

CITY COUNCIL MEETING

**May 26, 2015
7:00 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

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

I. CALL TO ORDER – Mayor Neil Johnson, Jr.

A. Flag Salute

B. Roll Call: 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.

C. Announcements, Appointments and Presentations:

1. Announcements: None.

2. Appointments: None.

3. Presentations:

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a. **Proclamation:** Daffodil Queen Ashley Becker Day – May 26, 2015

p. 7

b. **Presentation:** AB15-69 – 2015 Stormwater Pollution Prevention Art Contest Award Ceremony

p. 19

c. **Presentation:** Stew Bowen – Proposed Relocation of the Food Bank to the City Hall Annex Overflow Parking Lot

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d. **Presentation:** Senior Planner Jason Sullivan Regarding AB15-15 – Ordinance D15-15 – Land Use Matrix Amendments; AB15-38 – Ordinance No. D15-38 – Park Impact Fee Amendment – Expenditure Timeframe; AB15-48 – Resolution 2449 – Notice of Intent to Adopt the Community Facilities and Services Element; and AB15-49 – Resolution 2450 – Notice of Intent to Adopt the Mobility Element

D. Agenda Modifications

II. PUBLIC HEARINGS, CITIZEN COMMENTS & CORRESPONDENCE:

A. Public Hearings: None.

B. 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.

C. Correspondence

III. COUNCIL COMMITTEE REPORTS:

- A. Finance Committee
- B. Community Development Committee
- C. Economic Development Committee
- D. Public Safety Committee
- E. Other Reports

IV. CONSENT AGENDA:

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.

A. Approval of Accounts Payable and Utility Refund Checks/Vouchers:

Accounts Payable checks/vouchers #71110-71153 in the amount of \$1,085,423.02.

Accounts Payable checks/vouchers #71154-71211 (including wire transfer #'s 20150501, 20150502, and 20150503) in the amount of \$1,088,711.01.

VOIDS: None

B. Approval of Payroll:

Payroll for April 1st – 15th, 2015 for checks #32348-32368 including Direct Deposits and Electronic Transfers is \$ 458,038.57.

Payroll for April 16th – 30st, 2015 for checks #32369-32392 including Direct Deposits and Electronic Transfers is \$ 664,786.25.

Payroll for May 1st – 15th, 2015 for checks #323393-32414 including Direct Deposits and Electronic Transfers is \$ 484,658.07.

V. FINANCE COMMITTEE ISSUES: None.

VI. COMMUNITY DEVELOPMENT COMMITTEE ISSUES: None.

VII. ECONOMIC DEVELOPMENT COMMITTEE ISSUES: None.

VIII. PUBLIC SAFETY COMMITTEE ISSUES: None.

IX. FULL COUNCIL ISSUES:

p. 233 A. **AB15-70** – Motion Selecting City’s Voting Delegates to the AWC Conference 2015

X. 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.

XI. ADJOURNMENT

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

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

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PROCLAMATION

WHEREAS, Ashley Becker was selected from among twenty-four Daffodil Princesses as the 79th Daffodil Festival Queen on Saturday, March 28, 2015; and

WHEREAS, Ashley is the first Daffodil Festival Queen to be selected from Bonney Lake High School; and

WHEREAS, the theme of this year's Daffodil Festival is "Shine Your Light With Service"; and

WHEREAS, members of the Daffodil Royal Court serve as official ambassadors of Pierce County and travel the county supporting the efforts of many service clubs and non-profit organizations; and

WHEREAS, the City of Bonney Lake is proud that Ashley Becker is representing the Bonney Lake community as the 2015 Daffodil Festival Queen;

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

**May 26, 2015 as
ASHLEY BECKER DAY
IN BONNEY LAKE**

IN WITNESS THEREOF, I have hereunto set my hand and caused the Official Seal of the City of Bonney Lake to be affixed this 26th day of May, 2015.

Neil Johnson, Jr., Mayor

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DON'T
LET
THE
TREES
SPOIL...

RECYCLE
YOUR
OIL!



Adaline McCormick
Mountain View Middle School, Grade 8
Used Oil Recycling

LET'S MAKE OUR BELOVED CITY A HAPPIER PLACE!



I always clean up after my dog!

LAKE TAPPS North Park

Clean up after your Pets!

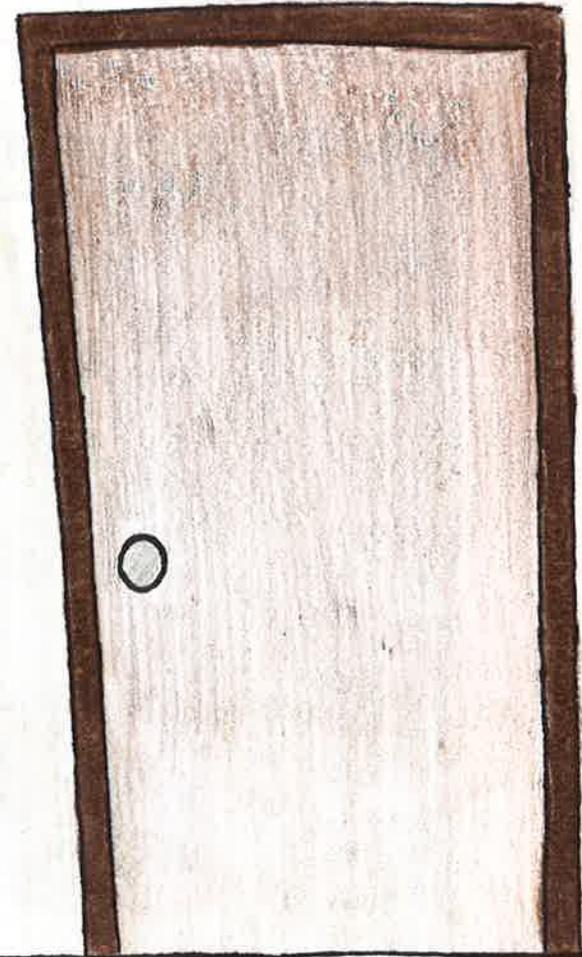
Amaya Udager
Mountain View Middle School, Grade 8
Pet Waste Disposal



Brynn Feroy
Mountain View Middle School, Grade 8
Pollution / Illegal Dumping Reporting



USE LESS WATER
SAVE MORE MONEY



Cashaya Fondue
Mountain View Middle School, Grade 8
Water Conservation



Oh,
man,
my
battery
died!

Don't
throw
away
batteries!



Battery
Battery

Elle Budinich
Lakeridge Middle School, Grade 6
Household Hazardous Waste Disposal



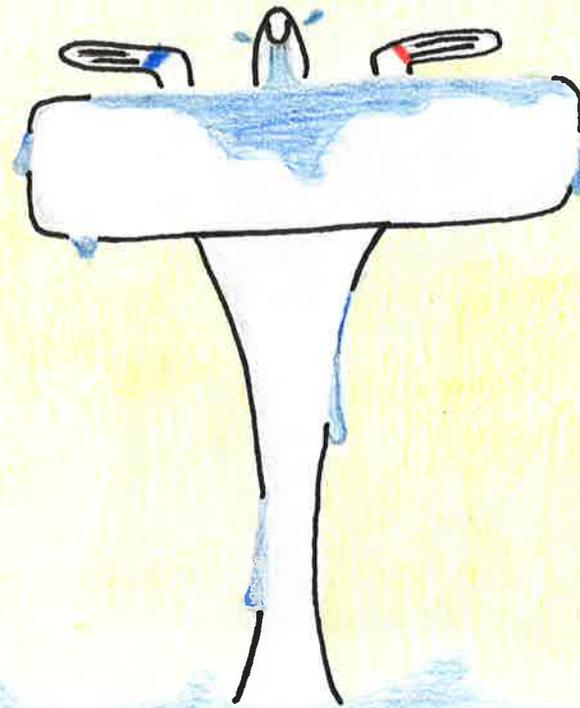
Kalayha Cochran
Bonney Lake High School, Grade 12
Used Oil Recycling



Katlyn Daniels
Bonney Lake High School, Grade 10
Pollution / Illegal Dumping Reporting



Kjersti Eriksen
Mountain View Middle School, Grade 7
Household Hazardous Waste Disposal



Conserve Water

Mackenzie Seymour
Mountain View Middle School, Grade 8
Water Conservation

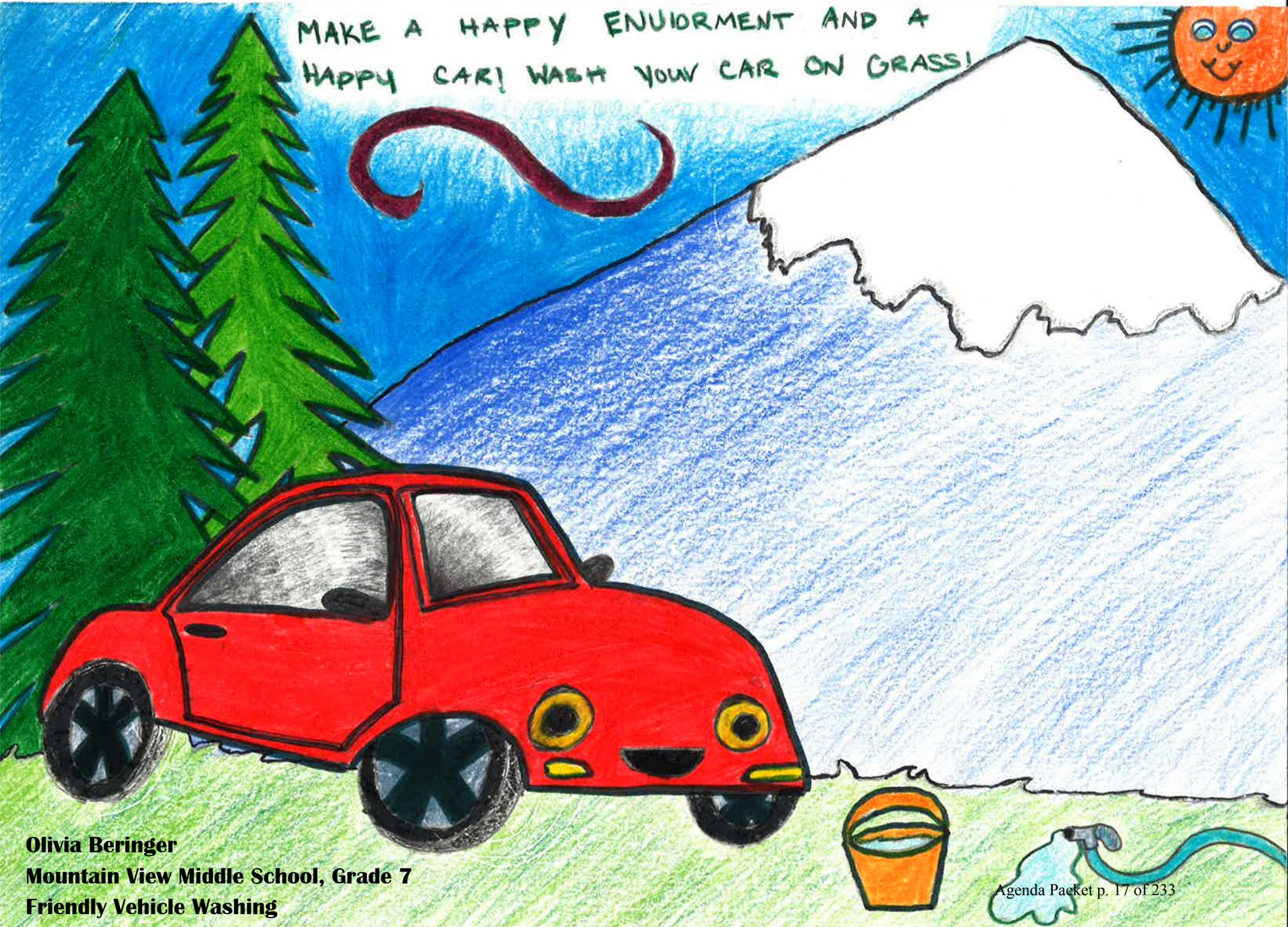
BEAUTIFY BONNEY LAKE



welcome to Bonney Lake

Melina Kintigh
Mountain View Middle School, Grade 8
Agenda Packet p. 16 of 253
Friendly Vehicle Washing

MAKE A HAPPY ENVIRONMENT AND A
HAPPY CAR! WASH YOUR CAR ON GRASS!



Olivia Beringer
Mountain View Middle School, Grade 7
Friendly Vehicle Washing

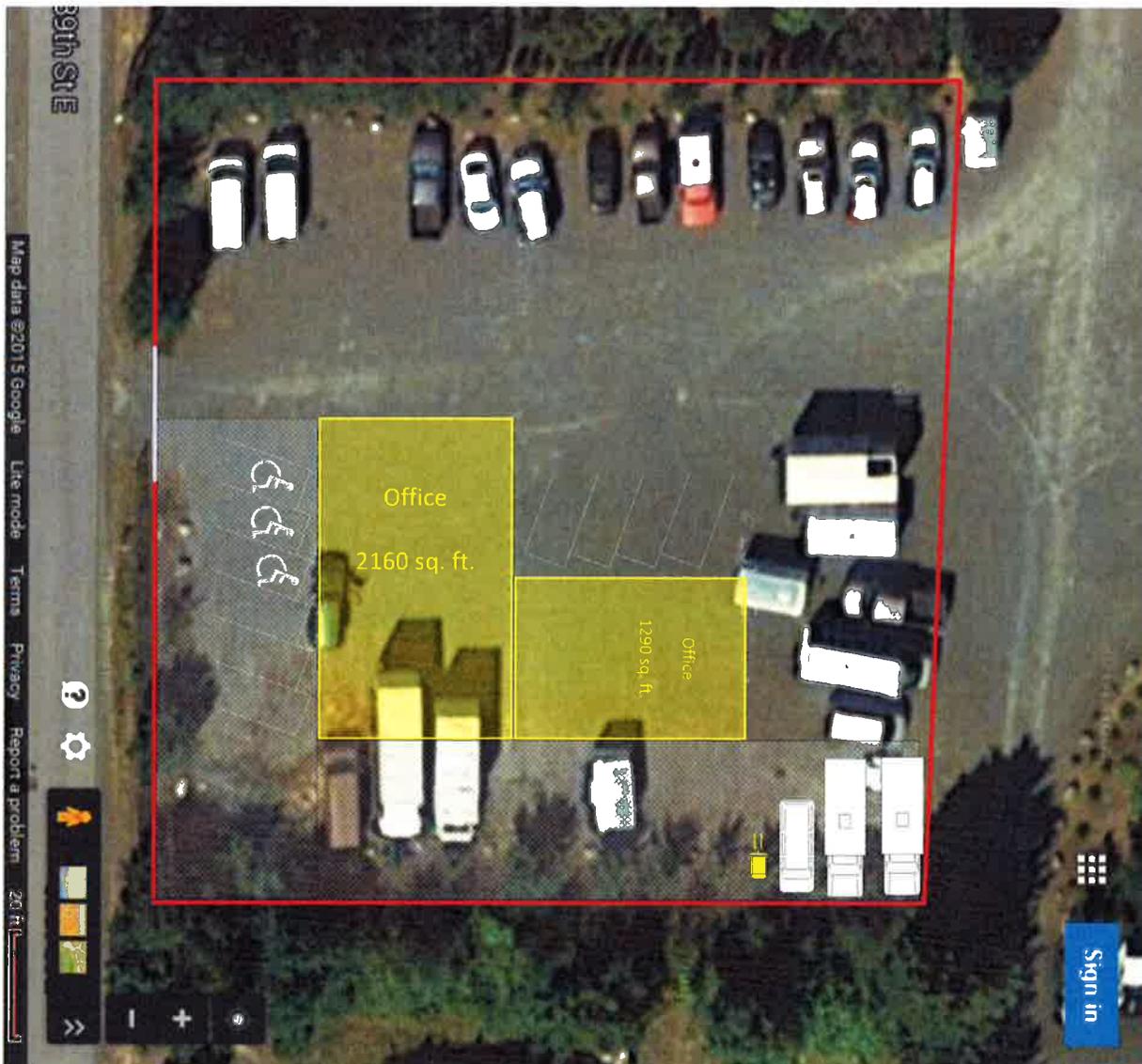


Thea Eriksen

Victor Falls Elementary School, Grade 4

Pet Waste Disposal 18 of 233

Presentation: Stew Bowen Proposed Relocation of the Bonney Lake Food Bank









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

| | | |
|---|--|---|
| Department/Staff Contact: Community Development/ Jason Sullivan – Senior Planner | Meeting/Workshop Date: May 26, 2015 | Agenda Bill Number: AB15-15 |
| Agenda Item Type: Presentation | Ordinance/Resolution Number: D15-15 | Councilmember Sponsor: Donn Lewis |

Agenda Subject: Amendments to the City’s Land Use Matrix

Full Title/Motion: An Ordinance of the City Council of the City Of Bonney Lake, Pierce County, Washington, Amending the land use matrix codified in Section 18.08.020 of the Bonney Lake Municipal Code related to single family homes in the R-2 zone, essential public facilities, electrical vehicle infrastructure, and family day cares in zones that allow residential development.

Administrative Recommendation:

Background Summary: The proposed amendments to the land use matrix are related to single family homes in the R-2 zone, essential public facilities, electronic vehicle infrastructure, and family day cares in zones that allow residential development. These proposed amendments are required to bring the City into compliance with state law and to address internal inconsistency within the Municipal Code. A complete discussion of each amendment is provided in the attached Planning Commission recommendation memo.

All of the proposed amendments were identified in the *2015 – 2016 Planning Commission Work Plan* adopted pursuant to Resolution 2423.

The amendments related to essential public facilities, electronic vehicle infrastructure, and family day cares were identified as mandatory change in the *Bonney Lake 2035: 2015 Comprehensive Plan Periodic Update – Consistency Report* which was adopted by the City Council pursuant to Resolution 2379.

Addressing the prohibitions against family daycare in zones that allow residential developments was also identified as a mandatory change in the City’s recent Land Use Liability audit completed by the Washington Cities Insurance Authority (WCIA). Progress toward addressing this mandatory change will be monitored and failure to comply with the mandatory requirements may result in a financial penalty pursuant to the WCIA Membership Compact.

Attachments: Ordinance D15-15 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: | Yes No |
| | | Chair/Councilmember | <input type="checkbox"/> <input type="checkbox"/> |
| | | Councilmember | <input type="checkbox"/> <input type="checkbox"/> |
| | | Councilmember | <input type="checkbox"/> <input type="checkbox"/> |
| | Forward to: | Consent Agenda: | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Commission/Board Review: | Planning Commission – March 4, 2015 and April 15, 2015 | | |
| Hearing Examiner Review: | | | |

COUNCIL ACTION

Workshop Date(s):

Public Hearing Date(s):

Meeting Date(s): May 26, 2015

Tabled to Date:

APPROVALS

Director:

John P. Vodopich, AICP

Mayor:

Date Reviewed

by City Attorney: May 12, 2015
(if applicable):

ORDINANCE NO. D15-15

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING THE LAND USE MATRIX CODIFIED IN SECTION 18.08.020 OF THE BONNEY LAKE MUNICIPAL CODE RELATED TO SINGLE FAMILY HOMES IN THE R-2 ZONE, ESSENTIAL PUBLIC FACILITIES, ELECTRICAL VEHICLE INFRASTRUCTURE, AND FAMILY DAY CARES IN ZONES THAT ALLOW RESIDENTIAL DEVELOPMENT.

