

CITY COUNCIL WORKSHOP

**April 21, 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.
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 & 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:

A. Presentation: East Pierce Fire & Rescue Chief Jerry Thorson – Inlet Island Fire Station (No advance materials)

B. Council Open Discussion

p. 5 **C. Review of Draft Minutes:** April 7, 2015 Workshop

p. 9 **D. Discussion:** AB15-17 – Resolution 2432 – Comprehensive Plan Update – Economic Vitality Element

p. 79 **E. Discussion:** AB15-43 – Resolution 2447 – Notice of Intent to Adopt an Amendment to the Shoreline Master Plan Regarding Critical Areas

F. Discussion: Setting public hearings (No advance materials)

G. Motion: Motion to waive Council rules to take action on the following agenda items brought forward from the cancelled April 14, 2015 regular Council meeting.

H. Citizen Comments:

Citizens are encouraged to attend and participate at all Council Meetings. You may address the Mayor and City Council on matters of City business, or over which the City has authority, for up to 5 minutes. Sign-up is not required. When recognized by the Mayor, please state your name and address for the official record. Designated representatives recognized by the chair who are speaking on behalf of a group may have a total of 10 minutes to speak. Each citizen is allowed to speak only once during Citizen Comments.

I. Correspondence.

- J. PROPOSED ACTION ITEMS:** The following items are anticipated for action items at the April 21st Workshop due to Cancellation of the April 14, 2015 Council Meeting (**Note: All Agenda Items contained in Agenda Item III.J will not be included in the April 21st Workshop packet. Included in this packet, however, is a revised Ordinance for Item III.J.14. AB15-53 – Ordinance 15-53. Council, otherwise, please refer to the previously distributed April 14th Council Meeting packet for all other material:**)

APPOINTMENTS:

1. **AB15-58** – A Motion Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, To Nominate Terry Reid As Bonney Lake’s Representative To the Pierce County Conservation Futures Citizens’ Advisory Board.

CONSENT AGENDA ITEMS:

The items listed below may be acted upon by a single motion and second of the City Council. By simple request to the Chair, any Councilmember may remove items from the Consent Agenda for separate consideration after the adoption of the remainder of the Consent Agenda items.

2. **Approval of Minutes:** March 17, 2015 Workshop and March 24, 2015 Meeting.
3. **Approval of Accounts Payable and Utility Refund Checks/Vouchers:** Accounts Payable checks/vouchers #70722-70793 (including wire transfer # 20150306) in the amount of \$515,098.46.
Accounts Payable wire transfer #2015031701 for p-card purchases in the amount of \$33,558.28.
Accounts Payable checks/vouchers #70794-70834 (including wire transfer # 15150064) in the amount of \$327,943.04.
Accounts Payable checks/vouchers #70835-70868 in the amount of \$274,739.94.
Voids: 70855 – Multiple page remittance to Pierce County for Property Tax Payment, 70856 – Multiple page remittance to Pierce County for Property Tax Payment, 70857 – Multiple page remittance to Pierce County for Property Tax Payment, 70859 – Multiple page remittance to Pierce County for Property Tax Payment.
4. **Approval of Payroll:** Payroll for March 1st – 15th, 2015 for checks #32303-32320 including Direct Deposits and Electronic Transfers is \$ 456,981.24.
Payroll for March 16th – 31st, 2015 for checks #32321-32347 including Direct Deposits and Electronic Transfers is \$ 74,573.64.
5. **AB15-36 – Ordinance 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.
6. **AB15-42 – Ordinance D15-42** – An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Amending Portions Of Section 3.68.010 Of The Bonney Lake Municipal Code Related To Planning Department Services And Fees.
7. **AB15-54 – Ordinance D15-54** – An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County Washington, Amending Sections 13.04.070 And 13.12.100, Bonney Lake Municipal Code, Related To Applications For Water And Sewer Service.

8. **AB15-56 – Ordinance D15-56** – An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County Washington, Amending Section 15.14.035, Bonney Lake Municipal Code, Related To Applications For Storm Water Service.
9. **AB15-28 – Resolution 2443** – A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Authorizing The Mayor To Sign An Amended Scope Of Work Attached To An Interagency Agreement With The Department Of Enterprise Services For Conservation Services.
10. **AB15-57 – Resolution 2454** – A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Authorizing The Mayor To Sign Amendment 2 To The Stormwater Mitigation Agreement For Eastown Properties With WSDOT.
11. **AB15-46** – A Motion Of The City Council Of The City Of Bonney Lake, Pierce County Washington, To Accept As Complete The Eastown Sanitary Sewer Mains – Phase 2 (Lift Station) Project With RCNW, Inc.

FINANCE COMMITTEE ISSUES:

12. **AB15-52 – Resolution 2452** – A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Authorizing A Professional Services Agreement With The Law Office Of Donna L. Johnston To Provide Public Defender Services For The City Of Bonney Lake.
13. **AB15-55 – Resolution 2453** – A Resolution Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Adopting Lodging And Meal Rates For City Employees And Officials While On City Business, And Replacing Resolutions 1787 And 1902.

FULL COUNCIL ISSUES:

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14. **AB15-53 – Ordinance 15-53** – An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Authorizing The Acquisition Of Property By Purchase Or Condemnation (21704 SR 410 E).
 15. **AB15-59** – A Motion Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Setting A Public Hearing At 7:00 P.M., Or As Soon Thereafter As Possible, During The Regular Council Meeting Of April 28, 2015, To Consider The Proposed Surplus of Utility Property (Proposed Resolution 2455).

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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**CITY COUNCIL
WORKSHOP**

**April 7, 2015
5:30 P.M.**

DRAFT MINUTES



“Where Dreams Can Soar”

*The City of Bonney Lake’s Mission
is to
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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 workshop to order at 5:30 p.m.
- II. Roll Call:** Administrative Specialist II Renee Cameron called the roll. In addition to Deputy Mayor Dan Swatman, elected officials attending were Councilmember Mark Hamilton, Councilmember Donn Lewis, Councilmember Randy McKibbin, Councilmember James Rackley, and Councilmember Tom Watson. Councilmember Katrina Minton-Davis was absent from the workshop. Mayor Neil Johnson, Jr. arrived to the Workshop at 5:39 p.m.

Councilmember Watson moved to excuse Councilmember Minton-Davis’ absence. Councilmember McKibbin seconded the motion.

**Motion to excuse
Councilmember Minton-Davis’
absence approved 6 – 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, and Administrative Specialist II Renee Cameron.

III. Agenda Items:

- A. Review of Draft Minutes:** March 17, 2015 Workshop, and March 24, 2015 Meeting.

The March 17, 2015 Workshop and March 24, 2015 Meeting minutes were forwarded to the April 14, 2015 Meeting for action, with minor corrections.

- B. Tabled for further discussion on 3/24/15:** AB15-36 – Ordinance D15-36 – Amending Chapter 5.08 of BLMC and the Corresponding Portions Of Ordinance Nos. 1236 and 1256 Related To Business Licenses.

Deputy Mayor Swatman thanked the Council for having further discussion on this issue. He spoke regarding his concerns in reviewing the number of businesses that do business in the City that do not have businesses and how onerous it would be for staff to track these businesses down. He said these businesses they pay sales tax to conduct their business regardless of whether they have a City business license. He suggested leaving the strike out in the proposed amendment to BLMC Section 5.08(C), but to include the words “or performing permitted activities. . . .”, to capture more revenue. He said he spoke with the

Master Builders Association said it would not be unusual for them, or their subcontractors, to be required to have a business license to do business within the City. Councilmember Rackley stated his concerns but said he feels that if a business is conducting a lot of business in the City, then he believes should pay a fee. He said it costs money to operate the City and feels a small fee is appropriate. Deputy Mayor Swatman said Council have made changes to City regulations to provide for a better business climate. He thinks the real driver behind changing regulations should be to enhance businesses, not drive them away. Councilmember Watson said doesn't see what it would hurt to require a business license. Chief Financial Officer Gibson advised that by adding "or" that it would exclude e-tailer businesses like Amazon. Councilmember Watson asked if the City will be reconsidering in the future whether to bring business licensing back in house. Deputy Mayor Swatman said he spoke with Chief Financial Officer Gibson said since the State charges nothing to oversee business licensing that she doesn't see the need to bring it back in-house. She said her biggest concern is the amount of money the City is leaving on the table by not charging internet businesses for a City business license. City Administrator Morrison said basically the proposed amendment would be to require businesses that require a permit, and it would capture some businesses, but not all. City Attorney Haggard clarified the language to state activities requiring a building or development permit, so it is clear what the permitted activities are. This item was forwarded to the April 14th Council Meeting for action.

C. Council Open Discussion:

White River Families First Coalition Program. Councilmember Lewis said he attended the March 23rd White River Families First Coalition (WRFFC) meeting at the Buckley Fire Station and wanted to inform Council, staff, and citizens of the program/group called Building Beyond the Walls, which puts skilled workers in charge of mentoring volunteers in learning the construction trade and build projects and items to help the community, they also work on getting the materials donated from local businesses. He said the next WRFFC meeting is scheduled for April 27th.

Daffodil Princess. Councilmember Lewis said he and the staff and students at Bonney Lake High School are all very proud of the fact that Bonney Lake High School has their first Daffodil Queen, Ashley Becker, who was crowned the 2015 Daffodil Queen. He said it is also exciting for the school as they are celebrating the 10 year anniversary of Bonney Lake High School.

Easter Events. Councilmember Watson said he attended the Easter Egg Hunt and the Hauling Eggs Event and was excited to see the amount of participants who attended both events. He said the community expressed their appreciation to the City for the event. Councilmember Rackley said it took one whole minute for the kids to hunt all of the eggs.

Leadership Conference. Councilmember Watson said he and Administrative Services Director Edvalson attended a leadership conference in Lacey on March 18th. He said topics of discussion included the next government work force, leadership styles, talent retention, how to improve the workplace, career management, and using tags on City equipment for advertising (sponsor) possibilities on City fleet, public works uniforms, water towers, banners, and reader boards. He said they also discussed possible ideas for gift cards for utility charges, and boat launch fees.

Mayor's Meeting. Mayor Johnson said he attended the Mayor's Meeting with Congressman Dave Reichert where discussion focused on streamlined sales tax, online sales tax versus physical sales tax, and legislation that is being work on in this regard. Another topic was medical marijuana; which Congressman Reichert said he will not support, unless it is amended through the Federal Drug Administration. Mayor Johnson said cities are lobbying for sales tax from sales that occur in their cities. He said another big topic of discussion was human trafficking, and that Congressman Reichert is leading legislation in this regard, and the Council may receive communications on this subject.

D. **Discussion:** AB15-42 – Ordinance D15-42 – Amendment to Planning Fees – Design Review and Site Plan Review.

Senior Planner Jason Sullivan summarized the agenda bill and said this items is basically a clean-up item to clarify Ordinance No. 1505. This item was forwarded to the April 14, 2015 Meeting Consent Agenda.

E. **Discussion:** City website update.

Councilmember Watson advised that he is not ready to discuss this item yet. Councilmember Lewis said he would like the City's website to compare to the something similar to City of Anacortes' website.

~~F. **Presentation:** East Pierce Fire & Rescue Chief Jerry Thorson – Inlet Island Fire Station
No action taken, for informational purposes only.~~

IV. **CLOSED/EXECUTIVE SESSION:** Pursuant to RCW 42.30.140(4)(b), the Council adjourned to an Closed Session at 6:07 p.m. for 15 minutes to discuss labor negotiations. The Council returned to chambers at 6:19 p.m. No action was taken.

V. **ADJOURNMENT:**

Councilmember Hamilton moved to adjourn the Workshop at 6:19 p.m. Councilmember Lewis seconded the motion.

Motion to adjourn approved 6 - 0.

Harwood Edvalson, MMC
City Clerk

Neil Johnson, Jr.
Mayor

Items presented to Council for the April 7, 2015 Workshop: None

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.

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

Department/Staff Contact: Community Development/ Jason Sullivan – Senior Planner	Meeting/Workshop Date: April 21, 2015	Agenda Bill Number: AB15-17
Agenda Item Type: Discussion	Ordinance/Resolution Number: 2432	Councilmember Sponsor: Katrina Minton-Davis

Agenda Subject: Economic Vitality Element

Full Title/Motion: A Resolution of the City Council of the City Of Bonney Lake, Pierce County, Washington, expressing the intent to adopt the Economic Vitality Element of the Comprehensive Plan.

Administrative Recommendation:

Background Summary: The City is currently updating its comprehensive plan and development regulations as required by RCW 36.70A.130. As part of this periodic review and update, the City has identified a number of changes that are required to ensure compliance with the Growth Management Act (GMA). In addition to the required changes, a number of optional changes have been proposed to be made as part of the update process.

An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality was not one of the original mandatory elements when the State legislature adopted the GMA, but was added in March of 2002 as part of Second Substitute House Bill (SSHB) 2697. However, as part of SSBH 2697, the State also adopted RCW 36.70A.070(9) which provided that any requirement to add a new mandatory element to a local comprehensive is "...null and void until funds sufficient to cover applicable local government costs are appropriated and distributed by the state at least two years before local government must update comprehensive plans as required in RCW 36.70A.130." Since the State has not appropriated funds for the development of an economic development element, there is not a state mandate to have this element at this time.

While the GMA does not mandate the incorporation of an economic development element, the City must demonstrate that the Bonney Lake Comprehensive Plan is consistent with adopted Multi-Countywide Planning Policies and Countywide Planning Policies, which both contain policies related to economic development. The simplest way to demonstrate this compliance was with the inclusion of an Economic Vitality Element that meets the MPPs and CPPs, but is not required to include the items identified in RCW 36.70A.070(7).

The Economic Vitality Element builds on the *City of Bonney Lake Economic Development Study (2015)*. This study was completed by BERK Associates to bolster the City’s understanding of what economic sectors would flourish in Bonney Lake and what sectors would face significant challenges. The report also identified clear and direct goals and strategies that link a strong economy with business growth, the addition of new residents to the plateau and the continued sustainability of Bonney Lake’s high quality of life. This study was built upon the understanding that the City’s economy is intrinsically tied to City’s livability and quality of life, as well as the City’s image. A copy of this report is included with this agenda bill.

The Economic Vitality Element is divided into seven sections. The first section addresses the current socio-economic makeup of the City. The second section addresses the future economic prospects of the City. The third section addresses the City’s business and development climate. The fourth section discusses the City’s need to develop centers as part of the City’s economic development strategy. The fifth address the

role that the City's infrastructure improvements play in economic development. The policies in the element are meant to guide day-to-day City decisions on topics related to the economic development.

The adoption of an Economic Vitality Element is identified in the *2015 – 2016 Planning Commission Work Plan* adopted pursuant to Resolution 2423.

Attachments: Resolution 2432, Economic Vitality Element, Planning Commission Recommendation Memo, City of Bonney Lake Economic Development Study (BERK Report), and Comprehensive Plan Update Task Matrix.

BUDGET INFORMATION

Budget Amount Current Balance Required Expenditure Budget Balance

Budget Explanation:

COMMITTEE, BOARD & COMMISSION REVIEW

Council Committee Review:

Date:

Approvals:

Chair/Councilmember

Councilmember

Councilmember

Yes No

Forward to:

Consent Agenda: Yes No

Commission/Board Review: Planning Commission – March 4, 2015 and April 8, 2015

Hearing Examiner Review:

COUNCIL ACTION

Workshop Date(s): April 21, 2015

Public Hearing Date(s):

Meeting Date(s):

Tabled to Date:

APPROVALS

Director:

John P. Vodopich, AICP

Mayor:

Date Reviewed

by City Attorney:

(if applicable):

RESOLUTION NO. 2432

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON EXPRESSING THE INTENT TO ADOPT THE ECONOMIC VITALITY ELEMENT OF THE COMPREHENSIVE PLAN.

WHEREAS, RCW 36.70A.130(4) requires the City of Bonney Lake to review and revise, if needed, its Comprehensive Plan and development regulations by June 30, 2015 to ensure compliance with the Growth Management Act (GMA) – Chapter 36.70A RCW; and

WHEREAS, the City Council passed Resolution 2379 directing staff to prepare amendments to the Comprehensive Plan consistent with the *Bonney Lake 2035 – Consistency Report*; and

WHEREAS, the Bonney Lake Planning Commission has reviewed the proposed amendments to the Comprehensive Plan related to the Economic Vitality on March 4, 2015; and

WHEREAS, the Bonney Lake Planning Commission conducted a public hearing on the proposed amendments to the Comprehensive Plan related to the Economic Vitality Element on April 8, 2015; and

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, WASHINGTON DOES HEREBY RESOLVE AS FOLLOWS:

The City Council of the City of Bonney Lake provides notice of its intent to adopt the Economic Vitality Element of the Comprehensive Plan, attached as Exhibit A.

BE IT FURTHER RESOLVED, that the City staff is directed to prepare the final version of the Economic Vitality Element of the Comprehensive Plan which will be brought back to the City Council for final consideration prior to June 30, 2015.

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

Economic Vitality

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1. INTRODUCTION

“Economic vitality is essential to ensure the continuous growth and development of Bonney Lake. Economic growth provides jobs and assures a stable tax base for a local community. In order to attract new commercial and industrial developments, Bonney Lake must develop a strategy for economic growth.”

*Comprehensive Plan
The City of Bonney Lake
October 23, 1985*

In his book on economic development planning, Edward J. Blakely defines local economic development as "a process by which local government and/or community-based groups manage their existing resources and enter into new partnership arrangements with the private sector, or with each other, to create new jobs and stimulate economic activity in a well-defined economic zone."¹ However, the Growth Management Act (GMA) – Chapter 36.70A RCW provides a broader

definition economic development beyond the simple goal of simulating economic activity:

- **Economic development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities

The GMA’s expand view of economic development is better defined as economic vitality. Economic vitality is a process to improve the economic well-being of the community that protects the physical environment, provides a healthy economy, encourages employment opportunities, improves the socio-economic opportunities for citizens, expands the local tax base, facilitates economic opportunity and encourages the efficient use of land. It recognizes growth cannot out pace a local jurisdiction’s availability to provide public services and facilities.

This theme of economic vitality is continued in the Puget Sound Regional Council’s (PSRC) adopted multicounty planning policies (MPPs) provide in VISION 2040, to guide the development of local comprehensive plans. The economic goals and policies in VISION 2040:

“... promote a sustainable economy that creates and maintains a high standard of living and quality of life for all. To create stable and lasting prosperity, VISION 2040 focuses on businesses, people, and places, recognizing that growth management, transportation, economic, and environmental policies must be integrated, and must take social, economic, and environmental issues into account while preserving key regional assets.”

Additionally, Pierce County’s adopted county-wide planning policies (CPPs) relating to economic development and employment support a more expansive view of economic development providing that one of the goals of the County is to:

“... achieve a prospering and sustainable regional economy by supporting business and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.” (CPP-Ec-1)

This Economic Vitality Element was developed to further implement the goals and policies of the GMA, the adopted MPPs and CPPs, build on the work of the Prosperity Partnership^a and continue the nearly decade and half of work by the City of Bonney Lake to facilitate economic growth which includes the following:

- ***Bonney Lake Strategic Commercial Districts Plan*** (2001)

This plan was prepared by the MAKERS Architecture and Urban Design, in collaboration with David Evans and Associates and the LeLand Consulting Group. The Strategic Commercial Districts Plan concentrated on developing a “downtown” for Bonney Lake, and formed much of the basis for the Community Character Element of the Comprehensive Plan. The commercial areas of the City was separated into three proposed districts. One a “Civic Center Commercial District” (Downtown). The second the “Plaza Center District (“Midtown”). And the third the “Town Center Commercial District” (Easttown). Again, the majority of the study concentrated on the “Civic Center Commercial District” (Downtown)

- ***Bonney Lake Economic Development Plan: An Element of the Comprehensive Plan*** (2005)

This plan was prepared by the City of Bonney Lake in response to the amends to the GMA, in 2002 that called for local comprehensive plans to contain an Economic Development Element and to build on the Strategic Commercial Districts Plan prepared in 2001. The Economic Development Plan was based on input from many sources, including economic development meetings attended by local leaders. The Economic Development Plan included generic information about economic development; discussions regarding key economic sectors; overview of economic development models; a community and economic profile; and goals, objectives, policies, and actions for achieving economic development.

- ***Regional Economic Strategy for the Central Puget Sound Region*** (2012)

Prepared by the Prosperity Partnership, the regional economic strategy lays out a comprehensive game plan to grow jobs and economic activity throughout the central Puget Sound region in order to comply with the federal requirement to have a regional comprehensive economic development strategy and to serve as the economic functional plan of VISION 2040.

^a Created by the Puget Sound Regional Council (PSRC) in 2004, the Prosperity Partnership is a coalition of more than 300 government, business, labor and community organizations dedicated to improving long-term economic prosperity for the central Puget Sound region.

- **City of Bonney Lake Economic Development Study (2015)**

This study was completed by BERK Associates in support of the preparation of the Economic Vitality Element. The study was completed to bolster Bonney Lake’s economic development strategy by identifying clear and direct goals and strategies that link a strong economy with business growth, the addition of new residents to the plateau, and the continued sustainability of Bonney Lake’s high quality of life. This study was built upon the understanding that the City’s economy is intrinsically tied to City’s livability and quality of life, as well as the City’s image.

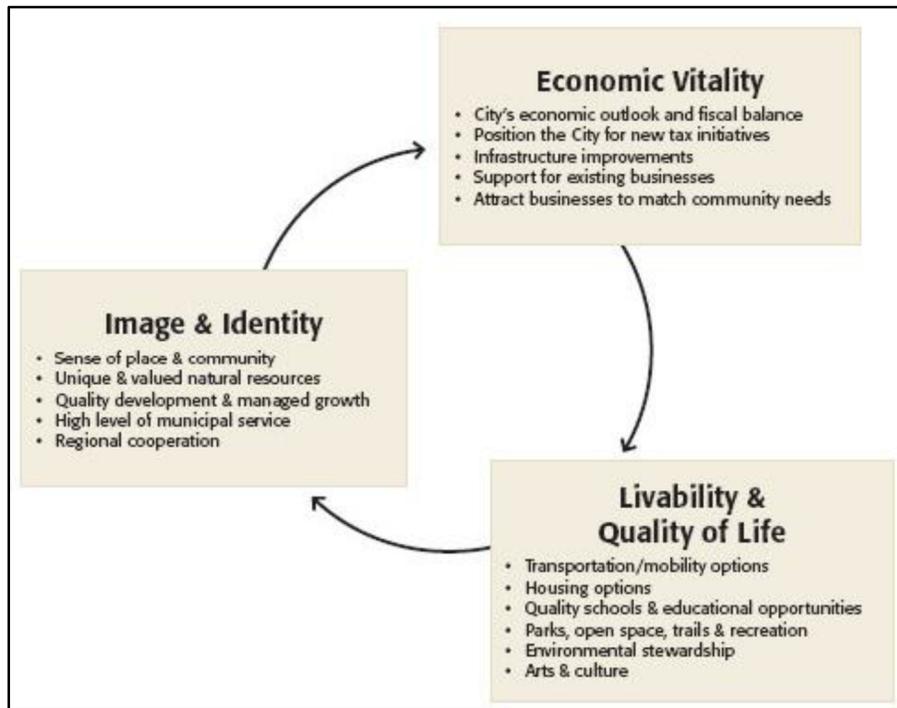


Figure 4-1: Relationship of Livability and Economic Vitality²

The Element is divided into seven sections. The first section addresses the current socio-economic makeup of the City. The second section addresses the future economic prospects of the City. The third section addresses the City’s business and development climate. The fourth section provides discusses the City’s need to develop centers as part of the City’s economic development strategy. The fifth address the role that the City’s infrastructure improvements play in economic development. The policies in the Element are meant guide day-to-day City decisions on topics related to the economic development.

2. VISION

Bonney Lake is an economically self-sustaining community that is the commercial center of the plateau by being competitive, resilient, and attractive to private and public investments. Retention of existing businesses and development of new businesses is actively supported in order to create robust commercial districts attractive to residents and visitors. This economic vitality promotes jobs, balances growth with the preservation of the City’s scenic resources, enables residents to enjoy a high quality of life, and sets the standard for long-term economic sustainability.

3. ECONOMIC PROFILE

Topics covered in this economic profile include taxable revenues, retail surplus and leakage, composition of the job base, occupation of Bonney Lake’s residents, and lifestyle information. Demographic information related to population size, ethnic makeup of the community, age, generational cohorts, job to housing ratio, and education attainment can be found in the Community Development Element.

3.1 TAXABLE REVENUES

Key indicators of the economic health and vitality of the jurisdiction’s tax bases is the total amount collected and diversity of those taxable revenues.^b Bonney Lake’s total taxable sales in 2013 was 156% higher than the average of four of the comparable cities^c and equal to Covington’s total taxable sales.

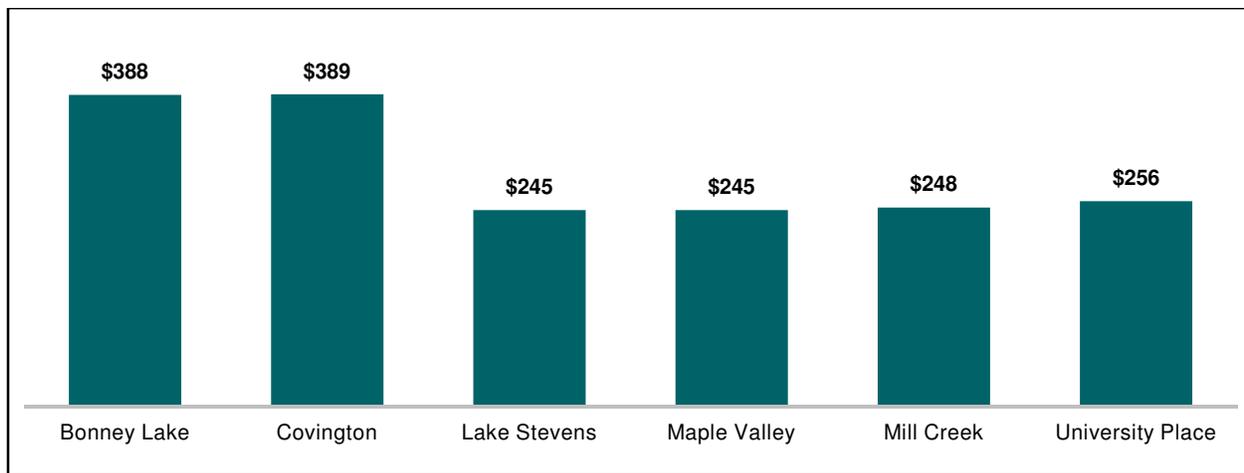


Figure 4-2: Total 2013 Taxable Retail Sales for Comparable Cities in Millions

Between 2003 and 2006, Bonney Lake experienced significant growth in the City’s total taxable sales, which was slightly eroded during the Great Recession. Between 2010 and 2012, the City’s total taxable sales remained flat and slightly below pre-recession levels. In 2013, Bonney Lake’s total taxable sales recaptured gains lost during the Great Recession and were 10% higher than pre-recession levels.

^b Total taxable revenue is the total revenue collected by a business on which sales taxes are paid as compared to total sales tax collection which is the amount that is collected by a jurisdiction based on the tax rate multiplied by the total taxable revenue.

^c Comparable cities are jurisdictions that similar to Bonney Lake and used to provide context for the information. This cities were selected six criteria which looked at the location and makeup of the community. More information on the selection of these cities can be found in the Introduction Chapter of the Comprehensive Plan.

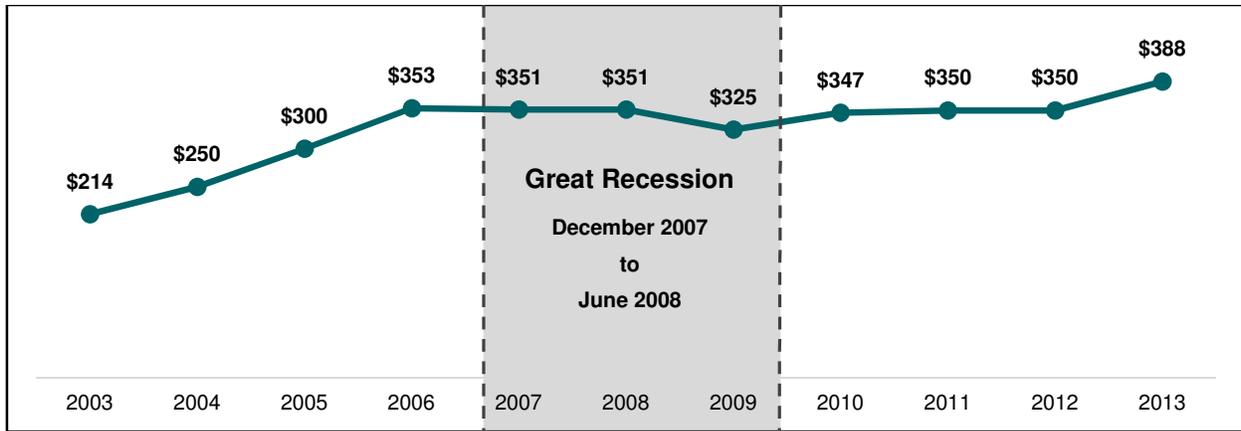


Figure 4-3: Total Taxable Sales in Millions 2003 – 2013³

Bonney Lake’s current taxable sales are significantly homogenous with retail sales accounting for 78% of the total taxable sales within the City. Professional Services account for 10% of the total taxable sales, while construction and resource management accounts for 9%. The smallest portion of Bonney Lake’s taxable sales come from Manufacturing – Warehousing, Transportation, Utility (WTU); accounting for only 3% of the overall sales. Bonney Lake’s total retail sales (TRS) is nearly double that of all of the comparable cities; except for one.

