less than 10,000 square feet in size. Review and consideration by the Planning Commission is required.

**Attachments:** Ordinance D15-45

<b>BUDGET INFORMATION</b>			
Budget Amount	Current Balance	Required Expenditure	Budget Balance
<b>Budget Explanation:</b> N/A			

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

<b>COUNCIL ACTION</b>	
Workshop Date(s):	Public Hearing Date(s):
Meeting Date(s):	Tabled to:

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

**ORDINANCE NO. D15-45**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING SECTION 18.39.050 OF THE BONNEY LAKE MUNICIPAL CODE RELATED TO BUILDING DESIGN STANDARDS IN MIDTOWN.**

**WHEREAS**, the City Council adopted Ordinance 1410 to establish development standards to implement the Midtown Subarea Plan; and

**WHEREAS**, the Midtown Subarea Plan identified the need for future roads to facilitate convenient access to, from, and between businesses; and

**WHEREAS**, the Community Development Director acting as the SEPA Responsible Official determined that the proposed amendment is categorically exempt from the SEPA pursuant to WAC197-11-800(19)(b); and

**WHEREAS**, pursuant to the Growth Management Act - Chapter 36.70A RCW this Ordinance was provided to the Department of Commerce for 60-day review and comment by the Department and other State agencies; and

**WHEREAS**, expedited review was requested and granted by the Department of Commerce and the review period concluded on \_\_\_\_\_, 2015; and

**WHEREAS**, notice of the public hearing was given to the public in accordance with law and a public hearing was held by the Planning Commission on \_\_\_\_\_, 2015;

**WHEREAS**, the amendment is consistent with the comprehensive plan and the laws of the state of Washington as required by BLMC 14.140.090.B.

**NOW THEREFORE**, the City Council of Bonney Lake, Washington, do ordain as follows:

**Section 1.** Section 18.39.050, "Parking" of the Bonney Lake Municipal Code and the corresponding portions of Ordinance Nos. 1410 § 1 (Attachment A) is hereby amended to read as follows:

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. On parcels adjacent to public streets with buildings less than 10,000 square feet in size, 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.

~~EF.~~ 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.

~~EG.~~ Bicycle parking must be provided in all new parking lots. A minimum of one bicycle parking space per 10 vehicle spaces must be provided, with a maximum 10 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. (Ord. 1410 §1 (Att. A), 2011).

**Section 2. Severability.** If any one or more section, subsection, or sentence of this ordinance is held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this ordinance and the same shall remain in full force effect.

**Section 3. Effective Date.** This ordinance shall take effect five (5) days after its passage, approval and publication as required by law.

**PASSED BY THE CITY COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_, 2015.**

\_\_\_\_\_  
Neil Johnson, Jr., Mayor

AUTHENTICATED:

\_\_\_\_\_  
Harwood T. Edvalson, MMC, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Kathleen Haggard, City Attorney

**Existing**

**PARKS AND COMMUNITY CENTER VISION:** The Council envisions Allan Yorke Park as an anchor for the City’s park system. Lands are identified and set-aside for acquisition and/or preservation. There are a number of community parks serving the community. Dual-purpose trails link parks and key community facilities a Town Center. The Community Center serves as the central gathering place for Bonney Lake youth and seniors, and houses a variety of local activities, such as: community classes, day camps, sports, recreation, WIC, daycare co-op, food and clothing bank, arts & crafts, before and after school programs, stage for community theater, etc.

**Revised**

**PARKS AND RECREATION VISION:** Bonney Lake has a complete, balanced park system. An interconnected trail system links public facilities, the city’s commercial centers, and residential neighborhoods. The City maintains a variety of open spaces that enhance the beauty and environmental quality of the community. Recreational programs and leisure activities are available to meet the diverse interests of all age groups. A multi-purpose community center serves as a gathering place for a variety of recreational activities, meetings, education, and related functions.

**Existing**

**TRANSPORTATION VISION:** Traffic on 184<sup>th</sup>/192<sup>nd</sup> has been minimized, and the road serves as a Main Street for Bonney Lake. The City is pedestrian friendly, featuring sidewalks, biking trails, and links to the transit system. SR 410 through Bonney Lake has become a pleasant “boulevard”, with trees, streetscape, frontage roads, and connectivity to other City streets. The City annually updates the Transportation Improvement Plan using a 10-15 year time horizon.

**Revised**

**TRANSPORTATION VISION:** The Bonney Lake transportation system consists of interconnected, safe, sufficiently lit, and well-maintained streets that adequately carry traffic North, South, East, and West. Corridors are easily accessible and sized to accommodate growth. Sidewalks, trails, and other aspects of the non-motorized transportation system are inviting and pedestrian friendly. Flower baskets, benches, banners, lighting, landscaping and other streetscape features calm traffic, add beauty, and improve the City’s image and identity. Public transit or non-traditional mobility options are available to meet the diverse needs of the community.

**Existing**

**COMMUNITY OUTREACH VISION:** The Council envisions an informed and involved citizenry, where citizens participate in their city government. Citizens feel included in civic affairs, and Bonney Lake enjoys a considerable sense of community.

**Revised**

**COMMUNITY ENGAGEMENT VISION:** The City actively engages citizens and businesses through a variety of means, both low-tech and high-tech. Community participation in civic affairs is sought out and welcomed. City programs, services and information are open and accessible. The actions of the city government are transparent. There is a strong sense of community, and residents readily identify with Bonney Lake.

**PRELIMINARY  
DRAFT**