WHEREAS, during the 2009 session the Washington State Legislature passed House Bill 1481 an act relating to electric vehicles; and

WHEREAS, Section 12 of HB 1481 codified as RCW 36.70A.695 requires all municipalities required to plan under the Growth Management Act with a population under 20,000 to adopt regulations that allow battery charging stations by July 1, 2011; and

WHEREAS, the City of Bonney Lake is a municipality required to plan under the Growth Management Act with a population under 20,000; and

WHEREAS, the City's development regulations cannot "preclude" the siting of essential public facilities (hereinafter "EPFs") pursuant to RCW 36.70A.200(5); and

WHEREAS, WAC 365-196-550(5)(b) provides that "[E]xcept where county-wide planning policies have otherwise dictated siting choices, provision should be made for the possibility of siting each of the listed EPFs somewhere within each city's planning area," and

WHEREAS, the Pierce County Planning Policies contain policies on EPFs, but do not specifically dictate siting choices; and

WHEREAS, the City is required to allow family day cares in all zoning classification that allow residential developments pursuant to RCW 36.70A.450; and

WHEREAS, the C-2, Eastown and Midtown Core zoning classifications allow residential uses but do not list family day cares as a permitted use; and

WHEREAS, the amendments related to electrical vehicle charging stations, essential public facilities, and family day cares were identified as mandatory change in the *Bonney Lake 2035: 2015 Comprehensive Plan Periodic Update – Consistency Report* adopted by the City Council pursuant to Resolution 2379; and

WHEREAS, bringing the City's regulation of family day cares into compliance with RCW 36.70A.450 was identified as a mandatory action in the City's 2014 Land Use Audit conducted by the Washington Cities Insurance Authority; and

WHEREAS, the R-2 zone is intended to be a higher density residential zone and has been applied to the Comprehensive Urban Growth Area (CUGA) proposed to be annexed into the City; and

WHEREAS, the amendment to allow single family residential in the R-2 zone is required to ensure that upon annexation the entire area would not be non-conforming; and

WHEREAS, all of the amendments were identified in the *2015 – 2016 Planning Commission Work Plan* adopted by the City Council pursuant to Resolution 2423; and

WHEREAS, the Community Development Director acting as the SEPA Responsible Official 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 Department of Commerce for 60-day review and comment by the Department and other State agencies; and

WHEREAS, expedited review was requested and granted by the Department of Commerce and the review period concluded on March 24, 2015; and

WHEREAS, notice of the public hearing was given to the public in accordance with law and a public hearing was held by the Planning Commission on April 15, 2015;

WHEREAS, the amendments are consistent with the comprehensive plan and the laws of the state of Washington as required by BLMC 14.140.090.B, and

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

Section 1. A new Chapter 18.40 of the Bonney Lake Municipal Code is enacted entitled “Electric Vehicle Infrastructure,” to read as follows:

18.40.010 Purpose

The purpose of this chapter is to:

- (A) Provide adequate and convenient electric vehicle charging stations to serve the needs of the traveling public;
- (B) Provide opportunities for Bonney Lake residents to have safe and efficient personal electric charging stations located at their place of residence;
- (C) Provide the opportunity for commercial and industrial businesses to supply electrical vehicle charging station services to their customers and employees; and

- (D) Create standard criteria to encourage and promote safe, efficient, and cost effective electric vehicle charging opportunities in a full range of zones and settings for convenient service to those that use electric vehicles

18.40.020 Designation.

An electronic vehicle station is a public or private parking space(s) that are served by battery charging equipment for the purpose of transferring electric energy to a battery or other energy storage device in an electrical vehicle and is classified based on the following levels:

- (A) Level 1 is considered slow charging and operates on a 15 to 20 amp breaker on a 120 volt AC circuit.
- (B) Level 2 is considered medium charging and operates on a 40 to 100 amp breaker on a 208 or 240 volt AC circuit.
- (C) Level 3 is considered fast or rapid charging and operates on a 60 amp or higher breaker on a 480 volt or higher three phase circuit with special grounding equipment. Level 3 stations can also be referred to as Rapid Charging Stations that are typically characterized by industrial grade electrical outlets that allows for faster recharging of electrical vehicles.

18.40.030 Electric Vehicle Charging Stations.

Electric vehicle charging stations utilizing parking stalls located in a parking lots or parking garages or on-street parking spaces shall comply with the following standards:

- A. Signage. Each charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. Directional signage may be provided to guide motorist to charging stations space(s) provided that directional signs shall be consistent with MUTCD D9-11b and D9-11bP.
- B. Accessibility. The design and location of the charging stations shall comply with the following barrier free accessibility requirements:
 - 1. Accessible charging stations shall be provided at a ratio of 1 per 25 charging stations.
 - 2. Accessible charging stations shall be located in close proximity to the buildings or facility entrance and shall be connected to a barrier-free accessible route of travel.
 - 3. Accessible charging stations shall comply with the requirements of WAC 51-50-005.

- C. **Charging Station Equipment.** Charging station equipment shall comply with the following standards:
1. Equipment mounted on pedestals, lighting posts, bollards, or other devices for on-street charging stations shall be designed and located so as to not impede pedestrian travel or create trip hazards within the right-of-way.
 2. Charging station outlets and connector shall be no less than 36 inches and no higher than 48 inches from the top of the surface where mounted and shall contain a retraction device or a place to hang cords and connectors above the ground surface.
 3. Equipment shall be protected by wheel stops or concrete-filled bollards.
- D. **Notification.** At all charging stations the following information shall be posted:
1. Voltage and amperage levels
 2. Hours of Operations if time limits or tow away provisions are to be enforced by the property owner.
 3. Usage Fees
 4. Safety Information
 5. Contact Information for reporting when the equipment is not operating or other problems.
- E. **Minimum Parking Requirements.** Electric vehicle charging stations located within parking lots or garages may be included in the calculation of the minimum required parking spaces.

Section 2. Section 18.04.050, “E” of the Bonney Lake Municipal Code and the corresponding portions of Ordinance Nos. 746 § 19 are hereby amended to read as follows:

18.04.050 “E”.

“EIA” means the Electronics Industry Association.

“Essential public facilities” means those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.

“Enlargement or extension” is:

- A. An addition to the floor area of an existing building, or an increase in the size of any other structure.
- B. An increase in that portion of a tract of land occupied by an existing use.
- C. To “enlarge” is to make an enlargement.
- D. An “extension” is an increase in the amount of existing area used for an existing use.
- E. To “extend” is to make an extension.

“Equipment shelter or enclosure” means a structure, shelter, cabinet, or vault used to house and protect the electronic equipment necessary for processing wireless communications signals. Associated equipment may include air conditioning, backup power supplies and emergency generators.

“Expressive dance” means any dance which, when considered in the context of the entire performance, constitutes an expression of art, theme, story or ideas, but excluding any dance such as, but not limited to, common barroom type topless dancing which, when considered in the context of the entire performance, is presented primarily as a means of displaying nudity as a sales device or for other commercial exploitation without substantial expression of theme, story or ideas, and the conduct appeals to the prurient interest, depicts sexual conduct in a patently offensive way and lacks serious literary, artistic, political or scientific value.

Section 3. Section 18.18.020, “Land Use Matrix” of the Bonney Lake Municipal Code and Ordinance Nos. 1483 § 1 are hereby amended to read as follows:

| Zone Use | RC-5 | R-1 | R-2 | R-3 | C-1 | C-2 | E | MC | DC | DM | PF |
|--|------|-----|----------------|----------------|-----|----------------|----------------|----------|----------------|----|----|
| Residential Uses | | | | | | | | | | | |
| Accessory dwelling unit | | | P ¹ | P ¹ | | | | | | | |
| Adult family home | P | P | P | P | P | | | | | | |
| Apartments/condominiums | | | | P | | P ² | P ² | | P ³ | P | |
| Boarding homes | | | P | P | | | | | | | P |
| Duplexes (two-family residences) | | | P | P | | | | | | | |
| Family day cares | A | A | A | A | A | <u>A</u> | <u>A</u> | <u>A</u> | A | A | |
| Group homes | | | | C | | | | | | | C |
| Home occupations; provided the criteria in BLMC 18.22.010 are met | A | A | A | A | A | | | | A | A | |
| Mobile/manufactured homes subject to Chapter 15.08 BLMC | P | P | P | | | | | | | | |
| Mobile/manufactured home parks in existence as of annexation into the city | | | | | | | P | | | | |
| Nursing homes and Continuing care communities (NAICS 623110 and NAICS 623311) | | | | | | | P | C | | | C |
| Senior assisted living facilities (NAICS 623312) | | | P | P | | C | P | C | P ³ | P | |
| Private docks, mooring facilities and boathouses; provided the project complies with shoreline management regulations and the provisions of BLMC 18.22.070 <u>Title 16 Division III BLMC - Shoreline Code</u> | A | A | A | A | | | | | | | P |
| Residences in connection with a business establishment | | | | | P | C | A | C | P ³ | P | |
| Residential care facilities | | | | P | | | | | | | |
| Single-family residences, detached | P | P | <u>P</u> | | P | | | | | | |
| Townhouses | | | P | P | C | C | P | C | | | |

| Zone Use | RC-5 | R-1 | R-2 | R-3 | C-1 | C-2 | E | MC | DC | DM | PF |
|--|----------------|----------------|----------------|----------------|-----|-----|---|----|----------------|----|----|
| Educational Uses | | | | | | | | | | | |
| Colleges and universities or extension classrooms | | | | | | P | P | P | P ³ | P | P |
| Dancing, music, art, drama and instructional/vocational schools | | | | | P | P | P | P | P ³ | P | P |
| Elementary school | | C | P | P | P | C | | C | | | P |
| Junior high, high schools and junior colleges, public or private | | C | C | C | C | C | | C | | | P |
| Preschool | | C | P | P | P | P | | P | | | |
| Cultural, Religious, Recreational, and Entertainment Uses | | | | | | | | | | | |
| Adult entertainment facilities subject to the provisions of Chapter 18.32 BLMC | | | | | | | P | | | | |
| Amphitheater | | | | | | P | P | P | | | |
| Campgrounds | | | | | | | P | C | | | C |
| Essential public facilities | | | | | | | P | | | | |
| Galleries | | | | | P | P | | P | P | P | |
| Golf courses | C | | | | | | | | | | C |
| Golf driving range | | | | | | | P | | | | C |
| Government buildings and facilities | | C | C | C | P | P | P | P | P | P | P |
| Gymnasiums and fitness centers, public or commercial | | | | | | P | P | P | | | P |
| Libraries | | | | P | P | P | P | P | P | P | P |
| Museums | C | C | | | P | P | P | P | P | P | P |
| Parks, open space and trails | P | P | P | P | P | P | P | P | P | P | P |
| Pocket park | P | P | P | P | P | P | P | P | P | P | P |
| Private meeting halls | A | A | C | P | P | P | P | P | | | P |
| Public meeting halls | | | C | P | P | P | P | P | | | P |
| Recreation facilities, outdoor | C | | | | | | P | | | | P |
| Recreational vehicle parks | | | | | | | P | | | | |
| Religious institutions | P ⁴ | P ⁴ | P ⁴ | P ⁴ | P | P | | P | P ³ | P | C |
| Swimming pools, public or private | A | A | A | A | A | P | P | P | | | P |
| Theaters | | | | | | P | P | P | P | P | |

| Zone Use | RC-5 | R-1 | R-2 | R-3 | C-1 | C-2 | E | MC | DC | DM | PF |
|--|------|-----|-----|-----|-----|-----|----------------|----|----|----|----|
| Industrial Uses | | | | | | | | | | | |
| Assembly or processing of previously prepared materials in a fully enclosed building | | | | | | | C ¹ | | | | |
| Junk, salvage or wrecking yard; provided a solid fence and/or solid screening hedge at least eight feet high is built and maintained to screen from view the open storage use. | | | | | | | C | | | | |
| On-site treatment and storage facility as an accessory use to a permitted use which generates a hazardous waste subject to compliance with the state siting criteria adopted pursuant to the requirements of Chapter 17.105 RCW and issuance of state hazardous waste management facility permit | | | | | | A | A | | | | |
| Storage or distribution of sand, gravel, top soil, or bark; provided a solid fence and/or solid screening hedge at least eight feet high is built and maintained to screen from view the storage area | | | | | | | P | | | | |
| Storage or processing of any hazardous waste as defined in Chapter 70.105 RCW is not permitted as a principal use | | | | | | | C | | | | |

| Zone Use | RC-5 | R-1 | R-2 | R-3 | C-1 | C-2 | E | MC | DC | DM | PF |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Trailer-mix concrete plant; provided a solid fence and/or solid screening hedge at least eight feet high is built and maintained to screen from view the concrete plant and storage yard | | | | | | | C | | | | |
| Retail and wholesale warehousing and distribution of goods within a fully enclosed building | | | | | | P | P | P | | | |
| Resource Management Uses | | | | | | | | | | | |
| Agriculture and orchards | P | | | | | | | | | | |
| Forestry and tree farms | P | | | | | | | | | | |
| Raising of livestock, small animals and fowl; provided the requirements of BLMC 18.22.060 are met | P | | | | | | | | | | |
| Transportation, Communication, Utilities | | | | | | | | | | | |
| <u>Electric Vehicle Charging Stations – Level 1 and 2</u> | <u>P⁵</u> |
| <u>Electric Vehicle Charging Stations – Level 3</u> | <u>C²</u> | <u>C²</u> | <u>C²</u> | <u>C²</u> | <u>P⁵</u> |
| Parking garages | | | | | | C | P | C | C | | |
| Public utility facility; provided the requirements of BLMC 18.22.050 are met | P | | P | P | P | P | P | P | | | |
| Commercial Uses | | | | | | | | | | | |
| Ambulance service | | | | | | C | P | C | | | |
| Antique shops | | | | | C | P | P | P | P | P | |
| Arcade | | | | | | | P | P | | | |
| Automatic teller machines (ATMs) | | | | | | P | P | P | | P | |
| Automatic teller machines (ATMs) with no drive-through | | | | | P | P | P | P | P | P | |
| Automobile fuel and recharging stations and car washes | | | | | | P | P | P | | | |

| Zone Use | RC-5 | R-1 | R-2 | R-3 | C-1 | C-2 | E | MC | DC | DM | PF |
|---|------|-----|-----|-----|-----|-----|---|----|----|----|----|
| Automobile, boat and trailer sales | | | | | | | P | C | | | |
| Automobile, boat and trailer repair | | | | | | P | P | P | | | |
| Bakery, retail | | | | | P | P | P | P | P | P | |
| Bakery, wholesale | | | | | | | P | | | | |
| Banks, savings and loan associations | | | | | | P | P | P | | | |
| Banks, savings and loan associations with no drive-through | | | | | P | P | P | P | P | P | |
| Barber shops and beauty shops | | | | | P | P | P | P | P | P | |
| Bars | | | | | C | P | P | P | P | P | |
| Bed and breakfast houses; provided the criteria in BLMC 18.22.030 are met | A | C | C | C | P | | | | | | |
| Beer and wine specialty shops | | | | | P | P | P | P | P | P | |
| Bookstores | | | | A | P | P | P | P | P | P | |
| Bowling alley | | | | | | | | | | | |
| Brewpubs and microbreweries | | | | | C | P | P | P | P | P | |
| Cabinet and carpenter shop | | | | | | C | P | C | | | |
| Candy shop | | | | | P | P | P | P | | | |
| Cart vendors | | | | | P | P | P | P | | | |
| Cinema | | | | | | P | P | P | | | |
| Coffee shops, cafes, no drive-through | | | | | P | P | P | P | P | P | A |
| Coffee stand, drive-through | | | | | | P | P | P | | | |

| Zone Use | RC-5 | R-1 | R-2 | R-3 | C-1 | C-2 | E | MC | DC | DM | PF |
|--|------|-----|-----|-----|-----|-----|---|----|----|----|----|
| Commercial, professional and service uses associated with a residential complex, including banks, savings and loan associations, barber and beauty shops, business and professional offices, medical and dental clinics and neighborhood grocery, coffee shops, or restaurants, provided such uses occupy no more than 10 percent of the land area of the parcel or parcels within the residential complex and no individual commercial, professional or service use exceeds 5,000 square feet of floor area | | | | A | | | P | | | | |
| Commercial uses associated with a permitted use, such as a snack bar or gift shop, provided the commercial activity is open for business no more than 150 days per year or is within the same building as the permitted use | | | | | | | P | | | | A |
| Contractor yards, provided a solid fence and/or solid screening hedge at least eight feet high is built and maintained to screen from view the open storage use | | | | | | | P | | | | |
| Day care centers | | | | C | P | P | P | P | | | P |
| Department store | | | | | | P | P | P | | | |
| Dry cleaning | | | | | | P | P | P | P | P | |
| Food markets, delicatessen and meat markets (beer and wine may be sold) | | | | | P | P | P | P | P | P | |
| Furniture and small household appliance repair shops | | | | | C | P | P | C | | | |

| Zone Use | RC-5 | R-1 | R-2 | R-3 | C-1 | C-2 | E | MC | DC | DM | PF |
|---|------|-----|-----|-----|-----|-----|---|----|----------------|----|----|
| Furniture building, repair and upholstery | | | | | | | P | | | | |
| Hardware stores | | | | | | P | P | P | P | P | |
| Horticultural nursery and garden supply, indoor or outdoor | | | | | | P | P | P | P | P | |
| Hospitals | | C | C | C | | P | P | P | | | C |
| Hotels, motels | | | | | | C | P | C | P | P | |
| Kennels | C | | C | C | A | A | P | A | | | |
| Laundromats | | | | | P | P | P | P | | | |
| Liquor stores | | | | | C | P | P | P | | | |
| Locksmiths and security alarm shops | | | | | P | P | P | P | | | |
| Machine shops | | | | | | C | P | C | | | |
| Massage therapy/spas | | | | | P | P | P | P | P | P | |
| Medical-dental clinics | | | | | | P | P | P | P ³ | P | |
| Medical offices | | | | | P | P | P | P | P ³ | P | |
| Mini day care center | | | | C | P | A | P | A | P | P | |
| Mini-storage facilities | | | | | | C | C | C | | | |
| Nail salons | | | | | P | P | P | P | P | P | |
| Nightclub | | | | | | | P | | | | |
| Open storage yards, including storage and sale of building materials and heavy equipment, provided a solid fence and/or solid screening hedge at least eight feet high is built and maintained to screen from view the open storage use | | | | | | | P | | | | |
| Outdoor storage and sale of building materials and nursery stock, provided such use is accessory to a permitted use and enclosed within a sight-obscuring fence | | | | | | A | A | A | | | |
| Pet shop, grooming and supplies | | | | | P | P | P | P | P | P | |
| Pharmacies | | | | | | P | P | P | P | P | |

| Zone Use | RC-5 | R-1 | R-2 | R-3 | C-1 | C-2 | E | MC | DC | DM | PF |
|---|------|-----|-----|-----|-----|----------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Photographic processing and supply | | | | | | P | P | P | P | P | |
| Photography studios | | | | | P | P | P | P | P | P | |
| Plumbing shops, electricians, heating, air conditioning sales or repair | | | | | | C | P | C | | | |
| Pool hall | | | | | | P | P | P | | | |
| Printing, copying and mailing services | | | | | P | P | P | P | P | P | |
| Professional offices | | | | | P | P | P | P | P ³ | P | |
| Restaurants, including drive-in restaurants | | | | | C | P | P | P | | | |
| Restaurants, no drive-through | | | | | C | P | P | P | P | P | |
| Retail shops | | | | | C | P | P | P | P | P | |
| Roadside produce stands | P | | | | P | P | P | P | | | P |
| Shoe repair | | | | | P | P | P | P | P | P | |
| Shopping center | | | | | | P | P | P | | | |
| Skating rink | | | | | | P | P | P | | | |
| Stables and riding schools | P | | | | | | | | | | P |
| Tailor shops | | | | | P | P | P | P | P | P | |
| Tanning salon | | | | | P | P | P | P | P | P | |
| Tavern | | | | | C | P | P | P | P | P | |
| Veterinary clinics, animal hospitals | | | | | | P | P | P | | | |
| Veterinary clinics with no outdoor kennel space or dog runs | | | | | | P | P | P | P ³ | P | |
| Wireless communications facilities are permitted as principal or accessory uses provided the requirements of Chapter 18.50 BLMC are met | P | | P | P | A | A | P | A | | | |
| <u>Essential public facilities</u> | | | | | | | | | | | |
| <u>Airports (NAICS 481)</u> | | | | | | | <u>C</u> | | | | |
| <u>Colleges and Universities (NAICS 6112 and 6113)</u> | | | | | | <u>P</u> | <u>P</u> | <u>P</u> | <u>P</u> ³ | <u>P</u> | <u>P</u> |
| <u>State Transportation Facilities</u> | | | | | | | <u>P</u> ⁶ |

| Zone Use | RC-5 | R-1 | R-2 | R-3 | C-1 | C-2 | E | MC | DC | DM | PF |
|---|----------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| <u>Transit Facilities</u> | | <u>C</u> ³ | <u>C</u> ³ | <u>P</u> ⁷ |
| <u>Correctional Institutions (NAICS 922140)</u> | | | | | | | <u>C</u> | | | | <u>C</u> |
| <u>Solid Waste Handling Facilities (NAICS 5621 and NAICS 5622)</u> | | | | | | | <u>C</u> | | | | |
| <u>Psychiatric and Substance Abuse Hospitals (NAICS 622210)</u> | | | | | | | <u>P</u> | <u>C</u> | | | |
| <u>Group homes</u> | <u>P</u> | <u>P</u> | <u>P</u> | | | | | | | | |
| <u>Secure Community Transition Facilities</u> | | | | | | | <u>C</u> ⁴ | | | | |
| <p>P = Permitted C = Conditional use A = Accessory use P1 = No accessory dwelling units are allowed in conjunction with a duplex P2 = Subject to the commercial design standards of Chapter 18.31 BLMC P3 = Allowed outright on second floor, requires a CUP if on the first floor P4 = Subject to the provisions of BLMC 18.22.040 <u>P5 = Subject to the limitations and provisions of Chapter 18.40 BLMC</u> <u>P6 = As defined in RCW 47.06.140</u> <u>P7 = As defined in RCW 81.112.020</u> C1 = Exclusions are listed in BLMC 18.29.040 <u>C2 = Subject to the limitations and provisions of Chapter 18.40 BLMC</u> <u>C3 = As defined in RCW 81.112.020</u> <u>C4 = As defined in RCW 71.09.020</u></p> | | | | | | | | | | | |