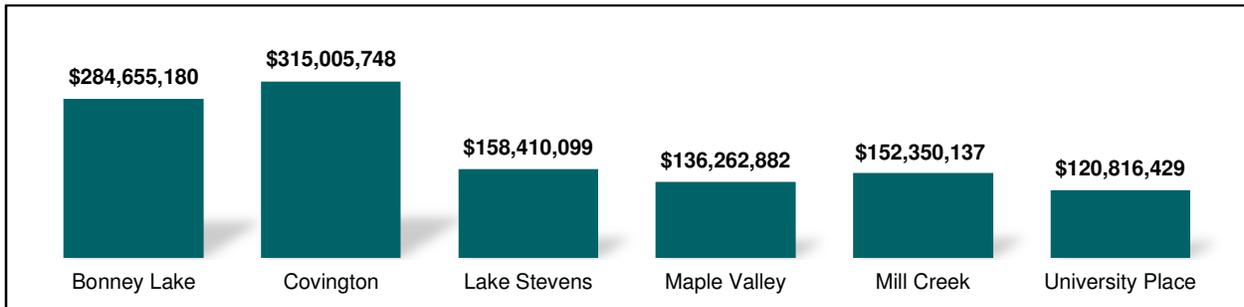


Figure 4-4: 2013 Total Retail Sales⁴

This stratified tax base results in a higher TRS per capita which is more than triple that of three of the comparable cities. However, Bonney Lake’s TRS per capita is half of Puyallup’s TRS per capita and is about a third less than Sumner’s TRS per capita. The primary reason for this discrepancy is the car dealerships located in each of these jurisdictions, which accounts for over a third of Puyallup’s TRS and nearly half of Sumner’s TRS.



Figure 4-5: 2013 Total Retail Sales Per Capita

3.2 RETAIL SURPLUS AND LEAKAGE

Retail demand relates to the volume of retail purchases made by local residents, whether made in the local trade area or elsewhere. Supply is defined as the volume of retail sales activity actually experienced by local businesses.

In some communities, the volume of sales will outstrip locally generated demand, creating a retail surplus meaning that a community's trade area is capturing the local market plus shoppers not living within the trade area. Having a retail surplus does not necessarily translate into a lack of market share for new retailers as communities can have clusters of destination retail stores that have a geographical appeal larger than the trade area.

In conditions where demand outstrips supply, retail sales leakage occurs as local residents travel outside the immediate trade area to shop; indicating areas of unmet demand. However, there could be a strong competitor in a neighboring trade area that dominates and captures that demand. For example, Puyallup and Sumner have a significant number of car dealership that capture the demand from Bonney Lake's trade area, which translates into a retail leakage, but not necessary unmet demand that the City could capitalize on to increase retail sales.

This retail surplus and leakage analysis examines the retail market for the City and the City's trade area to identify possible retail opportunities. The Bonney Lake trade area is larger than the incorporated boundaries of the City and contains approximately 63,000 people. The trade area for this analysis was defined as the individuals living within the geographical area that is within a ten (10) minute drive of the intersection of 192nd Avenue East and State Route 410.

A leakage index was developed to identify leakages and surpluses for each of the categories of retail. The individual retail categories are based on the North American Industrial Classification System^d (NAICS), which is used by the Washington State Department of Revenue to report total retail sales for each category listed below.

The index is based on the statewide average per capita total retail sales for each NAICS category which was multiplied by the population of the trade area to calculate the potential sales for each NAICS category within in trade area. The potential retail sales is divided by the actual retail sales for that NAICS category to calculate the ratio that is used in the index.

In interpreting the ratio in the leakage index, a value of 1.00 indicates equilibrium meaning that the demand and sales are in balance. A value of 0.80 or less means that demand exceeds sales indicating that

^d NAICS stands for the North American Industry Classification System (NAICS) and is the standard used by Federal statistical agencies in classifying business establishments and consist of a 2-digit through 6-digit hierarchical classification system, offering five levels of detail. Each digit in the code is part of a series of progressively narrower categories, and the more digits in the code signify greater classification detail.

consumers are leaving the trade area. A value of 1.20 or greater means that sales exceeds demands which indicates that consumers are coming from outside the trade area.

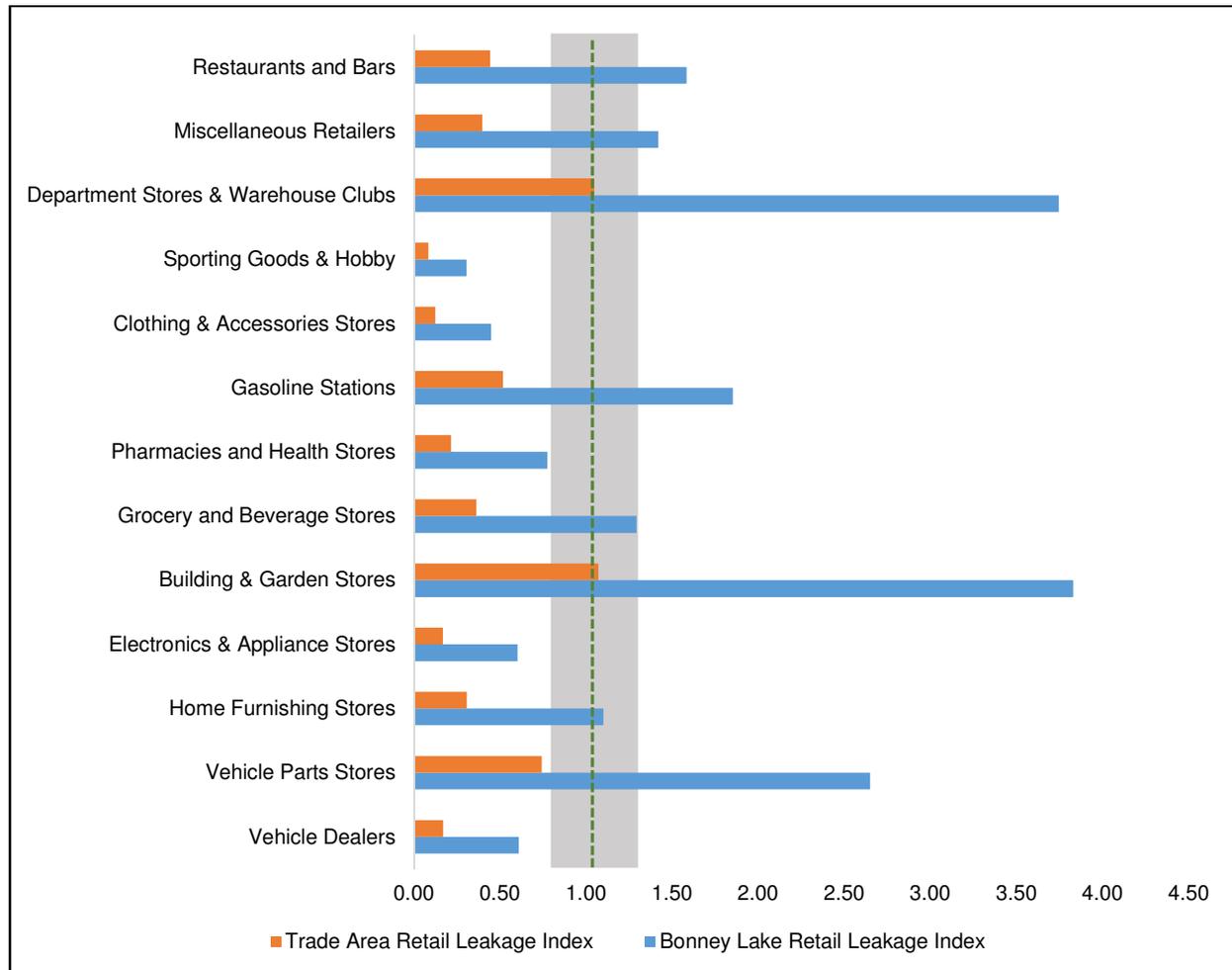


Figure 4-6: Retail Leakage Analysis

3.3 JOB BASE AND WAGES

According to the Puget Sound Regional Council’s 2013 *Land Use Targets* (September 2013), which is based on the 2010 Census data, Bonney Lake’s largest employment base is in the Retail and Food Service sectors which accounts for 50% of the jobs within Bonney Lake, which is the highest out of all of the comparable cities and the counties. Professional services (e.g. doctors, lawyers, financial institutions, architects, etc.) account for 30% of the employment base in Bonney Lake. The remaining 20% of the City’s employment base consist of Educational Services: K- 12 (9%), Government/Higher Education (5%), Construction (5%) and Manufacturing/WTU (1%).

“Create opportunities for diverse employment compatible with Bonney Lake’s environment.”

*Comprehensive Plan
The City of Bonney Lake
October 23, 1985*

Due to the City’s high concentration of retail and service employment which are typically minimum wage jobs. As a results the average wages paid to individuals employed in Bonney Lake is lower than the average wage in Pierce County and Washington State. The average wage paid to employees in Pierce County’s is \$44,541 and the statewide average is \$53,029.⁵ In Bonney Lake nearly 70% of the employees working within the City have annual wage that is lower than the average wage in Pierce County and Washington State.

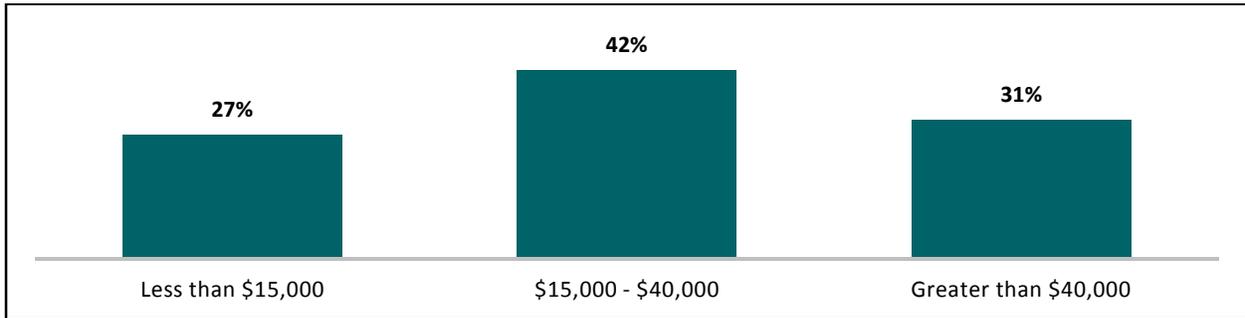


Figure 4-7: Bonney Lake Wages⁶

The lower average wages means that some individuals employed in Bonney Lake do not meet the Self-Sufficiency Standard which is defined as the amount of income required to meet basic needs differentiated by family type and location without the help from public subsidies (e.g. public housing/housing assistances, Medicaid, SNAP/WIC, child care assistance) or private/informal assistance (e.g. unpaid babysitting by a relative or friend, food from food banks, or shared housing).⁷ It is difficult to determine the exact number of families work in the City that do not meet the Self-Sufficiency Standard as the amount of income needed is highly depended on family type. For example, the annual self-sufficiency wage for a single adult is \$22,754 as compared to the annual self-sufficiency wage for a single adult with a child which is between \$44,135 and \$58,472.⁸ Families that have two parents, both working, and one kid require annual self-sufficiency wage between \$26,312 and \$41,808 per adult.⁹

Goal EV-1: Expand socio-economic opportunity for the citizens of Bonney Lake.

Policy EV-1.1: Recruit business enterprises that will provide residents with employment wages at or above county median income levels.

Policy EV-1.2: Encourage institutions of higher education to create online or satellite educational and training programs that are readily available to Bonney Lake citizens, or within reasonable commuting distance.

Policy EV-1.3: Work with other public agencies and private interests, including the Tacoma-Pierce County Economic Development Board (EDB), Sumner and Derringer School Districts, Chamber of Commerce, and others to promote employment and occupational training and advancement programs and job placement skills.

Policy EV-1.4: Work with other public agencies and private interests to promote daycare services and facilities for pre-school children, before and after school latch-key children, and special populations including elderly and handicapped adults to support working household members.

Policy EV-1.5: Work with other public agencies and private interests to create interactive and linked websites listing employment opportunities in local companies and businesses and for local residents.

Policy EV-1.6: Identify and encourage existing and new activities that will reduce job deficiencies in occupational categories; provide horizontal (ability to change jobs at the same pay level) and vertical (ability to advance in the same job category) job mobility; increase per capita income; and reduce unemployment to acceptable levels.

3.4 RESIDENT OCCUPATIONS

“Employment opportunities near Bonney Lake are increasing as new industries locate in the Kent, Auburn, and Sumner Valleys. During the past four years many new industrial plants have located in Auburn and Kent, and major industrial employers in Sumner have increased their employment. This trend is continuing, and will affect population growth in Bonney Lake.”

*Plan for Bonney Lake, Washington
May 2, 1964*

However, while the wages for people employed within the City are lower than average in Pierce County, the average income of households living in Bonney Lake is \$77,432 which is significantly higher than the average household income in Pierce County which is \$59,105. This high average household income is due to the number of residents that are employed outside of the City.

Table 4-1 below provides the percentage of residents employed in each of the two digit (NAICS) sector codes and identifies which regional industry clusters^e may include jobs from that NAICS sector. The figure also provides the PSRC grouping of employment.^f It is difficult to determine exactly what percentage of Bonney Lake residents are employed in

each of the industry clusters as the data available to the City only provides employment information at the NAICS two digit sector code. Whereas, the cluster groups in the *Regional Economic Strategy for the Central Puget Sound Region* (Regional Economic Strategy) are based on the six digit national identity NAICS code and includes employment within a number of NAICS sectors.

^e An industry cluster as defined *Regional Economic Strategy for the Central Puget Sound Region* as geographical concentration of interconnected business and organizations. The ten key industry clusters (Aerospace, Business Services, Clean Technology, Information Technology, Life Science and Global Health, Maritime, Military, Philanthropies, Tourism and Visitors, and Transportation and Logistics) were selected based on the size of the employment within the cluster, industry dynamism (how much and how quickly a cluster is changing), and location quotient (concentration of that type of employment in the region relative to the United States).

^f PSRC’s classification scheme is based on the NAICS but grouped into a different classification system that includes Manufacturing; Warehousing, Transportation, and Utilities (WTU); Finance, Insurance, and Real Estates (FIRE); Service Industries; Construction and Resource; Retail Government; and Education.

NAICS Code	NAICS Description	Residents Employment by NAICS Sector	Regional Economic Strategy Industry Cluster	PRSC Grouping
11	Agriculture, Forestry, Fishing and Hunting	0.78%	Maritime	Construction and Resource
21	Mining, Quarrying, and Oil and Gas Extraction	0.06%		
22	Utilities	0.29%	Clean Technology	Wholesale Trade, Transportation, and Utilities
23	Construction	7.69%	Clean Technology	Construction and Resource
31 - 33	Manufacturing	12.94%	Maritime	Manufacturing
			Clean Technology	
			Aerospace	
			Information Technology	
			Life Science and Global Health	
42	Wholesale Trade	6.17%	Maritime	Wholesale Trade, Transportation, and Utilities
			Aerospace	
			Information Technology	
			Life Science and Global Health	
44 - 45	Retail Trade	11.37%	Information Technology	Retail Trade
48 - 49	Transportation and Warehousing	6.44%	Transportation and Logistics	Wholesale Trade, Transportation, and Utilities
			Maritime	
			Tourism and Visitor	
51	Information	1.92%	Information Technology	Services
52	Finance and Insurance	2.57%	Business Services	Finance, Insurance, and Real Estate
53	Real Estate and Rental and Leasing	1.56%	Transportation and Logistics	
			Business Services	
54	Professional, Scientific, and Technical Services	3.30%	Clean Technology	Services
			Business Services	
			Information Technology	
			Life Science and Global Health	
55	Management of Companies and Enterprises	1.20%		

NAICS Code	NAICS Description	Residents Employment by NAICS Sector	Regional Economic Strategy Industry Cluster	PRSC Grouping
56	Administrative and Support and Waste Management and Remediation Services	4.65%	Clean Technology	Services
			Tourism and Visitor	
61	Educational Services	8.90%		Education
62	Health Care and Social Assistance	11.93%	Life Science and Global Health	Services
71	Arts, Entertainment, and Recreation	1.95%	Tourism and Visitor	
			Business Services	
72	Accommodation and Food Services	6.20%	Tourism and Visitor	
81	Other Services (except Public Administration)	4.32%	Philanthropies	
92	Public Administration	5.76%		Government

Table 4-1 Resident Employment Percentage by NAICS Sector¹⁰

The general nature of the employment in the top six communities commuted to by Bonney Lake residents is provided below:

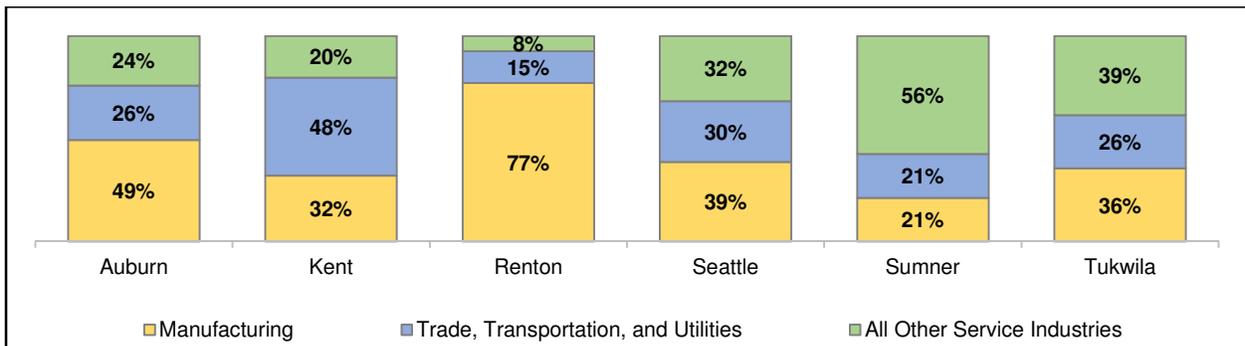


Figure 4-8: Employment Industry for Commuting Bonney Lake Residents¹¹

Residents commuting to Auburn, Kent, Renton, Seattle and Tukwila are overwhelming commuting for jobs at which they earn an annual salary over \$40,000.



Figure 4-9: Annual Individual Job Salary for Commuting Bonney Lake Residents¹²

The City’s quality of life will be important to continue to attract individuals employed in these regional industry clusters to the live in Bonney Lake. Quality of life is a political concept often used to describe an individuals or groups satisfaction with a residential location based on number of factors which can include traffic, crime, availability of open space and parks, quality of local public schools, job opportunities, and housing affordability.¹³

Bonney Lake’s semi-rural setting, proximity to recreational offerings, local access to a variety of goods and services, and relative housing affordability are key factors related to Bonney Lake’s quality of life.¹⁴ Bonney Lake is also considered one top ten best place for homeownership in the Washington.¹⁵ The high importance of housing affordability is evident in PSRC’s 2014 *Puget Sound Travel Study*, which clearly identified affordability as the most significant factor influencing where individuals chose to live in the Puget Sound region.

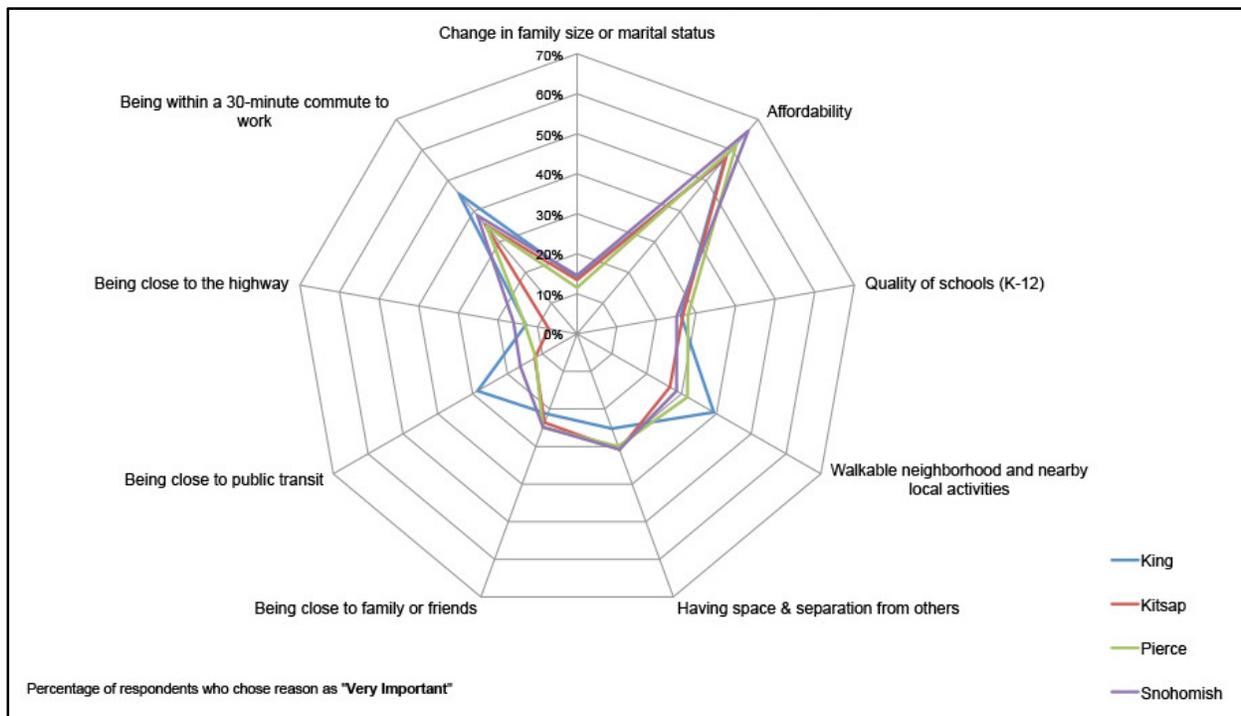


Figure 4-10: Reason for Residential Choice by County¹⁶

As population gains are the main driver behind Bonney Lake’s large retail sector and ultimately its overall economic development, maintaining its high quality of life is an important consideration for future economic development planning. To help maintain and enhance Bonney Lake’s quality of life, the following areas are priorities for the City to make continued investments: traffic mobility; recreational amenities including parks and trails; creating some type of city or civic center; and improving the look and feel of the SR 410 retail corridor¹⁷

Goal ED-2: Enhance and maintain Bonney Lake’s residential quality of life as an economic development strategy, capitalizing on Bonney Lake’s affordability, recreational amenities, and scenic resources in order to attract people to live and work within the City.

Policy ED-2.1: Promote the proximity of Lake Tapps, Crystal Mountain, and Mount Rainier as part of business recruitment and marketing efforts.

Policy ED-2.2: Maintain and increase City investment in public amenities that contribute to high quality of life for Bonney Lake residents, including parks, public spaces, civic gather places, sidewalks and streetscapes.

Policy ED-2.3: Utilize design guidelines to improve the City’s physical environment and make the City an attractive destination.

Policy ED-2.4: Develop a system of sidewalks, bicycle lanes and trails to provide pedestrian and bicycle connection between residential neighborhoods, parks, civic gathering spaces and centers.

4. FUTURE ECONOMIC PROSPECTS

Looking toward the future, Bonney Lake’s population is forecast to experience continued strong growth with an anticipated population of 28,654 by 2035. This would represent an additional 10,134 residents from the 18,520 estimated in 2014 and a 55% overall increase. It is anticipated that the population growth moving forward will follow the residential pattern of past growth; namely, the addition of more single family homes whose residents commute outside the City for work. Furthermore, The Tehaleh master planned community south of Bonney Lake is anticipated to bring 11,160 people to the area by 2035. Development in Tehaleh is planned to occur across two phases.

The increased population base will act as a potential catalyst for some new economic sectors to develop including medical and health services, professional services, and potentially higher education. These occupational groups are expected to add the most jobs in the Puget Sound region with these four groups projected to add somewhere between 18,000 and 23,000 jobs in the central Puget Sound over the next four years.¹⁸ It can be expected that growth in these economic sectors on the plateau will be captured by Bonney Lake as it has an established retail and commercial core upon which to build.

However, even with the increase population, development of general office and industrial/warehousing economic sectors in Bonney Lake would be face significant challenges given the areas peripheral location, relative isolation of Bonney Lake’s transportation network from major transportation nodes, and lack of rail infrastructure.

4.1 RETAIL AND PROFESSIONAL SERVICES

In the near term, these new residents within the City and the surrounding area will have a positive impact on Bonney Lake's retail and personal service sectors, as they look to Bonney Lake to satisfy their retail and service needs.

In the long term, retail development in Tehaleh likely consisting of neighborhood retail serving the demand for daily goods (grocery and some retail, restaurant, and services sectors) will have some impact on these types of providers, but it is anticipated that there will be little opportunity to compete with Bonney Lake's regional retailers based on the relatively small size of the Tehaleh population and the established nature of Bonney Lake's regional retail base; therefore, Bonney Lake's current role and success as the retail center for the plateau will continue as both the City's and nearby population increase over time.¹⁹

"It is desirable to provide sufficient space, in appropriate locations, to meet the demands for Bonney Lake's present and future needs for modern commercial and business services."

*Plan for Bonney Lake, Washington
May 2, 1964*

&

*Comprehensive Plan
The City of Bonney Lake
October 23, 1985*

The one exception will be auto dealers. While increases in population on the plateau will generate more demand for cars, the tendency for car dealers to form clusters, the peripheral location of Bonney Lake in the region, and the proximity of Bonney Lake to the existing Puyallup dealership cluster west of the plateau combine to act as an overall disincentive for new auto dealerships to open in Bonney Lake.²⁰ As a result, it is anticipated that there is limited potential growth in the auto dealer economic sector. However, there may be an opportunity to add additional RV dealers in Easttown in support of a growing population with potential for building a regional RV cluster.

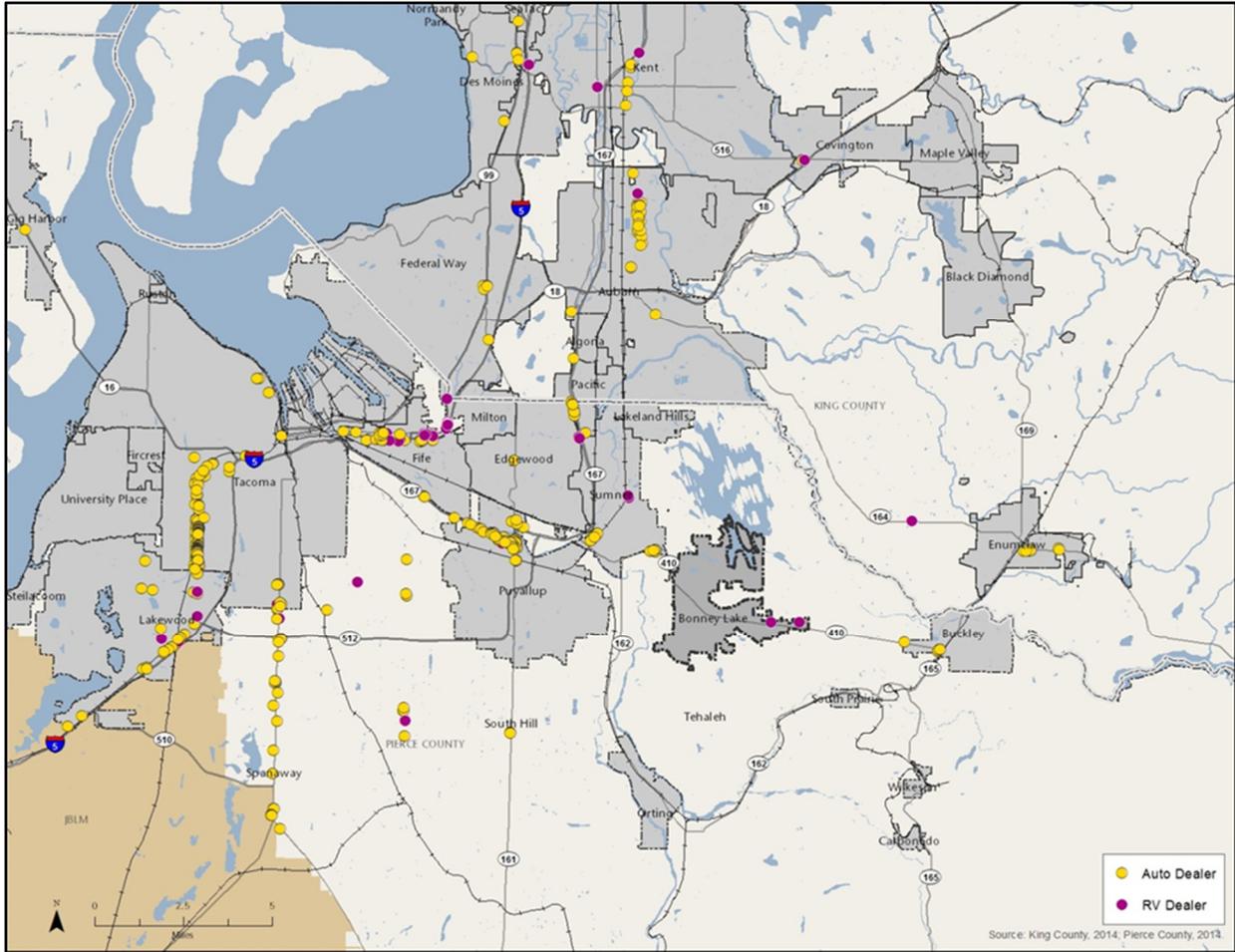


Figure 4-11: Regional Auto and RV Dealers²¹

Similar to retail services, growth medical and health services is linked the population growth. From a wage perspective, medical and health services pay higher wages than retail and would be a desirable complement to the current high concentration of retail jobs in Bonney Lake. As the population of Bonney Lake increases, along with the development of Tehaleh there will be more regional demand for medical, dental, and other health services, creating an opportunity for Bonney Lake.²²

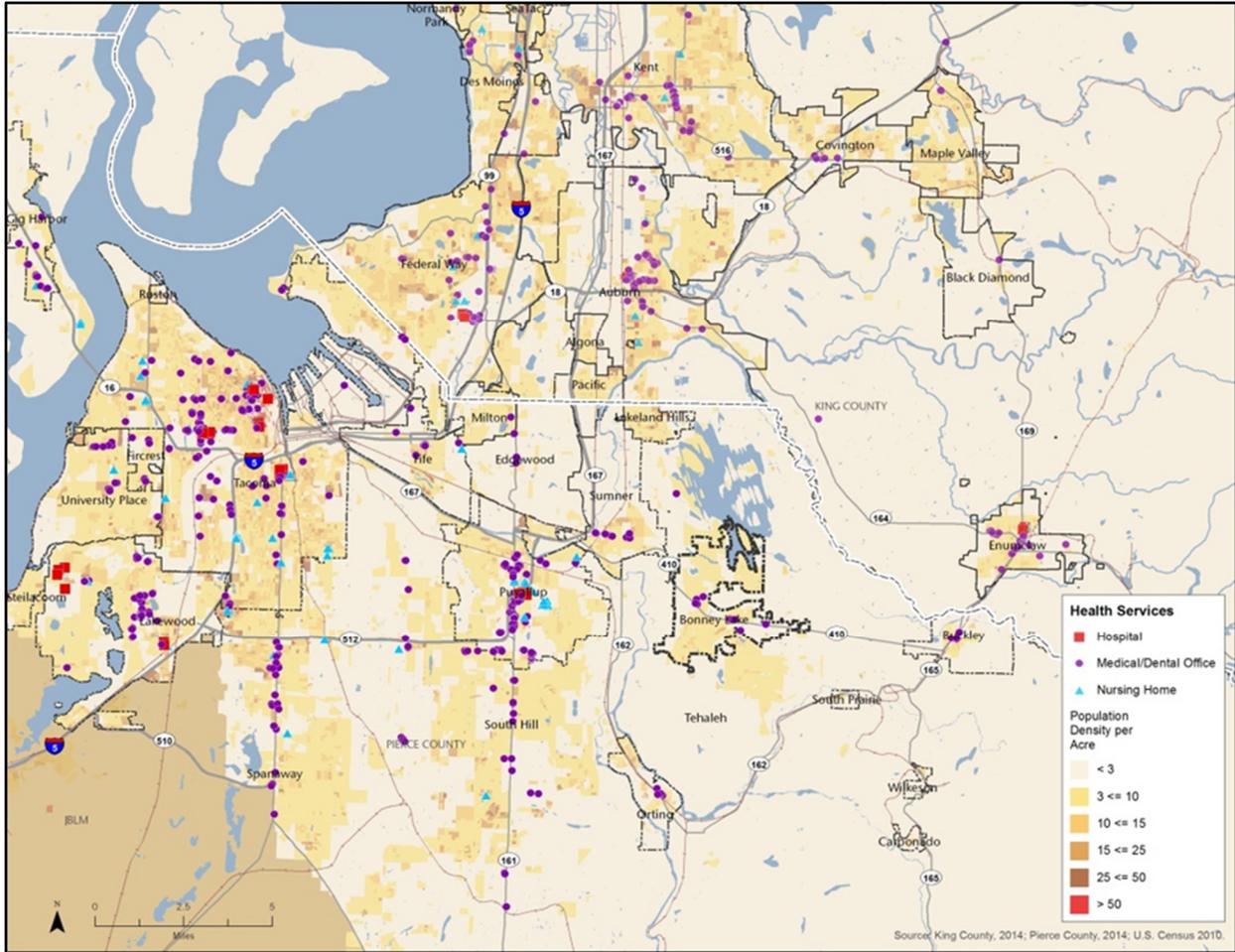


Figure 4-12: Regional Medical & Health Services²³

Goal EV-3: Strengthen Bonney Lake’s role as a hub for regional retail, personal and professional services, and employment.