Section 4. Section 18.52.020, “Conditional Use Permits” of the Bonney Lake Municipal Code and Ordinance Nos. 1505 § 23 are hereby amended to read as follows:

- A. A conditional use permit is required for certain uses in certain zones because of those uses’ unusual size, infrequent occurrence, special requirements, possible safety hazards or detrimental effects on surrounding properties, or similar reasons.
- B. Conditional use permits shall be Type 3 permits.
- C. In determining whether a conditional use permit should be granted, the hearing examiner shall consider the following factors:

1. Whether the proposed use is injurious to the public welfare and convenience;
 2. The impact of the proposed use on the subject property and/or other properties in the surrounding area;
 3. The character of the area in which the use is proposed;
 4. The intent of the zoning code and comprehensive plan of the City; and
 5. The availability of municipal services such as water, sewer, roads, fire and police protection which might be required by reason of the proposed use.
- D. In addition to the requirements of 18.52.020.A through 18.52.02.C conditional use permits for essential public facilities (EPF) shall be subject to the requirements of this section.
1. In addition to the application materials required for any permit required to construct or modify the EPF, the applicant shall submit the following material:
 - a. Information demonstrating compliance with any existing multi-jurisdictional siting criteria in selecting the proposed location for the EPF; and
 - b. Information regarding all alternative sites considered for the proposed EPF, including information about why such alternative sites were not selected.
 2. In addition to the decision criteria applicable to any permit required to construct or modify the EPF, the City may approve, or approve with modifications, a proposal to construct or modify an EPF if:
 - a. The location and design are consistent with any planning document under which the proposing agency, special district or organization operates, as determined by the person or body having authority to interpret such document;
 - b. The location, design, use and operation of the EPF complies with any applicable guidelines, rules, regulations or statutes adopted by state law, or any agency or jurisdiction with authority;

A building which houses all or a majority of an EPF must be compatible with the architectural form of surrounding buildings. This requirement is not applicable to an EPF where significant elements of the facility are not housed in a building or to isolated minor elements such as utility meters;

- c. An EPF may be permitted in in the R-1, R-2, R-3, RC-5, DM or DC zoning classification, only if there is an operational or other need that requires locating in that district to achieve the purpose or function of the EPF;
 - d. If the City determines that the EPF is potentially dangerous to human life, appropriate protective measures may be required.
3. The Hearing Examiner may impose conditions on the location, design, use or operation of the EPF within the scope of the City's authority in order to mitigate identified environmental, public safety or other impacts of the EPF.

Section 5. 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 6. 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 15, 2015
To : Mayor and City Council
From : Grant Sulham, Planning Commission Chair
Re : **Ordinance D15-15**

A. Family Day Cares

The proposed amendment would add family day cares to the list of permitted use in the C-2, Eastown, and Midtown Core zoning classifications. All of these zones allow residential uses; however, family day cares are not listed as a permitted use in these zones. Pursuant to RCW 36.70A.450, the City cannot enact, enforce, or maintain an ordinance, development regulation, zoning regulation, or official control, policy, or administrative practice that prohibits the use of a residential dwelling, located in an area zoned for residential or commercial, as a family daycare facility.

B. Essential Public Facilities

The City is required to provide a process for permitting Essential Public Facilities (EPFs) and cannot adopted development regulations that preclude the siting of EPFs pursuant to RCW 36.70A.200(5).

EPFs as defined in RCW 36.70A.200(1) include:

“... those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.”

Development regulations as defined in 36.70A.030(7) include:

“... the controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline

master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances together with any amendments thereto. A development regulation does not include a decision to approve a project permit application, as defined in RCW 36.70B.020, even though the decision may be expressed in a resolution or ordinance of the legislative body of the county or city.”

Additionally, the City’s process cannot allow the City to deny a permit for an EPF as provided in WAC 365-196-550(6)(a):

“The siting process may not be used to deny the approval of the essential public facility. The purpose of the essential public facility siting process is to allow a county or city to impose reasonable conditions on an essential public facility necessary to mitigate the impacts of the project while ensuring that its development regulations do not preclude the siting of an essential public facility.”

The Central Puget Sound Growth Management Hearings Board (CPSGMHB) in *King County v. Snohomish County* (Case Number 03-3-011) found that:

“... [N]o local government plan or regulation, including permit processes, and conditions, may preclude the siting, expansion or operation of an essential public facility. Local plans and regulations may not render EPFs impossible or impracticable to site, expand, or operate, either by the outright exclusion of such uses, or by imposition of process requirements or substantive conditions that render EPF impracticable. While there is no absolute time limit for how long an EFP Permit may take, and EFP permit process lacking provisions that assure an ultimate decisions may bound to be so unfair, untimely, and unpredictable as to substantively violate RCW 36.70A.020(7).”

While CPSGMHB has interpreted “preclude” to mean “... impossible or impracticable to site, expand, or operate, either by the outright exclusion of such uses, or by imposition of process requirements or substantive conditions that render EPF impracticable”, the CPSGMHB in *Port of Seattle v. City of Des Moines* (Case No. 97-3-0014 – Final Order)) found that “[A] zoning code that confines certain EPFs to certain zones is not automatically considered preclusive.”

Additionally, the CPSGMHB in *DOC/DSHS v. City of Tacoma* (Case No. 00-3-0007 – Order Finding Compliance) upheld Tacoma’s decision to limit work release facilities to certain industrial and commercial zones.

Based on RCW 36.70A.200(5) and the decisions of the CPSGMHB, the land use matrix adopted in BLMC 18.08.020 was amended to add a specific section that address EPFs, which identifies the zoning classification(s) that permits each of facilities defined as EPF in RCW 36.70A.200(1).

As part of the process to review and site EFPs, WAC 365-196-500(5) and WAC 365-196-550(6) allows the City to:

- Impose reasonable conditions on EPFs necessary to mitigate the impacts. The combination of any existing development regulations and any conditions may not render impossible or impracticable the siting, development, or operation of the EPF;
- Provide notice and an opportunity to comment to other interested counties and cities and the public.
- Require a use permit, but the process used must ensure a decision on the EPF is completed without unreasonable delay.
- Impose design conditions to make an EPF compatible with its surroundings. Cities may also consider provisions for amenities or incentives for neighborhoods in which the EPF is sited. Any conditions imposed must be necessary to mitigate an identified impact of the EPF.

Therefore, in addition to limiting the zones that permit certain EPFs, some EPFs are required to obtain a conditional use permit to further ensure that all impacts associated with that EPF is sufficiently mitigated. Additional criteria was added to the City's current conditional use permit requirements to address the special nature of EPFs.

C. Single Family Residents in R-2 Zone

This amendment to the land use matrix would allow single family homes in the R-2 zone. The R-2 is intended to be a higher density residential zone and has been applied to the Comprehensive Urban Growth Area (CUGA) proposed to be annexed into the City. However, the R-2 does not allow single family residential, which means upon annexation the entire area would be non-conforming. Additionally, there are a number of areas around Lake Tapps that have been zoned R-2 and are developed with single family homes.

The current land use matrix would also indicate that allowing single families homes in the R-2 was inadvertently left off of the land use matrix when it was adopted in 2011. Currently, accessory dwelling units are only allowed in the R-2 and R-3 zoning classifications, but only in conjunction with any single-family residence and not permitted in conjunction with any duplex or multiple-family dwelling units pursuant to BLMC 18.22.090.C.1. The regulations related to accessory dwelling units were adopted in 1997 and last amendment in 2007; whereas, the land use matrix was adopted four years later in 2011. Finally, prior to the adoption of the land use matrix, single family homes were specifically permitted in the R-2 zone. The proposed amendment would ensure consistency in the Municipal Code and ensure that areas proposed to be annexed into the City are not made non-conforming upon annexation.

The Planning Commission finds that the proposed amendments in Ordinance D15-15 will ensure consistency between the state law and the Bonney Lake Municipal Code. On April 15, 2015, the Planning Commission held a public hearing on Ordinance D15-15 which amends the City's Land Use Matrix and voted 7-0-0 to recommend that the City Council approve Ordinance D15-15. Comments from the public were neither made at the public hearing nor submitted in writing to the City.

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

| | | |
|---|---|---|
| Department/Staff Contact: Community Development/ Jason Sullivan – Senior Planner | Meeting/Workshop Date: May 26, 2015 | Agenda Bill Number: AB15-38 |
| Agenda Item Type: Presentation | Ordinance/Resolution Number: D15-38 | Councilmember Sponsor: Donn Lewis |

Agenda Subject: Park Impact Fee Amendment – Expenditure Timeframe

Full Title/Motion: An Ordinance of the City Council of the City Of Bonney Lake, Pierce County, Washington, amending portions of section 19.06.080 of the Bonney Lake Municipal Code related to the timeframe to expend collected park impact fees.

Administrative Recommendation:

Background Summary: Currently, the City’s park impact fee program requires that the funds collected by the City be spent within six years of receipt or refunded to the applicant that paid the impact fees. However, in 2011, the state legislature amended RCW 82.02.070(3)(a) extending the timeframe to spent collected impact fees from six years to ten years. The City adopted the longer timeframe for the transportation and school impact fees, but did not amend the park impact fee regulation to provide for the longer timeframe. The proposed amendment would extend the timeframe to ten years.

This amendment was identified as mandatory change in the *Bonney Lake 2035: 2015 Comprehensive Plan Periodic Update – Consistency Report* which was adopted by the City Council pursuant to Resolution 2379.

Attachments: Ordinance D15-38, Planning Commission Recommendation Memo, and RCW 82.02.080

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

| COMMITTEE, BOARD & COMMISSION REVIEW | | | | | | | | | |
|--|--|------------------------------|--|--|--|--|--|--|--|
| Council Committee Review: Date: | <i>Approvals:</i> Chair/Councilmember Councilmember Councilmember | Yes No | <table border="1" style="width: 100%; height: 30px;"> <tr><td style="width: 50%;"></td><td style="width: 50%;"></td></tr> <tr><td></td><td></td></tr> <tr><td></td><td></td></tr> </table> | | | | | | |
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| | | | | | | | | | |
| Forward to: | Consent Agenda: | <input type="checkbox"/> Yes | <input type="checkbox"/> No | | | | | | |
| Commission/Board Review: Planning Commission – March 18, 2015 and April 8, 2015 | | | | | | | | | |
| Hearing Examiner Review: | | | | | | | | | |

| COUNCIL ACTION | |
|-------------------------------|-------------------------|
| Workshop Date(s): | Public Hearing Date(s): |
| Meeting Date(s): May 26, 2015 | Tabled to Date: |

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

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ORDINANCE NO. D15-38

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING PORTIONS OF SECTION 19.06.080 OF THE BONNEY LAKE MUNICIPAL CODE RELATED TO THE TIMEFRAME TO EXPEND COLLECTED PARK IMPACT FEES.

WHEREAS, in 2011, the state legislature amended RCW 82.02.070(3)(a) extending the timeframe to spent collected impact fees from six years to ten years; and

WHEREAS, BLMC 19.06.080 requires that park impact fees be expended within six years from the date that the fee was collected by the City of Bonney Lake; and

WHEREAS, amending BLCM 19.60.080 to require that park impacts be expended within ten years from the date collected by the City was identified as mandatory change in the *Bonney Lake 2035: 2015 Comprehensive Plan Periodic Update – Consistency Report* adopted by the City Council pursuant to Resolution 2379; and; and

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

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

WHEREAS, expedited review was requested and granted by the Department of Commerce and the review period concluded on March 25, 2015; and

WHEREAS, notice of the public hearing was given to the public in accordance with law and a public hearing was held by the Planning Commission on April 8, 2015;

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

Section 1. Section 19.06.080, “Funding of projects” of the Bonney Lake Municipal Code and Ordinance Nos. 1185 § 2 is hereby amended to read as follows:

19.06.080 Funding of projects.

- A. Parks impact fees shall be placed in appropriate deposit accounts within the parks capital improvement fund.
- B. The parks impact fees paid to the city shall be held and disbursed as follows:
 - 1. The parks impact fees collected shall be deposited in accordance with subsection A of this section;

2. When the council appropriates parks capital improvement fund funds for a project in the parks plan, impact fees held within such fund may be used in accordance with the parks plan. The non-impact fee moneys appropriated for the project may comprise both the public share of the project cost and an advancement of that portion of the private share that has not yet been collected in parks impact fees;
 3. The first money spent by the director on a project after a council appropriation shall be deemed to be the fees from the impact fee account;
 4. Fees collected after a project has been fully funded by means of one or more council appropriations shall constitute reimbursement to the city of the public moneys advanced for the private share of the project;
 5. All interest earned on parks impact fees paid shall be retained in the account and expended for the purpose or purposes for which the parks impact fees were imposed.
- C. Projects shall be funded by a balance between parks impact fees and other sources of public funds, and shall not be funded solely by parks impact fees.
- D. Parks impact fees shall be expended or encumbered for a permissible use within ~~six~~ ten years of receipt, unless there exists an extraordinary or compelling reason for fees to be held longer than ~~six~~ ten years. The finance director may recommend to the council that the city hold fees beyond ~~six~~ ten years in cases where extraordinary or compelling reasons exist. Such reasons shall be identified in written findings by the council.
- E. The city shall prepare an annual report on the parks impact fee account showing the source and amount of all moneys collected, earned or received and projects that were financed in whole or in part by parks impact fees.
- F. If the city fails to expend or encumber the impact fees within ten years of when the fees were paid or other such period of time established pursuant to 19.06.080D, the city shall notify the current owner of property on which an impact fee was paid by first-class mail deposited with the United States postal service that there is a potential that the impact fee paid may be refunded and requesting that the property owner submit a request for a refund if the property owner believes they are entitled to a refund.
- G. The request for a refund must be submitted to the city in writing within one year of the date the right to claim the refund arises or the date that notice is given, whichever is later. Any impact fees that are not expended within these time limitations, and for which no application for a refund has been made within this one-year period, shall be retained and expended on the indicated capital facilities. Refunds of impact fees under this subsection shall include interest earned on the impact fees.

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

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

PASSED BY THE CITY COUNCIL this _____ day of _____, 2015.

Neil Johnson, Jr., Mayor

AUTHENTICATED:

Harwood T. Edvalson, MMC, City Clerk

APPROVED AS TO FORM:

Kathleen Haggard, City Attorney

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Memo

Date : April 8, 2015
To : Mayor and City Council
From : Grant Sulham, Planning Commission Chair
Re : **Ordinance D15-38**

Currently, the City's park impact fee program requires that the funds collected by the City be spent within six years of receipt or refunded to the applicant that paid the impact fees. However, in 2011, the state legislature amended RCW 82.02.070(3)(a) extending the timeframe to spent collected impact fees from six years to ten years. The City adopted the longer timeframe for the transportation and school impact fees, but did not amend the park impact fee regulation to provide for the longer timeframe. The proposed amendment would extend the timeframe to ten years.

This amendment was identified as mandatory change in the *Bonney Lake 2035: 2015 Comprehensive Plan Periodic Update – Consistency Report* which was adopted by the City Council pursuant to Resolution 2379.

The Planning Commission finds that the proposed amendment in Ordinance D15-38 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 D15-38 which amends the City's park impact fee regulations and voted 7-0-0 to recommend that the City Council adopted Ordinance D15-38. Comments from the public were neither made at the public hearing nor submitted in writing to the City.

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[RCWs](#) > [Title 82](#) > [Chapter 82.02](#) > [Section 82.02.080](#)

[82.02.070](#) << [82.02.080](#) >> [82.02.090](#)

RCW 82.02.080

Impact fees — Refunds.

(1) The current owner of property on which an impact fee has been paid may receive a refund of such fees if the county, city, or town fails to expend or encumber the impact fees within ten years of when the fees were paid or other such period of time established pursuant to RCW [82.02.070](#)(3) on public facilities intended to benefit the development activity for which the impact fees were paid. In determining whether impact fees have been encumbered, impact fees shall be considered encumbered on a first in, first out basis. The county, city, or town shall notify potential claimants by first-class mail deposited with the United States postal service at the last known address of claimants.

The request for a refund must be submitted to the county, city, or town governing body in writing within one year of the date the right to claim the refund arises or the date that notice is given, whichever is later. Any impact fees that are not expended within these time limitations, and for which no application for a refund has been made within this one-year period, shall be retained and expended on the indicated capital facilities. Refunds of impact fees under this subsection shall include interest earned on the impact fees.

(2) When a county, city, or town seeks to terminate any or all impact fee requirements, all unexpended or unencumbered funds, including interest earned, shall be refunded pursuant to this section. Upon the finding that any or all fee requirements are to be terminated, the county, city, or town shall place notice of such termination and the availability of refunds in a newspaper of general circulation at least two times and shall notify all potential claimants by first-class mail to the last known address of claimants. All funds available for refund shall be retained for a period of one year. At the end of one year, any remaining funds shall be retained by the local government, but must be expended for the indicated public facilities. This notice requirement shall not apply if there are no unexpended or unencumbered balances within an account or accounts being terminated.

(3) A developer may request and shall receive a refund, including interest earned on the impact fees, when the developer does not proceed with the development activity and no impact has resulted.

[2011 c 353 § 9; 1990 1st ex.s. c 17 § 47.]

Notes:

Intent -- 2011 c 353: See note following RCW [36.70A.130](#).

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- ★ TVW
- ★ Washington Courts
- ★ OFM Fiscal Note Website



**Severability -- Part, section headings not law -- 1990 1st ex.s. c
17: See RCW [36.70A.900](#) and [36.70A.901](#).**

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

| | | |
|---|--|---|
| Department/Staff Contact: Community Development/ Jason Sullivan – Senior Planner | Meeting/Workshop Date: May 26, 2015 | Agenda Bill Number: AB15-48 |
| Agenda Item Type: Presentation | Ordinance/Resolution Number: 2449 | Councilmember Sponsor: Donn Lewis |

Agenda Subject: Comprehensive Plan Periodic Update – Community Services and Facilities 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 Community Services and Facilities Element of the comprehensive plan.

Administrative Recommendation:

Background Summary: In order to streamline the comprehensive plan, the current Parks Element, Utilities Element, and Capital Facilities Element have been combined into one element entitled “Community Facilities and Services” (CSF) given the highly interrelated nature of these three topics as authorized by WAC 365-196-415(2)(a)(iii). This approach was identified in *Bonney Lake 2035: 2015 Comprehensive Plan Periodic Update Consistency Report*, which was adopted by the City Council pursuant to Resolution 2379. The primary purpose of the CSF Element is to demonstrate that, over the twenty-year life of the plan, needed public facilities and services will be available and provided to residents of Bonney Lake.

The CSF Element includes an inventory of all existing facilities and services: governmental facilities and services, parks and recreation facilities, domestic water supply systems, storm water systems, sanitary sewer systems, utilities, and schools. This inventory includes all publicly owned facilities regardless of whether or not the facilities is owned by the City as required by RCW 36.70A.070(3)(a).

All public facilities and services included in the CSF Element have a minimum level of service standard clearly labeled as such (i.e., not “guidelines” or “criteria”) and explicitly states which of these public facilities and services are determined to be necessary for development as required by the GMA.

The CSF Element also includes a six year Capital Improvement Plan (CIP) for all of the City’s capital facilities as required by RCW 36.70A.070(3)(d), which includes the source of the public funds for the identified improvements. The six year CIP will be updated on a biennium basis and is required to be consistent with the City’s adopted biennium budget.

The CSF Element requires a reassessment of the Community Development Element (Land Use) if probable funding falls short of meeting existing needs to ensure the land use element, capital facilities element, and financing plan within the capital facilities element are coordinated and consistent as required by RCW 36.70A.070(3)(e).

Additionally, in order to maintain eligible for grants from the Recreation and Conservation Funding Board (RCFB), the Parks and Recreation section of the Community Services and Facilities Element meets the requirements for a parks plan established by RCFB.

The adoption of a Community Services and Facilities Element is identified in the *2015 – 2016 Planning Commission Work Plan* adopted pursuant to Resolution 2423.

Attachments: Resolution 2449, Community Facilities and Services Element, 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: | <i>Approvals:</i> | | Yes No |
| Date: | Chair/Councilmember | | <input type="checkbox"/> <input type="checkbox"/> |
| | Councilmember | | <input type="checkbox"/> <input type="checkbox"/> |
| | Councilmember | | <input type="checkbox"/> <input type="checkbox"/> |
| Forward to: | | Consent Agenda: | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Commission/Board Review: | Planning Commission – May 6, 2015 | | |
| Hearing Examiner Review: | | | |

| COUNCIL ACTION | |
|-----------------------------------|-------------------------|
| Workshop Date(s): | Public Hearing Date(s): |
| Meeting Date(s): May 26, 2015 | Tabled to Date: |

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

RESOLUTION NO. 2449

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON EXPRESSING THE INTENT TO ADOPT THE COMMUNITY SERVICES AND FACILITIES 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 Community Services and Facilities Element on May 6, 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 Community Services and Facilities 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 Community Services and Facilities 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

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1. INTRODUCTION

One of the more challenging aspects in managing growth is ensuring that needed public facilities and services are available when growth occurs. The implementation of well-defined facilities plans will help realize Bonney Lake's vision of a well-planned city. The ultimate full development of the the City is contingent on the development of needed public facilities and services in a timely and orderly fashion.

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

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

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

Bonney Lake owns and manages a wide variety public infrastructure systems and facilities for which the City creates capital facilities programs (e.g. roads, street lights, stormwater facilities, sidewalks and trails, parks and recreation facilities, water and sewer systems, administrative and maintenance facilities, landscaped areas, etc.). In addition to facilities owned and managed by Bonney Lake, there are a number of publicly-owned capital facilities managed by other entities which provide for some of Bonney Lake's public capital facility needs: schools, libraries, fire stations, wastewater treatment (offsite), water supply and distribution, and public transit facilities.

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

Bonney Lake is a suburban community with some vacant land. However, there is a full array of urban services to accommodate projected growth in households and jobs over the long term. Therefore, needed capital facilities should focus on both maintaining and improving levels of service as well as meeting the demands of new growth. Level of Service (LOS) standards are adopted to measure the adequacy of services being provided.

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

Facilities and services that provide infrastructure necessary to support basic life needs such as water and sanitary sewer are addressed in the Utilities section of this Element. Parks, recreation, and open space facilities and needs are addressed in the Parks and Recreation Section of this Element. Transportation facilities including an inventory of streets, non-motorized transportation facilities (sidewalks, trails, and bike lanes), street lights, traffic signals, and public transit facilities, are contained in the Community Mobility Element of the Comprehensive Plan.

2. VISION

Provide for adequate community facilities and services to the citizens of Bonney Lake by the City or via coordination with other public and private entities to enhance the quality of life of the City's residents; to serve existing and future development in an economic, efficient, effective, and equitable manner; and to adequately support new development by the time the development is available for occupancy and use.

3. GOVERNMENTAL FACILITIES AND SERVICES

The section of the Public Facilities and Services Element addresses the following facilities and services provided by the City or other governmental agency:

- General Government
- Police Protection
- Fire Protection
- Schools
- Libraries

The adequacy of governmental facilities is typically measured against an established level of service (LOS) based on the types of services rendered at each facility. The evaluation of services and facilities needs can range from precise measurements, such as the amount of time it takes for a fire truck to reach the scene of a fire, to imprecise measures such as a community's perception of how much, and what type, of city

office and meeting space is needed. These LOS measurements provide planning level estimates as to what, how much, and when new capital facilities are, or may be, needed.

Once a LOS standard has been established, the adequacy of a governmental facility or service can be measured against the standard. A public facility or service operating at or above the established LOS indicates no need for improvements or new facilities. A facility or service operating below the established LOS is an indication that there may be a need for improvements, or new facilities, or re-evaluation of the LOS. Additionally, if funding is not available to bring the service back to the desired level, then the LOS may need to be reexamined to determine if it is adequate, raise impact or mitigations fees, or reduce the demand on that governmental facility or service by limiting development.

3.1 GENERAL GOVERNMENT

The City owns and operates a number of buildings in order to perform necessary administrative and governmental functions of the city. These include the:

- **Interim Public Works Center:** The interim Public Works Center is located in the former City Hall building. This 6,561 square foot building constructed in the mid-1970s is located at 19306 Bonney Lake Boulevard. The Public Works Maintenance Shops and Operation Offices are located behind this building. The shops house public works operations (e.g. water, sewer, stormwater, fleet, and streets). The approximately 26,000 square feet maintenance yard contains an administrative building for operations staff; storage areas; a modular building was brought on site that is used for offices, training, conference, and lunch room for the public works operation staff; buildings fleet, sewer, and water; and some covered parking. These support buildings have a combined square footage of 11,409 square feet.
- **Justice and Municipal Center:** This 21,000 square foot office building located at 9002 Main Street, houses the municipal court, council chambers, and offices for the Executive, City Administrative, Community Development, Finance, and Community Services Departments.
- **Public Safety Building:** This 36,611 square foot building located at 18421 Veterans Memorial Boulevard housing the police and fire stations. The public safety building was constructed in 1994 consisting of 25,275 square feet of finished useable space on the first and second floors a basement with 4,450 square feet of finished useable space and 2,112 square feet of unfinished storage space and engine bays consist of 4,774 square feet of finished space. The police department occupies approximately 10,200 square feet of the useable space, while the balance is leased to East Pierce Fire and Rescue

As communities grow, staff and equipment is added to handle the increased workload. The Urban Land Institute data shows a national-wide average of 347 square feet per employee. A committee conducting an analysis of Bainbridge Island's administrative office concluded that the City should provide 365 square feet per employee. These recommendations covered space for city hall and anticipate the following

departments housed there: finance, administrative services, planning and building, engineering and public works administration, municipal court, and police. Because city halls often serve as community centers in addition to housing office functions, the need for public meeting facilities may increase the amount of space needed per employee.

In 2004, the City undertook a comprehensive facility planning study through ARC Architects and Beckwith Facility Planning. From that study, it was determined that the police department needed 0.93 square feet of space per capita, the municipal court 0.25 square feet per capita (including court room space), and general government (administration, finance, public works administration and engineering, planning and building, and community services administration) needed 1.21 square feet per capita (including council and general meeting rooms). It was also determined that public works operations and maintenance operations needed 2.5 square feet per capita for their facilities; excluding, yard, layout and storage areas. These per capita square footages also included the common/support areas (e.g. hallways, restrooms, lobby, copy rooms, mail rooms, lunch rooms, etc.) in the calculation.

Given that the Beckworth study was very thorough and specific to Bonney Lake and its service provision, the City will use the per capita model as a general basis for its facility level of service (FLOS) determinations. The City hereby adopts a Facility Level of Service standard for general government facilities as follows:

| FACILITY | FACILITY LEVEL OF SERVICE | EXISTING FACILITIES | 2015 DEMAND | 2035 DEMAND |
|-----------------|-----------------------------|---------------------|--------------------|--------------------|
| Police Station | 0.93 square feet per capita | 10,200 square feet | 17,224 square feet | 26,648 square feet |
| Municipal Court | 0.25 square feet per capita | 21,000 square feet | 4,630 square feet | 7,164 square feet |
| City Hall | 1.21 square feet per capita | | 22,409 square feet | 34,671 square feet |
| Public Works | 2.50 square feet per capita | 17,970 square feet | 46,300 square feet | 71,635 square feet |

Table 6-1: General Government Facility Level of Service (FLOS) Standards

If either the police station or the municipal court incorporated to a city hall, the space requirements for those facilities would be added to the city hall requirement. Compliance with the FLOS is not subject to the City's concurrency requirements.

City Hall and Municipal Court

Based on the adopted FLOS, the City currently needs 27,039 square feet of space for current general government operations including the Municipal Court. The 21,000 square foot Justice & Municipal Center can accommodate current required staffing levels; however, there is not a significant amount of capacity to accommodate all of the future City growth.

To accommodate future growth, the City will continue to assemble the balance of the land required to construct the civic center. If the new civic center project can be timed with a capital bond levy put forward by the Pierce County Library District, the City will consider partnering with the Library District to build a joint library/civic center. Additionally at the time the civic center is planned a decision will need to be made as to whether or not a new senior center will be constructed as part of the civic campus.

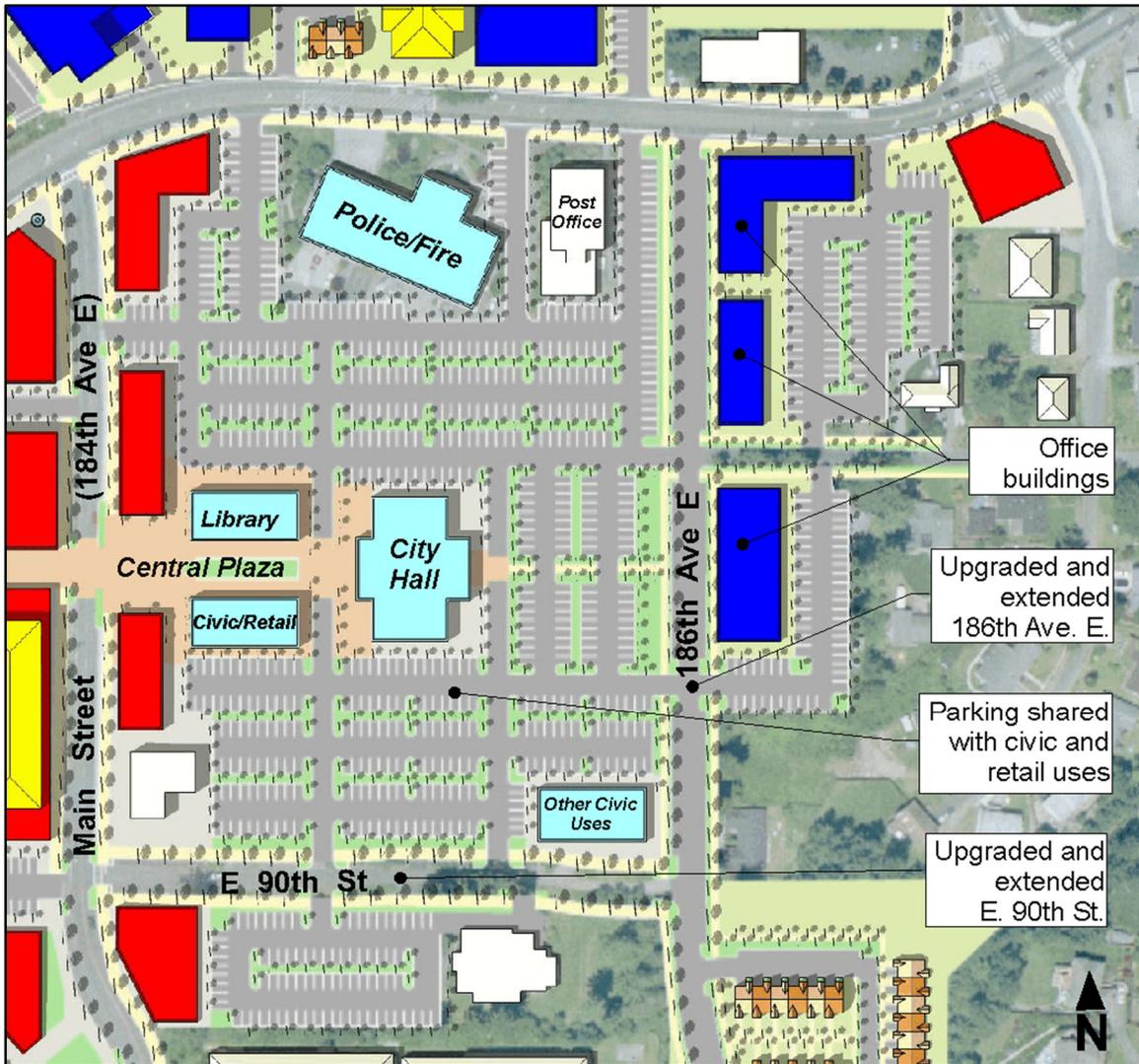


Figure 6-1: Downtown Civic Campus Concept

Public Works

The City currently needs approximately 46,300 square feet of space for public works maintenance and operations, excluding yard, layout and storage areas, based on the adopted FLOS. The interim Public Works Center has 17,970 square feet of space which is not sufficient to accommodate current required staffing levels. Based on space studies completed by the City, the Public Works Centers need approximately 141,798 square feet of yard, layout and storage areas to accommodate the growth envisioned in the Community Development Element. Given the current deficiency, the lack of capacity to

accommodate all of the future City growth, and the location of the area within a residential neighborhood, the City is currently in the site and facility planning for a new Public Work Center to be located in Easttown on property recently purchased by the City. Once this facility is constructed the City will have sufficient capacity to serve future growth within the City and the City's utility service areas for water and sewer.

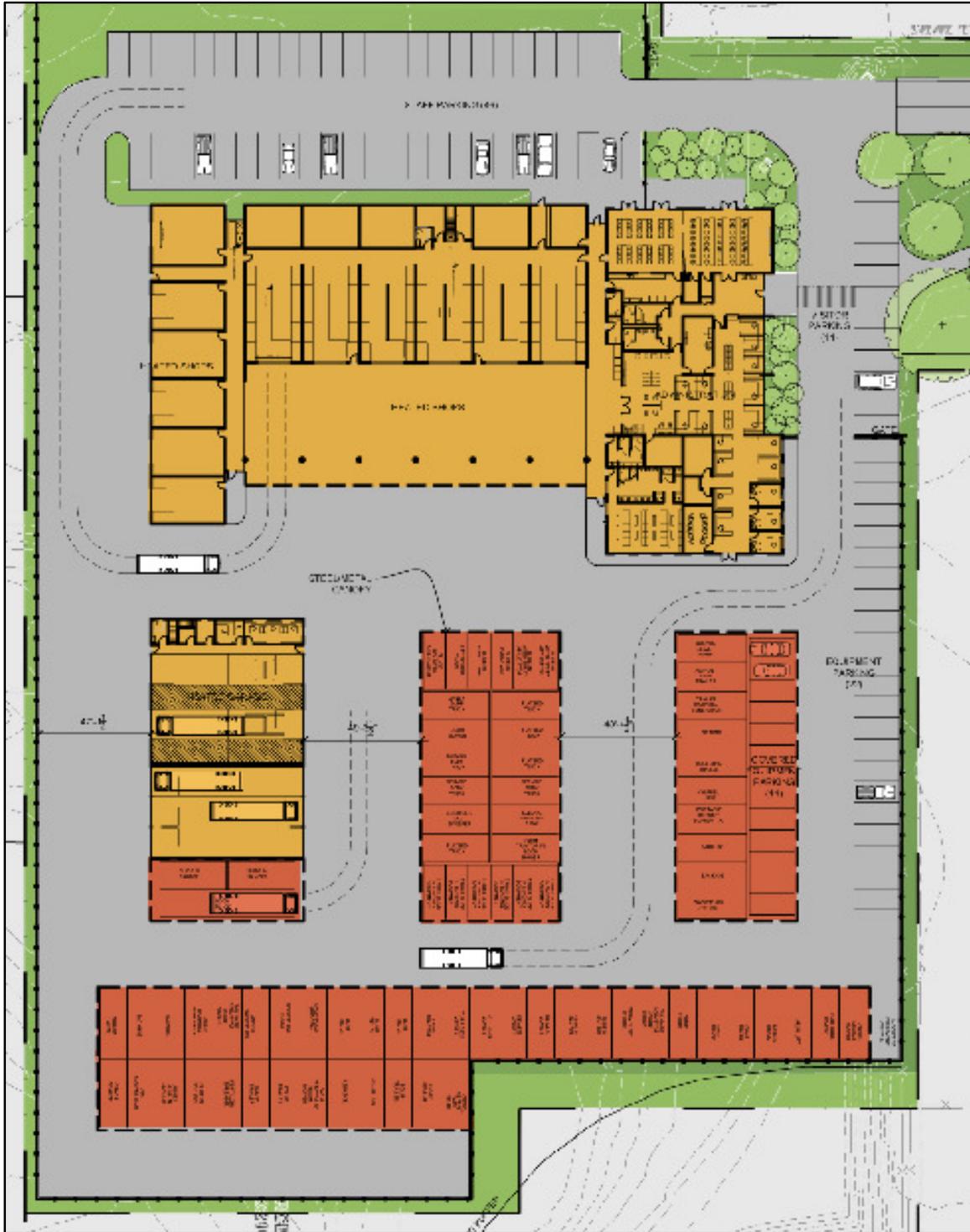


Figure 6-2: Future Public Works Center



Figure 6-3: Future Public Works Yard

Police Station

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

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

A secure police impound and storage yard is a current issue and need. The police department needs space to store impounded vehicles, large pieces of evidence, etc. Storage and impound needs have been met by using storage space in the Public Safety Building, using space behind the Public Safety Building, and using space in other City buildings. While some of the space can be in an open yard, there also needs to be secure covered space. Part of the current public work yard would be used as the Police Impound Yard and storage facility when the new Public Works Center is constructed in Easttown.

Goal CFS-1: Bonney Lake will provided general government services and operations at the adopted level of service to serve existing and future residents.

Policy CFS-1.1: Promote energy efficiency and alternative energy sources in public facility remodeling and construction, in order to reduce maintenance and operation costs and environmental impact.

Policy CFS-1.2: Ensure that adequate funding is available to support continued operations and maintenance costs of existing capital facilities prior to construction of new capital facilities.

Policy CFS-1.3: Encourage shared development and use of public facilities including parks, libraries, schools, and other public buildings and community meeting facilities.

Policy CFS-1.4: Coordinate the transfer of capital facility programs and projects from the county to the city prior to the annexation of new areas into the city, and to promote Interlocal agreements on service transition.

Policy CFS-1.5: Lands that are identified in this capital facilities plan, including those ancillary plans adopted by reference, and any related special district comprehensive plans, shall be considered lands that are useful for public purposes.

Policy CFS-1.6: General government services and operations should be centralized at a single, compact municipal campus in the Downtown Civic Center or in the Easttown Public Works Center, to the extent practically feasible.

3.2 POLICE PROTECTION

The City of Bonney Lake operates its own police force that provides twenty-four hour police protection services within city limits. The City's Police Department provides law enforcement services, which include Vehicle Patrols, Investigations, SWAT, Bike Patrol, Lab Team, School Resource Officer, Community Service Officers, Marine Services, Civil Disobedience Team, Metro Collision Team, Crime Response Unit, Traffic Unit, Auto Theft Task Force, DEA Task Force, Honor Guard, K-9 Teams, Metro Collision Response Team, and Firearms and Less Lethal Instructors. Staffing for the Police Department consist of one part time administrative assistant, two reserve police officers, seven volunteers, and twenty-nine commissioned police officers which includes one Police Chief and two Assistant Police Chief's.

The City's Police Department contracts for animal control services with Metro Animal Control , which is a cooperative service fiscally controlled by the City of Sumner with its office and kennels located in the City of Puyallup serving the Cities of Algona, Milton, Sumner, Bonney Lake and Puyallup. Dispatch services

(911) are contracted through a multi-year agreement with the City of Puyallup. The City of Bonney Lake contracts with several local jails.

In 2014, the Police Department received 19,428 calls for service. The Department's calls involve property crimes, traffic management, and miscellaneous calls. In addition to the calls, the Department also was involved in arrests, processing activities, (e.g., record checks, licenses, and incident and/or case reports) and preparing cases for prosecution.

The City currently provides 1.5 commissioned officers per 1,000 people. Based on this staffing level, the City would need to have approximately forty-three commissioned officers by 2035 based on the population growth established in the Community Development Element.

In the future the City may employ a law enforcement staffing model that is based on calls for service and includes a minimum of thirty percent to forty percent free time for officer initiated activity. The City would monitor the number of calls for service over the planning horizon and provide commensurate police service based on the calls received.

Goal CFS-2: Provide a community in which citizens feel safe and protected where there is open communication, participation, and trust between the citizens, the City, and the Police Department.