Policy EV-3.1: Promote Bonney Lake’s role as a regional retail center and raise awareness of retail development opportunities to build upon or round out the City’s economic strengths.

Policy EV-3.2: Ensure that the City maintains sufficient land capacity to support continued expansion of Bonney Lake’s retail base, as well as meet demand for professional and medical offices and other target sectors.

Policy EV-3.4: Actively promote investment and business recruitment to strengthen Bonney Lake’s position in sectors that have significant growth potential, such as professional services and medical office.

Policy EV-3.5: Provide flexibility in land use plans and development regulations to allow the local business community to take advantage of new business trends and opportunities that are consistent with the City’s economic development vision.

4.2 HIGHER EDUCATION

Currently there are no higher education facilities or operations either in Bonney Lake or on the plateau. Regionally, there are three higher education facilities near the plateau: Pierce College Puyallup, a stand-alone community college located west of Bonney Lake; a satellite campus of Green River Community College in Enumclaw; and a satellite campus of Clover Park Technical College in South Hill.

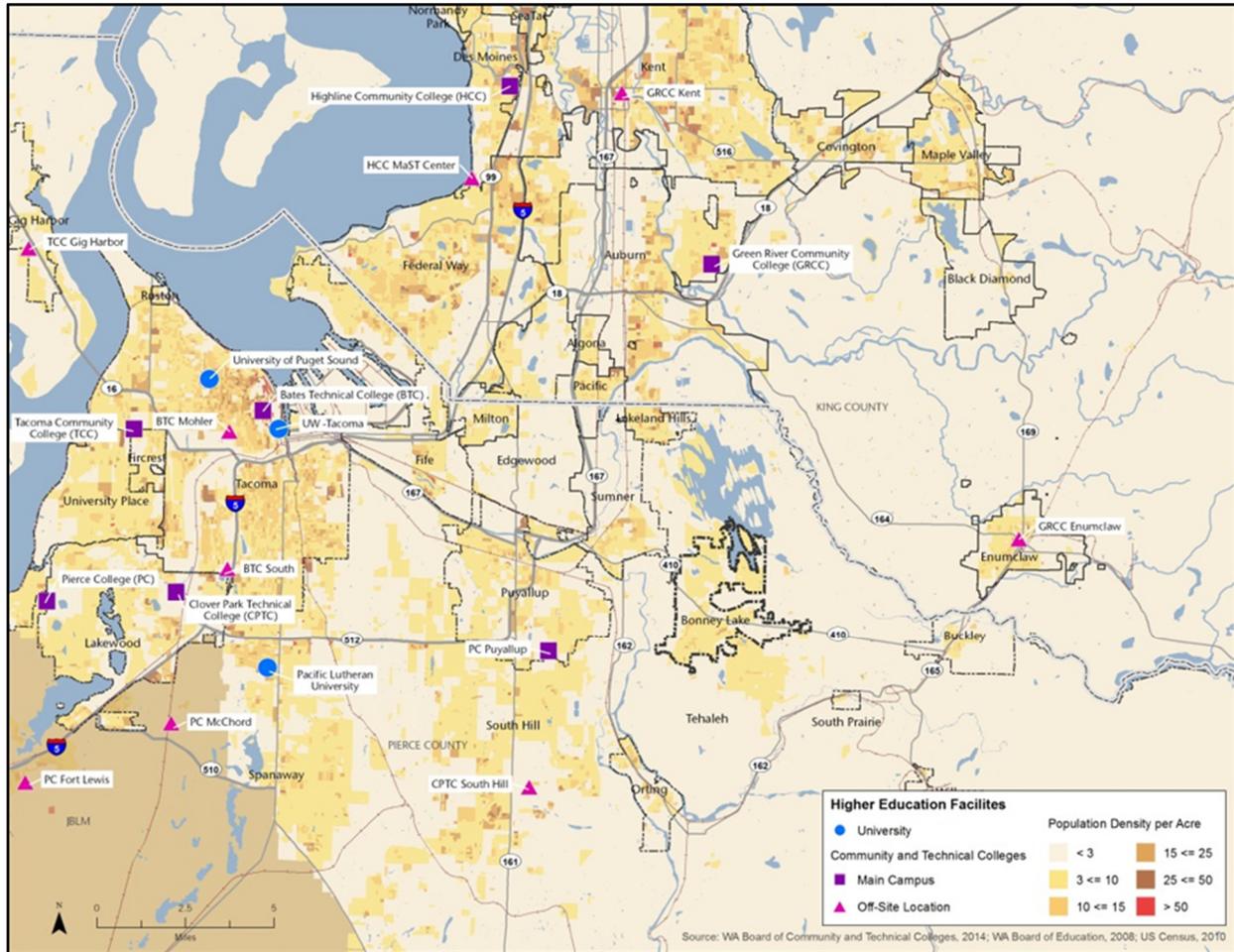


Figure 4-13: Higher Education Facilities²⁴

Regional population and demographic trends help drive the location decisions behind locating a new traditional two-year community college campus. Although population growth on the plateau over the next 20 years will be significant and could support a branch or potentially a full campus of a technical or community college, based on current population trends, a new community college would more likely be located in southeast rather than northeast Pierce County.²⁵ Therefore, realizing the potential in this economic sector would require a long-term and committed strategy on the part of the City involving relationship building and recruitment.

Goal EV-4: The City will strive to have higher and technical educational opportunities available to all residents within Bonney Lake.

Policy EV-4.1 Build relationships community colleges and technical colleges in order to develop a long-term strategy to locate a technical college, community college extension, or training programs within Bonney Lake.

4.3 OVERNIGHT LODGING

There are currently no hotels or motels located in Bonney Lake as hotels and motels typically concentrate along major highways and close to larger population and employment centers. Bonney Lake's lack of major employers or employment centers that would create workweek demand for overnight lodging is likely to prohibit overnight lodging development as regional visitors and overnight guests, who tend to travel on weekends, are not sufficient to support a hotel or motel on their own.²⁶

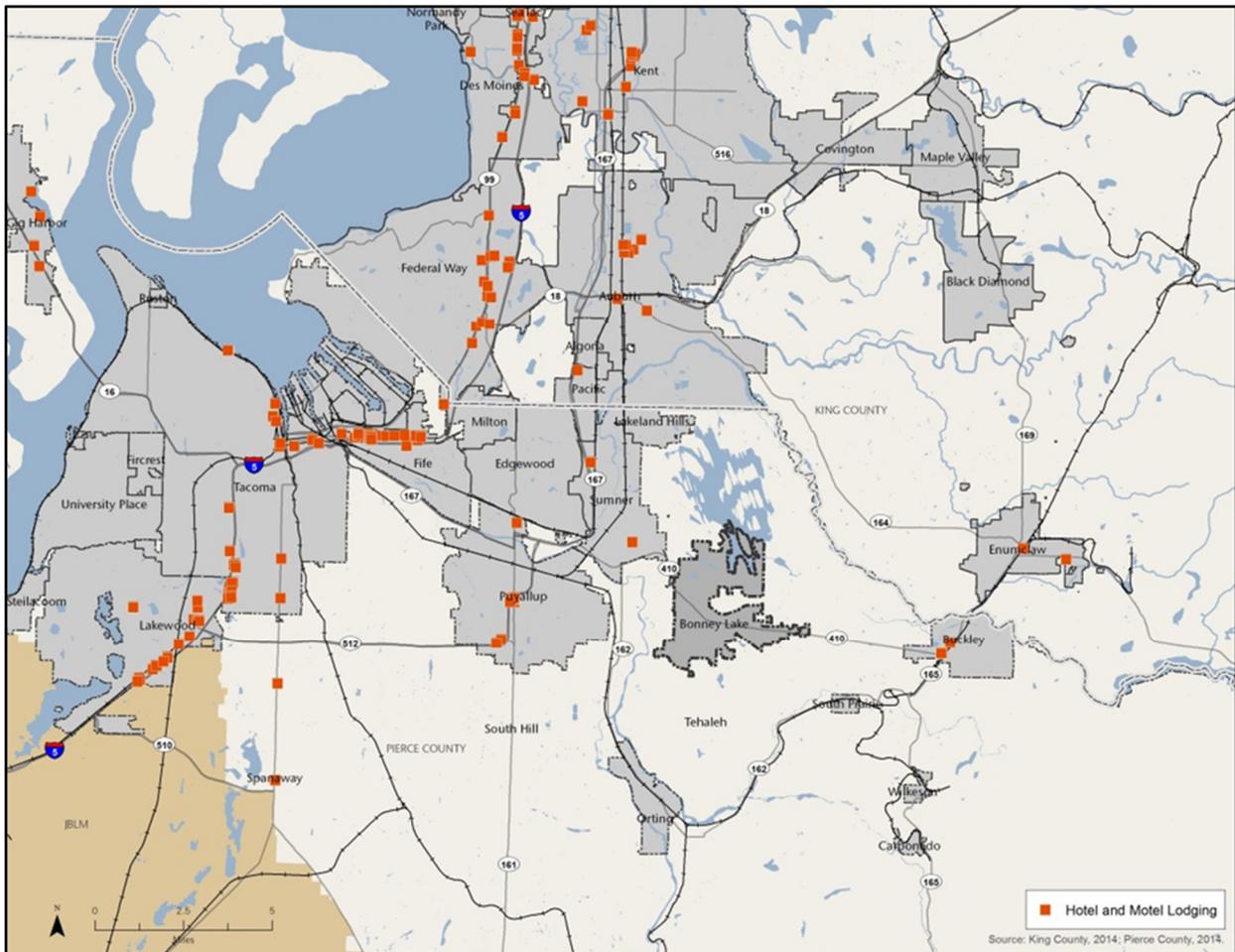


Figure 4-14: Regional Hotel and Motel Locations²⁷

4.4 GENERAL OFFICE

There is currently a limited amount of office building space in Bonney Lake, which appears to consist of professional service firms (financial and tax services, attorneys, etc.) that serve the local and regional population. There are small pockets of office space located along SR 410, but the majority of larger office spaces in the region remain concentrated in either established urban centers, employment centers, or along major highway and transit routes. Large employers who occupy large amounts of office space tend to locate along major transit corridors and within urban hubs. From this perspective, Bonney Lake is currently positioned at a comparative disadvantage regionally in terms of attracting large office-based employers.²⁸

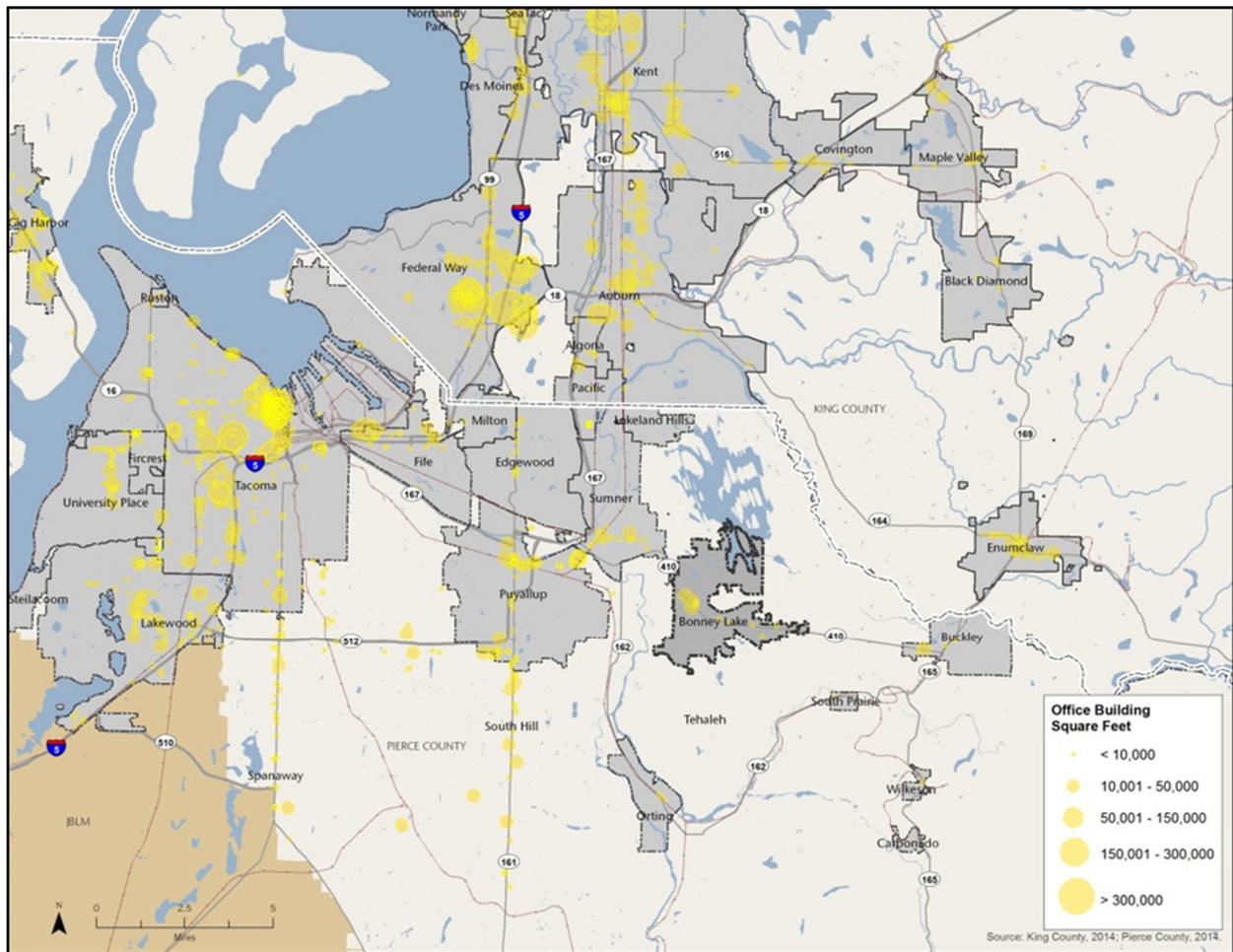


Figure 4-15: Office Space in Bonney Lake Region²⁹

Opportunities do exist to increase Bonney Lake’s professional service offices as the City and regional population grows. Medical and health services, a subset of the office sector, offer additional opportunities for growth (see discussion of Medical and Health Services earlier.)

4.5 MANUFACTURING /INDUSTRIAL AND WAREHOUSING

Manufacturing/industrial and warehouse economic activity in the region is located along established major transportation routes, especially railways and port facilities, and are generally found in geographic clusters reflecting underlying zoning. Manufacturing/industrial and warehouse facilities are often located near one another as can be seen in Sumner Industrial Park, Kent Valley, Auburn Valley, and the Port of Tacoma.

Bonney Lake currently has a very small amount of warehousing and manufacturing/industrial economic activity. Given the historic absence of railways, relative isolation from major transportation routes, and limited number of large, industrially zoned developable parcels, future growth in the manufacturing/industrial and warehousing sector is expected to be negligible within Bonney Lake.³⁰

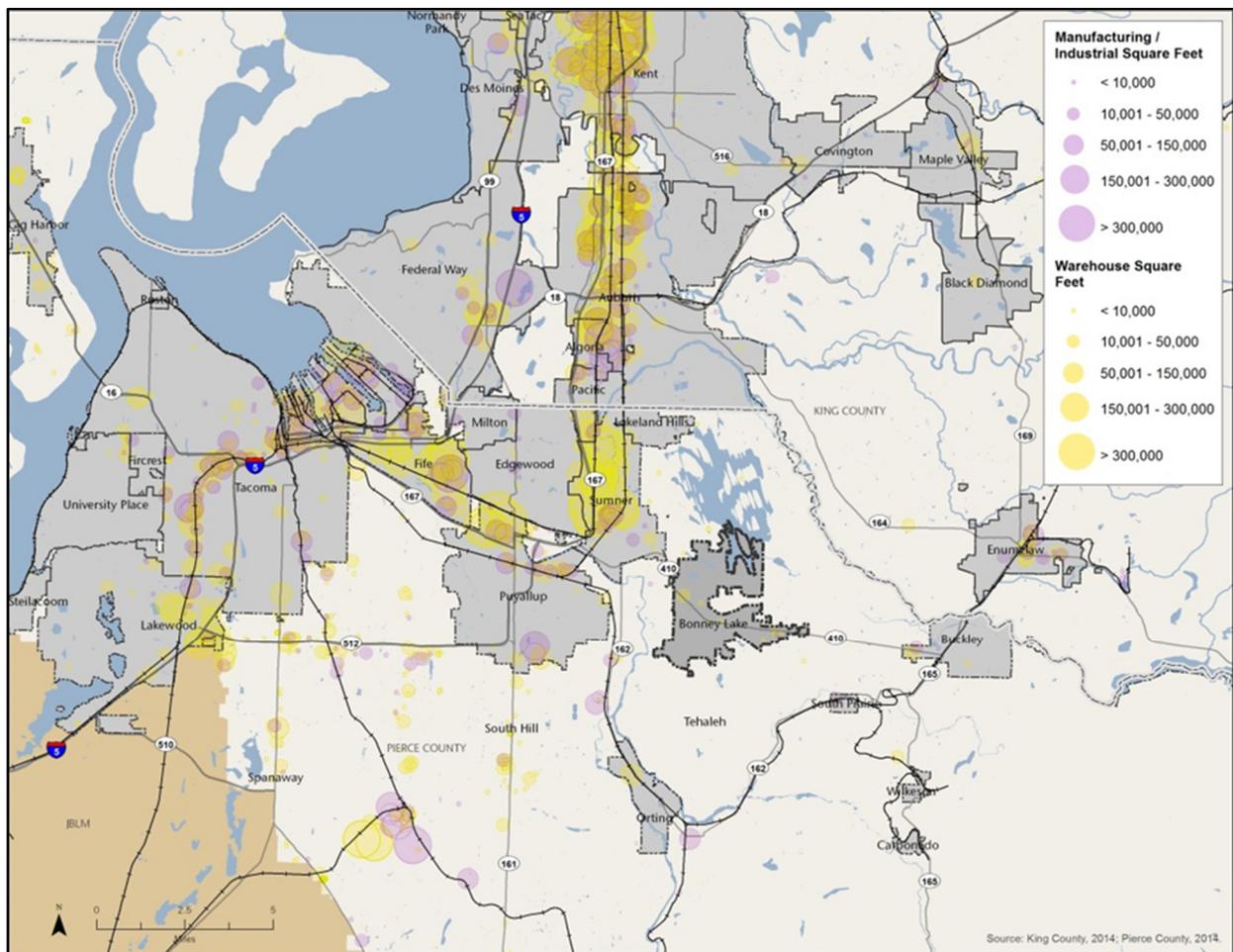


Figure 4-16: Manufacturing/Industrial and Warehouse Activity³¹

Bonney Lake has greater opportunities for growth in the light industrial sector, which can be supported by the development of “flex tech” spaces – large, open space buildings that can be configured in flexible formats to accommodate a variety of uses. Easttown may be particularly well suited to such uses, which can add diversity to Bonney Lake’s economy and job base.

5. BUSINESS CLIMATE

Every year there is a limited pool of money that will be spent in Central Puget Sound Region and Pierce County by businesses to either expand current operations or to enter a new market. Unfortunately, no one knows the exact amount that is in this pool or where the funds will be spent. For Bonney Lake this means that the City must compete with other communities in the Central Puget Sound Region and Pierce County to attract businesses that provide jobs for residents, as well as to recruit businesses that offer goods and services needed and desired by the community.

While a local jurisdiction cannot fully control a number of the factors used by business to determine where to invest (e.g. the availability of skilled workers, location of a City in relationship to the regional transportation systems, or the number of residents meeting certain demographic criteria), a jurisdiction can help to attract new business and retain existing business by creating a positive business climate by:

- Ensuring that the cost for development (e.g. permit fees, impact fees, connection charges, taxes, etc.) is equal to the benefit received by the business and community.
- Providing quality of public services and facilities.
- Ensuring development review process is reasonable, predictable and stable development regulation.
- Building the social capital of existing business by facilitating interactions between business by supporting organizations like the Bonney Lake Chamber of Commerce and Beautify Bonney Lake.

When the factors not controlled and controlled by the City align, Bonney Lake has a powerful advantage in the marketplace. Bonney Lake must take a facilitative approach to encouraging business investment, study options for development fees, and communicate the City's interest in business growth. This will help to ensure that when there is an opportunity for investment between similar communities in the area, the City will be the preferred location.

A positive economic climate cannot be accomplished without the sustained efforts of numerous parties. Many factors are beyond the city's control, such as the educational resources allocated by the Sumner School District, or the housing investment decisions made by the private sector. Additionally, by virtue of being an incorporated city in Pierce County, the City is included in a variety of county-wide and regional economic development efforts, including those of the Puget Sound Regional Council, Prosperity Partnership, the Pierce County Regional Council, the Port of Tacoma, the Economic Development Board of Tacoma-Pierce County, and the Pierce County Economic Development Division.

Given a community will to maintain a strong economy, the City can act in a leadership role to communicate the importance of a positive business climate and work with others to achieve it.

Goal EV-5: Establish a supportive climate that encourages the retention of existing businesses and encourages business investment in the community.

Policy EV-5.1: Promote economic development as a City priority, tied directly to the City's ability to serve residents and businesses well. Ensure City staff members have appropriate understanding of the City's economic development interests and their individual roles in contributing.

Policy EV-5.2: Promote a customer-service orientation in development services that facilitates development that is aligned with the community's vision and land use regulations.

Policy EV-5.3: Clearly establish and communicate the community's vision for Bonney Lake as a whole, as well as for major sub-geographies, to provide the local business community with clear direction on the appropriateness of various types of development in different parts of the City.

Policy EV-5.4: Ensure that taxes, fees, and dedications assessed as part of the development review process do not become an undue obstacle to economic growth.

Policy EV-5.5: Enforce development regulations in a consistent, objective manner, encouraging and facilitating investment that adheres to these policies.

Policy EV-5.6: Promote public understanding of the City's positive development climate and desire for business investment, both within the local business community and for the general public.

Policy EV-5.7: Consider the use of organizational and financial tools to leverage private sector resources in accomplishing the city's economic development and land use vision.

POLICY EV-5.8: Facilitate economic development in commercial areas through public/private partnerships if the activity is consistent with the city's adopted policies, if there is a compelling public benefit, and if there is an acceptable level of risk.

6. CENTERS

The development of local and regional centers is the critical component of implementing *Vision 2040*, *Metropolitan Transportation Plan* and the *Regional Economic Strategy*. The development of the four centers in Bonney Lake will provide access to a diverse collection of services, shopping, recreation, and jobs, would further the goals of *Vision 2040*, *Metropolitan Transportation Plan* and the *Regional Economic Strategy*, facilitate economic

"Promote a mixed use center that will provide a unique and attractive setting, and act as a major focal point for civic, retail, and commercial activities in Bonney Lake."

*Comprehensive Plan
The City of Bonney Lake
October 23, 1985*

development, foster an enhanced sense of community for residents and help better define Bonney Lake's overall identity. The *City of Bonney Lake Economic Development Study* (2015), prepared by BERK

Consulting identified discussed how the City's centers play a role in economic development and actions the City should consider to facilitate development within these centers. Below is the information that was provided by BERK:

Downtown

As described in the 2007 Downtown Plan, elements of good urban design can be used to shape the built environment Downtown to help create a stronger sense of place. Main components of the plan include a civic center, central plaza, and retail core ringed with commercial, residential, office, and mixed-use buildings with the potential for creating multiple story structures. It is envisioned that the central plaza would be Bonney Lake's most public space with a capacity to serve several thousand visitors from across the plateau for formal events and casual socializing. For example, the central plaza could be used as the host location for a farmer's market and community events similar to Bonney Lake Days. To help advance the creation of a more defined downtown core, the City should actively facilitate communication and coordination with landowners and businesses.

To facilitate the redevelopment of Downtown as a focal point for the community with pedestrian-scale development and retail diversity, the City should create opportunities for boutique retail and restaurants that add diversity and foster a sense of place. Pursuing this strategy will help achieve the goals of creating a community gathering space and reinforce the creation of a sense of identity for Bonney Lake.

Midtown

In the Midtown Center, the City should focus on quality corridor development and encourage pedestrian connections between commercial areas and adjacent neighborhoods. Examples of creating a quality corridor include sidewalks, pedestrian amenities near commercial nodes, improvements in the design of street medians and the use of art to improve the experience of the space. Development along State Route 410 should be encouraged to be accessible both from the highway and from adjacent local streets (i.e. don't "turn your back" to the neighborhood).

In support of this strategy, future development nodes should be planned to help break up the 410 corridor considering locations based upon future Tehaleh traffic flow. Models of similarly sized cities successfully addressing access and street design include Kenmore, Bothell, and Shoreline. Enhancements to the Midtown retail corridor along SR 410 are strategic investments that would help maintain Bonney Lake's role as the retail center of the plateau.

Eastown

The City should maintain a long-term view of development in Eastown allowing for flexibility in uses (e.g. flex-tech office space as discussed above). The long-term view of Eastown includes continued infrastructure investment and incentives to encourage additional development.

Lake Tapps

In the Lake Tapps Center, the City should maintain existing concentration of higher residential development with consideration of possible changes in zoning to support higher density housing with the potential for mixed-use development. In addition, the City should help foster retail development that facilitates recreational use of Lake Tapps and nearby parks (e.g. restaurants, small scale retail, equipment rentals, etc.). City ownership of property in the Lake Tapps sub-area provides flexibility for additional action toward place making.

Goal EV-6: Implement subarea plans for Downtown, Midtown, Easttown, and Lake Tapps centers to ensure a balanced mix of jobs and businesses, and to enhance Bonney Lake’s built environment.

Policy EV-6.1: Establish a regular review and update cycle for the Downtown, Midtown, and Easttown Subarea Plans to keep these plans current with emerging economic trends and changing development conditions in Bonney Lake.

Policy EV-6.2: Ensure the vision statements of the Downtown, Midtown, and Easttown Subarea Plans each promote a particular mix of businesses and define land uses that are most appropriate and desirable for each subarea.

Policy EV-6.3: Ensure the policies and standards of the Downtown, Midtown, and Easttown Subarea Plans establish distinct identities for each subarea and for Bonney Lake as a whole.

7. INFRASTRUCTURE DEVELOPMENT

One of the City’s other critical economic development roles is to plan, design, and build the infrastructure that support the City’s continued development. By adopting a investing in the necessary infrastructure to support this desired land use, the City lays the foundation upon which development can occur.

Every other year, Bonney Lake updates the City’s CIP, and thus is able to respond to changing development pressures and needs. This allows the City to grow gracefully, to meet the needs of both existing neighborhoods and new development.

Likewise, the City encourages the deployment of private sector infrastructure, such as telephone, electricity, and natural gas distribution systems, to meet the needs of development. When new infrastructure needs emerge, such as broadband and wireless communication systems, the City encourages the extension of these services to residences and businesses.

As areas mature and market conditions change, new challenges and opportunities arise and the City undertakes planning activities to help areas adjust. By doing this basic task well, Bonney Lake is able to infrastructure development to help attract and retain the specific types of economic development desired, while protecting neighborhoods from the impacts of unplanned growth.

One of the biggest infrastructure issues that the City must address, in addition to water and sewer service, is the transportation network; especially State Route (SR) 410. This state highway serves both as the primary thoroughfare and artery into and out of Bonney Lake and as the main commercial and retail corridor for the City and plateau. There are few alternative routes to travel in and out of Bonney Lake with limited public transit service. With the majority of residents commuting to and from Bonney Lake for work, it is anticipated that current traffic loads on SR 410 will only increase as population on the plateau continues to grow in the future and could negatively affect Bonney Lake's residential quality of life, attractiveness to new businesses, and overall economic development.

Goal EV-7: Provide well planned, maintained, and high quality public infrastructure that supports business and community growth.

Policy EV-7.1: Coordinate with the Washington Department of Transportation (WSDOT) to plan for access improvements and infrastructure maintenance in the SR 410 corridor.

Policy EV-7.2: Partner with local businesses to identify infrastructure conditions that pose obstacles to economic growth.

Policy EV-7.3: Maintain updated plans for water, sewer, stormwater, and transportation infrastructure to ensure that the facilities necessary to serve desired commercial growth are in place.

Endnotes:

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- ¹ Blakely, E. (XXXX). *Planning Local Economic Development: Theory and Practice*. p. 58.
 - ² BERK Consulting Inc. (January 2015). *City of Bonney Lake Economic Development Study – Final Report*. Prepared for the City of Bonney Lake.
 - ³ Washington State Department of Revenue's Local Sales and Use Taxable Retail Sales retrieved on March 19, 2014 from <http://dor.wa.gov/content/aboutus/statisticsandreports/TID/StatisticsReports.aspx?query=localsalesnaics>
 - ⁴ *ibid.*
 - ⁵ Vleming, J. (2014) Pierce County Profile. Prepared for the Washington State Employment Security Department. <https://fortress.wa.gov/esd/employmentdata/reports-publications/regional-reports/county-profiles/pierce-county-profile>. Accessed on February 27, 2015.
 - ⁶ U.S. Census Bureau. (2011) Longitudinal Employer – Household Data: Origin-Destination Employment Statistics. <http://lehd.ces.census.gov/data/>
 - ⁷ Pearce PhD, Diana M. (November 2014) *The Self-Sufficiency Standard for Washington State 2014*. Prepared for Workforce Development Council of Seattle-King County.
 - ⁸ *ibid.*
 - ⁹ *ibid.*
 - ¹⁰ U.S. Census Bureau. (2011) Longitudinal Employer – Household Data: Origin-Destination Employment Statistics. <http://lehd.ces.census.gov/data/>

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- ¹¹ U.S. Census Bureau. (2011) Longitudinal Employer – Household Data: Origin-Destination Employment Statistics. <http://lehd.ces.census.gov/data/>
- ¹² *ibid.*
- ¹³ Myers, D. (1988). Building Knowledge about Quality of Life for Urban Planning , Journal of the American Planning Association, 54:3, 347-358
- ¹⁴ BERK Consulting Inc. (January 2015). *City of Bonney Lake Economic Development Study – Final Report*. Prepared for the City of Bonney Lake.
- ¹⁵ Olsen, C. (February 28, 2014). *Best Places for Homeownership in Washington*. NerdWallet. <http://www.nerdwallet.com/blog/cities/best-cities-homeownership-washington/>. Accessed on June 27, 2014.
- ¹⁶ Puget Sound Regional Council. (January 22, 2015). *PSRC study: Affordability top factor in where to live*. Regional View: News from the Puget Sound Regional Council. <http://blog.psrc.org/2015/01/psrc-study-affordability-top-factor-in-where-to-live/>.
- ¹⁷ BERK Consulting Inc. (January 2015). *City of Bonney Lake Economic Development Study – Final Report*. Prepared for the City of Bonney Lake.
- ¹⁸ Prosperity Partnership. (July 2012). *Regional Economic Study for the Central Puget Sound Region: Strategy*. Prepared for the Puget Sound Regional Council.
- ¹⁹ U.S. Census Bureau. (2011) Longitudinal Employer – Household Data: Origin-Destination Employment Statistics. <http://lehd.ces.census.gov/data/>
- ²⁰ *ibid.*
- ²¹ BERK Consulting Inc. (January 2015). *City of Bonney Lake Economic Development Study – Final Report*. Prepared for the City of Bonney Lake.
- ²² *ibid.*
- ²³ *ibid.*
- ²⁴ *ibid.*
- ²⁵ *ibid.*
- ²⁶ *ibid.*
- ²⁷ *ibid.*
- ²⁸ *ibid.*
- ²⁹ *ibid.*
- ³⁰ *ibid.*
- ³¹ *ibid.*



Memo

Date : April 8, 2015
To : Mayor and City Council
From : Grant Sulham, Planning Commission Chair
Re : **Resolution 2432 – Economic Vitality Element**

The City of Bonney Lake is required to review and, if needed, update its Comprehensive Plan and development regulations to ensure compliance with the Washington State Growth Management Act (GMA), Chapter 36.70A RCW, by June 30, 2015 pursuant to RCW 36.70A.130. This periodic review and update of the City's Comprehensive Plan and development regulations is necessary to ensure that the City's Comprehensive Plan and development regulations reflect current laws, local needs and goals, and new data. The GMA does not exempt any portion of a comprehensive plan or development regulation from being subject to review and evaluation as part of the required period update. Annual amendments made to a comprehensive plan typically focus on specific sections or changes, but the periodic update is required to assess the plan as a whole.

The Planning Commission finds that the proposed Economic Vitality Element will ensure consistency between the state law, Vision 2040, the Pierce County Countywide Planning Policies, and the Bonney Lake Municipal Code.

The preparation of the Economic Vitality Element was identified in the *2015 – 2016 Planning Commission Work Plan* adopted pursuant to Resolution 2423.

At the April 8, 2015 meeting, the Planning Commission held a public hearing and voted 7-0-0 that the City Council approve Resolution 2432 stating the City Council's intent to adopt the Economic Vitality Element as part of the Comprehensive Plan update. Comments from the public were neither made at the public hearing nor submitted in writing to the City.

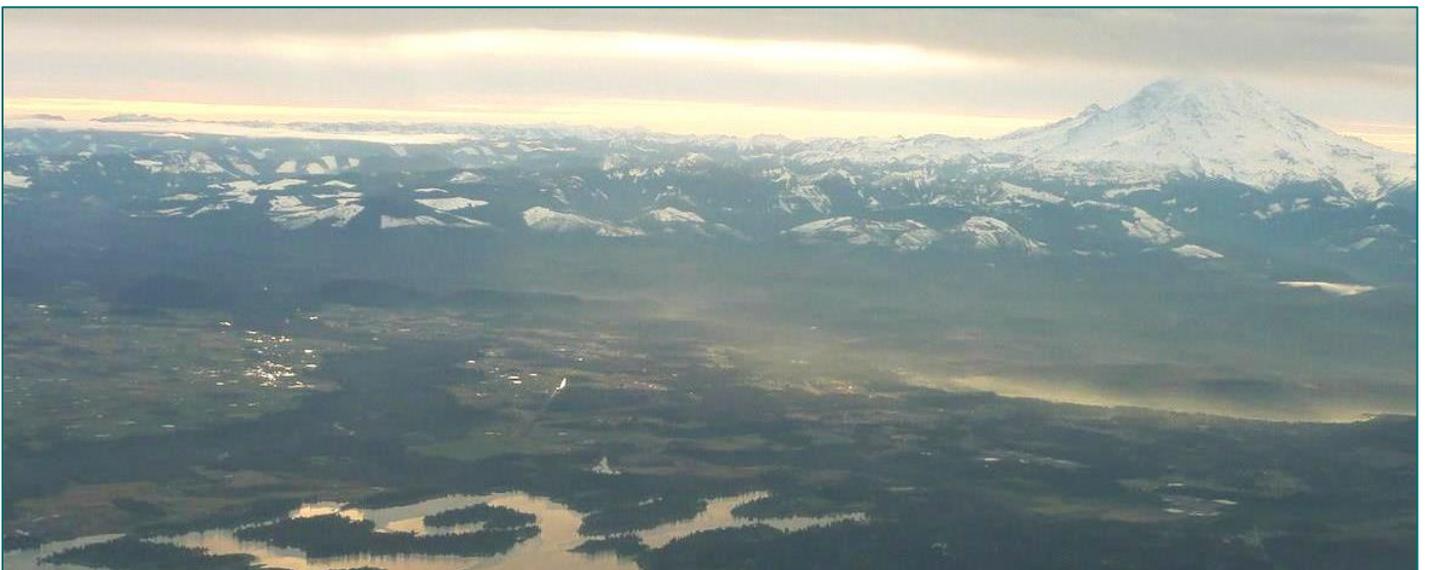
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City of Bonney Lake

ECONOMIC DEVELOPMENT STUDY

Final Report, January 2015





“Helping Communities and Organizations Create Their Best Futures”

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BONNEY LAKE ECONOMIC DEVELOPMENT STUDY

JANUARY 23, 2015

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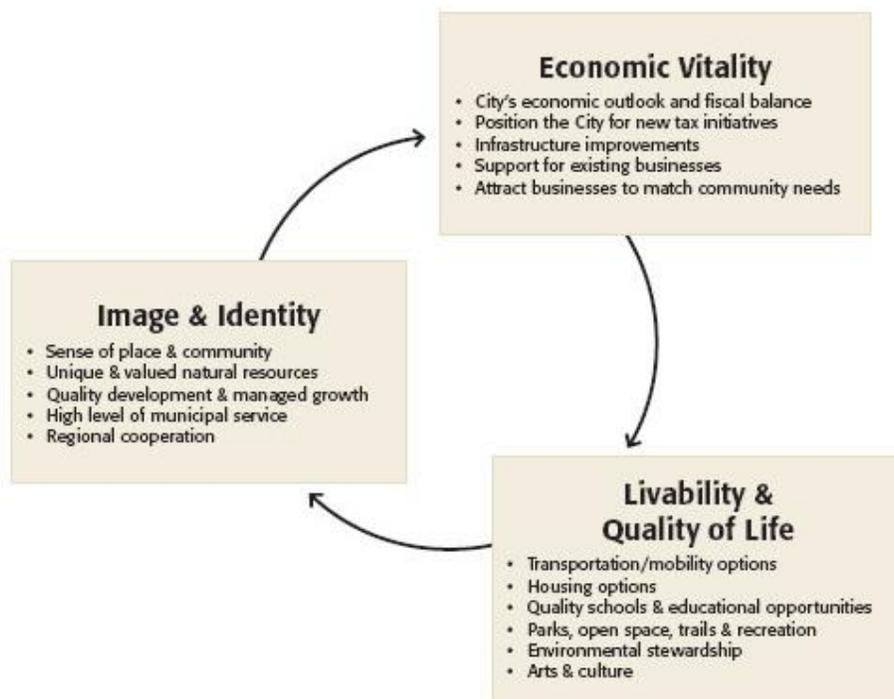
1. INTRODUCTION AND PURPOSE

Planning Purpose and Context

The City of Bonney Lake is currently working on its 2015 Comprehensive Plan Periodic Update. Part of this process involves the rewriting of its city-wide Economic Development Element that was adopted as an element within its 2005 Comprehensive Plan. Together with supporting analytics, direction from City staff, and results from stakeholder interviews, this document is designed to inform and provide direction for the City in this update.

This effort to bolster Bonney Lake’s economic development strategy will ultimately help the updating of its 2015 Comprehensive Plan by identifying clear and direct goals and strategies that link a strong economy with business growth, the addition of new residents to the plateau, and the continued sustainability of Bonney Lake’s high quality of life.

This Economic Development Study is built upon the understanding that the City’s economy is intrinsically tied to its quality of life, as well as the identity it presents to others, whether they are visitors, shoppers, residents, developers, or employers.



Planning Process

The City began this planning process in 2014 by developing and publishing its Community Profile in support of the 2015 Comprehensive Plan Update. To augment the quantitative data contained within the Community Profile, the BERK project team conducted additional quantitative and qualitative research between September and November 2014, including:

- Phone interviews with more than a dozen key stakeholders, including members of the business, development, and retail communities and City staff to garner important context and community opinions.

- Spatial analysis and mapping across a spectrum of vectors, including land values, population distribution, retail sectors, and other targeted economic sectors.
- Development of draft goals and policies specifically targeted for the Economic Development element update.
- Meetings with City staff, the Planning Commission, and City Council to present, discuss, and receive input on research findings including:
 - Key findings from the stakeholder interviews.
 - Strengths, weaknesses, opportunities, and threats (SWOT analysis).
 - Preliminary economic development strategies and recommendations.

The City's Community Profile, prepared as part of its 2015 Comprehensive Plan Periodic Update, and additional market analysis provide important additional inputs. Taken together, these inputs contribute toward a more holistic picture of the current status and future potential for economic development in Bonney Lake.

Exhibit 1. Bonney Lake Plateau - Aerial from Northwest to Southeast



SOURCE: Magnus Manske, 2008.

2. KEY FINDINGS

The key findings from BERK's work are as follows:

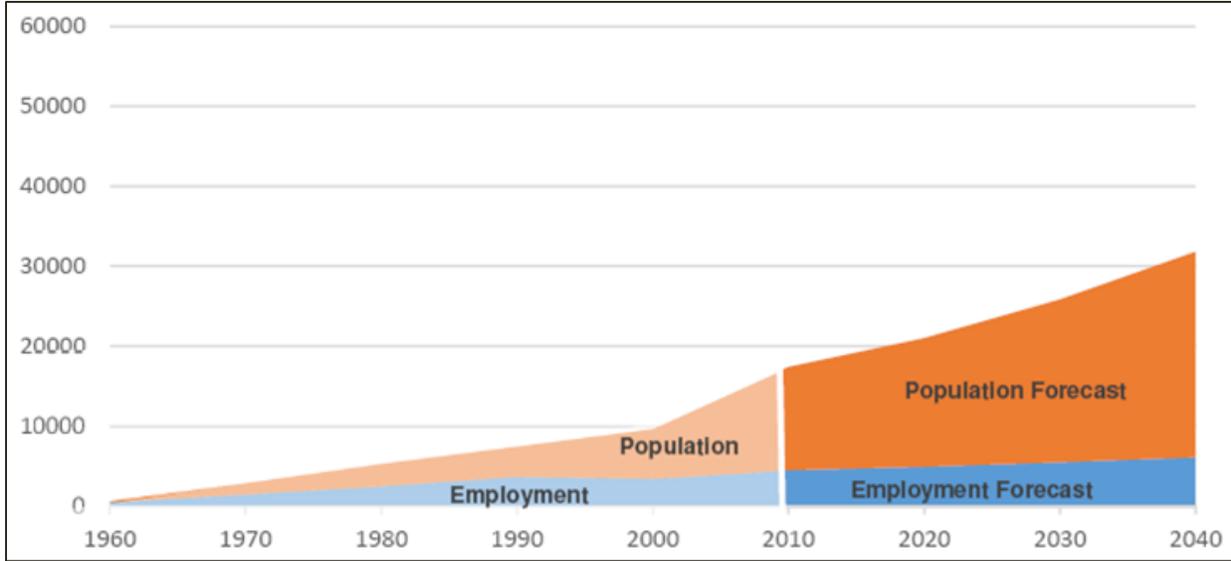
- Bonney Lake's suburban development and residential growth have been the main drivers of its economic development.
- Retail and related retail services are the dominant economic sector in Bonney Lake, reflecting the community's status as the center of retail for the plateau.
- Continued population growth in Bonney Lake will drive retail growth in the near future and serve as a catalyst for potential growth in new economic sectors over the longer term.
 - Likely growth areas include: general retail and services, medical and health services, and professional services.
 - Potential growth areas include: RV dealers, light manufacturing/industrial (e.g. flex tech), and higher education facilities.
 - Bonney Lake's peripheral location within the region and its relative isolation from major transportation nodes act as disincentives for growth in some economic sectors including: overnight lodging, large office, manufacturing/industrial, and warehousing.
- The Tehaleh master planned community and its associated 18,000 new residents offer near term retail opportunities and may compound traffic challenges for Bonney Lake.
- Traffic congestion on the SR 410 corridor is a current challenge likely to grow over the long run.
- Bonney Lake's high quality of life is a key factor that helps drive its population growth and by association its overall economic development.
- There is a widespread and shared desire for Bonney Lake to create a more enhanced "sense of place."
- A perception exists that Bonney Lake's development climate should be more conducive and collaborative in its approach to business growth.

Each finding noted above is explored in greater detail below.

Bonney Lake's suburban development and residential growth have been the main drivers of its economic development.

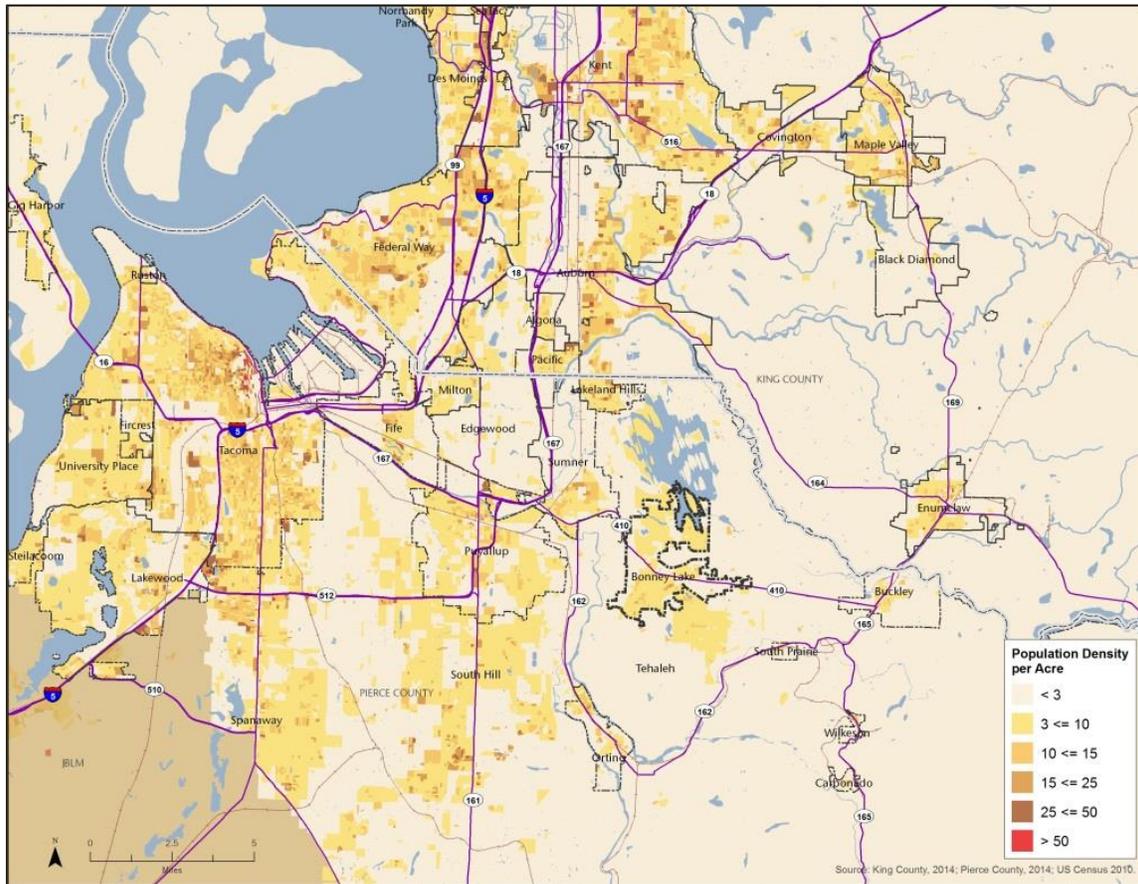
Bonney Lake is a small, residential city located on a plateau above both the Puyallup and Orting River valleys and bordered by the White, Puyallup, and Carbon Rivers in northeast Pierce County. Incorporated in 1949 with a population of 327, Bonney Lake has since grown to a small city in a rural setting with an estimated 2014 population of 18,520 people. Bonney Lake witnessed a large growth in population between 1990 and 2010 growing from 7,494 to 17,374 residents, an increase of over 130%. This growth and the current population density are shown in **Exhibit 2** and **Exhibit 3**.

Exhibit 2. Bonney Lake Population Growth



SOURCE: Community Development Element, Bonney Lake Comprehensive Plan, 2014.

Exhibit 3. Population Density: Bonney Lake and Region

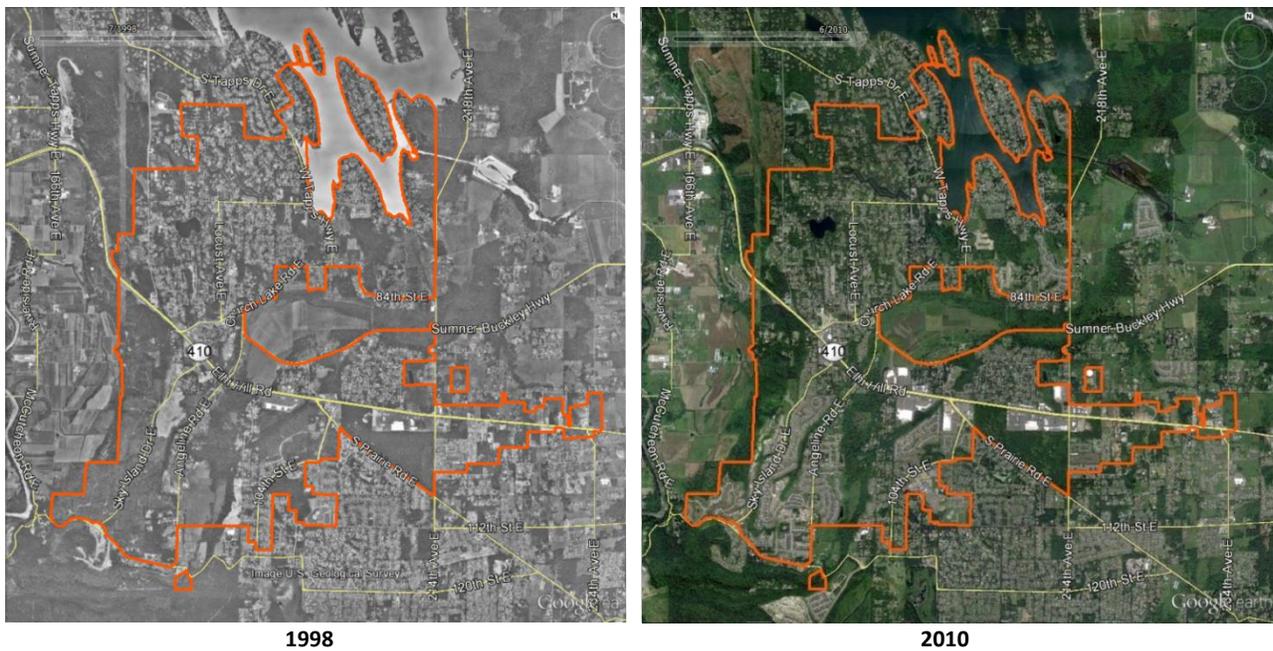


SOURCE: US Census, 2010.

Bonney Lake’s housing stock and development reflects that of a small city whose transportation infrastructure has been predominantly centered around the car. Of the 6,759 housing units identified in 2014, a full 83% consisted of single-family detached homes.¹ Of the remaining existing multi-family housing stock, a small number of low-rise apartment complexes are located in Downtown, Easttown, and the Lake Tapps Center. To date, there are no mid-rise residential buildings of four to seven stories in Bonney Lake. Reflecting the population growth trends since 1990, 62% of the total housing units in Bonney Lake have been constructed since 1990, with nearly 40% all housing units constructed between 2000 and 2010.² As seen in **Exhibit 4**, the vast majority of recent single family residential growth has taken place south of SR 410 along Sky Island Drive East, Angeline Road East, and 104th Street East.

In contrast to the trends in population and housing, employment growth for Bonney Lake has remained relatively stable since 1990 and is expected to remain at or near current levels through 2035. The relative stable level of jobs within Bonney Lake reflects its role as a bedroom community whose residents commute outside of Bonney Lake for work. As shown in **Exhibit 5**, Bonney Lake is largely home to commuters who work throughout the larger central Puget Sound region. For those workers who do work in Bonney Lake, the vast majority live either within Bonney Lake or near the plateau.

Exhibit 4. Recent Growth in Bonney Lake: 1998 and 2010

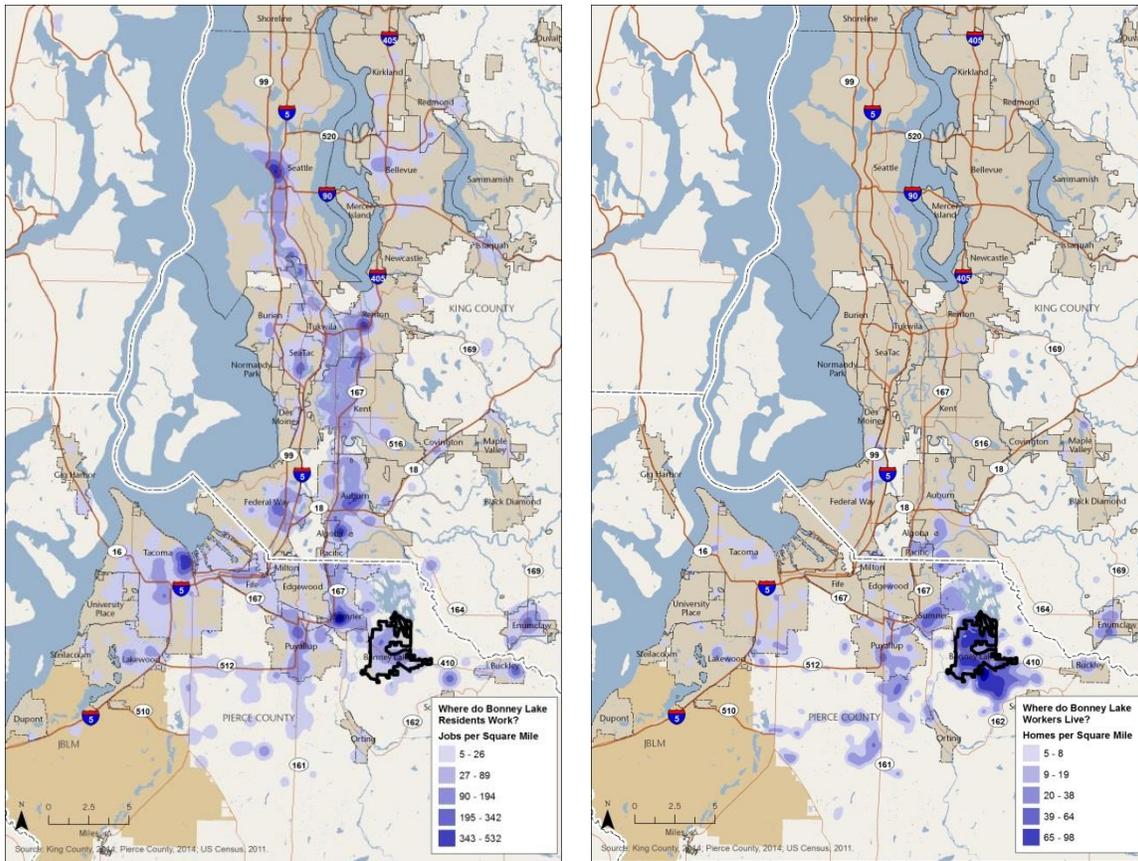


SOURCE: USGS, 1998; Google Earth, 2014.

¹ *Community Development Element, Bonney Lake Comprehensive Plan*. City of Bonney Lake, 2014.

² *Ibid.*

Exhibit 5. Bonney Lake Commuting Patterns



Where Residents in Bonney Lake Commute to for Work

Where Workers in Bonney Lake Commute from for Work

SOURCE: US Census, 2014.

Reflecting the high growth trends in population and housing during the 1990s and 2000s and its established reliance on cars for mobility, Bonney Lake’s economic and commercial development has evolved to match its small city character – namely providing retail and retail services to residents who live mostly in low-density single family homes and who commute outside the City for work. As a result, the majority of Bonney Lake’s retail and commercial development has occurred along the SR 410 corridor and is accessed primarily by cars. Clusters of retail space including big box retailers have been built chiefly around the Midtown area.

Retail and retail services are the dominant economic sector in Bonney Lake, reflecting the community’s status as the center of retail for the plateau.