Policy CFS-2.1: Provide staff levels that provides superior police protection for the residents of the City of Bonney Lake and supports all of the current programs of the Police Department.

Policy CFS-2.2: Continue to build the reserve officer and police department volunteer program.

Policy CFS-2.3: Continue to participate in programs like the National Night Out and Shop with a Cop.

Policy CFS-2.4: Continue to provide a public education programs, such as the Citizens Academy and the Water Safety and Boating Program, to promote prevention of crime and life safety.

Policy CFS-2.5: Assure that public safety capital investments in rolling stock and facilities meet the identified public safety needs of the City as demonstrated by a cost-benefit or similar analysis of the equipment or facility showing its direct benefit and value to the City prior to the expenditure of funds.

3.3 FIRE PROTECTION

Fire protection in Bonney Lake is provided by Pierce County Fire Protection District Number 22, commonly referred to as East Pierce Fire & Rescue (EPF&R). The District was originally formed when the City of Bonney Lake Fire Department, Lake Tapps Fire District No. 22 and Pierce County Fire District No. 24 merged in 2000. As the result of a number of other merges since 2000, EPF&R covers 152 square miles including Bonney Lake, Edgewood, Sumner South Prairie and Wilkeson and employees 180 full and volunteer firefighters operating out of thirteen fire stations.¹ EPF&R providing a full range of emergency services (fire, medical, and rescue response as well as special operation disciplines such as technical

rescue, water rescue, wildland firefighting and hazardous materials response) to the citizens living in an area

The headquarters for EPF&R is Station 11 located at 18421 Veterans Memorial Drive space leased from the City of Bonney Lake. EPF&R has purchased property on the northwest corner of Main Street and Veterans Memorial Drive to construct a new headquarters station and move out of the Bonney Lake Public Safety Building

In addition to Station 11, EPF&R stations that would likely respond to Bonney Lake incidents are Station 12 located at 12006 214th Avenue East, Station 113 located at 4824 Aqua Drive East, Station 14 located at 3206 West Tapps Drive East and Station 15 located at 1605 210th Avenue East

In 2013, EPF&R responded to 8,519 calls with an overall response time of six minutes and thirty-four seconds.² A breakdown of the 8,519 calls for the entire EPF&R area is provided below:

| CALL TYPE | PERCENTAGE OF CALLS |
|---|---------------------|
| Emergency Medical Calls ¹ | 74% |
| Service Calls | 9% |
| Good Intent | 7% |
| False Alarms | 5% |
| Hazardous Conditions | 1.5% |
| Structure Fire | 0.5% |
| Vehicle Fires | 0.5% |
| Brush Fires | 0.5% |
| Other Fires | 1.5% |
| ¹ . Including emergency medical calls for vehicle crashes. | |

Table 6-2: East Pierce Fire & Rescue Calls for Service³

The district has a fire service protection rating of 5 for the City of Bonney Lake, as assigned by the Washington Survey and Rating Bureau. Fire service protection ratings are on a scale from 1 to 10, with one representing the highest score. The fire protection rating is a measure of the available water supply, fire department staff and equipment, fire alarm system, fire protection program, building department enforcement of building laws, and structural conditions of buildings.

Property taxes make up ninety percent of the revenue collected by EPF&R which consist of a fire levy and an emergency medical services (EMS) levy. In 2015, the fire levy was one dollar and fifty cents per thousand dollars of assessed value and the EMS levy was forty-six cents per thousand dollars of assessed value. EMS fees for service, resulting from the transport of almost 4,000 patients per year in department medic units, accounts for approximately eighty and half percent of the EPF&R's revenue.⁴

For residents in the EPF&R district, who represent eighty-one percent patients transported, there is no out-of-pocket cost for an ambulance ride to the hospital. The EPF&R bills the patient’s private or public health insurance provider, if they have insurance. The fees for uninsured residents are “written off” against the EMS levy funds.⁵

The remaining revenue comes from other sources which includes contract for service with City of Milton and the Towns of South Prairie and Wilkeson.

EPF&R has adopted the following response time level of services for the City of Bonney Lake:

| INCIDENT | RESPONSE TIME |
|---|---------------|
| Arrival of the first arriving engine company at a fire suppression incident. | 4 Minutes |
| Arrival of the first arriving engine company to all other fires. | 4 Minutes |
| Arrival of the 4th firefighter at a fire suppression incident (Building or Dwelling Only) | 5 Minutes |
| Deployment of a full first alarm assignment at a fire suppression incident (Building or Dwelling Only) | 10 Minutes |
| Arrival of a unit with first responder or higher level capability at an emergency medical incident. | 4 Minutes |
| Arrival of an advanced life support unit at an emergency medical incident, where this service is provided by the fire department. | 8 Minutes |

Table 6-3: East Pierce Fire & Rescue Response Time Level of Service (RTLOS)

Compliance with the RTLOS is not subject to the City’s concurrency requirements. Figure 6-3 illustrates the areas of the City within East Pierce Fire and Rescues four minute RTLOS. Based on the current street network and fire station location, there are portions of the City that cannot be reached within four minutes.

The *East Pierce Fire and Rescue Strategic Leadership Plan (2011)* serves as the long range capital facilities plan for EP&R, and is hereby adopted by the City of Bonney Lake as part of the Community Services and Facilities Element. The City has review the *East Pierce Fire and Rescue Strategic Leadership Plan* and determine that it is consistent with and provides sufficient capacity to handle the growth projections established in Community Development Element.

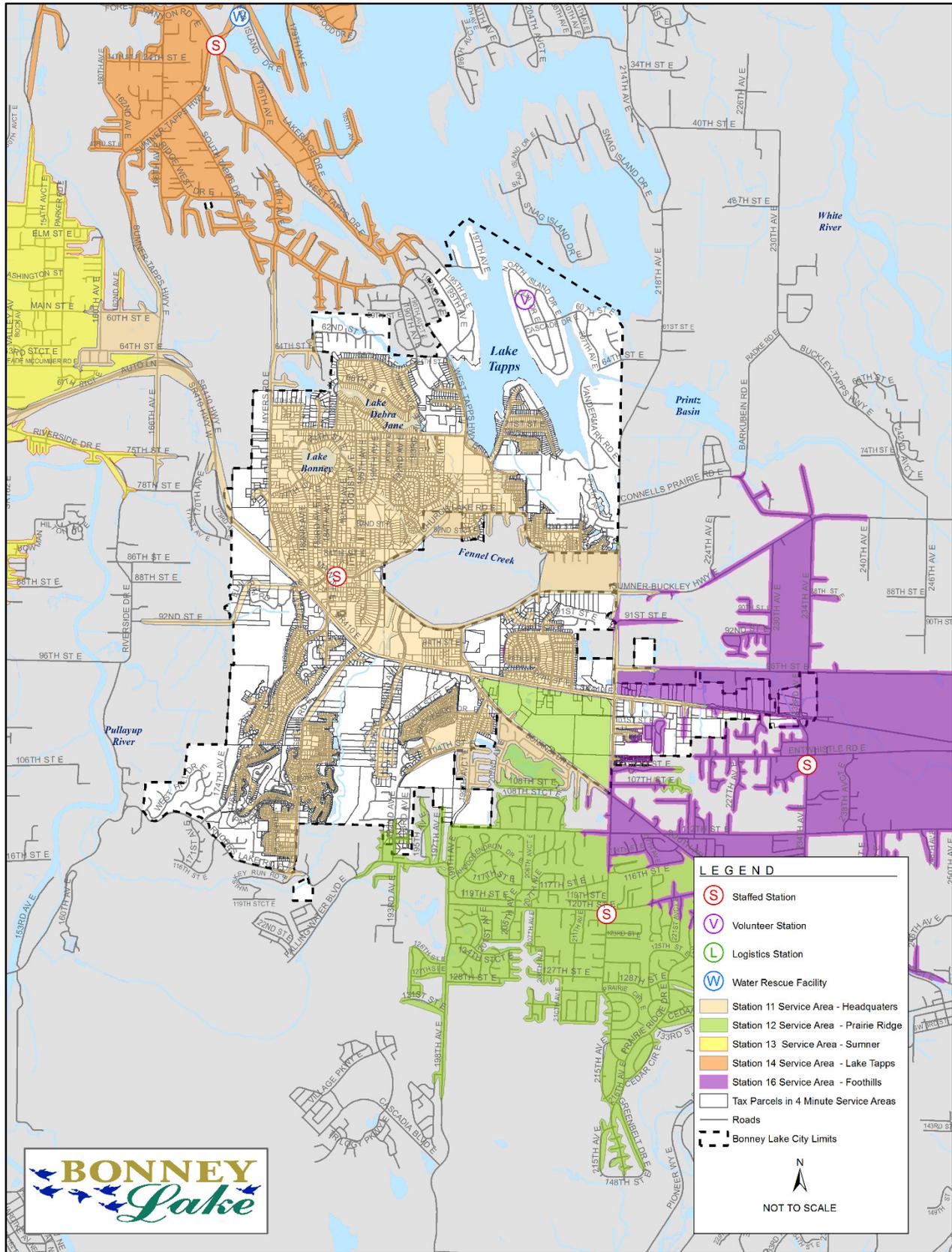


Figure 6-4 East Pierce Fire & Rescue Four Minute Response Coverage

Goal CFS-3: Ensure that sufficient fire protection services and emergency medical services are provided to meet the needs of the City's current residents and to support future development.

Policy CFS-3.1: Continue to provide EPF&R access to the Public Safety Building until a new Headquarters Station is constructed by EPF&R.

Policy CFS-3.2: Coordinate with EPF&R to assure adequate fire flow needs are provided by the City of Bonney Lake's water system.

Policy CFS-3.3: Coordinate and facilitate, as needed, with EPF&R's long range planning efforts to develop a new headquarters and training center for the District.

Policy CFS-3.4 Require all new or substantially remodeled residential and commercial buildings within the City to install automatic sprinkler systems.

Policy CFS-3.5: Support public education programs of EPF&R that inform and educate citizens in fire safety issues that will prevent fires and promote of life safety.

3.4 LIBRARY

The City of Bonney Lake is part of the Pierce County Library System. The Bonney Lake branch is located at 18501 90th Street East. The building is co-owned by both the City (which built the original building) and the Pierce County Library System (which built the addition). The Pierce County Library System also leases the land upon which the building is located.

The Bonney Lake Branch provides a broad range of print, electronic, and audiovisual material offered by Pierce County Library System and reflects the great diversity of interests and opinions the community. The *Pierce County Library 2030: Facilities Master Plan* (Library Facilities Plan) (2010) serves as the long range capital facilities plan for Pierce County Library System, and is hereby adopted by the City of Bonney Lake as part of the Community Services and Facilities Element. The Library Facilities Plan calls for locating buildings in high-traffic, high-population regions of the Library's service area and in appropriate sizes to meet the needs of growing and changing communities.⁶ The Pierce County Library District has adopted overall Library Level of Service Standards (LLOS) of 0.61 to 0.71 square feet per capita. To serve just the future population of the City of Bonney Lake identified in the Community Development Element, there will need to be approximately 17,480 square feet to 20,350 square feet of library space in Bonney Lake Branch. In order to meet the future demand, the Library Facilities Plan includes the construction of a 38,200 square foot to 44,400 square foot facility to replace the current 6,480 square foot Bonney Lake library. Therefore, the City has determine that Library Facilities Plan is consistent with and provides sufficient capacity to handle the growth projections established in Community Development Element. Compliance with the LLOS is not subject to the City's concurrency requirements.

The City will continue to make the existing Library building available to the District. If the City's new civic center project can be timed with a capital bond levy put forward by the Pierce County Library District, the

City will consider partnering with the Pierce County Library System to build a joint library/civic center on an equitable cost-sharing basis. If the library is not made a part of the civic center, the City would also support the development of a new library building in the Downtown as one of the other major buildings anticipated for the corners of Main Street and 90th Street East.

Goal CFS-4: Ensure that sufficient library services are provided to meet the needs of the City's current residents and to support future development.

Policy CFS-4.1: Cooperate with the Library District in the implementation of the Library Facilities Plan.

Policy CFS-4.2: Encourage the construction of a new library in the Downtown area possibly co-locate in the new civic center, if the timing of such facility development can be achieved to each party's satisfaction.

Policy CFS-4.3: Maintain the current facility lease with the Library District until a new library is constructed.

Policy CFS-4.4: Encourage the Library to construct satellite facilities as needed in Tehaleh or other appropriate areas of the greater Bonney Lake plateau.

3.5 PUBLIC SCHOOLS

The City of Bonney Lake does not own or operate school facilities. However, schools are vital to protect and enhance community and environmental quality. Deficiencies in school facilities might not raise severe obstacles to any single new development, but over time could cause deterioration of community quality.

The City is ultimately responsible for assuring that adequate facilities and services, such as schools and school facilities, are available or can be made available to support planned growth. This responsibility is carried out by working with the school districts that serve the City to identify needs for facilities and services based on the planned amount and location of growth. The mechanism for identifying needs is through each district's capital facilities plan. The provision of an adequate supply of kindergarten through twelfth grade public schools is essential to avoid overcrowding and to enhance the educational opportunities for our children.

The Growth Management Act requires school districts to prepare a capital facility plan which includes an inventory of existing capital facilities owned by public entities, a forecast of the future needs for capital facilities, including the proposed locations and capacities of expanded or new facilities, and a six-year plan that will finance the expanded or new facilities. Specific information on school district facilities including, but not limited to, enrollment, classroom size, service standards, and financing, is contained in each school district's capital facilities plans.

The majority of Bonney Lake's residents are served by the Sumner School District, though a small number are served by the White River School District.

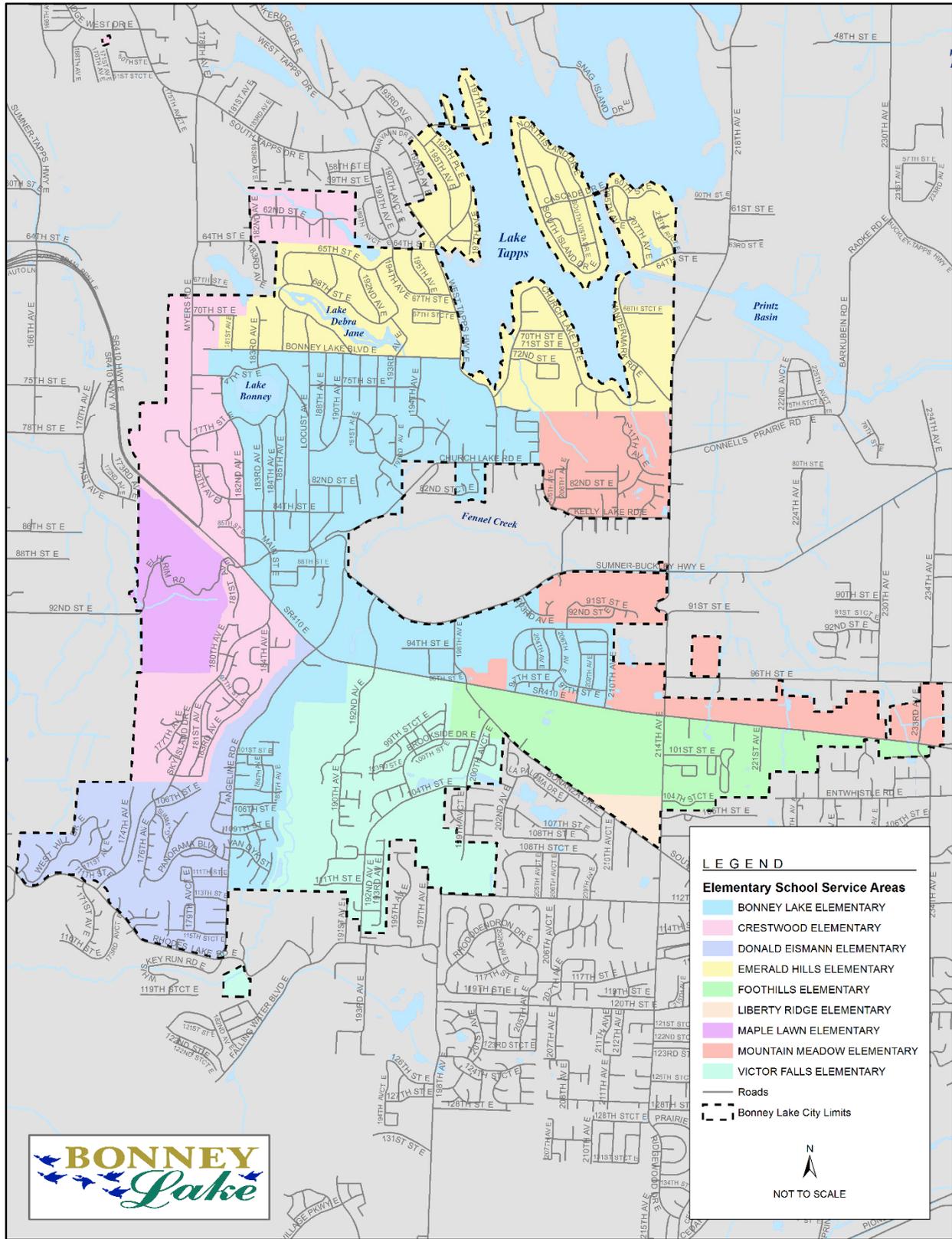


Figure 6-5: Sumner and White River Elementary School Service Areas

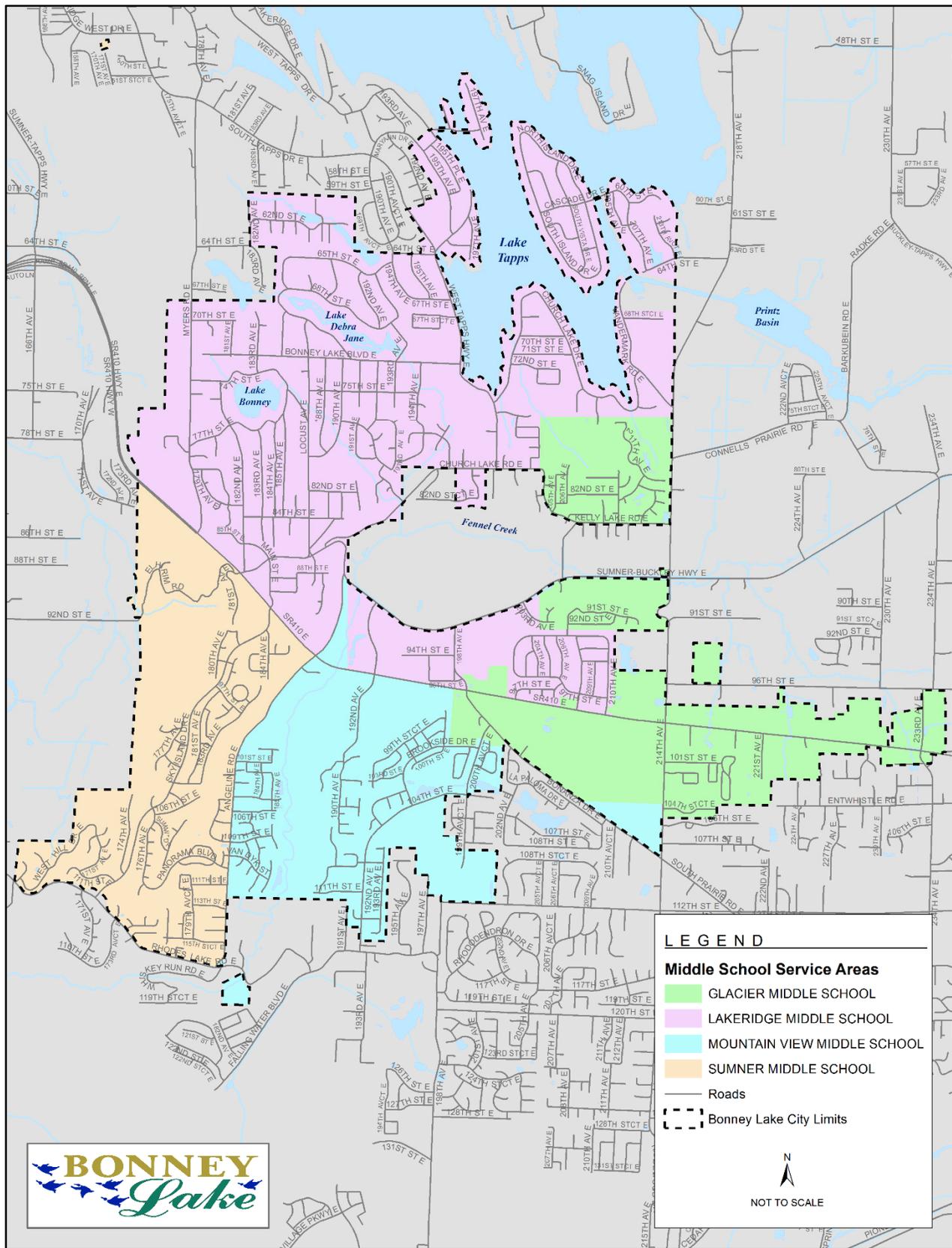


Figure 6-6: Sumner and White River Middle School Service Areas

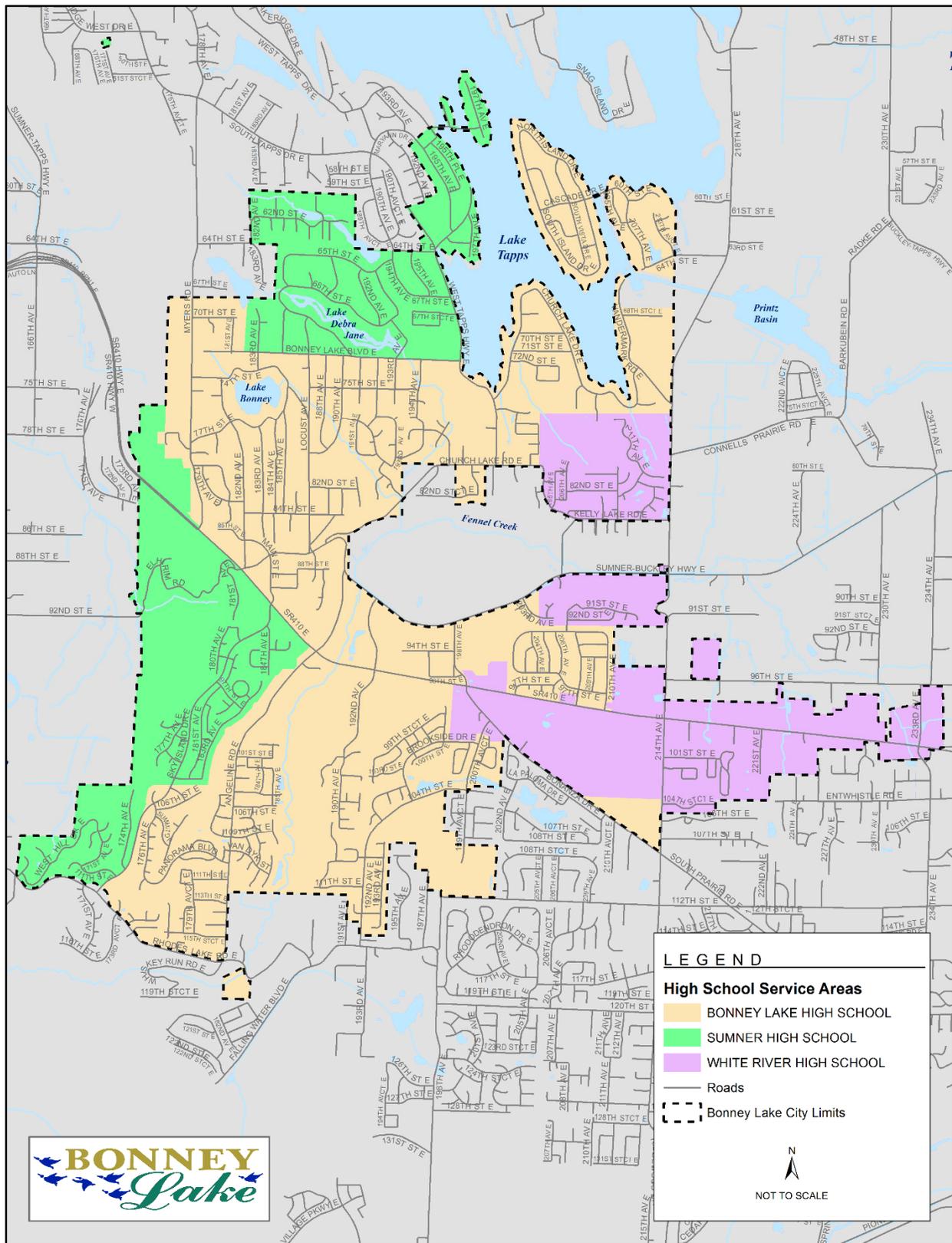


Figure 6-7: Sumner and White River High School Service Areas

Sumner School District

The service area for all of the Sumner School District’s elementary schools include a portion of Bonney Lake, except for Daffodil Elementary School. The service area of all three of the Sumner School District’s middle school and both high schools include portions of Bonney Lake. The specific Sumner School District facilities within the City include Bonney Lake High School, Mountain View Middle School, Bonney Lake Elementary, and Emerald Hills Elementary. The Sumner School District has established an Educational Facility Level of Service (EFLOS) Standard as provided below:

| GRADE | STUDENT PER CLASSROOM |
|-----------------------|---------------------------|
| Kindergarten | 24 students per classroom |
| First and Second | 26 students per classroom |
| Third and Fourth | 28 students per classroom |
| Fifth through Twelfth | 30 students per classroom |
| Special Education | 12 students per classroom |

Table 6-4: Sumner School District Educational Facility Level of Service⁷

Based on the EFLOS, the Sumner School District has determine the maximum capacity at each of its facilities. These capacity numbers do not include capacity currently provided by portable classrooms.

| SCHOOL | CAPACITY | 2014 – 2015 ENROLLMENT |
|-----------------------------|--------------|------------------------|
| Bonney Lake Elementary | 434 | 469 |
| Crestwood Elementary | 474 | 411 |
| Daffodil Valley Elementary | 451 | 552 |
| Donald Eismann Elementary | 490 | 462 |
| Emerald Hills Elementary | 458 | 347 |
| Liberty Ridge Elementary | 406 | 439 |
| Maple Lawn Elementary | 462 | 576 |
| Victor Falls Elementary | 443 | 591 |
| Lakeridge Middle School | 642 | 615 |
| Mountain View Middle School | 720 | 645 |
| Sumner Middle School | 750 | 697 |
| Bonney Lake High School | 1,445 | 1,298 |
| Sumner High School | 1,300 | 1,763 |
| TOTALS: | 8,566 | 8,865 |

Table 6-5: Sumner School District Facility Capacity⁸

Based on the student generation numbers provided in the *Sumner School District Capital Facilities Plan: 2014 – 2020*, an additional 840 students will be added to the Sumner School District by 2035 based on the growth projections in the Community Development Element. A significant portion of growth over the next twenty years will impact Bonney Lake Elementary, Lakeridge Middle School, and Bonney Lake High School based on the current service areas of these schools.

In order to handle the future student growth, the Sumner School District is planning to reconstruct Emerald Hills Elementary, construct a new Elementary School in the Tehaleh area, and expand Mountain View Middle School. The City has reviewed the *Sumner School District Capital Facilities Plan: 2014 - 2020* and determined that there will be sufficient capacity to handle the student growth projections.

White River School District

The service area for two of the four White River School District’s elementary schools include portions of Bonney Lake. There is only one middle school and one high school in the White River School District. There are no White River School District facilities located within the City of Bonney Lake.

The White River School District has established an Educational Facility Level of Service (EFLOS) Standard as provided below:

| FACILITY | SQUARE FOOT PER STUDENT |
|-------------------|--------------------------------|
| Elementary School | 139 square feet per student |
| Middle School | 226 square feet per student |
| High School | 183 square feet per student |

Table 6-6: White River School District Educational Facility Level of Service

Based on the EFLOS, the White River School District has determined the maximum capacity at each of its facilities. These capacity numbers do not include capacity currently provided by portable classrooms.

| SCHOOL | CAPACITY | 2013 – 2014 ENROLLMENT |
|----------------------------|-----------------|-------------------------------|
| Elk Ridge Elementary | 287 | 336 |
| Foothills Elementary | 428 | 502 |
| Mountain Meadow Elementary | 377 | 495 |
| Wilkeson Elementary | 210 | 233 |
| Glacier Middle School | 525 | 830 |
| White River HS | 1,284 | 1,157 |
| TOTALS: | 3,111 | 3,553 |

Table 6-7: White River School District Facility Capacity

Goal CFS-5: Local students have access to an excellent educational opportunities and local school districts provide educational facilities and programs to meet the needs of the City's current and future residents.

Policy CFS-5.1: Encourage the school districts in the community to maintain sufficiently detailed capital facilities plans that will provide valuable advance planning information in regards to long-range school district facility extension needs and would establish an acceptable basis for the imposition and collection of equitable school impact fees.

Policy CFS-5.2: Partner with the various school districts in the City to facilitate the development of non-motorized transportation systems to enhance the safety of children walking and riding bicycles as a means of traveling to the schools.

Policy CFS-5.3: Support school district programs that promote a healthy school environment such as nutritional education, fitness education, nutritional standards for the foods and beverages available to students while at school, providing opportunities for physical activity, and other school-based activities designed to promote student wellness improve and well-being of students.

4. PARKS AND RECREATION

Sustainable communities include parks, recreational facilities, and open spaces. These amenities are a significant feature of a community's quality of life and contribute to the physical and mental wellbeing of City residents by providing spaces for active play and exercise or places for quiet reflection. Parks are gathering places where people engage in shared interests and activities, connect with nature, learn about local history, or gather with neighbors fostering a sense of connectedness within the community increasing the social capital of the residents. Acquisition and development of parks can protect significant environmental features, preserve wildlife habitat, and create open space corridors for both people and wildlife.

It is important that the City plan now for the preservation and development of public parks and open spaces. Once land is developed it is extremely difficult and generally more costly to acquire it for a public purposes such as a park. Land that is already in some form of public ownership should be retained and converted to a different public use, such as a park, if the current use is no longer needed.

In July and August 2010 Community Services staff and Park Board Members solicited the general public to fill out a one-page parks, recreation, and culture survey. More than 500 surveys were filled out, and 450 (about 90 percent) were filled out completely enough to tabulate. The following list details the three top park priorities identified by the Park Survey:

- **Trails:** The item that received the most #1 ranking votes on the surveys was "Trails", listed under "Passive Recreation". It received 75% of votes for the first place ranking.
- **Sports Fields:** Within the category of "Active Recreation" the line item for "Sports Fields" received nearly 50% of the #1 ranking votes, and was the third favorite item on the surveys.

- **YMCA/Community Center:** In the category of “Recreation Facilities”, the combination of votes for a community center and YMCA/Boys-Girls Club received the highest votes. The YMCA scored higher than the more generic “Community Center” designation, possibly due to its greater name recognition and historical identification. It is the opinion of the Bonney Lake Park Board that the City should place emphasis on a community center rather than a YMCA for several reasons. First, a YMCA is currently being constructed in of Sumner in the near future. Secondly, the Park Board believes that a community center could be designed to more adequately address the specific needs of Bonney Lake’s resident and better create a sense of community.
- **Performing Arts Center:** A “Performing Arts Center” received the most votes within the “Cultural Arts” category. There is currently no performing arts center in Bonney Lake. The Bonney Lake High School uses their Commons (lunch area) for performing arts, as it has a stage built into the commons. The School District has a few acres of land adjacent to BLHS that has been set aside for a future performing arts center. The role of the City will be to coordinate and facilitate the private or public efforts of other agencies to develop a performing arts center, but would not likely be able to financially participate in the development of a performing arts center.
- **Swimming Pool:** An “Indoor Swimming Pool” was the second most popular survey item ranked and captured over 50% of the #1 ranking votes under the “Water Features” category. Given that an indoor swimming pool will be constructed as part of the new Sumner YMCA and the high maintenance cost of swimming pools, the City has no capital plans to develop a standalone indoor or outdoor swimming pool.

In addition to the Community Survey, City officials met with 126 students from Bonney Lake High School and Lakeridge Middle School in February 2010. Students rated the relative importance (very important, somewhat important, and not important) of more of 15 park features. Applying a weighting factor of 2 for “very important” and 1 for “somewhat important” yields a relative ranking for acquiring more of the following park features:

- | | | |
|------------------------------|------------------------------|---------------------------|
| 1. Trails | 6. Playground equipment | 11. Soccer fields |
| 2. Amphitheatre | 7. Outdoor volleyball pits | 12. Additional skate park |
| 3. Off-leash dog park | 8. Picnic shelters | 13. Tennis courts |
| 4. Boating facilities | 9. BMX trail | 14. Disk golf course |
| 5. Outdoor basketball courts | 10. Baseball/softball fields | 15. Horseshoe pits |

4.1 EXISTING PARK FACILITIES

The City operates eight parks, providing a wide range of recreation facilities to the community. In addition to the parks, the City owns land that is expected to be developed with recreational facilities in the future, parcels acquired for future trail and trailhead use, and open space parcels that could be made usable for passive or active recreation.

City Facilities

| TYPE | MAP ID | FACILITIES | LOCATION | AREA | AMENITIES |
|-------------------------|--------|--------------------------------|--|-------------|---|
| MINI PARKS | M1 | Ascent Gateway | SR-410 and Western City Limits | 6.06 Acres | City primary gateway, no public access |
| | M2 | Madrona Park | 182nd Avenue East and 81 st Street East | 0.37 Acre | Play area, ½ basketball court, picnic tables, and parking lot. |
| NEIGHBORHOOD PARKS | N1 | Cedarview Park | 208 th Avenue East and 93 rd Street East | 2.91 Acres | Play area, baseball field, basketball court, picnic facilities, and parking lot. |
| | N2 | Ken Simmons Park | 74 th Street East and 183 rd Avenue East | 1.52 Acres | Picnic tables and children’s play area. |
| | N3 | Viking Park | 82 nd Street East and 189 th Avenue East | 3.68 Acres | Fenced off-leash dog park and picnic tables |
| COMMUNITY PARKS | C1 | Allan Yorke Park | Bonney Lake Boulevard and West Tapps Highway | 43.09 Acres | Picnic facilities, play area, boat ramp, swimming area, volleyball court, 4 ball fields, soccer field, 2 tennis courts, basketball court, skate park, restroom, concession standing, outdoor stage, parking lots, and trails. |
| | C2 | Victor Falls Park | Rhodes Lake Road East and 183 rd Avenue Court East | 17.29 Acres | Conservancy, Historic Home, Picnic Facilities, Trails, and Water Fall Viewing Platforms |
| OPEN SPACE | O1 | Brookside Wetlands | 104 th Street East and Brookside Drive East | 22.97 Acres | Conservancy area and trails |
| | O2 | Fennel Creek Park | | 50.57 Acres | Conservancy area, opens space, and trail |
| | O3 | Fennel Creek Trail Head Park | Angeline and SR-410 Bridge | 17.1 Acres | Conservancy area and open space |
| | O4 | Hill Crest Greenbelt | Meyers Road | 0.75 Acres | Conservancy area and open space |
| | O5 | Midtown Park | South Prairie Road and 204 th Avenue East | 45.47 Acres | Open space and trails |
| | O6 | Mountain Vista Greenbelts | Church Lake Road East and Evergreen Drive | 5.29 Acres | Opens Space |
| | O7 | Parkside South Wetlands | 195 th Avenue Court East and 77 th Street Court East | 2.4 Acres | Conservancy area and trails |
| | O8 | Sky Island Hillside Open Space | | 35.92 Acres | Conservancy area |
| RECREATIONAL FACILITIES | R1 | Bonney Lake Senior Center | | N/A | Senior Activity Center |

Table 6-8: Existing Bonney Lake Parks and Open Space Areas

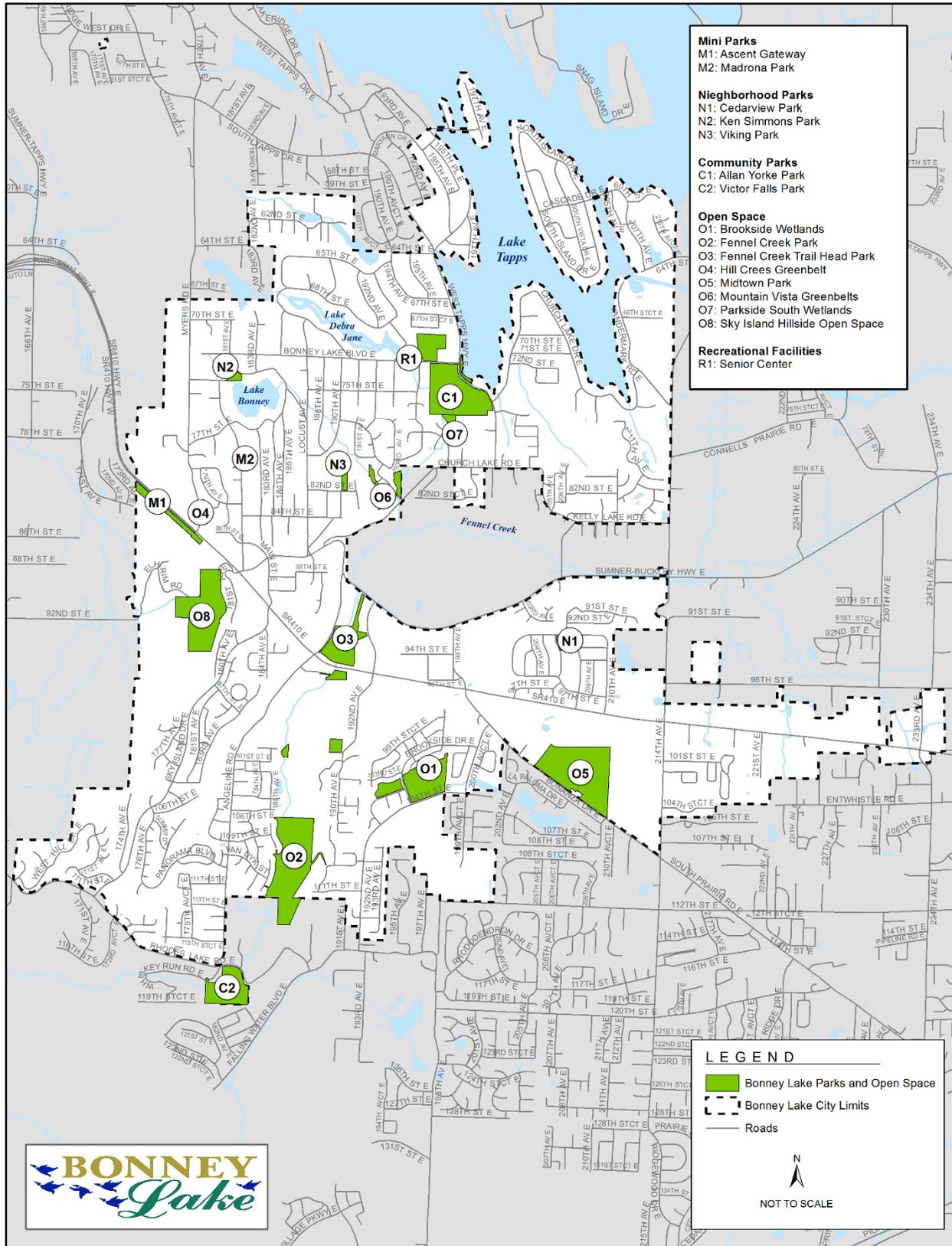


Figure 6-8: Bonney Lake Parks and Open Space

Sumner School District Facilities

In addition to City-owned and operated parks, there are a number of Sumner School District facilities that provide amenities such as tracks and play equipment that provide neighborhood recreation opportunities for Bonney Lake residents during non-school use hours. The City has also entered into an Interlocal agreement with the Sumner School District to provide recreational services for the residents of the area. As part of this Interlocal agreement, school buildings are used for organized afterschool recreation programs, sports leagues, and various recreation activities primarily for youth.

| SCHOOL | SOFTBALL/ BASEBALL FIELDS | TENNIS COURTS | BASKETBALL HOOPS | FOOTBALL/ SOCCER FIELDS | GYMS | OTHER FACILITIES |
|-----------------------------|---------------------------------|------------------|---------------------|-------------------------------|-----------|--|
| Bonney Lake Elementary | 3 | | 6 | 1 | 1 | Play area with climbing features and paved games |
| Emerald Hills Elementary | 2 | | 6 | 1 | 1 | Play area with climbing features and paved games |
| Liberty Ridge Elementary | 2 | | 6 | 1 | 1 | Playground Equipment |
| Victor Falls Elementary | 2 | | 6 | 1 | 1 | Tetherballs, play area with swings and climbing toys; paved toys |
| Lakeridge Middle School | 2 | 2 | 10 | 2 | 2 | |
| Mountain View Middle School | 2 | 4 | 8 | 2 | 2 | |
| Bonney Lake High School | 3 | 4 | 12 | 1 | 2 | |
| TOTALS | 16 | 10 | 54 | 9 | 10 | |

Table 6-9: Sumner School District Recreational Amenities

Private Facilities

In addition to City and Sumner School District recreation resources identified in the preceding tables, there are privately operated recreation facilities which are accessible to Bonney Lake residents through membership or ownership. These facilities include:

- A commercial driving range along SR 410 is five and half acres and provides twelve spaces for golf driving practice.
- The Swiss Sportsman’s Club is forty acres. This private park has multiple buildings on site, including one equipped with a full kitchen. It also has a shooting range (recreational and competition

shooting), children's play area, horseshoe pits, and overnight camping. The Swiss Sportsman's Club has become a year-around event center for Bonney Lake over the past few years.