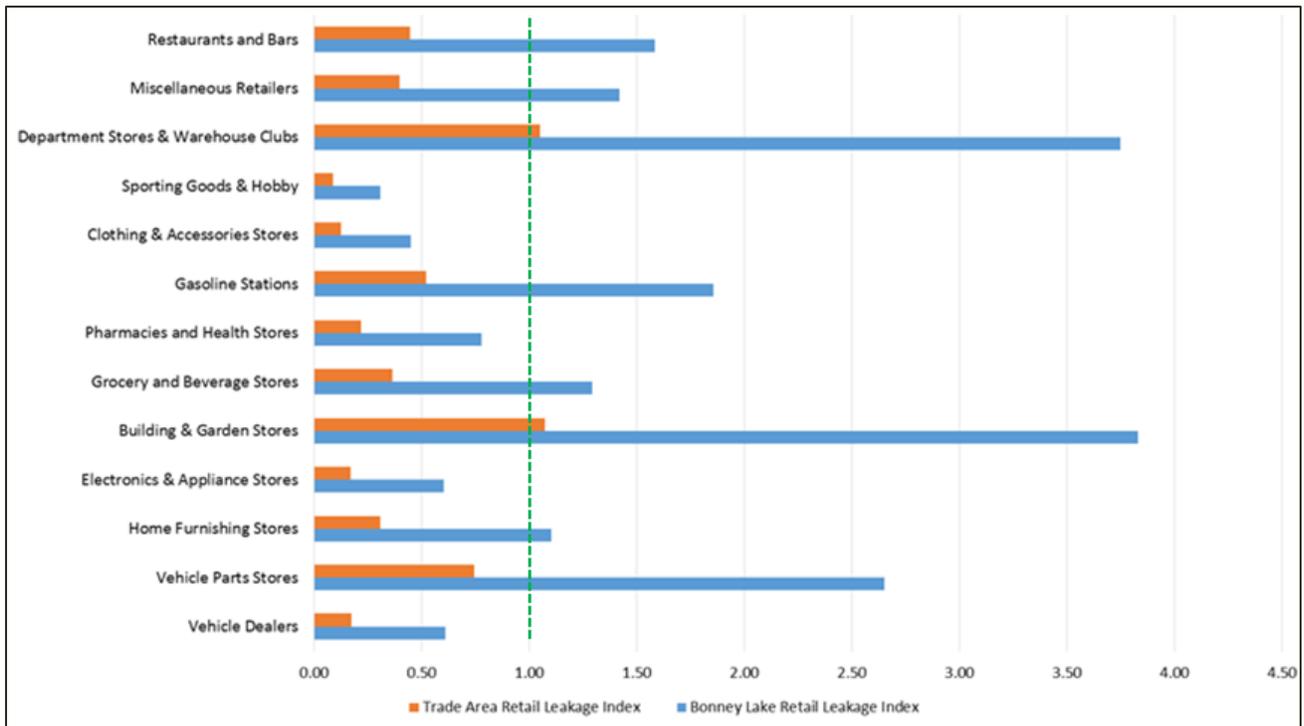
As a result of its recent growth as a small city, its underlying land use and transportation patterns, and its lack of established industrial based activities, economic development in Bonney Lake has mainly centered on its retail and retail services sector to serve its growing population. Overall, retail and retail services are the dominant and most successful economic sectors in Bonney Lake.

As evidence of Bonney Lake’s retail sector dominance, in 2013 50% of the jobs within Bonney Lake were in the retail and food service sectors which is higher than comparable cities as well as Pierce and King

County overall. Furthermore, an additional 30% of its employment base is comprised of professional services including doctors, lawyers, financial services, etc.³

Bonney Lake is not only a retail leader for its residents, but it also enjoys a prominent position as a retail destination for the residents of the greater plateau area across northeast Pierce County. **Exhibit 6** shows the relative ratios between demand and supply for designated market sectors for Bonney Lake (blue) and the Bonney Lake Trade Area (orange) on the plateau. Ratios close to 1 indicate a balance between supply and demand for a given market segment. Ratios less than 0.8 indicate that consumers are leaving Bonney Lake to shop while ratios greater than 1.2 indicate consumers outside Bonney Lake are coming to Bonney Lake to shop.

Exhibit 6. Retail Capture: Bonney Lake and its Retail Trade Area

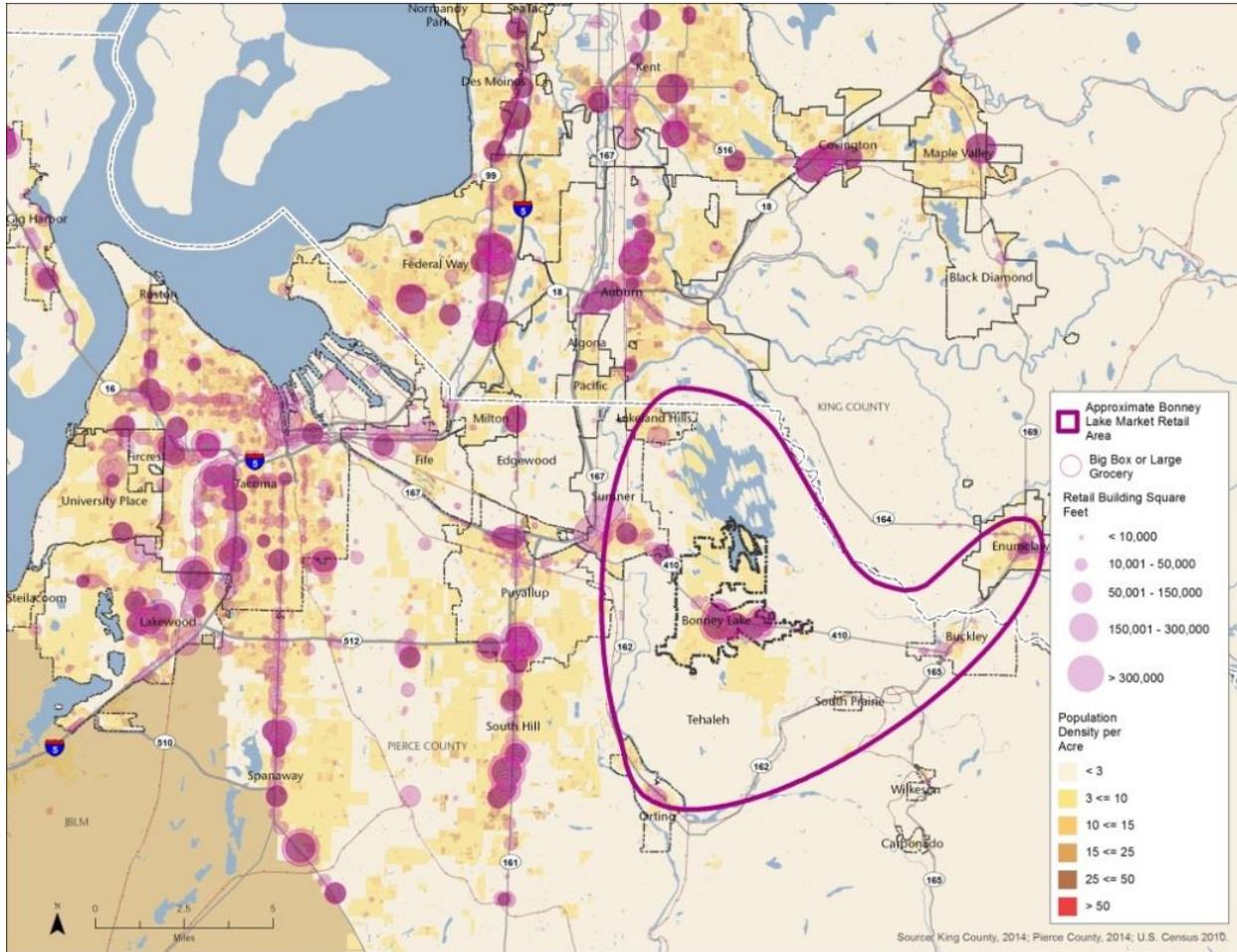


SOURCE: WA Dept of Revenue (NAICS)

As shown in this chart, the City has numerous areas of strengths related to the retail sector including: building and garden stores; department stores and warehouse clubs (big box retail); vehicle parts stores; gas stations; restaurants and bars; miscellaneous retailers; and grocery and beverage stores. The data also underscores the position that Bonney Lake enjoys as the center for retail commercial activity on the plateau with particular strengths at the regional level in building and garden stores and big box retail. Respondents to the stakeholder interviews also uniformly identified retail as a strong sector in Bonney Lake and one that most see as having a central role in Bonney Lake’s economic development moving forward.

³ Community Profile, 2015 Comprehensive Plan Periodic Update. City of Bonney Lake, 2014.

Exhibit 7. Bonney Lake and Regional Retail



SOURCE: King County, 2014; Pierce County, 2014; US Census 2010.

Exhibit 7 shows the regional retail picture for Bonney Lake. Reflecting its strengths capturing retail for the plateau, a large concentration of both general retail and big box retail are located in Bonney Lake. There is very little retail to the east and south while concentrations of retail are located in nearby Puyallup and South Hill to the west. The pattern of retail clusters along major roads in the region is repeated in Bonney Lake with retail concentrated along the SR 410 corridor, mainly in the Midtown area.

Continued population growth in Bonney Lake will drive retail growth in the near future and serve as a catalyst for potential growth in new economic sectors over the longer term.

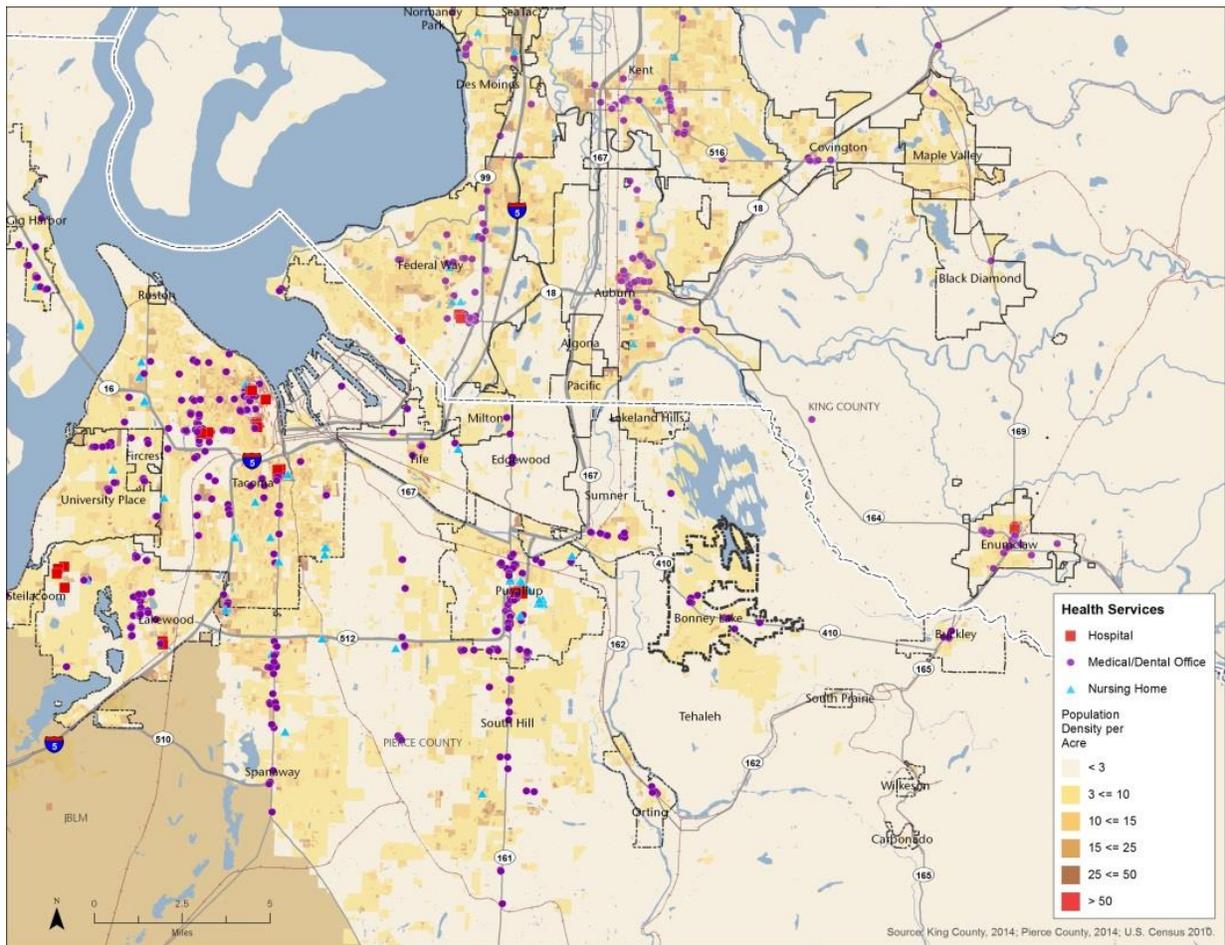
Looking toward the future, Bonney Lake’s population is forecast to experience continued strong growth with an anticipated population of 28,654 by 2035. This would represent an additional 10,134 residents from the 18,520 estimated in 2014 and a 55% overall increase. It is anticipated that the population growth moving forward will follow the residential pattern of past growth; namely, the addition of more single family homes whose residents commute outside the City for work. Furthermore, with the potential addition of 18,000 plus new residents in the Tehaleh master planned residential community to the south, there will be even more residents on the plateau who will need to shop for goods and services. It is anticipated that Bonney Lake will capture most of this demand in the near term. Bonney Lake’s current role and success as the retail center for the plateau will continue as both the City’s and nearby population increase over time.

A larger population base on the plateau will also create opportunities to support growth in other economic sectors apart from retail. The economic sectors described below were either indicated by the data or suggested by stakeholders and City staff as potential growth economic sectors for Bonney Lake.

Medical and Health Services

Similar to retail services in that they support the needs of a growing population, medical and health services were identified as a target economic sector for potential development in Bonney Lake. From a wage perspective, medical and health services pay higher wages than retail and would be a desirable complement to the current high concentration of retail jobs in Bonney Lake. Currently an existing cluster of medical and health service providers is located west of the plateau in Puyallup, including a hospital, while a smaller cluster of health services and hospital are located to the east in Enumclaw. As the population of Bonney Lake increases, along with the development of Tehaleh there will be more regional demand for medical, dental, and other health services, creating an opportunity for Bonney Lake.

Exhibit 8. Regional Medical & Health Services

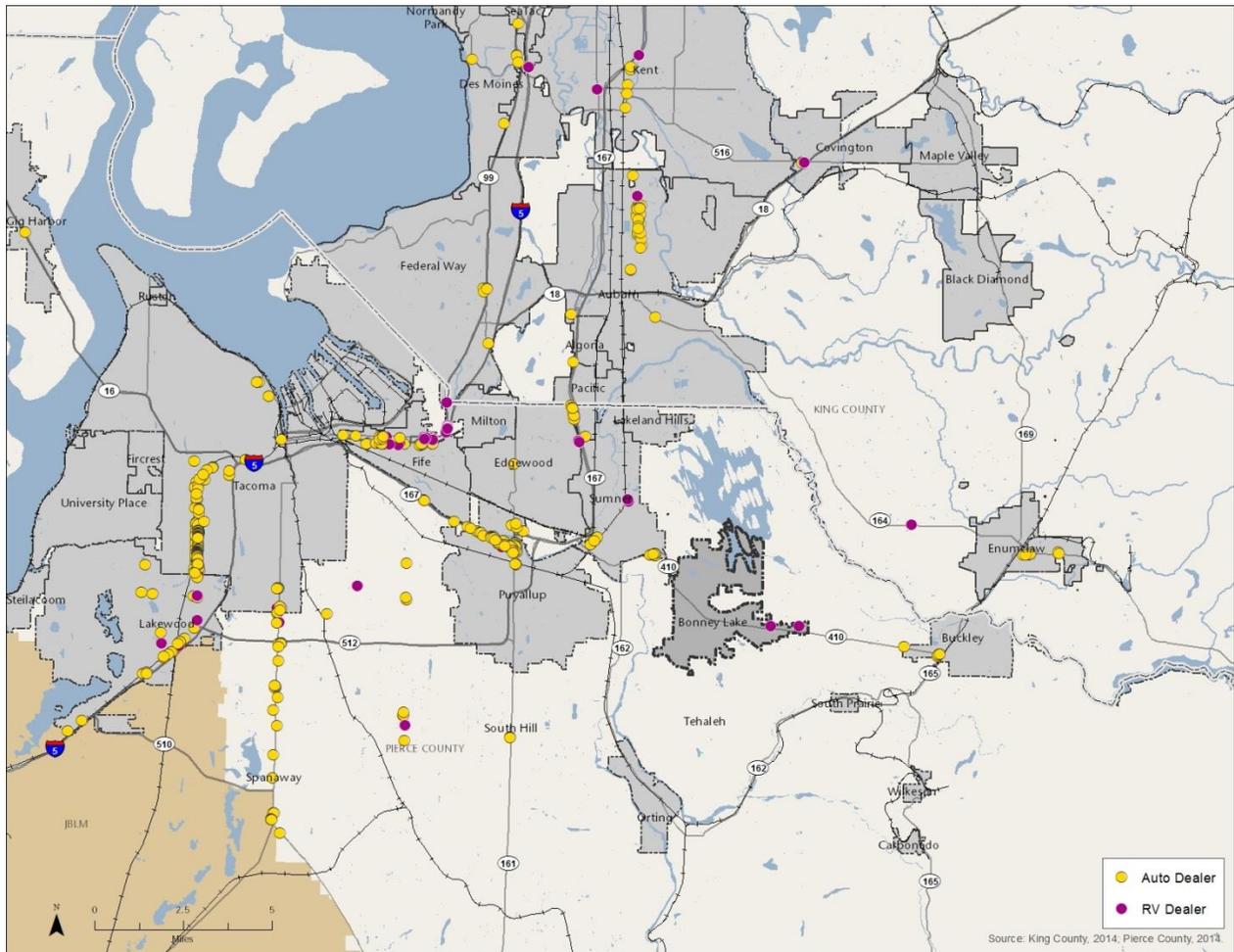


SOURCE: King County, 2014; Pierce County, 2014; US Census 2010.

Auto and RV Dealers

Auto and Recreational Vehicle (RV) dealers are often geographically clustered in centers along major roads as illustrated in **Exhibit 10**. In the Bonney Lake region, major auto retail centers are located in nearby Puyallup, Fife, and South Tacoma. Increases in population on the plateau will generate more demand for cars and RVs. However, the tendency for car dealers to form clusters, the peripheral location of Bonney Lake in the region, and the proximity of Bonney Lake to the existing Puyallup dealership cluster west of plateau combine to act as an overall disincentive for new auto dealerships to open in Bonney Lake. As a result, it is anticipated that there is limited potential growth in the auto dealer economic sector. However, as there are two current RV dealers in Bonney Lake, opportunity may exist to add additional dealers in support of a growing population with potential for building a regional RV cluster in Eastown.

Exhibit 10. Regional Auto and RV Dealers



SOURCE: King County, 2014; Pierce County, 2014.

Higher Educational Facilities

Stakeholders and City staff identified higher educational facilities as a potential new economic sector for development that would support quality of life and community vitality. Currently there are no higher education facilities or operations either in Bonney Lake or on the plateau. Regionally, there are three higher education facilities near the plateau: Pierce College Puyallup, a stand-alone community college located west of Bonney Lake; a satellite campus of Green River Community College in Enumclaw; and a satellite campus of Clover Park Technical College in South Hill. These are mapped in **Exhibit 11**.

Regional population and demographic trends help drive the location decisions behind locating a new traditional two-year community college campus. Per communications with a community college administrator, a threshold of 2,000 to 2,200 full-time students was identified as a baseline that would need to be met in order for planning and funding of a new community college campus to work.⁴ Additionally, it was communicated that based on current population trends, a new community college would likely be better located in southeast rather than northeast Pierce County in the near future.⁵

Using Pierce College Puyallup's experience as an example, the timeline horizon for planning, funding, and creating a community college campus requires a long-term perspective and is best conceptualized as a staggered, incremental process. For example, Pierce College Puyallup initially began as a rented storefront and after slowly building class offerings and student enrollment, it purchased land for a stand-alone campus 12 years after it began its limited operations. Today, twenty years after its initial class offerings, Pierce College Puyallup has finally reached the targeted threshold of 2,000 – 2,200 full-time students.

In terms of locating a two-year technical college, building costs are higher than a traditional two-year community college as the curriculum offerings require expensive equipment and learning labs in support of technically based curriculum.⁶ For example, the Professional Pilot Program offered at the Clover Park Technical College campus in South Hill requires airplanes, simulators, maintenance, and access to airports for flying time. Clover Park's culinary arts program includes a fine dining restaurant, pastry bistro, extensive cooking equipment, special exhaust systems, and grease interceptors. Similar to community colleges, the location decisions factors in locating and establishing a technical college involve regional population and demographic trends.

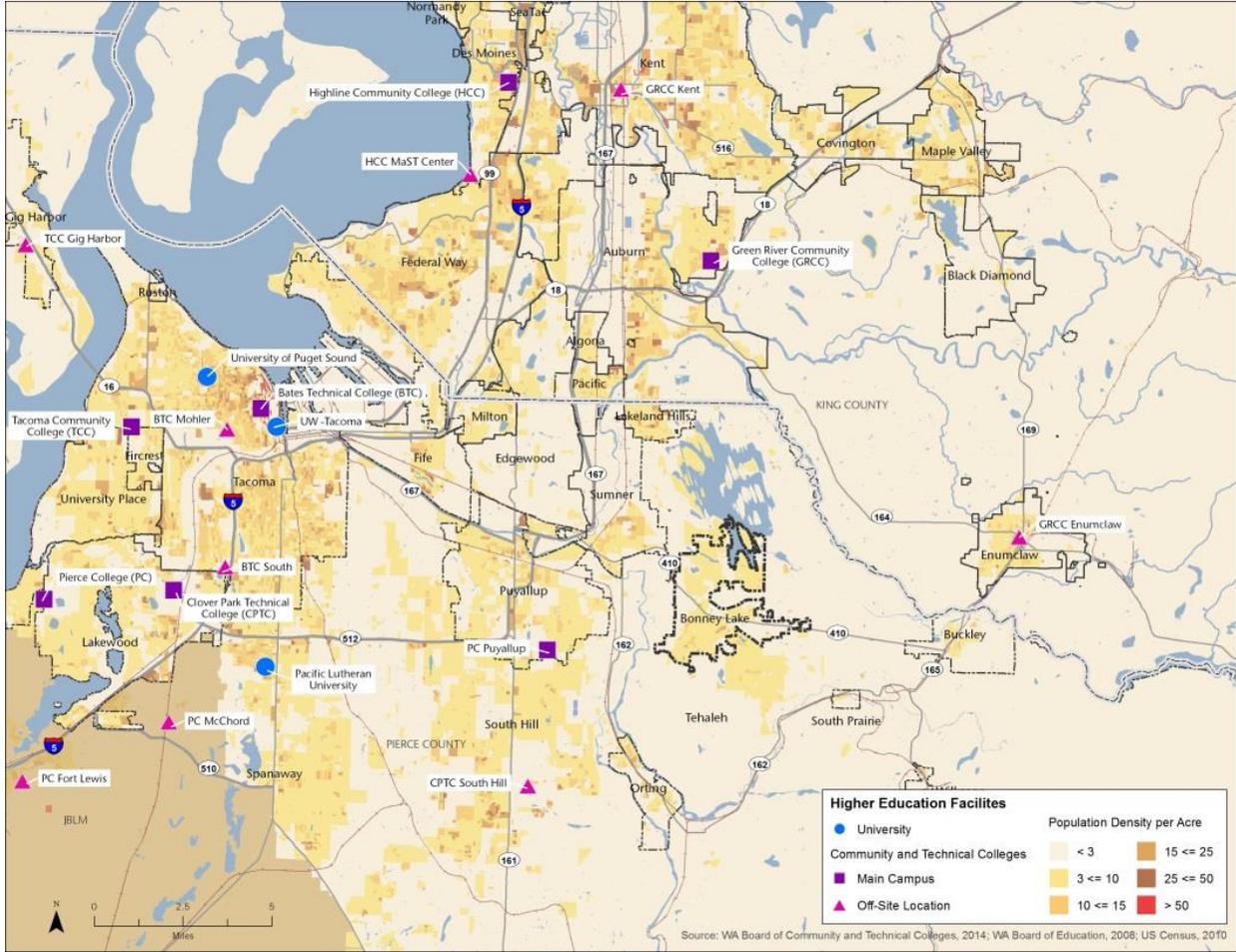
Although population growth on the plateau over the next 20 years will be significant and could support a branch or potentially a full campus of a technical or community college, realizing the potential in this economic sector would require a long-term and committed strategy on the part of the City involving relationship building and recruitment.

⁴ Personal Communications, December 5, 2014; Choi Halladay, Pierce College Puyallup Community College

⁵ Ibid.

⁶ Personal Communications, January 7, 2015; Linda Schoonmaker, Clover Park Technical College.

Exhibit 11. Higher Education



SOURCE: King County, 2014; Pierce County, 2014.

Bonney Lake's peripheral location within the region and its relative isolation from major transportation nodes act as disincentives for growth in some economic sectors.

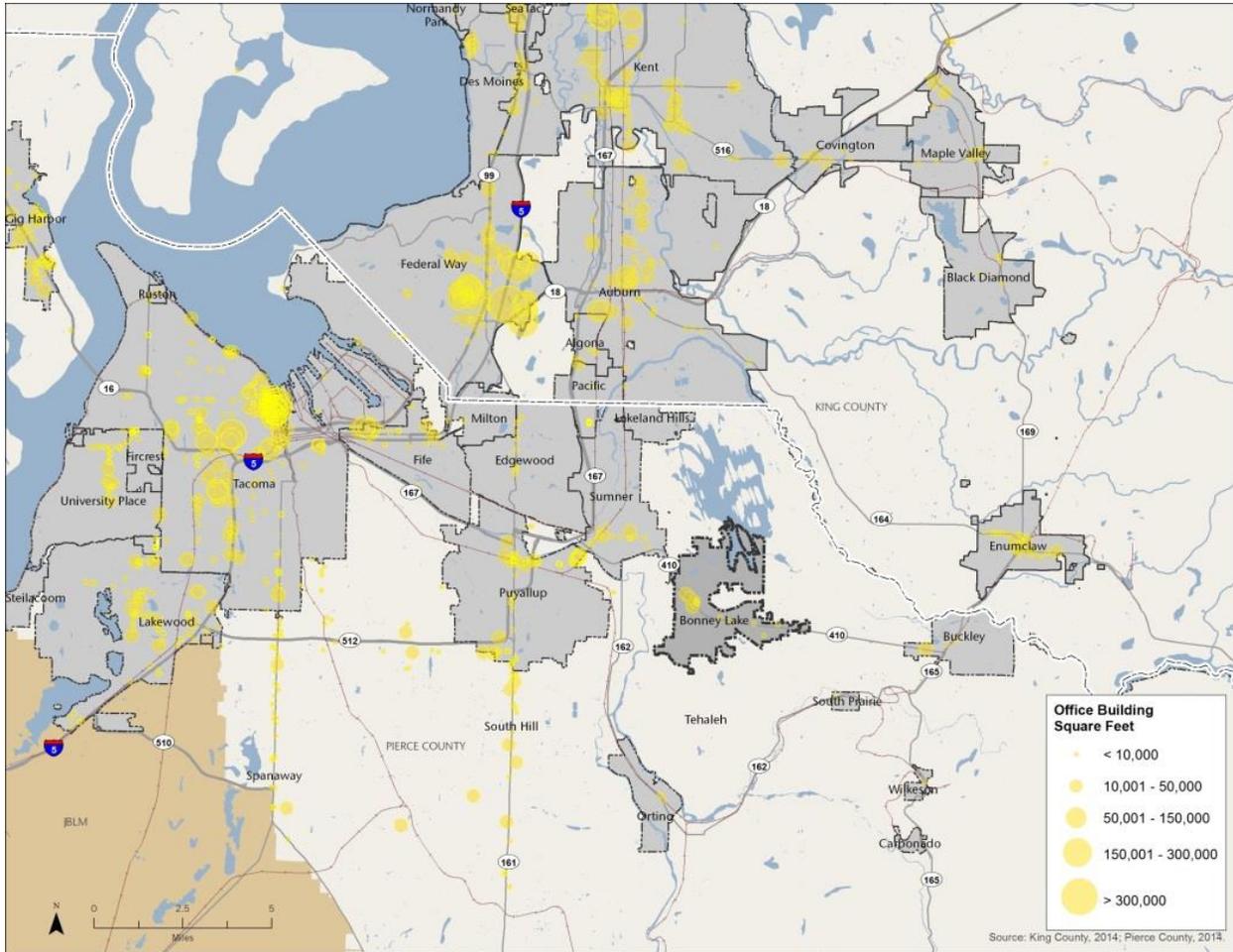
Bonney Lake's transportation network is almost exclusively auto-oriented, offers little to no public transit, and has no linkages to rail. SR 410 is not only the primary thoroughfare through the City, but it also acts as the main arterial connecting Bonney Lake to the greater region via SR 167 to the west and SR 165 to the east. Combined with its peripheral location, the relative isolation of Bonney Lake's transportation network from major transportation nodes acts as a disincentive for select economic sectors. The following examples highlight the challenges faced by the office and industrial/warehousing economic sectors in Bonney Lake.

Office

There is currently a limited amount of office building space in Bonney Lake, which appears to consist of professional service firms (financial and tax services, attorneys, etc.) that serve the local and regional population. As shown in **Exhibit 12**, there are small pockets of office space located along SR 410, but the majority of larger office spaces in the region remain concentrated in either established urban centers, employment centers, or along major highway and transit routes. Large employers who occupy large amounts of office space tend to locate along major transit corridors and within urban hubs. From this perspective, Bonney Lake is currently positioned at a comparative disadvantage regionally in terms of attracting large office-based employers. Results from the stakeholder interviews confirmed this finding as many expressed the idea that major employers would not consider Bonney Lake due to its relatively isolated location and its perceived lack of business prestige within the region.

Opportunities do exist to increase Bonney Lake's professional service offices as the City and regional population grows. Medical and health services, a subset of the office sector, offer additional opportunities for growth (see discussion of *Medical and Health Services* earlier.)

Exhibit 12. Office Space in Bonney Lake Region



SOURCE: King County, 2014; Pierce County, 2014.

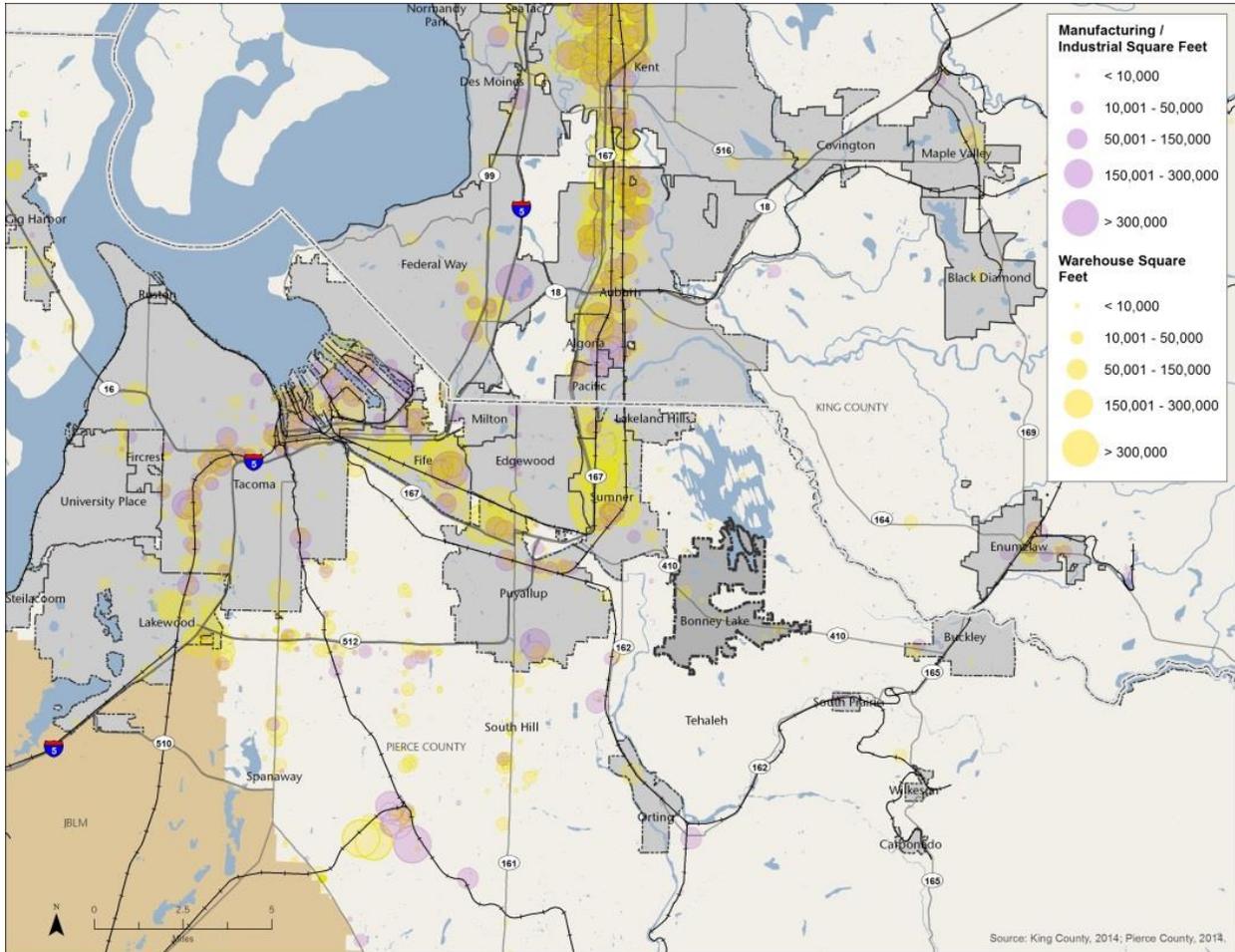
Manufacturing /Industrial and Warehousing

As shown in **Exhibit 13**, manufacturing/industrial and warehouse economic activity in the region is located along established major transportation routes, especially railways and port facilities, and are generally found in geographic clusters reflecting underlying zoning. Manufacturing/industrial and warehouse facilities are often located near one another as can be seen in Sumner Industrial Park, Kent Valley, Auburn Valley, and the Port of Tacoma.

Bonney Lake currently has a very small amount of warehousing and manufacturing/industrial economic activity. Given the historic absence of railways, relative isolation from major transportation routes, and limited number of large, industrially zoned developable parcels, future growth in the manufacturing/industrial and warehousing sector is expected to be negligible within Bonney Lake. Feedback garnered from the stakeholder interviews echoed this sentiment commenting that Bonney Lake is not well positioned for either heavy industrial or warehousing. In addition to being unlikely from a market perspective, these uses are not in keeping with Bonney Lake’s residential quality of life and Vision.

Bonney Lake has greater opportunities for growth in the light industrial sector, which can be supported by the development of “flex tech” spaces – large, open space buildings that can be configured in flexible formats to accommodate a variety of uses. Eastown may be particularly well suited to such uses, which can add diversity to Bonney Lake’s economy and job base.

Exhibit 13. Manufacturing/Industrial and Warehouse Activity



SOURCE: King County, 2014; Pierce County, 2014.

The Tehaleh master planned community and its associated 18,000 new residents offer near term retail opportunities and may compound traffic challenges for Bonney Lake.

The Tehaleh master planned community south of Bonney Lake is anticipated to bring in an estimated 18,000 plus new residents to the plateau. Development in Tehaleh is planned to occur across two phases. Phase I is currently underway and is expected to result in an additional 2,200 new homes with roughly 200-300 homes built per year. In the near term, these new residents will have a positive impact on Bonney Lake’s economic development, especially for the established retail sector, as they look to Bonney Lake to satisfy their retail and service needs. The additional trips generated by Tehaleh residents will add to traffic challenges along SR 410 in Bonney Lake.

Phase II of the Tehaleh development is currently in the planning stages, including a draft Environmental Impact Statement (EIS) report. A key requirement for approval of Phase II will be the building of a new arterial – the Rhodes Lake Road corridor – that will provide additional access to and from the plateau via Tehaleh to SR 162 near Orting.

Over the long term, as Phase II development for Tehaleh occurs it is anticipated that new retail, commercial, and professional service offerings will be built within Tehaleh itself. Retail development will likely consist of neighborhood-serving retail, restaurants, and services, with little opportunity to compete with Bonney Lake’s regional retailers based on the relatively small size of the Tehaleh

population and the established nature of Bonney Lake's regional retail base. As Phase II is further built out, some share of the incremental increase in demand for daily goods (grocery and some retail, restaurant, and services sectors) enjoyed by Bonney Lake providers in the near term may be absorbed by Tehaleh-based providers over the longer term.

Overall, as Tehaleh develops and the associated population gains on the plateau are realized, the increased population base will act as a potential catalyst for some new economic sectors to develop including medical and health services, professional services, and potentially higher education. It can be expected that growth in these economic sectors on the plateau will be captured by Bonney Lake as it has an established retail and commercial core upon which to build.

Given the current road and transportation network that exists on the plateau, especially the position of SR 410 as the main route in and out of the plateau, growth in the Tehaleh community will place increased and growing stress on the road system in the near term yielding increased traffic loads and decreased mobility within Bonney Lake. This would negatively impact the quality of life currently enjoyed by Bonney lake residents and may ultimately act as a disincentive for economic development. The building of a second artery off the plateau (Rhodes Lake Road) will be required before Phase II of Tehaleh can be developed. When completed, this new corridor will help mitigate future increased traffic demands on SR 410.

Currently, the City is exploring the possibility of establishing an Urban Growth Area (UGA) for Tehaleh, which may ultimately lead to its annexation.

Traffic congestion on the SR 410 corridor is a current challenge likely to grow over the long run.

SR 410 is not only the primary thoroughfare and artery into and out of Bonney Lake, but it also serves as the main commercial and retail corridor for the City and plateau. There are few alternative routes to travel in and out of Bonney Lake with limited public transit service. With the majority of residents commuting to and from Bonney Lake for work, it is anticipated that current traffic loads on SR 410 will only increase as population on the plateau continues to grow in the future.

Many stakeholders expressed a concern over traffic congestion in Bonney Lake, with some respondents indicating a fear that left unchecked Bonney Lake will become like Meridian in Puyallup, both in terms of traffic and how the City will look in the future. Traffic congestion and mobility on SR 410 is a key challenge to Bonney Lake's residential quality of life, attractiveness to new businesses, and overall economic development.

Exhibit 14. SR 410 in Bonney Lake



SOURCE: Bonney Lake, 2014.

Bonney Lake's high quality of life is a key factor that helps drive its population growth and by association its overall economic development.

Stakeholder interview respondents nearly unanimously touted Bonney Lake's high quality of life as one of its core strengths. The trend of consistent population growth both in its recent past and near future also underscores the attractiveness of Bonney Lake as a desirable location to live. Bonney Lake's semi-rural setting, proximity to recreational offerings, local access to a variety of goods and services, and relative housing affordability were raised as key factors related to Bonney Lake's high quality of life.

As population gains are the main driver behind Bonney Lake's large retail sector and ultimately its overall economic development, maintaining its high quality of life is an important consideration for future economic development planning. To help maintain and enhance Bonney Lake's quality of life, the following areas were identified as priorities for the City to make continued investments: traffic mobility; recreational amenities including parks and trails; creating some type of city or civic center; and improving the look and feel of the SR 410 retail corridor.

There is a widespread and shared desire for Bonney Lake to create a more enhanced "sense of place."

As Bonney Lake continues to grow as a small city within its rural setting, a desire to create a more defined sense of place has emerged. Stakeholder interview participants and City staff expressed the sentiment that creating a city center for Bonney Lake would help foster an enhanced sense of community for residents and help better define Bonney Lake's overall identity. There were various approaches and opinions expressed as to how a more enhanced sense of place could be created.

Create a more defined downtown core in the form of a town center. Some respondents expressed optimism for the City's current vision of creating a more densely built, cohesive downtown. As described

in the 2007 *Downtown Plan*, elements of good urban design can be used to shape the built environment Downtown to help create a stronger sense of place.⁷ Main components of the plan include a civic center, central plaza, and retail core ringed with commercial, residential, office, and mixed-use buildings with the potential for creating multiple story structures. It is envisioned that the central plaza would be Bonney Lake's most public space with a capacity to serve several thousand visitors from across the plateau for formal events and casual socializing. For example, the central plaza could be used as the host location for a farmer's market and community events similar to Bonney Lake Days. To help advance the creation of a more defined downtown core, the City should actively facilitate communication and coordination with landowners and businesses.

While many stakeholders expressed support for a town center, many questioned the viability of what they understand to be the current vision and implementation plan. Although a number of stakeholders support the vision of a walkable, more densely built downtown center in the abstract, many expressed doubt about the feasibility of pursuing a town center focused on destination retail development. This demonstrated some confusion about the scale and ambition of the City's vision for "Downtown" or a "town center."

Example constraints raised by stakeholders include: existing development patterns (e.g. sprawl-like retail along 410 and high propensity for single-family housing); challenges related to developing a collection of smaller parcels versus one or two large ones; and proximity of other nearby vibrant downtown areas (e.g. Sumner).

Create a common space/central area that acts as a gathering space for community events or activities.

As an alternative to a densely built town center, some respondents suggested the creation of central area where Bonney Lake residents could gather for community events. No clear consensus emerged as to what this central area would look like, though potential ideas included a large park or open space, a sports facility, or other type of public venue. Different locations were mentioned, including the area currently designated for Downtown, the WSU Forest, Allan Yorke Park, Eastown, or elsewhere near Lake Tapps.

Encourage a quality built environment outside of downtown. Apart from the concept of a City Center, stakeholders stated the importance of ensuring that development along and around the 410 corridor is of higher quality than low-grade "strip retail." Walkability and interconnections among retail and residential nodes were stressed as important considerations as well.

A perception exists that Bonney Lake's development climate should be more conducive and collaborative in its approach to business growth.

Stakeholders were fairly vocal and consistent in communicating that a perception exists that the City needs to be more of a partner in business development as it relates to economic development. Two distinct but related factors were identified.

First, the City should be a more facilitative partner for business. Stakeholders cited communication challenges, a lack of engagement with the business community, and – most importantly – an impulse to say "no" rather than work with applicants to facilitate more desirable development.

Second, a broad spectrum of respondents expressed their perception that Bonney Lake's impact fees are unreasonably high and unwarranted by the relative advantages Bonney Lake offers compared to other potential business locations in the region. These high fees are perceived as a deterrent for developers to pursue opportunities and for businesses to locate in Bonney Lake.

⁷ *Downtown Plan*, City of Bonney Lake, 2007.

3. GENERAL RECOMMENDATIONS

The following outlines general recommended economic development strategies for Bonney Lake, reflecting a focus on quality of community and the built environment.

Development Climate

Take a more facilitative approach to encouraging business investment, study options for impact fees, and communicate the City's interest in business growth. As noted above, there are real perceptions among some in the business community that Bonney Lake is not an easy place to do business. This should be addressed frontally, and in communication and collaboration with the business community.

Specific actions could include creating "plain talk" handouts for the public that clearly explain the City's development regulations and how the permitting process works, establishing policies promoting consistent application of development regulations, and maintaining strong communication with local businesses. Finally, the City can also clearly define and communicate development uses per sub-geography (e.g. Downtown, Midtown, Eastown, and Lake Tapps) as described next.

Subarea Visions

Define and communicate a cohesive vision for Downtown, Midtown, Eastown, and Lake Tapps. The City should redefine and/or recommunicate its plan for Downtown and other subareas, taking into consideration what types of uses are desired and where they should be located.

Downtown: Facilitate the redevelopment of Downtown as a focal point for the community with pedestrian-scale development and retail diversity. This should include creating opportunities for boutique retail and restaurants that add diversity and foster a sense of place. Pursuing this strategy will help achieve the goals of creating a community gathering space and reinforce the creation of a sense of identity for Bonney Lake. A revisiting of the 2007 draft *Downtown Plan* should be part of any new strategies for Downtown.

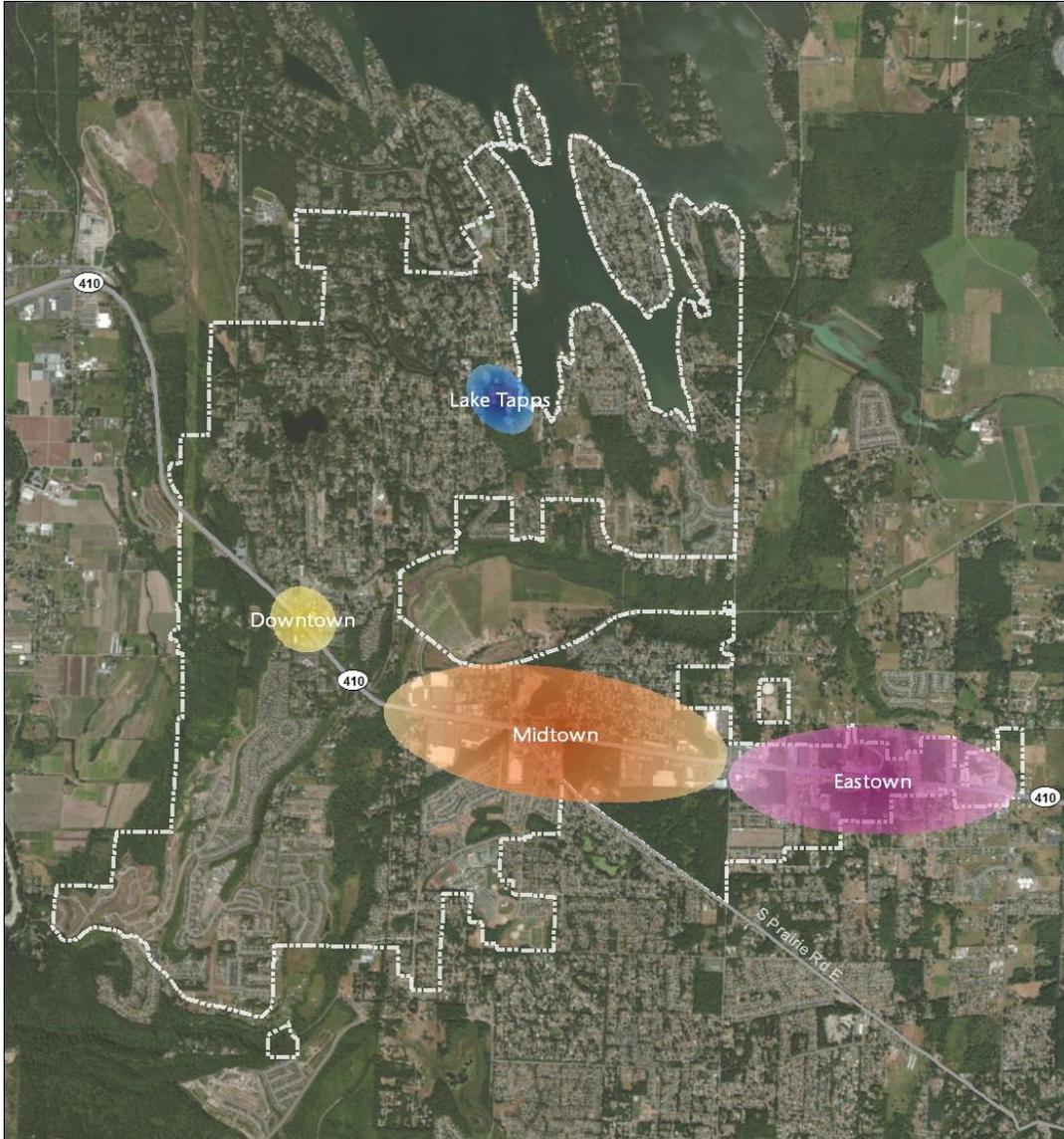
Midtown: Focus on quality corridor development and encourage pedestrian connections between commercial areas and adjacent neighborhoods. Examples of creating a quality corridor include sidewalks, pedestrian amenities near commercial nodes, improvements in the design of street medians and the use of art to improve the experience of the space. Development along State Route 410 should be encouraged to be accessible both from the highway and from adjacent local streets (i.e. don't "turn your back" to the neighborhood).

In support of this strategy, future development nodes should be planned to help break up the 410 corridor considering locations based upon future Tehaleh traffic flow. Models of similarly sized cities successfully addressing access and street design include Kenmore, Bothell, and Shoreline. Enhancements to the Midtown retail corridor along SR 410 are strategic investments that would help maintain Bonney Lake's role as the retail center of the plateau.

Eastown: Maintain a long-term view of development in Eastown allowing for flexibility in uses (e.g. flex-tech office space as discussed above). The long-term view of Eastown includes continued infrastructure investment and incentives to encourage additional development.

Lake Tapps: Maintain existing concentration of multi-family housing with consideration of possible changes in zoning to support higher residential development with the potential for mixed-use development. In addition, the City should help foster retail development that facilitates recreational use of Lake Tapps and nearby parks (e.g. restaurants, small scale retail, equipment rentals, etc.). City ownership of property in the Lake Tapps sub-area provides flexibility for additional action toward place making.

Exhibit 15. Bonney Lake Commercial Districts



SOURCE: Bonney Lake, 2014.

Economic Development Efforts

Economic Development Organization: The City should establish a public/private economic development organization, combining and coordinating public and private sector interest and energies, and identify clear responsibility for economic development within the City.

Business Retention and Attraction: The City should raise awareness of development opportunities and positive business climate in Bonney Lake. Example actions in support of this goal include conducting targeted business retention and attraction efforts for particular economic sectors. Potential target sectors for economic development include medical and health facilities, overnight lodging, higher education, and professional service providers.

Quality of Life

To support and enhance the current high quality of life enjoyed by Bonney Lake residents, the City should continue to focus energy and funding in the creation of a central community space, facilitate community events, maintain traffic mobility, and continue to improve parks and potentially add new parks and trails.

4. COMPREHENSIVE PLAN GOAL AND POLICY REVIEW

In addition to the strategies listed in the previous sections, BERK was tasked with providing guidance on Economic Development goals and policies to be incorporated into the City's Comprehensive Plan, which is currently being updated. The section below provides a review of the City's current draft Economic Development Goals, and the section that follows presents BERK's recommended goals and policies to implement the strategies described in this report.

Review of Draft Economic Development Goals

ED-1: *Establish a climate that stimulates economic activity and creates opportunities for businesses to launch and thrive.*

This Goal and Draft Goal ED-3 both emphasize the creation of positive development and regulatory environment in which businesses can thrive. It may be best to combine these two goals to consolidate policies related to development climate and the regulatory environment.

ED-2: *Encourage desirable investment that will grow and diversify the City's economy and employment base.*

This Goal should be informed by a market-based understanding of the City's economic opportunities.

ED-3: *Retain existing businesses and support the development of new business by creating a predictable and consistent regulatory environment.*

This Goal and Draft Goal ED-1 both emphasize the creation of positive development and regulatory environment in which businesses can thrive. It may be best to combine these two goals to consolidate policies related to development climate and the regulatory environment.

ED-4: *Implement the Downtown, Midtown, and Eastown Subarea Plans to ensure a balanced mix of jobs and businesses.*

It will be important to revise these Subarea Plans as next steps in updating Bonney Lake's market-based land use planning policies. The updated subarea plans should establish detailed

visions for each subarea to clearly communicate the City's development expectations to the business community.

ED-5: *Brand Bonney Lake's natural setting as a gateway to recreational destinations.*

While Bonney Lake does have access to nearby regional recreation amenities, it may be challenging for the City to capitalize on these amenities through a branding strategy. Other communities in the region who have successfully branded themselves as gateways are often the "last stop" on the road for travelers visiting a particular recreation destination. These communities can provide food, lodging, and services for visitors because of their proximity to the recreation destination. While Bonney Lake possesses convenient access to Crystal Mountain and the rest of Mount Rainier National Park, other communities are closer and may be better situated to provide visitor services, as evidenced by the current lack of overnight lodging in the community.

Based on these factors, the City may wish to re-examine or revise this goal (see *Goal ED-6*, below) to focus more on how local recreational amenities and access to regional recreation destinations enrich the community and make Bonney Lake a great place to live, rather than focusing specifically on being a gateway to any particular recreation destination.

ED-6: *Capitalize on Bonney Lake's scenic resources while respecting the environment.*

Recreation and other quality of life attributes may be included in an expanded version of this draft Goal.

ED-7: *Strengthen Bonney Lake's image as a regional retail and commercial destination.*

Due to the important role that retail activity plays in Bonney Lake's economy and the community's position as a regional retail hub, it may be advisable to present this Goal earlier in the Economic Development Element. More prominent placement of this Goal would emphasize the City's commitment to its role as the primary retail center of the plateau.

ED-8: *Provide well planned, maintained, and high quality public infrastructure that supports business and community growth.*

The City has partially addressed this issue through recent sewer service expansion, but ongoing infrastructure planning will be necessary as additional growth occurs in Bonney Lake. This Goal could potentially be expanded to include infrastructure that supports high quality of life, which is factor in attracting new businesses and employees.

Recommended Goals, Policies, and Implementation Measures

Based on our review of the City's Draft Goals above and recommended Economic Development strategies presented in the previous sections, the following are our recommendations for updated Goals, Policies, and Implementation Measures to be included in the City's updated Comprehensive Plan.

Goal ED-1: *Establish a supportive climate that encourages the retention of existing businesses and encourages business investment in the community.*

Establishing a business climate that facilitates economic growth is vital and should be of timely interest to Bonney Lake. As noted in the previous sections, the City's development climate is not necessarily seen as supportive by the regional business community. Feedback from stakeholder interviews indicated that some members of the business community have concerns regarding consistency in application of development regulations, as well as approval criteria for proposed development projects. This Goal is

important for maintaining a positive image within the business community and promoting confidence in the City.

This recommended Goal represents a consolidation of the City's current Draft Goals ED-1 and ED-3.

Potential Policies

- Policy ED-1.1: Promote economic development as a City priority, tied directly to the City's ability to serve residents and businesses well. Ensure City staff members have appropriate understanding of the City's economic development interests and their individual roles in contributing.
- Policy ED-1.2: Promote a customer-service orientation in development services that facilitates development that is aligned with the community's vision and land use regulations.
- Policy ED-1.3: Clearly establish and communicate the community's vision for Bonney Lake as a whole, as well as for major sub-geographies, to provide the local business community with clear direction on the appropriateness of various types of development in different parts of the City.
- Policy ED-1.4: Ensure that taxes, fees, and dedications assessed as part of the development review process do not become an undue obstacle to economic growth.
- Policy ED-1.5: Enforce development regulations in a consistent, objective manner, encouraging and facilitating investment that adheres to these policies.
- Policy ED-1.6: Promote public understanding of the City's positive development climate and desire for business investment, both within the local business community and for the general public.

Implementation Measures

- Hold staff workshops that describe the link between economic development and the sustainability of quality City services for residents and businesses.
- Engage Community Development Department personnel and other relevant staff in discussions about how to facilitate investment that is aligned with the community's vision and land use regulations.
- Solicit public feedback on the permit application process and other City processes. Continue the current survey effort if participation and response rates are favorable. If rates are low, consider alternative methods for soliciting input.
- Regularly review public feedback and identify opportunities for improvement.
- Create concise, standalone communications pieces that summarize desired land uses by subarea, using maps and visual representations to make the information easily accessible and quickly understood. Post these materials online, at the permit counter and elsewhere in City buildings, and bring them to conversations with potential investors.
- Study the City's impact fees relative to those in other communities in the region. Seek an appropriate balance between revenue generation for infrastructure investment and keeping costs low for new business investment.
- Regularly review and update the City's fee structure to ensure that fees remain no higher than necessary to provide appropriate infrastructure and quality of life investments without becoming an impediment to private development.

- Establish partnerships with the local business community, including the Chamber of Commerce, to promote dialogue on development challenges and opportunities in Bonney Lake.
- Establish an Economic Development Committee with representation by the City and private business interests.
- Create informational materials to communicate the City's economic development messages and efforts to the public.

Goal ED-2: Strengthen Bonney Lake's role as a hub for regional retail, services, and employment.

As described in the analysis of the City's strengths and opportunities, Bonney Lake already has a strong retail and services business sector and serves as the retail hub of the plateau. The following policies aim to cement Bonney Lake's position in the market and prepare for future growth, including the Tehaleh community south of the City.

Potential Policies

- Policy ED-2.1: Promote Bonney Lake's role as a regional retail center and raise awareness of retail development opportunities to build upon or round out the City's economic strengths.
- Policy ED-2.2: Ensure that the City maintains sufficient land capacity to support continued expansion of Bonney Lake's retail base, as well as meet demand for professional and medical offices and other target sectors.
- Policy ED-2.3: Actively promote investment by companies in sectors that will reinforce Bonney Lake's existing economic strengths, such as retail.
- Policy ED-2.4: Actively promote investment and business recruitment to strengthen Bonney Lake's position in sectors in which it has significant growth potential, such as professional services, medical office, and health services.
- Policy ED-2.5: Provide flexibility in land use plans and development regulations to allow the local business community to take advantage of new business trends and opportunities that are consistent with the City's economic development vision.

Implementation Measures

- Monitor the capacity, diversity, and competitive attractiveness of the City's buildable lands for retail and other commercial uses.
- Establish a matrix of target business sectors for future promotion and recruitment, categorized by their prospective role in the local economy.
 - Reinforcement of current strengths: Retail.
 - Expansion and growth opportunities: Professional services, medical office, and health services.
 - Opportunistic growth: Light industrial/manufacturing, higher education, overnight lodging, auto/RV/boat dealers.
- Identify and actively recruit major businesses and institutions in target sectors that would provide additional diversity in the City's employment base and which would be desirable additions to the Bonney Lake business community.

Goal ED-3: Implement the Downtown, Midtown, and Eastown Subarea Plans to ensure a balanced mix of jobs and businesses, and to enhance Bonney Lake's built environment.

As described in our recommendations above, the City should review the current Downtown, Midtown, and Eastown subarea plans to ensure proper alignment with economic development goals and incorporate new economic development strategies. As part of this review and update process, the City should ensure that each plan establishes a clear identity and purpose for its respective subarea.

Potential Policies

- Policy ED-3.1: Establish a regular review and update cycle for the Downtown, Midtown, and Eastown Subarea Plans to keep these plans current with emerging economic trends and changing development conditions in Bonney Lake.
- Policy ED-3.2: Ensure the vision statements of the Downtown, Midtown, and Eastown Subarea Plans each promote a particular mix of businesses and define land uses that are most appropriate and desirable for each subarea.
- Policy ED-3.3: Ensure the policies and standards of the Downtown, Midtown, and Eastown Subarea Plans establish distinct identities for each subarea and for Bonney Lake as a whole.

Implementation Measures

- Update the **Downtown Plan**.
 - Conduct a focused market study that determines the appropriate scale and mix of private investment likely given Bonney Lake's position in the regional retail market.
 - Explore options for dynamic public uses that will activate nearby streets, including potential partnerships with Pierce County Library and others.
 - Explore the feasibility of developing the Downtown to function as Bonney Lake's gathering place for community events.
 - Communicate a realistic vision and implementation plan to area residents and businesses, describing the desired scale, character, and mix of uses in Downtown.
 - Develop policies and standards to establish a distinct identity for Downtown and contribute to Bonney Lake as a whole.
- Update the **Midtown Subarea Plan**.
 - Evaluate comprehensive plan land use designations and zoning at locations where major north-south routes intersect SR 410; ensure that development regulations in these areas facilitate the development of mixed-commercial nodes, anchored by retail, to increase the City's ability to capture retail spending from areas outside Bonney Lake and to diversify the built environment along 410.
 - Establish policies and standards to encourage high quality corridor development along 410, seeking opportunities to improve streetscapes and encourage quality private development.
 - Establish policies and development guidelines to improve pedestrian and non-motorized access to retail areas, connecting nearby neighborhoods to retail developments.
 - Develop policies and standards to establish a distinct identity for Midtown and contribute to Bonney Lake as a whole.

- Update the **Eastown Subarea Plan**
 - Explore opportunities to promote employment-based uses and a different development form than Midtown’s auto-oriented retail, including flex-tech and other spaces appropriate for a mix of small-scale employers.
 - Develop policies and standards to establish a distinct identity for Eastown and contribute to Bonney Lake as a whole.

Goal ED-4: Provide well planned, maintained, and high quality public infrastructure that supports business and community growth.

The City has partially addressed this issue through recent sewer service expansion, but ongoing infrastructure planning will be necessary as additional growth occurs in Bonney Lake.

Potential Policies

- Policy ED-4.1: Coordinate with the Washington Department of Transportation (WSDOT) to plan for access improvements and infrastructure maintenance in the SR 410 corridor.
- Policy ED-4.2: Partner with local businesses to identify infrastructure conditions that pose obstacles to economic growth.
- Policy ED-4.3: Maintain updated plans for water, sewer, stormwater, and transportation infrastructure to ensure that the facilities necessary to serve desired commercial growth are in place.

Implementation Measures

- Regularly review and updated utilities and capital facilities plans.
- Solicit input from businesses via the Economic Development Committee and dedicated outreach.

Goal ED-5: Enhance residential quality of life as an economic development strategy, capitalizing on Bonney Lake’s recreational and scenic resources.