4.2 PARK CLASSIFICATION

The National Recreation and Park Association (NRPA) publishes national classification standards established by committees of recreation professionals based on actual experience in the field. Such standards can be customized to meet the profile of the community in order to obtain the best match of recreation resources to the demand needs of the community's residents. The following is a general discussion for the classification for park and recreation facility developed by NRPA:

Mini Parks

These are small parks or open spaces that provide a single purpose such as a garden, historic marker, resting place, benches or civic recognition. These parks are typically less than half acre in size and are often associated with a unique physical attribute such as a prominent view. An example of this type of park would be Ascent Park, which has a potential for a viewpoint with benches, a garden and the existing statue. Development of these types of park spaces will depend on the values of the community and available opportunities to preserve special spaces. No specific numerical development standard is established as this type of park space often comes about as the result of special circumstances (such as a personal dedication of land) that may not lend themselves for advanced planning.

Neighborhood Parks

Neighborhood parks provide for the daily recreation needs of residents in the area. These are localized parks ranging in size from one acre to ten acres designed primarily for non-supervised recreation activities. These parks typically include a playground or passive recreation areas, but they may include basketball half-courts or small playfields. Neighborhood parks are intended to serve a residential neighborhoods within approximately half mile radius and a ratio of one and half acres per 1,000 people.

While the City currently operates three neighborhood parks, the City does not plan to continue to develop these smaller parks due to the high maintenance cost. The need for these parks is currently being met by the existing supply of private Homeowner Association (HOA) parks that serve surrounding homes. Therefore, every subdivision (division of lands into ten or more lots) will be required to provide a minimum 193 square feet of park space per residential unit based on NRPA standards.

Community Parks

Community parks provide facilities which serve the needs of the entire community. The greater size and accessibility of these parks allow for more active play than found in neighborhood parks. Active and passive recreation functions include sports fields and specialized recreation facilities, such as boat ramps, performance stages, and museums. Community parks are typically ten to thirty acres in size and intended

to serve a one to two mile radius at a ratio of two and half acres per 1,000 people. Allen Yorke Park would be an example of a Community Park within the City of Bonney Lake.

Linear Parks/Trails

The purpose of linear parks/trails is to provide safe and readily-accessible connections between neighborhoods, City parks, and the City’s identified local centers to encourage walking, jogging, bicycling, and other forms of non-motorized recreational travel. Trail development may coincide with the installation of sidewalks in some locations where there is a logical connection between activity centers or there is a need to place pedestrian walkways adjacent to city streets. Linear parks/trails help people of all ages incorporate exercise into their daily routines by connecting them with places they want or need to go. It is recommended that linear parks/ trails be provided at a ratio of a half mile per 1,000 people.

Recreation and Athletic Facilities

Recreational and athletic facilities are critical to providing active recreation facilities for Bonney Lake residents. Facilities such as ball fields and sport courts should be incorporated into the development of new parks. NRPA recommends the ratios of recreational and athletic facilities per local population identified in Table 6-10.

| FACILITY | RECOMMENDED RATIO |
|--|--------------------------|
| Senior Center | 1 per 20,000 people |
| Youth Center | 1 per 20,000 people |
| Indoor Swimming Pool | 1 per 20,000 people |
| Softball Field | 1 per 3,000 people |
| Baseball Field | 1 per 4,000 people |
| Soccer Field | 1 per 3,000 people |
| Tennis Courts | 1 per 2,000 people |
| Basketball Courts ¹ | 1 per 2,000 people |
| ¹ . Two half courts or hoops is equivalent to one court | |

Table 6-10 NRPA Recreation Facilities Recommendation Ratios

4.3 PARK LEVEL OF SERVICE STANDARDS

The NRPA recommendations that park and recreation development standards be tailored to meet the needs and uniqueness of the local community. Park and recreation classification standards are guides by which the City can estimated the number of acres or facilities required to meet current and future park needs for the City's current and future residents. The following Park Level of Service (PLOS) Standard, based on the NRPA guidelines tailor to the uniqueness of Bonney Lake, are adopted to provide sufficient parks and recreation space for the current and future residents the City. Compliance with the PLOS is subject to the City’s concurrency requirements.

| FACILITY | PARK LEVEL OF SERVICE |
|--|---------------------------|
| Community Park | 6.5 acre per 1,000 people |
| Open Space | 7.5 acre per 1,000 people |
| Trails | 0.5 mile per 1,000 people |
| Senior Center | 1 per 20,000 people |
| Youth Center | 1 per 20,000 people |
| Baseball / Softball Fields | 1 per 1,500 people |
| Football / Soccer Field | 1 per 3,000 people |
| Tennis Courts | 1 per 3,000 people |
| Basketball Courts ¹ | 1 per 3,000 people |
| ¹ . Two half-courts or two hoops is equivalent to one court | |

Table 6-11 Bonney Lake Park Level of Service (PLOS) Standard

4.4 FUTURE PARK AND RECREATIONAL NEEDS

This section presents an analysis of both current and future needs for park and recreation facilities. The analysis is based on the park facilities inventory, the PLOS standards, and the City's future population growth discussed in the Community Development Element.

| FACILITY | CITY SUPPLY | SUPPLY SCHOOL | 2015 NEED | 2015 DEFICIT OR SURPLUS ³ | 2035 NEED | 2035 DEFICIT OR SURPLUS ³ |
|--|--------------------------|---------------|-------------|--------------------------------------|-------------|--------------------------------------|
| Community Park | 68.49 acres ¹ | N/A | 120.4 acres | -51.91 | 186.3 acres | -117.81 |
| Open Space | 180.49 acres | N/A | 138.9 acres | +41.59 acres | 214.9 acres | -34.41 acres |
| Trails | 6.15 miles ² | 0 miles | 7 miles | -0.85 | 11 miles | -4.85 |
| Senior Center | 1 | 0 | 0.9 | +0.1 | 1.5 | -0.5 |
| Community Center | 0 | 0 | 0.9 | -0.9 | 1.5 | -1.5 |
| Baseball/ Softball Fields | 5 | 10 | 12 | -2 | 19 | -9 |
| Football/ Soccer Field | 1 | 5 | 6 | -2 | 10 | -6 |
| Tennis Courts | 2 | 8 | 6 | 0 | 10 | -4 |
| Basketball Courts | 2 | 27 | 9 | +6 | 14 | +1 |
| ¹ . Includes the acreage of the three existing City owned neighborhood parks. ² . Does not include the trail network in the WSU Forest outside of Midtown Park as these areas are proposed to be redeveloped and the informal trails removed. ³ . All school facilities are divided by 2 in determine the deficit or surplus to account for the fact that they are not always available to the general community. | | | | | | |

Table 6-12: Existing and Future Needs

4.5 RECREATIONAL PROGRAMMING

The City makes its parks available to organizers of recreational activities such as Little League and Sumner Soccer. The Bonney Lake Senior Center provides a place to visit and participate in organized activities, including bingo, luncheons and field trips. The City provides funding for the senior center facility and five staffers, sometimes supplemented with grant funds and sponsorships, while user fees and bingo revenue typically fund daily activities. The senior center is oftentimes rented out to local groups for a nominal fee, and this revenue is returned to the General Fund to help offset operational expenses.

Park staff also support Bonney Lake's urban forestry efforts and community events such as Parks Appreciation Day, Arbor Day, and Beautify Bonney Lake. The anticipated maintenance costs associated with facilities described in this plan are included in a Section 5.7.

The City employs a special events coordinator who coordinates numerous events including Bonney Lake Days, entertainment in City parks (i.e. movies and concerts), and special events such as an Easter Egg Hunt, "Bark in the Park," Parks Appreciation Day and Beautify Bonney Lake. Bonney Lake Days is a city-wide celebration that occurs every August. Activities have included carnival games, amusement park rides, food vending, arts and crafts, and a street dance. Beautify Bonney Lake is an annual civic event coordinated with and sponsored by numerous local organizations to do civic volunteer projects on City-owned properties. Special events and activities are funded largely by contributions by local businesses, sponsorships, and grants.

The Sumner/Bonney Lake Parks and Recreation Department of the Sumner School District organizes adult classes, adult and youth sports, and specialized forms of recreation such as aerobics, arts and crafts, and yoga. This organization is funded jointly by the Cities of Sumner and Bonney Lake and the Sumner School District, and programming is based on input from the three funding partners. These classes are held at various Bonney Lake schools. The District also sponsors seasonal clinics and league play for all ages in volleyball, basketball, softball, and soccer using school facilities in Bonney Lake and Sumner. The future of this partnership can be expected to evolve as the Cities of Sumner and Bonney Lake look to develop YMCA or similar recreation facilities in their respective communities.

Goal CFS-6: Cooperate with other organizations and individuals to maximize recreational opportunities.

Policy CFS-6.1: Encourage homeowner associations, churches, and schools to develop recreational facilities.

Policy CFS-6.2: Where appropriate, provide recreational programs cooperatively with other agencies such as Pierce County and the school districts.

Policy CFS-6.3: Encourage Pierce County to provide regional parks and satisfy the recreational needs of the proposed Cascadia development.

Policy CFS-6.4: If land owned by other public entities is no longer needed for its original purpose, and if said land is suitable for parks, arrange to retain or acquire that land and convert it to park use.

Policy CFS-6.5: Continue to cooperate with Sumner School District in the provision of the inter-local recreation program.

4.6 PARK AND RECREATIONAL FACILITY IMPROVEMENTS

Community Parks

By 2035, Bonney Lake will need 69.5 additional acres of community parks to provide capacity for the population growth identified in the Community Development Element. These additional park acreage does not include the current additional acreage to address the current deficiency. Ideally, this should take the form of new parks, located in Eastown and Midtown, so that community parks are dispersed throughout Bonney Lake. Community surveys completed in 2010, indicated community parks should include softball/baseball, soccer, and multi-purpose fields; tennis and basketball courts; play equipment; picnic areas; and trails. By fully developing the proposed community parks, the need for ball fields and sport court facilities will be met. A master plan to convert the Midtown Park into a community parks by investing in additional facilities is currently underway; conversation of this area into a community would address the current deficient in Community Parks. However, developing of the sites will reduce the Open Space acreage by 42.36 acres increasing the amount of open space needed by 2035 to 118.86 acres to meet the PLOS for the future population growth.

The cost of providing community parks, only to meet the needs of the future population growth identified in the Community Development Element and not to cure current deficiencies, will be approximately \$14,498,000. This amount is based on a need of an additional 65.9 acres with property cost \$70,000 per acre and improvement cost of \$150,000 per acre. Due to the shrinking supply of suitably located vacant land, the City should acquire the sites as soon as possible, then construct the parks as funding becomes available

Additionally, the community surveys indicate a strong need for a sports complex. Such a complex to meet future (2035) needs within the current Bonney Lake city limits would cost approximately \$15 million for constructing a mix of ten multi-purpose natural and artificial turf fields on 40 acres. These fields would be designed to accommodate baseball, softball, soccer and football. These design/construction cost estimates are based on an assumption of \$300,000 per acre.

The City has drawn up three different master plans for the future Allan Yorke expansion site (AKA “Moriarty property”). While a consensus has not been reached where items will be located, a number of features have been discussed. In order to finalize a master plan for Allen Yorke Park and develop one for Midtown, the Mayor formed a Parks Ad Hoc Committee, in 2015, made up of members from the City Council and the Park Commissions. The final master plans will likely include: amphitheater, sport courts, picnic shelter(s), additional parking, restrooms, sport complex, and trails.

Trails and Linear Parks

By 2035, Bonney Lake will need 4.85 miles of new trails Bonney Lake's trails. These trails should be integrate with existing and proposed regional trails. When the system is complete, Bonney Lake citizens will be able to walk, run, bike, or roller blade to Sumner, Puyallup, Orting, Wilkeson, Buckley, and Enumclaw via the Foothills Trail which Pierce County is building in railroad rights-of-way in the South Prairie Creek/Carbon River/Puyallup River valley. The Foothills Trail will connect to the Interurban Trail, allowing trail access to Auburn, Kent, and Seattle as well. Most of this system will be well separated from the noise and danger of vehicular traffic. With the added option of routes that will lie within road rights-of-way, citizens' possible non-motorized travel destinations will be far greater still.

Most of Bonney Lake's trail future mileage will be in the Fennel Creek Trail, which the City has proposed since 1997. This trail will ultimately link westward and eastward with the Foothills Trail. The Fennel Creek Trail, including the spur to Allan Yorke Park, will be about 5.2 miles long.

The Fennel Creek Trail Plan estimates that the Fennel Creek Trail with spur to Allan Yorke Park will cost approximately \$7,705,000 for construction plus \$1,000,000 for acquisition plus \$474,000 for wetland mitigation, for a total cost of \$9,179,000 or \$1,765,192 per mile. This cost estimate assumes that most of the trail right-of-way will have to be purchased, but not all, subdivisions in trail corridors can be required to dedicate trail right-of-way to the public. The cost also assumes a range of terrain conditions.

Bonney Lake's trails will also connect at various locations to sidewalks in the Bonney Lake street network in accordance with the Bonney Lake Mobility Element. As shown in Figure 5-18, the Fennel Creek Trail includes some short spur trails that will connect to the sidewalk system or important pedestrian destinations. The City received grant funding to complete for the first mile of trail between the Willowbrook subdivision and Victor Falls Elementary School.

The trails deficit should be remedied as soon as funding becomes available. Priority should be placed on acquiring right-of-way which cannot be expected from the subdivision process. All 5.2 miles should be built by 2035 and preferably sooner since trails were identified as the highest priority in the citizen survey.

Community Center

The community center should be located in Midtown as expressed in the WSU Forest Development Agreement. As an alternative the community center could be constructed as of part the new civic center planned for the Downtown. This type of facility had the second highest ranking in the citizen survey. It will cost approximately \$12,000,000 to build a true community center based on NRPA standard of 40,000 square feet per 20,000 people at \$300 a square foot.

To address the current deficiency of a Community center for the existing population, the City would likely construct a multi-purpose public building in either Allan Yorke Park or the Downtown Civic Campus. For a facility comparable to Pioneer Pavilion in downtown Puyallup, the cost estimate is about \$2,500,000.

Senior Center

As part of the Community Services Department, the City operates the Senior Center located at 19304 Bonney Lake Blvd., adjacent to the interim Public Works Center. The Senior Center was completed in 1991. It was remodeled and expanded in 2006. The Center is 3,744 square feet on the main floor, and 1,160 sf on the second floor. The 1st floor features a main meeting area, restrooms, full-service kitchen, a storage room with walk-in freezer, and laundry facilities.

A considerable number of senior center participants come from outside the existing city limits. Should the lunch or other programs of the Center grow beyond the capacity of the Senior Center to accommodate them, the first response will be to limit participation to current City residents. There are no plans to further enlarge the Senior Center or construct a new center unless it is part of a new the civic center in the Downtown.

However, it would need to be determined at the time the new civic center facility plan is completed whether a new senior center will be constructed as a wing of the new civic center in order to be able to share open meeting space, etc. or if a separate building will be constructed.

Goal CFS-7: Develop a cost-effective parks and recreation system that provide a balance of passive and active recreational facilities and pedestrian/bicycle trails through pleasant natural ecosystems at the adopted park level of service standards.

Policy CFS-7.1: Provide parks and recreational facilities that enhance the City's natural setting, respect natural resources, and preserve the community character.

Policy CFS-7.2: Where land is conserved due to environmental limitations such as wetlands or riparian corridors, consider extending trails through area where possible without compromising ecosystems.

Policy CFS-7.3: Incorporate historical and cultural sites, markers, or activities into the park system where feasible.

Policy CFS-7.4: Keep the parks safe through proper design, visibility, maintenance, supervision, and education as to acceptable behavior.

Policy CFS-7.5: Require new developments to either pay impact fees or provide parks as necessary to maintain the level of service standards, accepting only land that meets the site selection criteria for the applicable facility type.

Policy CFS-7.6: Design the parks to require low maintenance, and adequately fund maintenance.

Policy CFS-7.7: Design recreational facilities to be accessible to all citizens, including the disabled.

Policy CFS-7.8: Finance parks acquisition and development through a combination of tax revenues, grants, and park impact fees.

Policy CFS-7.9: Concentrate on acquiring park sites before development or improvement of existing parks.

Policy CFS-7.10: Encourage recreational programs for youth and adult leisure sports.

Policy CFS-7.11: Provide athletic facilities meeting competitive playing standards, concentrating on those field and court activities which attract the most participants.

Policy CFS-7.12: Illuminate fields and courts to allow greater use by working adults and tournaments.

Policy CFS-7.13: Develop a community center which facilitates year-round indoor athletic activities.

Policy CFS-7.14: Where possible, use trails to link parks, open spaces, schools, community facilities, sidewalks (see Mobility Element), and other agencies' trails, such as the Pierce County Foothills Trail.

Policy CFS-7.15: Require subdivisions along the Fennel Creek corridor to dedicate trail right-of-way and develop their portions of the trail.

Policy CFS-7.16: Require new subdivisions to provide internal pathways as necessary to connect the subdivision to nearby pedestrian destinations.

4.7 PARK IMPACT FEES

The Growth Management Act allows cities to impose impact fees for capital facilities such as parks. The impact fee must reasonably represent the cost which the City will bear as a result of the new residential development over the 20 year planning horizon. The impact fee cannot be used to pay for alleviating existing facility deficits. The City also allocates a portion of real estate transfer taxes, known as "REET," to assist with parks-related capital expenditures.

The maximum park impact fee the City could impose is provided in Table 6-13. This Park Impact fee were calculated based on the NRPA standards, the cost assumptions discussed in Section 5.5 of this Element, the population growth identified in the Community Development Element, and the City's average household size for single family homes and multifamily units established by the *2014 Population Worksheet for the City of Bonney Lake* prepared by the Office of Financial Management.

| FACILITY | DEFICIENCY | COST PER UNIT | TOTAL COST | COST PER PERSON | SINGLE HOME COST | MULTIFAMILY HOME COST |
|-----------------------------|------------|---------------|--------------|-----------------|------------------|-----------------------|
| Community Park | 65.9 | \$220,000.00 | \$14,498,000 | \$1,430.63 | \$4,222.30 | \$3,398.32 |
| Multi-Purpose Sports Fields | 7 | \$1,500,000 | \$10,500,000 | \$1,036.12 | \$3,057.95 | \$2,461.20 |
| Trails | 4 | \$1,765,192 | \$7,060,768 | \$696.74 | \$2,056.33 | \$1,655.04 |
| Community Center | 0.6 | \$7,200,000 | \$4,320,000 | \$426.29 | \$1,258.13 | \$1,012.61 |
| Totals | | | \$36,378,768 | \$3,590 | \$10,595 | \$8,527 |

Table 6-13: Park Impact Fee Calculations

If the Council elects to set the fee lower, the fee for the multifamily units will need to be eight-percent of the fee established to ensure that the fees are proportional to the impacts created by the type of development.

4.8 PARK MAINTENANCE COSTS

Maintenance of City parks is funded by General Fund contributions, “Zoo-Trek” sales taxes passed by Pierce County voters in 2001, boat launch fees, park rentals, and cellular lease revenues. At present the City has two full-time staffers and several seasonal workers.