Promoting Bonney Lake’s scenic resources can help maintain and increase quality of life in the city, which may make the community more attractive to business investment.

Potential Policies

- Policy ED-5.1: Promote the proximity of Lake Tapps, Crystal Mountain, and Mount Rainier as part of business recruitment and marketing efforts.
- Policy ED-5.2: Maintain and increase City investment in public amenities that contribute to high quality of life for Bonney Lake residents, including parks and public spaces.

Implementation Measures

- Monitor ongoing development in the community to ensure development regulations are adequately protecting scenic and sensitive environmental resources.

Comprehensive Plan Update Mandatory Task Progress Chart

Task Number	Consistency Report Section	Consistency Report Page Number	Description	Status	Notes
2.1.A	Land Use	4	Update the FLUM	Complete	This work was completed as part of the Community Development Element.
2.1.B	Land Use	4	Update Out of Date Growth Targets	Complete	
2.1.C	Land Use	4	Correct Inconsistent Population Projections	Complete	
2.1.D	Land Use	4	Update Buildable Lands Inventory	Complete	
2.1.E	Land Use	4	Update Out of Date Employment Targets	Complete	
2.1.F	Land Use	4	Establish Implementation Strategies and Performance Measures	In Progress	The Planning Commission is schedule to conduct the Public Hearing on the Implemenation Element on May 6, 2015 and the draft Implementation Element will be present to the City Council on June 2, 2015.
2.1.G	Land Use	5	Establish Policies Regarding Street Interconnectivity and Transit Use	Complete	This work was completed as part of the Community Development Element.
2.1.H	Land Use	5	Identify Open Space Corridors	Complete	
2.1.J	Land Use	5	Establish Policies to Encourage the Recreational Use of Open Space	Complete	

Task Number	Consistency Report Section	Consistency Report Page Number	Description	Status	Notes
2.2.A	Housing	6	Update Out of Date Inventory	Complete	This work was completed as part of the Community Development Element.
2.2.B	Housing	6	Add Housing Capacity Information	Complete	
2.2.C	Housing	7	Add Policies Regarding the Protection of Existing Neighborhoods	Complete	
2.2.D	Housing	7	Establish Implementation Strategies and Performance Measures	In Progress	The Planning Commission is schedule to conduct the Public Hearing on the Implementation Element on May 6, 2015 and the draft Implementation Element will be present to the City Council on June 2, 2015.
2.2.E	Housing	7	Address Comments from PSRC's Certification Report	Complete	This work was completed as part of the Community Development Element.
2.3.A	Mobility	8	Address Inconsistent Land Assumptions	In Progress	Work on the Mobility Element is nearing completion. A public open house for this topic is schedule for April 29, 2015. The Planning Commission is schedule to conduct the Public Hearing on May 6, 2015 and the draft Mobililty Element will be present to the City Council on June 6, 2015.
2.3.B	Mobility	8	Update Out of Date Transportation Facility Inventory	In Progress	
2.3.C	Mobility	8	Update Out of Date and Inconsistent Level of Service (LOS) Projections	In Progress	
2.3.D	Mobility	9	Establish Multi-Modal LOS Standards	In Progress	

Task Number	Consistency Report Section	Consistency Report Page Number	Description	Status	Notes
2.4.A	Public Facilities and Services	12	Identify all Publicly Owned Capital Facilities	In Progress	Work on the Community Services and Facilities Element is nearing completion. A public open house for this topic is schedule for April 29, 2015. The Planning Commission is schedule to conduct the Public Hearing on May 6, 2015 and the draft Community Services and FacilitiesElement will be present to the City Council on May 19, 2015.
2.4.B	Public Facilities and Services	12	Prepare a Map Identifying all Capitals Facilities	In Progress	
2.4.C	Public Facilities and Services	12	Update the Out of Date Facility Inventory	In Progress	
2.4.D	Public Facilities and Services	12	Correct the Inconsistent Population Projections	In Progress	
2.4.E	Public Facilities and Services	12	Update Needs Assessment	In Progress	
2.4.F	Public Facilities and Services	13	Prepare Implementation Strategies and Performance Measures	In Progress	The Planning Commission is schedule to conduct the Public Hearing on the Implemenation Element on May 6, 2015 and the draft Implementation Element will be present to the City Council on June 2, 2015.
2.4.G	Public Facilities and Services	13	Add Policies To Ensure Consistency Between the CIP and the Comprehensive Plan	In Progress	Work on the Community Services and Facilities Element is nearing completion. A public open house for this topic is schedule for April 29, 2015. The Planning Commission is schedule to conduct the Public Hearing on May 6, 2015 and the draft Community Services and FacilitiesElement will be present to the City Council on May 19, 2015.
2.4.H	Public Facilities and Services	13	Update List of Projects to be funded with Park Impact Fees	In Progress	
2.4.I	Public Facilities and Services	13	Establish Reassessment Strategy	In Progress	
2.4.J	Public Facilities and Services	13	Identify a Process for Siting EPFs	In Progress	
2.4.K	Public Facilities and Services	13	Remove Criteria that Requires an Alternative Sites Analysis for EPFs	In Progress	

Task Number	Consistency Report Section	Consistency Report Page Number	Description	Status	Notes
2.5.A	Environmental Stewardship	16	Update the Out of Date Critical Area Maps	Complete	This work was completed as part of the Environmental Stewardship Element.
2.5.B	Environmental Stewardship	16	Provide Maps of Geological Hazardous Areas	Complete	
2.5.C	Environmental Stewardship	16	Add Policies Related to Air Quality	Complete	
2.5.D	Environmental Stewardship	17	Add Policies to Address Climate Change	Complete	
2.5.E	Environmental Stewardship	17	Development Implementation Strategies and Performance Measures	In Progress	The Planning Commission is schedule to conduct the Public Hearing on the Implementation Element on May 6, 2015 and the draft Implementation Element will be present to the City Council on June 2, 2015.
2.5.F	Environmental Stewardship	17	Establish Policies Related to the Biological Opinion for the Management of Floodplains	Complete	This work was completed as part of the Environmental Stewardship Element.
2.5.G	Environmental Stewardship	17	Update the Out of Date Wetland Classification	Complete	
2.5.H	Environmental Stewardship	18	Identify Impaired Water Bodies	Complete	
2.5.I	Environmental Stewardship	18	Establish Restoration Polices or Goals	Complete	
2.6.A	Shoreline Element	18	Add a Shoreline Element	Complete	DOE approved the City's SMP on October 2, 2014.

Task Number	Consistency Report Section	Consistency Report Page Number	Description	Status	Notes
2.7.A	Community Health	19	Develop Policies related to Community Health	Partially Complete	The majority of this work is being completed as part of the Community Development Element. Additional health related issues will be covered in the Environmental Conservation Element, the Mobility Element, and the Implementation Chapter
3.1.A	Critical Area Regulations	21	Update Floodplain Regulations	In Progress	This issue is addressed in Ordinance D15-43. The public hearing for this Ordinance was held on April 8, 2015. This item is on the April 21, 2015 City Council Agenda.
3.3.A	Zoning Code	23	Added Family Day Care Centers to the List of Permitted Use in the C-2 and Eastown Zones	In Progress	Both of these issues are addressed in Ordinance D15-15. The public hearing for this Ordinance is scheduled for April 15, 2015. The City Council will consider the Ordinance at the May 5, 2015 Council workshop
3.3.B	Zoning Code	23	Develop an Electrical Vehicle Regulations	In Progress	
3.5.A	Concurrency, Impact Fees, and TMD	25	Extend the Timeframe to Spent School and Park Impact Fees	Partially Complete	The City Council adopted Ordinance 1478 February 25, 2014 adopting new school impact fees. As part of this Ordinance the City Council also extended the time period for spending school impact fees to 10 years. Ordinance D15-38 will extend the timeframe to expend park impact fees. The public hearing on this Ordinance was held on April 8, 2015 and City Council will consider this item at the May 19, 2015 Council Workshop.

Task Number	Consistency Report Section	Consistency Report Page Number	Description	Status	Notes
3.6.A	Essential Public Facilities	26	Amend the Land Use Matrix to Allow EPFs	In Progress	Both of these issues are addressed in Ordinance D15-15. The public hearing for this Ordinance is scheduled for April 15, 2015. The City Council will consider the Ordinance at the May 5, 2015 Council workshop
3.6.B	Essential Public Facilities	26	Establish a Use Permit for EPFs	In Progress	
3.7.A	Project Review Process	27	Modify Regulations Related to Public Notice of Permit Applications	Complete	The Ordinance 1505 amending the City's land use procedures was adopted on February 10, 2015

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

Department/Staff Contact: Community Development/ Jason Sullivan – Senior Planner	Meeting/Workshop Date: April 21, 2015	Agenda Bill Number: AB15-43
Agenda Item Type: Discussion	Ordinance/Resolution Number: 2447	Councilmember Sponsor: Donn Lewis

Agenda Subject: Amendments to the City’s Critical Areas Code and Shoreline Code

Full Title/Motion: A Resolution of the City Council of the City Of Bonney Lake, Pierce County, Washington, expressing the intent to adopt Ordinance D15-44 amending portions of Title 16 Division II (Critical Areas) and Title 16 Division III (Shoreline Code) of the Bonney Lake Municipal Code related to regulation of wetlands, floodplains, and fish and wildlife conservation areas.

Administrative Recommendation:

Background Summary: The proposed amendments are relate to the new rating system for wetlands, minor housekeeping amendments to the floodplain management regulations, the designation of fish and wildlife conservation areas, and to the shoreline code to incorporate the amendments to the critical areas code. The proposed amendment to the wetland rating system will not modify the City’s adopted wetland buffers for each category of wetland. These proposed amendments are required to bring the City into compliance with state law. A complete discussion of each amendment is provided in the attached Planning Commission recommendation memo.

Since the ordinance amends the City’s shoreline regulations, the City is required to first pass a resolution that serves as a Notice of Intent to Adopt. This resolution and a copy of Ordinance D15-44 will be sent to Ecology for review and approval prior to City Council action on the ordinance.

The proposed amendments to the wetland rating system and the definition of fish and wildlife habitat is required as part of the 2015 Comprehensive Plan Periodic Update process pursuant to the Department of Commerce’s *Period Update Checklist for Cities*.

The proposed amendments to the floodplain management regulations were identified as mandatory changes in the *Bonney Lake 2035: 2015 Comprehensive Plan Periodic Update – Consistency Report* which was adopted by the City Council pursuant to Resolution 2379 and is identified in the *2015 – 2016 Planning Commission Work Plan* adopted pursuant to Resolution 2423.

The amendment to the Shoreline Code is required to incorporate the amendments into the shoreline regulations as the City adopts the critical areas code by reference to regulate these areas within the shoreline jurisdiction.

Attachments: Resolution 2447, Ordinance D15-44, and Planning Commission Recommendation Memo

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

COMMITTEE, BOARD & COMMISSION REVIEW

Council Committee Review:

Date:

Approvals:

Chair/Councilmember

Councilmember

Councilmember

Yes No

Forward to:

Consent Agenda: Yes No

Commission/Board Review: Planning Commission – March 18, 2015 and April 8, 2015

Hearing Examiner Review:

COUNCIL ACTION

Workshop Date(s): April 21, 2015

Public Hearing Date(s):

Meeting Date(s):

Tabled to Date:

APPROVALS

Director:

John P. Vodopich, AICP

Mayor:

Date Reviewed

by City Attorney:
(if applicable):

RESOLUTION NO. 2447

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON EXPRESSING THE INTENT TO ADOPT ORDINANCE D15-44 AMENDING THE CITY'S CRITICAL AREA CODE – TITLE 16 DIVISION II BLMC AND SHORELINE CODE – TITLE 16 DIVISION III AND AUTHORIZING THE SUBMITTAL OF THE PROPOSED AMENDMENTS TO THE WASHINGTON STATE DEPARTMENT OF ECOLOGY.

WHEREAS, in 2005 the Washington State Department of Ecology (Ecology) published a synthesis of scientific information available on freshwater wetlands, their functions, and their management; and

WHEREAS, the purpose of the 2005 synthesis was to provide local governments in the state with the best available science (BAS) when managing their wetland resources; and

WHEREAS, using BAS in making decisions related to critical areas is mandated by the Revised Code of Washington (RCW) 36.70A.172(1); and

WHEREAS, Ecology released an update of the science pertaining to wetland buffers which was sent out for agency and peer review in August 2013 and finalized in October 2013; and

WHEREAS, the *Update on Wetland Buffers: The State of the Science, Final Report* (Washington State Department of Ecology Publication #13-06-11), reflects changes in the scientific information since 2005 and represents the current BAS for wetland buffers; and

WHEREAS, as a result of the updated BAS, Ecology developed a new wetland rating system with decision points that are more scientifically supportable; and

WHEREAS, the City's wetland buffer strategy relies on habitat scores to determine buffer width and as a result of an update the rating systems the City wetland tables need to be adjusted to reflect the new scoring system;

WHEREAS, Ecology's recommended wetland buffer widths are unchanged; and

WHEREAS, the Department of Commerce's (Commerce) *Period Update Checklist for Cities*, specifically requires the City to update its wetland regulations to reflect the new Ecology rating system as part of the required 2015 Comprehensive Plan Periodic Update process; and

WHEREAS, the definition of fish and wildlife conservation areas has been amended to exempt artificial features such as irrigation delivery systems, irrigation infrastructure, irrigation

canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company; and

WHEREAS, Commerce's *Period Update Checklist for Cities*, specifically requires the City's to update its definition of fish and wildlife conservation areas to exempt irrigation systems, infrastructure, canals, and drainage ditches as part of the required 2015 Comprehensive Plan Periodic Update process; and

WHEREAS, Ecology conducted a Community Assistance Visit in 2013 to review the City's procedures for administering and enforcing the City's floodplain management regulations; and

WHEREAS, while the City's floodplain management regulations, adopted in Chapter 16.26 of the Bonney Lake Municipal Code (BLMC), were found to be in substantial compliance with the National Flood Insurance Program (NFIP) and the State floodplain regulations, Ecology did identify a few minor deficiencies that needed to be corrected by the City; and

WHEREAS, the City is required to amend the Bonney Lake Shoreline Code to implement the updated critical area regulations within the shoreline jurisdiction; and

WHEREAS, the amendments to the City's floodplain code are identified the *Bonney Lake 2035 Consistency Report* adopted pursuant to Resolution 2379; and

WHEREAS, amendments to the City's floodplain code are identified on the *2015 – 2016 Planning Commission Work Plan* adopted pursuant to Resolution 2423; and

WHEREAS, the City issued a Determination of Non-Significance on March 16, 2015 pursuant to WAC 197-11-340 in order to comply with the requirements of Chapter 43.21C RCW; and

WHEREAS, pursuant to the Growth Management Act - Chapter 36.70A RCW Ordinance D15-44 was provided to the Commerce for the mandatory 60-day review and comment by Commerce and other State agencies; and

WHEREAS, expedited review was requested and granted by Commerce and the review period concluded on March 31, 2015.

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 April 8, 2014,

NOW, THEREFORE, BE IT RESOLVED the City Council of the City of Bonney Lake provides Notice of Its Intent to Adopt Ordinance D15-44 attached as Attachment 1

amending the City's Critical Area Code – Title 16 Division II BLMC and Shoreline Code – Title 16 Division III upon approval from the Washington State Department of Ecology.

BE IT FURTHER RESOLVED, the City Council of the City of Bonney Lake authorizes the Community Development Director to submit the proposed amendments to the Washington State Department of Ecology for review and approval.

PASSED by the City Council and approved by the Mayor this ____ day of _____, 2015.

Neil Johnson, Mayor

AUTHENTICATED:

Harwood T. Edvalson, MMC, City Clerk

APPROVED AS TO FORM:

Kathleen Haggard, City Attorney

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ORDINANCE NO. D15-44

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING PORTIONS OF TITLE 16 DIVISION II (CRITICAL AREAS) AND TITLE 16 DIVISION III (SHORELINE CODE) OF THE BONNEY LAKE MUNICIPAL CODE RELATED TO REGULATION OF WETLANDS, FLOODPLAINS, AND FISH AND WILDLIFE CONSERVATION AREAS.

WHEREAS, in 2005 the Washington State Department of Ecology (Ecology) published a synthesis of scientific information available on freshwater wetlands, their functions, and their management; and

WHEREAS, the purpose of the 2005 synthesis was to provide local governments in the state with the best available science (BAS) when managing their wetland resources; and

WHEREAS, using BAS in making decisions related to critical areas is mandated by the Revised Code of Washington (RCW) 36.70A.172(1); and

WHEREAS, Ecology released an update of the science pertaining to wetland buffers which was sent out for agency and peer review in August 2013 and finalized in October 2013; and

WHEREAS, the *Update on Wetland Buffers: The State of the Science, Final Report* (Washington State Department of Ecology Publication #13-06-11) reflects changes in the scientific information since 2005 and represents the current BAS for wetland buffers; and

WHEREAS, as a result of the updated BAS, Ecology developed a new wetland rating system with decision points that are more scientifically supportable; and

WHEREAS, the City's wetland buffer strategy relies on habitat scores to determine buffer width and as a result of an update the rating systems the City wetland tables need to be adjusted to reflect the new scoring system;

WHEREAS, Ecology's recommended wetland buffer widths are unchanged; and

WHEREAS, the Department of Commerce's (Commerce) *Period Update Checklist for Cities*, specifically requires the City to update its wetland regulations to reflect the new Ecology rating system as part of the required 2015 Comprehensive Plan Periodic Update process; and

WHEREAS, the definition of fish and wildlife conservation areas has been amended to exempt artificial features such as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company; and

WHEREAS, Commerce's *Period Update Checklist for Cities*, specifically requires the City's to update its definition of fish and wildlife conservation areas to exempt irrigation systems,

infrastructure, canals, and drainage ditches as part of the required 2015 Comprehensive Plan Periodic Update process; and

WHEREAS, Ecology conducted a Community Assistance Visit in 2013 to review the City's procedures for administering and enforcing the City's floodplain management regulations; and

WHEREAS, while the City's floodplain management regulations, adopted in Chapter 16.26 of the Bonney Lake Municipal Code (BLMC), were found to be in substantial compliance with the National Flood Insurance Program (NFIP) and the State floodplain regulations, Ecology did identify a few minor deficiencies that needed to be corrected by the City; and

WHEREAS, the City is required to amend the Bonney Lake Shoreline Code to implement the updated critical area regulations within the shoreline jurisdiction; and

WHEREAS, as part amendments to the City's floodplain code are identified the *Bonney Lake 2035 Consistency Report* adopted pursuant to Resolution 2379; and

WHEREAS, amendments to the City's floodplain code are identified on the *2015 – 2016 Planning Commission Work Plan* adopted pursuant to Resolution 2423; and

WHEREAS, the City issued a Determination of Non-Significance on March 16, 2015 pursuant to WAC 197-11-340 in order to comply with the requirements of Chapter 43.21C RCW; and

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

WHEREAS, expedited review was requested and granted by Commerce and the review period concluded on March 31, 2015.

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 April 8, 2014,

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

Section 1. Section 16.21.020, "Rating" of the Bonney Lake Municipal Code and Ordinance Nos. 1491 § 21 are each hereby amended to read as follows:

16.22.020 Rating.

Wetlands shall be rated Category I, II, III, or IV according to the Department of Ecology's "~~2004~~ 2014 Washington State Wetland Rating System for Western Washington" (Publication No. ~~04-06-014~~ 14-06-29) as presently constituted or as may be subsequently amended. Wetland categories shall apply to the wetland as it exists on the date the city

adopts the rating system, as the wetland naturally changes thereafter, or as the wetland changes in accordance with permitted activities. Wetland rating categories shall not change due to illegal modifications.

Section 2. Section 16.22.040, “Substantive requirements” of the Bonney Lake Municipal Code and Ordinance Nos. 1491 § 22 are each hereby amended to read as follows:

16.22.040 Substantive requirements.

In addition to the substantive requirements of BLMC 16.20.130, the following requirements shall apply to developments (see definitions) in wetlands except as exempted above:

- A. The higher the wetland category (Category I is highest), the greater shall be the emphasis on higher-priority “sequencing” methods per BLMC 16.20.130(E).
- B. The following table establishes the standard buffer width that shall apply to each wetland category, depending on the intensity of the potential land use on the upland side of the buffer and the habitat score of the wetland as determined on the Wetland Rating Form for Western Washington Version 2, as presently constituted or as may be subsequently amended, completed by a qualified professional.

Overall Wetland Rating	Habitat Score-Wetland Characteristics	Intensity land use on the upland side of the buffer		
		High ¹	Moderate ²	Low ³
Category I	29 – 36 points <u>Habitat Score of 8 – 9 points.</u>	300 feet	225 feet	150 feet
Category I	20 – 28 points <u>Habitat Score of 5 – 7 points.</u>	150 feet	110 feet	75 feet
Category I	<u>Water Quality Score of 8 – 9 points and a Habitat Score of less than 5 points</u>	100 feet	75 feet	50 feet
Category I	19 points or less <u>Wetlands that do not meet the characteristics described above for Category I wetlands.</u>	100 feet	75 feet	50 feet

Overall Wetland Rating	Habitat Score-Wetland Characteristics	Intensity land use on the upland side of the buffer		
		High ¹	Moderate ²	Low ³
Category II	29—36 points <u>Habitat Score of 8 – 9 points.</u>	300 feet	225 feet	150 feet
Category II	20—28 points <u>Habitat Score of 5 – 7 points.</u>	150 feet	110 feet	75 feet
Category II	<u>Water Quality Score of 8 – 9 points and a Habitat Score of less than 5 points</u>	<u>100 feet</u>	<u>75 feet</u>	<u>50 feet</u>
Category II	19 points <u>Wetlands that do not meet the characteristics described above for Category II wetlands.</u>	100 feet	75 feet	50 feet
Category III ⁴	<u>Habitat Score of 8 – 9 points.</u>	<u>300 feet</u>	<u>225 feet</u>	<u>150 feet</u>
Category III ⁴	20 points <u>Habitat Score of 5-7 points.</u>	150 feet	110 feet	75 feet
Category III ⁴	19 points or less <u>Habitat Score of 3 – 4 points.</u>	80 feet	60 feet	40 feet
Category IV ⁴	0 points or greater <u>Scores for all 3 basic functions are less than 16 points.</u>	50 feet	40 feet	25 feet

¹ High intensity land uses include commercial, industrial, and retail developments; institutional use; residential developments at more than one unit per acre; high intensity recreation areas (golf course, ball fields, etc.); and hobby farms.

² Moderate intensity land uses include residential developments at less than one unit per acre; moderate intensity open space (parks with biking, jogging, etc.); paved trails and utility corridors with maintenance roads.

³ Low intensity land uses include low intensity open space (hiking, bird-watching, preservation of natural resources, etc.); unpaved trails and utility corridors without maintenance roads.

⁴ For exemption of wetlands under 1,000 square feet see BLMC 16.20.070(S).

C. Buffers shall be measured from the wetland boundary as surveyed in the field. These buffer widths presume that healthy native plant communities dominate the buffer. If

wetland enhancement is proposed, the category of the wetland after enhancement shall pertain.

- D. Buffers shall be measured from the wetland boundary as surveyed in the field. If wetland enhancement is proposed, the category of the wetland after enhancement shall pertain.
- E. The director(s) may increase the required buffer width and/or require buffer enhancement if a wetland professional determines that the wetland provides habitat for wildlife species that require greater protection than the standard buffer, or the buffer lacks healthy native vegetation or is otherwise handicapped in its ability to protect the wetland. Said determination shall take into account the score derived from the Wetland Rating System and such factors as topography, land use, and past disturbance.
- F. The director(s) may reduce the standard buffer width if the function(s) served by the particular wetland needs less buffer width, as indicated by a wetland functional analysis.
- G. Except as provided elsewhere in this critical areas code, all existing native vegetation in wetland buffers shall be retained without disturbance, mowing, or hard surfacing, nor shall any action be taken to inhibit volunteer regrowth of native vegetation. Invasive weeds shall be removed for the duration of any mitigation bond. Stormwater management facilities and bioswales are permitted in the outer 25 percent of the buffer of Category III or IV wetlands provided wetland functions and values are not significantly lost through fluctuations in wetland hydrology and construction integrates best management practices.

Section 3. Section 16.26.030, “Mitigation” of the Bonney Lake Municipal Code and the corresponding portion of Ordinance Nos. 1491 § 23 are each hereby amended to read as follows:

16.22.050 Mitigation.

- A. Mitigation for alterations to wetlands may be satisfied by restoring former wetlands, creating wetlands, or enhancing degraded wetlands, consistent with the Wetland Mitigation in Washington State – Parts 1 and 2 ~~(2006)~~ (Washington State Department of Ecology Publication No. 06-06-011a and 06-06-011b) or as revised.
- B. Mitigation shall generally replace wetland functions lost from the altered wetland except that the city may permit out-of-kind replacement when the lost functions are minimal or less important to the drainage basin than the functions that the mitigation action seeks to augment.
- C. Mitigation shall be in the same drainage basin as the altered wetland. Wetland mitigation shall be in the same sub-basin unless a higher level of ecological functioning would result from an alternate approach.

- D. Mitigation projects shall be completed as quickly as possible consistent with such factors as rainfall and seasonal sensitivity of fish, wildlife, and flora.
- E. Mitigation projects shall be designed utilizing ~~Washington State Department of Ecology Publication No. 06-06-011a: Wetland Mitigation in Washington State – Parts 1 and 2 (2006)~~ (Washington State Department of Ecology Publication No. 06-06-011a and 06-06-011b) or as revised.
- F. Compensatory mitigation shall be determined using the methodology established in ~~Department of Ecology Publication No. 10-06-01: Calculating Credits and Debits for Compensatory Mitigation in Wetlands of Western Washington (2012)~~ (Washington Department of Ecology Publication No. 10-06-01); or the mitigation ratios found in ~~Wetland Mitigation in Washington State – Parts 1 and 2 (2006)~~ (Washington State Department of Ecology Publication No. 06-06-011a and 06-06-011b) as revised.
- G. Credits granted from a certified wetland mitigation bank shall be consistent with the bank’s certification and service area.
- H. The applicant shall provide an as-built plan of the mitigation site and monitor the site in accordance with BLMC 16.20.110(G).

Section 4. Section 16.26.030, “General Provisions” of the Bonney Lake Municipal Code and the corresponding portion of Ordinance Nos. 1301 § 5 are each hereby amended to read as follows:

16.26.030 General provisions.

- A. Lands to Which This Chapter Applies. This chapter shall apply to all special flood hazards areas within the jurisdiction of the city of Bonney Lake.
- B. Basis for Establishing Special Flood Hazard Areas. The special flood hazard areas identified by the Federal Insurance Administration in a scientific and engineering report entitled “The Flood Insurance Study for the City of Bonney Lake” dated November, 1979, and any subsequent revisions, with an accompanying Flood Insurance Rate Map (FIRM) dated May 1, 1980, and any subsequent revisions, are adopted by reference and declared to be a part of this chapter. The Flood Insurance Study and the FIRM are on file at the office of the city clerk located at 9002 Main St. E, Bonney Lake, WA. The best available information for flood hazard area identification as outlined in BLMC 16.26.040(D) shall be the basis for regulation until a new FIRM is issued that incorporates data utilized under that section.
- C. Penalties for Noncompliance. No structure or land shall hereafter be constructed, located, extended, converted, or altered without full compliance with the terms of this chapter and other applicable regulations. Violations of the provisions of this chapter by failure to comply with any of its requirements shall constitute a misdemeanor,

punishable in accordance with Chapter 1.16 BLMC, including violations of conditions and safeguards established in connection with conditions. Nothing shall prevent the city from taking such other lawful action as is necessary to prevent or remedy any violation.

- D. Abrogation and Greater Restrictions. This chapter is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this chapter and another, easement, covenant, or deed restriction conflict or overlap, whichever imposes the more stringent restrictions shall prevail.
- E. Interpretation. In the interpretation and application of this chapter, all provisions shall be:
 - 1. Considered as minimum requirements;
 - 2. Liberally construed in favor of the governing body; and
 - 3. Deemed neither to limit nor repeal any other powers granted under state statutes.
- F. Warning and Disclaimer of Liability. The degree of flood protection required by this chapter is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur on rare occasions. Flood heights may be increased by man-made or natural causes. This chapter does not imply that land outside the special flood hazards areas or uses permitted within such areas will be free from flooding or flood damages. This chapter shall not create liability on the part of the city, any officer or employee of the city, or the Federal Insurance Administration, for any flood damages that result from reliance on this chapter or any administrative decision lawfully made in accordance with this chapter.

Section 5. Section 16.26.030, “General standards for flood hazard reduction” of the Bonney Lake Municipal Code and the corresponding portion of Ordinance Nos. 1301 § 5 are each hereby amended to read as follows:

16.26.060 General standards for flood hazard reduction.

In all special flood hazards areas, the following standards are required:

- A. Anchoring.
 - 1. All new construction and substantial improvements shall be anchored to prevent flotation, collapse, or lateral movement of the structure.
 - 2. All manufactured homes shall be anchored to prevent flotation, collapse, or lateral movement, and shall be installed using methods and practices that

minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top or frame ties to ground anchors.

B. Construction Materials and Methods.

1. All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.
2. All new construction and substantial improvements shall be constructed using methods and practices that minimize flood damage.
3. Electrical, heating, ventilation, plumbing, and air-conditioning equipment and other service facilities shall be designed and/or otherwise elevated or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

C. Utilities.

1. All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the systems;
2. Water wells shall be located on high ground that is not in the floodway;
3. New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters; and
4. On-site waste disposal systems shall be located to avoid impairment to them or contamination from them during flooding.

D. Subdivision and Multifamily Proposals.

1. All subdivision proposals shall be consistent with the need to minimize flood damage;
2. All subdivision proposals shall have public utilities and facilities, such as sewer, gas, electrical, and water systems located and constructed to minimize or eliminate flood damage;
3. All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage;
4. Where base flood elevation data has not been provided or is not available from another authoritative source, it shall be generated for subdivision proposals and

other proposed developments that contain at least 50 lots or five acres, whichever is less;

5. Density calculations shall not include floodways or special flood hazard areas.

E. Review of Building Permits. Where elevation data is not available either through the Flood Insurance Study, FIRM, or from another authoritative source (BLMC 16.26.040(D)), applications for building permits shall be reviewed to assure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and includes use of historical data, high water marks, photographs of past flooding, etc., where available. Failure to elevate at least two feet above the highest adjacent grade in these zones may result in higher insurance rates.

F. Specific Standards. In all special flood hazards areas where base flood elevation data has been provided as set forth in BLMC 16.26.030(B), Basis for Establishing Special Flood Hazard Areas, or BLMC 16.26.040(D), Use of Other Base Flood Data, the following criteria apply:

1. Residential Construction.

a. New construction and substantial improvement of any residential structure shall have the lowest floor, including basement, elevated one foot or more above the base flood elevation (BFE).

b. Fully enclosed areas below the lowest floor that are subject to flooding are prohibited, or shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or must meet or exceed the following minimum criteria:

i. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided.

ii. The bottom of all openings shall be no higher than one foot above grade.

iii. Openings may be equipped with screens, louvers, or other coverings or devices; provided, that they permit the automatic entry and exit of floodwaters.

2. Nonresidential Construction. New construction and substantial improvement of any commercial, industrial or other nonresidential structure shall either have the

lowest floor, including basement, elevated one foot or more above the base flood elevation; or, together with attendant utility and sanitary facilities, shall:

- a. Be floodproofed so that below one foot or more above the base flood level the structure is watertight with walls substantially impermeable to the passage of water;
 - b. Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;
 - c. Be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on their development and/or review of the structural design, specifications and plans. Such certifications shall be provided to the official as set forth in BLMC 16.26.040(E)(2);
 - d. Nonresidential structures that are elevated, not floodproofed, must meet the same standards for space below the lowest floor as described in subsection (F)(1)(b) of this section.
 - e. Nonresidential buildings that are floodproofed will have flood insurance premiums based on rates that are one foot below the floodproofed level.
3. **Manufactured Homes.** All manufactured homes in the floodplain to be placed or substantially improved on sites shall be elevated on a permanent foundation such that the lowest floor of the manufactured home is elevated one foot or more above the base flood elevation and is securely anchored to an adequately anchored foundation system to resist flotation, collapse and lateral movement.
4. **Recreational Vehicles.** Recreational vehicles placed on sites are required to either:
- a. Be on the site for fewer than 180 consecutive days;
 - b. Be fully licensed and ready for highway use, on wheels or jacking system, attached to the site only by quick disconnect type utilities and security devices, and have no permanently attached additions; or
 - c. Meet the requirements of subsection (F)(3) of this section and the elevation and anchoring requirements for manufactured homes.

G. AE and A1 – A30 Zones with Base Flood Elevations But No Floodways. In areas with base flood elevations, but a regulatory floodway is not designated, no new construction,

substantial improvements, fill, or other development shall be permitted within Zones A1 – A30 and AE on the community’s FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.

H. Floodways (Also See Chapter 86.16 RCW). Located within special flood hazard areas established in BLMC 16.26.030(B) are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of floodwaters that can carry debris, and increase erosion potential, the following provisions apply:

1. Encroachments are prohibited. This includes fill, new construction, substantial improvements, and other development unless certification by a registered professional engineer is provided demonstrating through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels during the occurrence of the base flood discharge.
2. Construction or reconstruction of residential structures is prohibited within designated floodways, except for:
 - a. Repairs, reconstruction, or improvements to a structure that do not increase the ground floor area; and
 - b. Repairs, reconstruction or improvements to a structure, the cost of which does not exceed 50 percent of the market value of the structure either:
 - i. Before the repair or reconstruction is started; or
 - ii. If the structure has been damaged, and is being restored, before the damage occurred. Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications identified by the local code enforcement official and are the minimum necessary to assure safe living conditions, or to structures identified as historic places, may be excluded in the 50 percent.
3. If subsection (H)(1) of this section is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of this section, provisions for flood hazard reduction.

Section 6. Section 16.26.080, “Requirements for below-grade crawlspaces” of the Bonney Lake Municipal Code and the corresponding portion of Ordinance Nos. 1301 § 5 are each hereby amended to read as follows:

16.26.080 Requirements for below-grade crawlspaces.

Below-grade crawlspaces are allowed if, in addition to the above requirements, the following requirements are met:

- A. The interior grade of a crawlspace below the BFE must not be more than two feet below the lowest adjacent exterior grade (LAG), shown as D in Figure 3 of Bulletin 11-01.
- B. The height of the below-grade crawlspace, measured from the interior grade of the crawlspace to the top of the crawlspace foundation wall must not exceed four feet at any point; this is illustrated and shown as L in Figure 3. The height limitation is the maximum allowable unsupported wall height according to the engineering analyses and building code requirements for flood hazard areas. Also see the section Guidance for Pre-Engineered Crawlspaces on page 7 of this Bulletin 11-01.
- C. Adequate drainage must be supplied that removes floodwaters from the interior areas of the crawlspace. The enclosed area should be drained within a reasonable time after a flood event. The type of drainage system will vary because of the site gradient and other drainage characteristics, such as soil types. Possible options include natural drainage through porous, well-drained soils and drainage systems such as perforated pipes, drainage tiles, or gravel or crushed stone drainage by gravity or mechanical means.
- D. The velocity of floodwaters at the site should not exceed five feet per second for any crawlspace. For velocities in excess of five feet per second, other foundation types should be used.
- E. Ductwork shall either be placed above the BFE or sealed to prevent the entry of floodwaters.
- F. Buildings that have below-grade crawlspaces will have higher flood insurance premiums that buildings that have the interior elevation at or above the lowest adjacent exterior grade. For additional information refer to FEMA Technical Bulletin 11.

Section 7. Section 16.30.010, “Designation” of the Bonney Lake Municipal Code and the corresponding portion of Ordinance Nos. 1070 § 2 are each hereby amended to read as follows:

16.30.010 Designation.

Habitat conservation areas include:

- A. Areas having a primary association with fish and wildlife species identified by the U.S. Fish and Wildlife Service and the National Marine Fisheries Service as being in danger of extinction or threatened to become endangered;

- B. Areas having a primary association with fish and wildlife species identified by the Washington Department of Fish and Wildlife as being in danger of extinction, threatened to become endangered, vulnerable, or declining and are likely to become endangered or threatened in a significant portion of their range within the state without cooperative management or removal of threats. See WAC 232-12-014 (state endangered species) and WAC 232-12-011 (state threatened and sensitive species);
- C. State priority habitats as identified by the State Department of Fish and Wildlife;
- D. Habitats and species of local importance as identified by the city in accordance with BLMC 16.30.020;
- E. Waters of the state, including lakes, rivers, ponds, streams, inland waters, underground waters, salt waters, and all other surface waters and watercourses within the jurisdiction of the state of Washington, as classified in WAC 222-16-031;
- F. Ponds under 20 acres that provide fish or wildlife habitat except for:
 - 1. artificial ponds created for a nonwildlife purpose such as stormwater detention facilities, wastewater treatment facilities, farm ponds, and temporary construction ponds; and
 - 2. artificial features such as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company.
- G. Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity;
- H. Natural area preserves and natural resource conservation areas as defined by the Washington State Department of Natural Resources;
- I. Areas of rare plant species and high quality ecosystems as identified by the Washington State Department of Natural Resources through the Natural Heritage Program (see Chapter 79.70 RCW); and
- J. Land useful or essential for preserving connections between habitat blocks and open spaces.

Section 8. Section 16.36.060, “C” of the Bonney Lake Municipal Code and the corresponding portion of Ordinance Nos. 1491 § 6 are each hereby amended to read as follows:

16.36.060 “C.”

“City” means the city of Bonney Lake, Washington.

“Clearing” means the destruction or removal of vegetation groundcover, shrubs and trees including root material removal and topsoil removal.

“Commercial use” means uses are those that sell goods and/or services directly to the consumer.

“Covered moorage” means boat moorage, with or without walls, that has a roof to protect the vessel.

“Critical areas code” means the city of Bonney Lake’s critical areas code codified in Chapters 16.20 through 16.30 BLMC adopted by Ordinance Numbers 1070 (2004), 1189 (2006), 1252 (2007), 1301 (2009), 1325 (2009), ~~and~~ 1491 (2014), and **D15-44** (2015).

Section 9. 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 10. 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



Memo

Date : April 8, 2015
To : Mayor and City Council
From : Grant Sulham, Planning Commission Chair
Re : **Ordinance D15-44**

A. Wetland Regulations

In 1995, the state's Growth Management Act was amended to added RCW 36.70A.172, which required local governments to use the best available science (BAS) when reviewing and development local policies and regulations related to critical areas. However, when the requirement was enacted there was no comprehensive synthesis or interpretation of the science for wetlands, and most local governments lack the resources to tackle such an undertaking.

In 2005, the state departments of Ecology and Fish and Wildlife, with funding from the U.S. Environmental Protection Agency, initiated a project to develop a comprehensive synthesis of the science for wetlands. The state hired Sheldon and Associates, Inc. and called on staff from the two agencies to produce a two-volume document on the science available on wetlands:

- *Wetlands in Washington - Volume 1: A Synthesis of the Science* (March 2005, Publication #05-06-006) was a synthesis of the science regarding freshwater wetlands.
- *Wetlands in Washington - Volume 2: Guidance for Protecting and Managing Wetlands* (April 2005, Publication #05-06-008) translated the science synthesized in Volume 1 into guidance for local governments protecting and managing wetlands.

Since 2005, the scientific knowledge related to wetlands has continued to increase and as a result Ecology determined that the 2005 synthesis needed to be updated. Much of the information presented in the 2005 publications is still valid, but the research over the last decade has provided new data to expand and clarify many of the conclusions made in the original synthesis. This is especially true for the information on the role of buffers in protecting wetland functions.

To reflect this new scientific research, Ecology issued the *Update on Wetland Buffers: The State of the Science* (Ecology Publication #13-06-011, October 2013). As a result of the new science Ecology established a new wetland rating system with decision points that are more scientifically supportable. Ecology did not make any changes to the required buffer widths currently used by the City.

To address these changes, two amendments are proposed to the City's wetland regulations codified in Chapter 16.22 of the Bonney Lake Municipal Code (BLMC). One proposed amendment will amend BLMC 16.22.020 to change the date and publication number of the wetland rating manual required to be used wetland biologists. The other amendment will change the habitat scores in the wetland buffer table, in BLMC 16.22.040, to reflect the change from a scoring system that had a range of 0 to 29 points for habitat to a system that now has a range of 3 to 9 points for habitat. Finally, there is one housekeeping amendment in the mitigation section, in BLMC 16.22.050, related to the citation of Ecology publications.

B. Floodplain Regulations

Ecology conducted a Community Assistance Visit in 2013 to review the City's procedures for administering and enforcing the City's floodplain management regulations. While the City's floodplain management regulations, adopted in Chapter 16.26 BLMC, were found to be in substantial compliance with the National Flood Insurance Program (NFIP) and the State floodplain regulations, Ecology did identify the following minor deficiencies that needed to be corrected by the City:

- The date of the Flood Insurance Rate Maps (FIRMs) was not reference correctly in BLMC 16.26.030.B and the physical address where the FIRMs can be found was missing.
- The building permit review section, BLMC 16.26.060.E, was missing the mandatory language that failure to elevate at least two feet above the highest adjacent grade in these zones may result in higher insurance rates.
- The section concerning nonresidential construction, BLMC 16.26.060.F, was missing language regarding the impact of floodproofing on flood insurance rates.
- The section concerning below-grade crawlspaces, BLMC 16.26.080, was missing mandatory language regarding the impact of failing to seal ductwork would have on insurance premiums.

C. Fish and Wildlife Habitat Conservation Areas.

In 2012, the definition of fish and wildlife conservation areas, in RCW 36.70A.030(5) was amended to exempt artificial features such as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company.

The proposed amendment would incorporate this new exemption into the City's designation of fish and wildlife conservation areas in BLMC 16.30.010.

D. Shoreline Code

Since the City's Shoreline Code adopts the City's Critical Areas Code by reference as required by the Shoreline Management Act, the City must also amend the adoption reference in BLMC 16.36.060 to reflect the amendments to the Critical Areas Code.

The Planning Commission finds that the proposed amendment in Ordinance D15-44 will ensure consistency between the state law and the Bonney Lake Municipal Code.

On April 8, 2015, the Planning Commission held a public hearing on Ordinance D15-44 which amends the City's critical areas code and shoreline code and voted 7-0-0 to recommend that the City Council adopt Ordinance D15-44. Comments from the public were neither made at the public hearing nor submitted in writing to the City.

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ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AUTHORIZING THE ACQUISITION OF PROPERTY BY PURCHASE OR CONDEMNATION.

WHEREAS, on November 26, 2013, the City Council passed Resolution No. 2322 authorizing the Mayor to sign a Sewer Development Financing Contract and Utility Latecomer Agreement with Kahne Properties, LLC (hereinafter “Financing Contract”); and

WHEREAS, in approving the Financing Contract, the Council found that extending sewer infrastructure into Easttown would have significant public benefit; and

WHEREAS, the Financing Contract provides for the extension of the sewer facilities to be financed with both City and private funds, for the City to manage the construction project as a Public Work, and for the City to use its eminent domain authority if necessary to acquire easements; and

WHEREAS, after executing the Financing Contract, the City retained an engineer to design the sewer extension, as well as a right-of-way agent to negotiate acquisition of a sewer easement from the owners of the Shepard/Morris property, Pierce County Parcel No. 0519022007; and

WHEREAS, the City’s right-of-way agent has attempted numerous contacts with the property owners and has made offers to purchase the property, but has not been successful in reaching agreement; and

WHEREAS, the Property Owners have been provided the notice required under RCW 8.12.005 and RCW 8.25.290.

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

Section 1. The City Attorney is authorized to file a Petition in Eminent Domain to acquire an easement for a sewer main, along with any necessary slope easements and construction easements, on the Property, located at 21704 State Route 410 East, Bonney Lake, Pierce County, Washington (Pierce County Parcel No. 0519022007). Said acquisition shall follow the legal descriptions attached as Exhibit A and Exhibit A-2 and substantially take the form of the attached Exhibit B and Exhibit B-2 (graphic representations of easement areas); provided that City staff, and/or the City Attorney, shall make diligent efforts to acquire the easements by negotiated purchase if the property owners are willing to negotiate.

Section 2. Acquisition of the sewer easement and associated slope easement is for public use and necessity for the reasons set forth in the Financing Contract. This Council’s prior findings with regard to public use and benefit are incorporated by reference as if set forth in full.

Section 3. This Ordinance concerns powers solely vested in the Council as a legislative body, and shall take effect five days after passage.

PASSED by the City Council and approved by the Mayor this ____ day of April, 2015.

Neil Johnson, Jr., Mayor

AUTHENTICATED:

Harwood T. Edvalson, MMC, City Clerk

APPROVED AS TO FORM:

Kathleen Haggard, City Attorney

**EXHIBIT A
SLOPE EASEMENT DESCRIPTION
SHEPARD PROPERTY
TAX PARCEL NO. 051902-2-007**

AN EASEMENT OF VARYING WIDTHS BEING A PORTION OF THE HEREINAFTER DESCRIBED PARCEL,
AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL; THENCE ALONG THE WEST LINE THEREOF NORTH 01°43'40" EAST, 97.02 FEET; THENCE LEAVING SAID WEST LINE SOUTH 88°28'51" EAST, 15.00 FEET; THENCE PARALLEL WITH AND 15 FEET EAST OF SAID WEST LINE SOUTH 01°43'40" WEST, 82.16 FEET TO A POINT 15 FEET NORTH OF THE SOUTH LINE OF SAID PARCEL; THENCE PARALLEL WITH AND 15 FEET NORTH OF SAID SOUTH LINE SOUTH 88°55'51" EAST, 38.58 FEET TO THE POINT OF BEGINNING; THENCE LEAVING SAID PARALLEL LINE NORTH 01°04'09" EAST, 20.00 FEET; THENCE PARALLEL WITH AND 35 FEET NORTH OF SAID SOUTH LINE SOUTH 88°55'51" EAST, 300.00 FEET TO THE EAST LINE OF SAID PARCEL; THENCE ALONG SAID EAST LINE SOUTH 01°33'27" WEST, 14.50 FEET; THENCE LEAVING SAID EAST LINE SOUTH 60°33'29" WEST, 10.82 FEET; THENCE PARALLEL WITH AND 15 FEET NORTH OF THE SOUTH LINE OF SAID PARCEL NORTH 88°55'51" WEST, 290.55 FEET TO THE POINT OF BEGINNING.

CONTAINING 5,973 SQUARE FEET, MORE OR LESS.

PARCEL (PER PIERCE COUNTY TAX ASSESSOR)

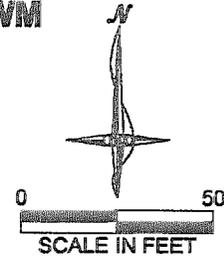
BEGINNING ON THE SOUTH LINE OF GOVERNMENT LOT 4 AT A POINT 980 FEET EAST OF THE SOUTHWEST CORNER OF SAID LOT; THENCE NORTH PARALLEL WITH THE WEST LINE OF SAID LOT 4 TO STATE HIGHWAY; THENCE SOUTHEASTERLY ALONG SAID HIGHWAY TO THE EAST LINE OF SAID LOT 4; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 4 TO THE SOUTHEAST CORNER OF SAID LOT 4; THENCE WEST ALONG SAID SOUTH LINE OF SAID LOT 4 TO THE POINT OF BEGINNING.

EXCEPT ADDITIONAL RIGHT-OF-WAY AS CONVEYED TO THE STATE OF WASHINGTON.

SITUATE IN GOVERNMENT LOT 4, SECTION 2, TOWNSHIP 19 NORTH, RANGE 05 EAST, W.M., CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON.



GOV'T LOT 4, SECTION 2, TOWNSHIP 19 N, RANGE 5 E, WM
BONNEY LAKE, WA



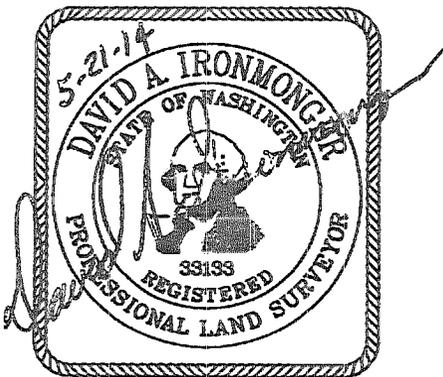
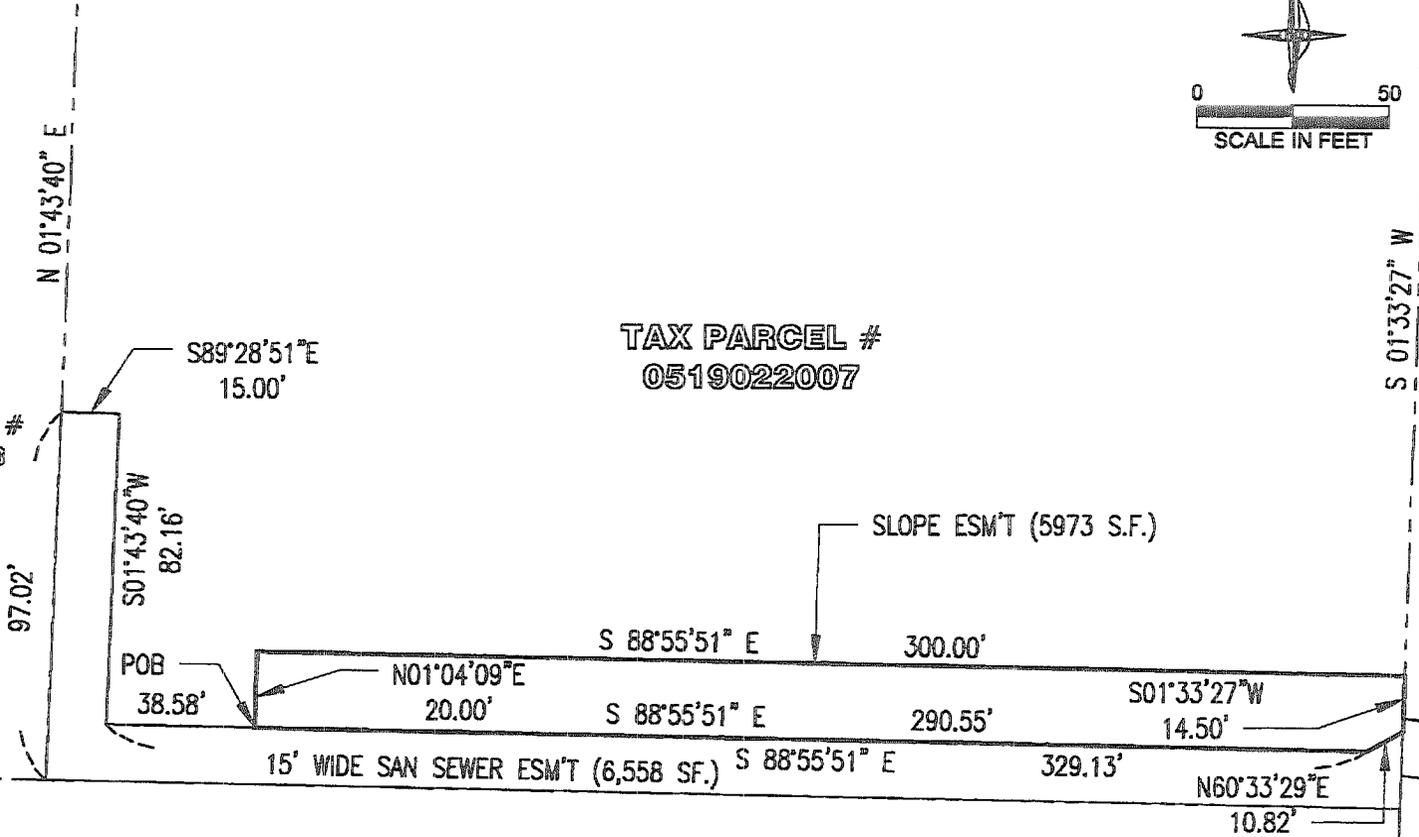
TAX PARCEL #
0519022008

TAX PARCEL #
0519022007

TAX PARCEL #
0519026035

TAX PARCEL #
0519022059

TAX PARCEL #
0519022033



Parametrix
DATE: May 21, 2014
FILE: 3V-1611-EASTOWN-BASE

EXHIBIT B
PARCEL # 0519022007
SLOPE EASEMENT

EXHIBIT A - 2
SANITARY SEWER EASEMENT DESCRIPTION
SHEPARD PROPERTY
TAX PARCEL NO. 051902-2-007

AN EASEMENT 15.00 FEET IN WIDTH BEING THAT PORTION OF THE HEREINAFTER DESCRIBED PARCEL LYING WESTERLY AND SOUTHERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL; THENCE ALONG THE WEST LINE THEREOF NORTH 01°43'40" EAST, 97.02 FEET TO THE POINT OF BEGINNING OF THIS LINE DESCRIPTION; THENCE LEAVING SAID WEST LINE SOUTH 89°28'51" EAST, 15.00 FEET; THENCE PARALLEL WITH AND 15 FEET EAST OF SAID WEST LINE SOUTH 01°43'40" WEST, 82.18 FEET TO A POINT 15 FEET NORTH OF THE SOUTH LINE OF SAID PARCEL; THENCE PARALLEL WITH AND 15 FEET NORTH OF SAID SOUTH LINE SOUTH 88°55'51" EAST, 329.13 FEET; THENCE LEAVING SAID PARALLEL LINE NORTH 80°33'29" EAST, 10.82 FEET TO THE EAST LINE OF SAID PARCEL AND THE TERMINUS OF THIS LINE DESCRIPTION; FROM SAID TERMINUS THE SOUTHEAST CORNER OF SAID PARCEL BEARS SOUTH 01°33'27" WEST, 20.50 FEET.

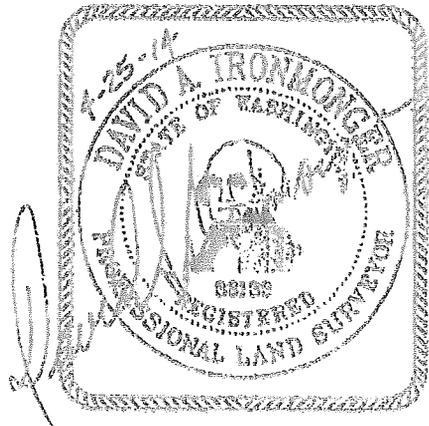
CONTAINING 6,558 SQUARE FEET, MORE OR LESS.

PARCEL (PER PIERCE COUNTY TAX ASSESSOR)

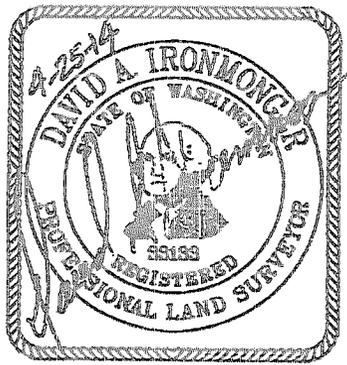
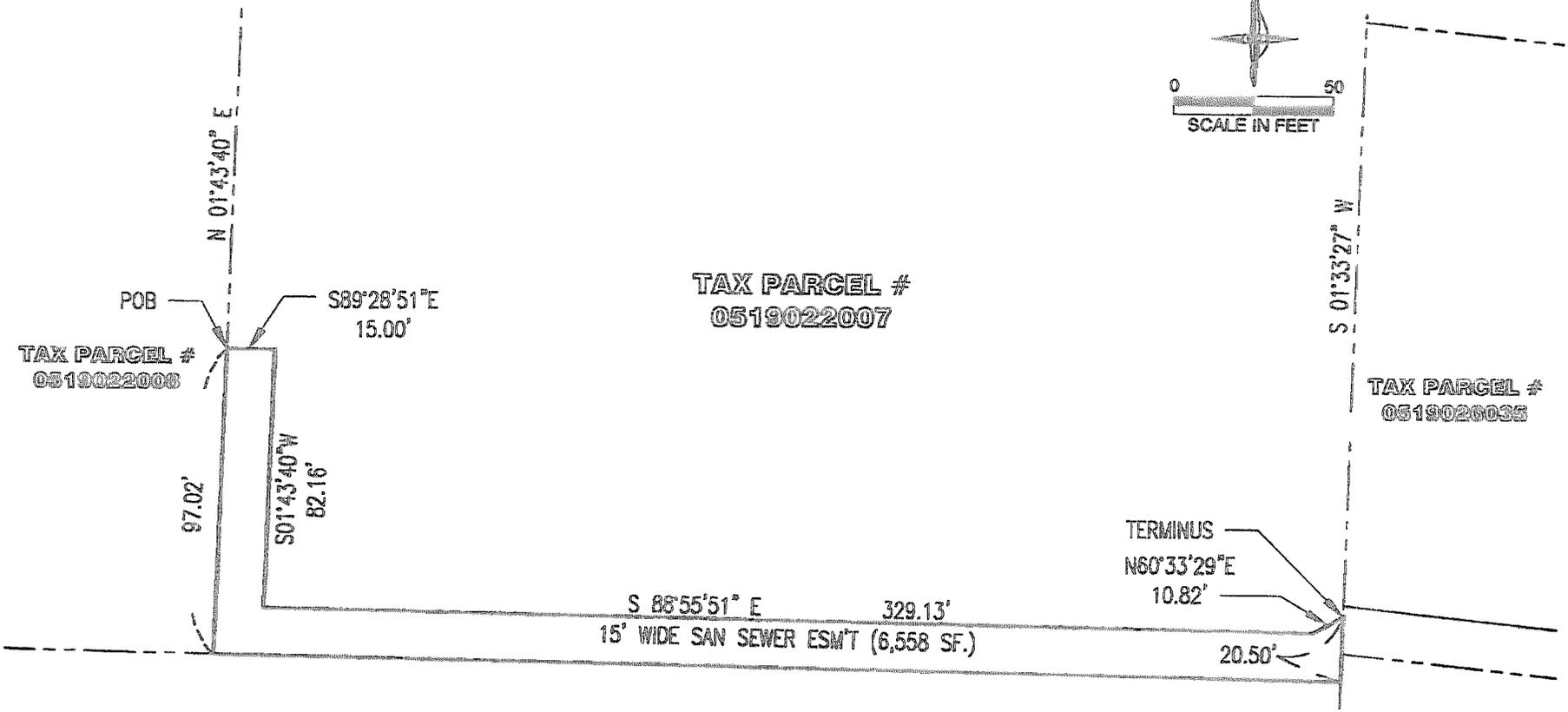
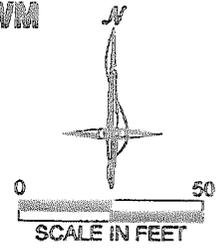
BEGINNING ON THE SOUTH LINE OF GOVERNMENT LOT 4 AT A POINT 980 FEET EAST OF THE SOUTHWEST CORNER OF SAID LOT; THENCE NORTH PARALLEL WITH THE WEST LINE OF SAID LOT 4 TO STATE HIGHWAY; THENCE SOUTHEASTERLY ALONG SAID HIGHWAY TO THE EAST LINE OF SAID LOT 4; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 4 TO THE SOUTHEAST CORNER OF SAID LOT 4; THENCE WEST ALONG SAID SOUTH LINE OF SAID LOT 4 TO THE POINT OF BEGINNING.

EXCEPT ADDITIONAL RIGHT-OF-WAY AS CONVEYED TO THE STATE OF WASHINGTON.

SITUATE IN GOVERNMENT LOT 4, SECTION 2, TOWNSHIP 19 NORTH, RANGE 05 EAST, W.M., CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON.



GOV'T LOT 4, SECTION 2, TOWNSHIP 19 N, RANGE 5 E, WM
BONNEY LAKE, WA



Parametrix
DATE: Apr 25, 2014
FILE: 04-1011-EASTOWN-BASE

EXHIBIT B -2
PARCEL # 0519022007
SAN SEWER ESMT