The City needs to be aware of the costs of operating new park and recreation facilities once they are constructed. Once the City’s park and trail system is completed by 2035, the total maintenance cost will be \$832,506 annually based on the table below:

| TYPE OF PARK | NUMBER OF ACRES/MILES | UNIT MAINTENANCE COST | ANNUAL MAINTENANCE COST |
|---------------------|-----------------------|-----------------------|-------------------------|
| Neighborhood Parks | 7.78 acres | \$11,948 per acre | \$94,030 |
| Community Parks | 214.9 acres | \$3,334 per acre | \$716,476 |
| Linear Parks/Trails | 11 miles | \$2,000 per mile | \$22,000 |

Table 6-14: Parks Maintenance Cost

As Bonney Lake’s parks become more substantial, maintenance and operations spending will have to increase. New fields will encourage the development of new leagues, with associated operational costs. For example, constructing a sport complex and miles of trails will require adding more maintenance and administrative staff or perhaps out-sourcing certain activities.

5. UTILITIES

5.1 WATER

Bonney Lake residents are served by two water purveyors: the City of Bonney Lake and the Valley Water District. Tacoma Public Utility provides fire hydrants along 233rd Avenue South.

City of Bonney Lake

The City provides water service to approximately 11,373 customer accounts, or an estimated population of 32,637 people. The City’s water service area (WSA) extends well beyond the City’s corporate limits, encompassing approximately 21 square miles (not including water bodies) or most of the Lake Tapps Plateau. The City of Bonney Lake is responsible for providing public water service, utility management and system development within its water service area. The water service area is clearly defined by means of an Interlocal agreement between the City and Pierce County as part of the State mandated coordinated

water system process. The Washington State Department of Health classifies the system as a Type Group A – Community Public Water System.

The City's water supply consists of two well fields and two spring sources. The City also operates a water treatment system to treat the water from the Ball Park Well. System storage capacity is provided by five water tanks that have a total capacity of 25.7 million gallons per day (MGD). In addition, the Bonney Lake water system has four major pressure zones with twenty-six pressure reducing stations, five booster pump stations, and more than 199 miles of water main. The City also has a long term water supply contract with the Tacoma Public Utility (TPU) for up to four million gallons per day to supplement the City's existing water supply sources.

Additionally, the City also has an agreement with the Cascade Water Alliance (CWA) to purchase up to two MGD of additional TPU water. The CWA agreement also provides the City with option of securing up to two MGD of additional water rights in the White River Basin. This water right must be exercised by 2028. In 2010, the City constructed a water line and four MGD Booster Pump Station to use TPU water. The city has a number of emergency water interties with the TPU, the City of Auburn, and the Tapps Island Community.

The *City of Bonney Lake Comprehensive Water System Plan (2009)* presents a description of the existing water system and service area, a forecast of future water demands, policies and design criteria for water system operation and improvements, the operations and maintenance program, staffing requirements, a schedule of improvements, and a financial plan to accomplish the improvements. The Plan also includes several ancillary elements, which include a water conservation plan, a water quality monitoring plan, a wellhead protection plan, and an emergency response plan.

The *City of Bonney Lake Comprehensive Water System Plan* is hereby adopted by the City of Bonney Lake as part of the Community Services and Facilities Element. The City has reviewed the *City of Bonney Lake Comprehensive Water System Plan* and determined that it is consistent with and provides sufficient capacity to handle the growth projections established in Community Development Element.

Valley Water District

When customers of the privately owned Alderton-McMillin Water Company did not believe they were receiving reliable water in terms of quantity, pressure, and fire flow, they petitioned Pierce County to put the formation of the Valley Water District on the ballot in the 1993 General Election. The ballot measure passed and the Valley Water District was formed in 1993. In 1994, the Valley Water District purchased the following five water systems that were previously served by Alderton-McMillin: Alderwood Estates, Chinook Estates, El Dorado Estates, View Royal Water System and Winchester Heights. Prior to this purchase, the El Dorado Estates subdivision purchased water (wholesale) from the Country Water system, owned and operated by American Water Resources. In 2000, the District purchased the Country Water System (which also served the Country subdivision) from American Water Resources, and the system is now referred to as the Country/El Dorado Water System. In 2002, the District purchased its sixth separate

water system, View Royal, which was previously served by American Water Resources. In 2012, the District purchased its seventh separate water system, The Buttes (Orting Valley Water Co.), which was managed by Washington Water Service Company.

The Valley Water District now serves six seven separate and non-contiguous areas in unincorporated, rural, east Pierce County. The District's combined customer count is approximately 3,000. The Valley Water District does not provide sewer service; however, some connections in the View Royal Water System are served by the City of Bonney Lake sewer system

View Royal Water System is located in an unincorporated area of Pierce County east of the City of Bonney Lake. The View Royal Water System facilities consist of one active well, one emergency use well, three reservoirs with a total storage capacity of 146,000 gallons, and approximately nine and one-half miles of distribution pipe. The system has one six-inch intertie with the City of Tacoma. These physical assets are used to serve 482 515 single and multifamily residential connections and 12 non-residential connections consisting of a restaurant, a church, hardware store, and several small businesses. The Department of Health has not specified the maximum number of approved connections to the system.

The *Valley Water District: Water System Plan (2012)* serves as the long range capital facilities plan for the Valley Water District and is hereby adopted by the City of Bonney Lake as part of the Community Services and Facilities Element. The City has review the *Valley Water District: Water System Plan* and determine that it is consistent with and provides sufficient capacity to handle the growth projections established in Community Development Element.

Goal CFS-8: Ensure an adequate supply of water for current and future residents, commercial activities, and public agencies.

Policy CFS-8.1: Do not expand the City's water service area in such a manner as to cause water capacity to be inadequate for the City's water service area.

Policy CFS-8.2: Work with the Valley Water District, to ensure that the Districts long range plans are consistent with the Bonney Lake Comprehensive Plan.

Policy CFS-8.3: The City shall require the use of efficient water fixtures in all new construction.

Policy CFS-8.4: The City will promote the efficient and responsible use of water and will conserve during a water shortage.

Policy CFS-8.5: The City will require special control measures to protect aquifer recharge zones.

Policy CFS-8.6: Maintain water quality at a level that equals or is better than water quality in its natural state and that meets or exceeds all water quality laws and standards.

Policy CFS-8.7: Maintain current Interlocal Agreements (ILA) detailing usage policies and procedures for water supplied to and received from water purveyors outside the City.

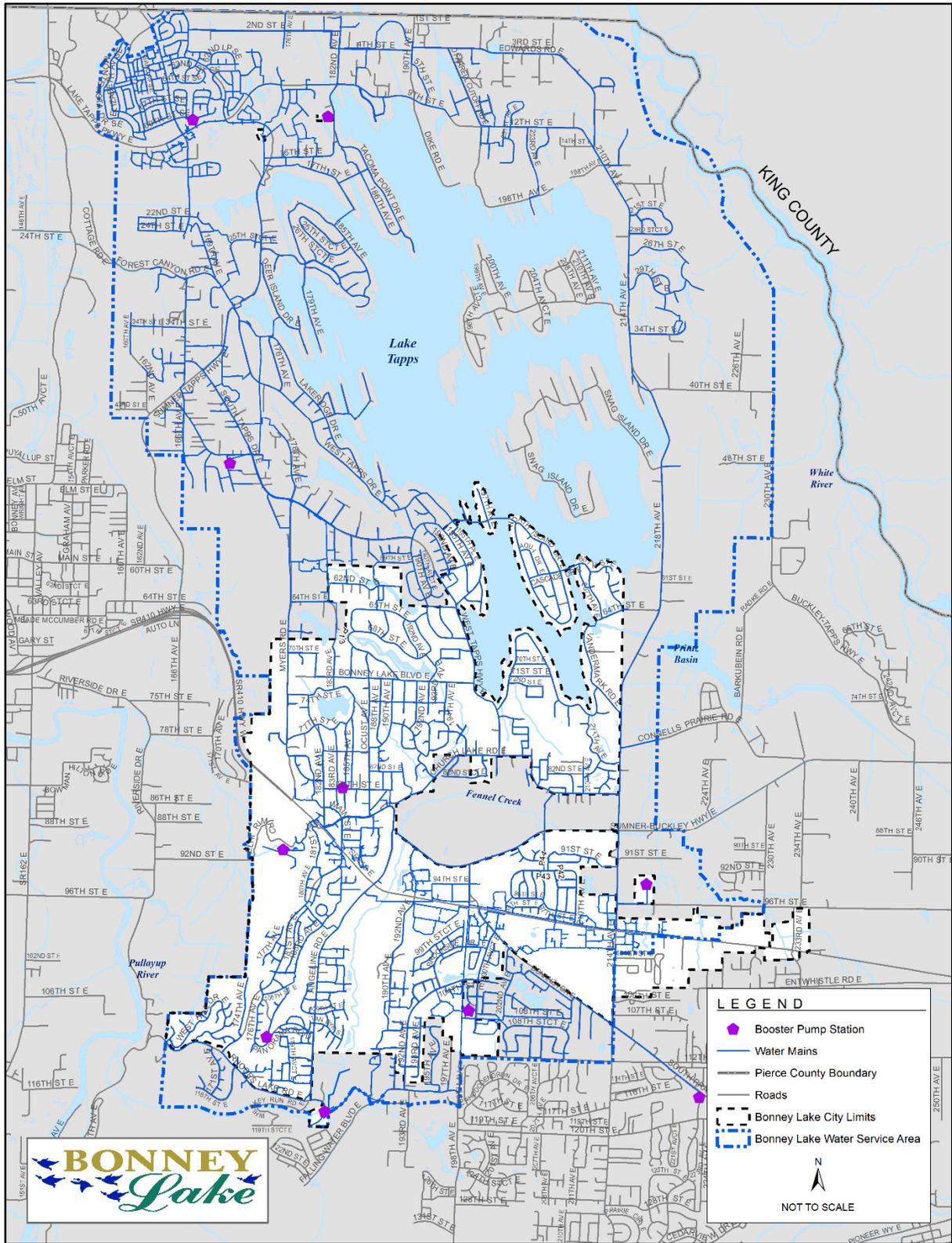


Figure 6-9: Bonney Lake Water Infrastructure

5.2 SEWER

The City owns and operates a municipal wastewater collection system, with approximately 5,300 connections. Flows from the City's service area are predominantly residential in character with peak flows in the morning hours between about 6:00 am and 9:00 am followed by a somewhat higher flow peak in the evening hours between about 4:00 pm and 8:00 pm.

The wastewater collection system consists of 22 sewer lift stations, 87 grinder pumps, and 75 miles of wastewater pipe. The City of Bonney Lake jointly owns the Sumner Wastewater Treatment Plant with the City of Sumner which serves as the destination for all wastewater currently generated within Bonney Lake's service area. The City signed an Interlocal Agreement with the City of Sumner to increase the capacity of the Sewer Treatment Plan in March of 2012. As part of this agreement the City's sewer capacity was increased to 25,090 Residential Equivalentsⁱ (RE). This additional capacity is under construction and will be completed in early 2016. By 2035, the City's sewer system is will need to serve 19,000 REs residential equivalents based on the expected growth within the City and the City's sewer services area within unincorporated Pierce County, the Sewer System Plan is considered adequate to meet demand. Additionally the City has completed a study that identifies additional Waste Water Treatment Facility (WWTF) the can be built in future years to serve future needs past 2035.

The *City of Bonney Lake Comprehensive Sewer System Plan* (2008) outlines improvement strategies and programs to respond to the dynamic requirements of wastewater service in a rapidly growing area. This Plan serves as the long range capital facilities plan for the Bonney Lake Sewer System and is hereby adopted by the City of Bonney Lake as part of the Community Services and Facilities Element. The City has reviewed the *City of Bonney Lake Comprehensive Sewer System Plan* and determined that it is consistent with and provides sufficient capacity to handle the growth projections established in Community Development Element.

ⁱ To facilitate system analysis and planning, a value for the amount of wastewater generated by a typical single-family unit have been calculated. This number is called a "Residential Equivalent" or "RE". For the Bonney Lake sewer system, this value is 275 gallons per single-family unit per day.

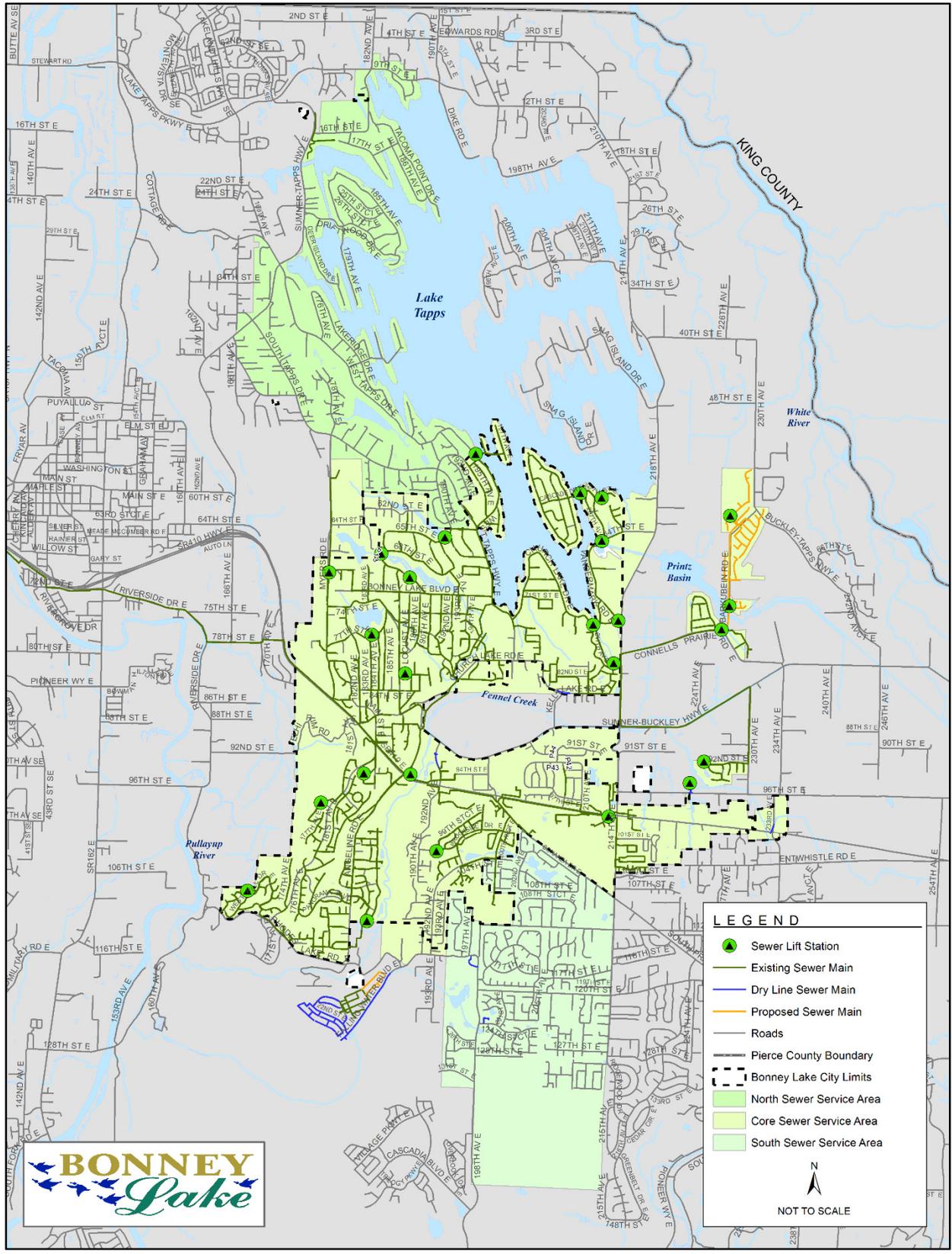


Figure 6-10: Bonney Lake Sewer Infrastructure

Goal CFS-9: Provide sewer services to all residents within the Bonney Lake sewer service area to maintain public health and protect ground and surface waters.

Policy CFS-9.1: Coordinate with other jurisdictions to provide sewer capacity.

Policy CFS-9.2: Do not expand the UGA or provide sewer outside the UGA in such a manner as to cause sewer capacity to be inadequate for build-out of the existing City and UGA.

Policy CFS-9.3: Require connection to City sewer when possible and on-site sewage disposal systems are failing.

Policy CFS-9.4: Treated effluent disposed to surface waters should also meet standards outlined in applicable State Law.

Policy CFS-9.5: The City shall require the use of efficient water fixtures in all new construction.

Policy CFS-9.6: The City will ensure that Infiltration and Inflow (I&I) is kept to a minimum with a proactive sewer collection maintenance and repair program.

Policy CFS-9.7: The City will ensure that surges in Total Suspended Solids (TSS) reaching the WWTF are kept to a minimum through a proactive sewer collection system flushing program.

Policy CFS-9.8: The City will divest itself of City owned and maintained grinder pumps serving private property when property owners agree to this change.

5.3 STORMWATER

The City of Bonney Lake Stormwater Utility manages the drainage system to prevent property damage, maintain a hydrologic balance, and protect water quality for the safety and enjoyment of citizens and the preservation and enhancement of wildlife habitat. The City's storm water system consists of:

- 54 detention, retention, or infiltration ponds totaling 119.4 acres,
- 39.3 miles of pipe and 77.6 miles of roadside ditches,
- 77 dry wells (galleries),
- 1,867 catch basins,
- 47 curb inlets, and
- 370 manholes.

In 2008, the City built a regional stormwater pond to serve the Downtown and surrounding areas.

The City is also covered under the Western Washington Phase II Municipal Stormwater permit (NPDES permit) the Washington State Department of Ecology (Ecology) originally issued in 2007 which was planned to expire in February of 2012. However, before Ecology could issue a new permit with additional new requirements, the Washington State Legislature enacted Senate Bill 6406 to give cities fiscal relief during a period of economic downturn by delaying certain regulatory requirements. This law affected the re-issuance of a new NPDES Permit that was scheduled for 2012. Instead, the bill required the Department of Ecology to extend the 2007-12 Permit for a period of one additional year and issue the new updated

Phase II permit with a delayed effective date of August 2013. The current permit is effective from August 2013 to August 2018 and includes significant new requirements related to Low Impact Development and Monitoring.

Since Ecology issued the first permit, Bonney Lake and the region as a whole, has made a lot of progress towards improving local stormwater programs with the goal of improving water quality in Puget Sound. One of the major requirements under the Municipal NPDES Permit is that all affected cities create and implement a Stormwater Management Program (SWMP) which addresses the required permit elements:

- Public Education and Outreach
- Public Involvement and Participation
- Illicit Discharge Detection and Elimination
- Construction Site Run-Off
- Operations and Maintenance of Stormwater Facilities
- Monitoring and Assessment

This document is a requirement of the NPDES permit and is updated annually by the City of Bonney Lake's Engineering Division. The SWMP generally describes the requirements of the Permit and Bonney Lake's permit related activities planned for 2015.

In addition to the SWMP, the City has also adopted the *Bonney Lake Stormwater Comprehensive Plan* (2001), which was prepared to provide guidance to the City in developing and tailoring stormwater management programs to the City's specific needs and management objectives. It provides recommendations for structuring the overall stormwater management program and the stormwater facility capital improvement plan.

The SWMP and the *Bonney Lake Stormwater Comprehensive Plan* are both hereby adopted as a component of this Comprehensive Plan.

To facilitate system analysis, planning, and rate setting, a value for the amount of stormwater generated by a typical single-family unit identified as the "Equivalent Service Unit" or "ESU". The City has determined that one ESU is equivalent to 2,600 square feet of impermeable or impervious surface area.

The *Pierce County Stormwater Management and Site Development Manual* has been adopted by reference by the City. Additional stormwater design details and policies are contained in the *City of Bonney Lake Development Policies & Public Works Design Standards*. These references govern the construction of new and upgrading of existing stormwater facilities inside the City limits.

Goals and policies related to water quality, low impact development, and flood prevention are located in the Environmental Stewardship Element – Chapter 7.

5.4 ELECTRIC POWER AND NATURAL GAS

Puget Sound Energy (PSE) provides electricity and natural gas to the Bonney Lake area. In addition to local distribution lines regional transmission lines and gas lines pass through the Bonney Lake area. Puget Sound Energy has ceased operation of the White River Hydroelectric generating plant that used Lake Tapps as storage. The reservoir has been sold to Cascade Water Alliance for use as a potable water supply for cities in King County. In 2013, PSE adopted and *Integrated Resource Plan* (IRP) presents a long-term forecast of the lowest reasonable cost combination of resources necessary to meet the needs of Puget Sound Energy's customers over the next 20 years.⁹

The IRP serves as the long range capital facilities plan for PSE and is hereby adopted by the City of Bonney Lake as part of the Community Services and Facilities Element. The City has review the IRP and determine that it is consistent with and provides sufficient capacity to handle the growth projections established in Community Development Element.

Goal CFS-10: Natural gas and electric infrastructure that meet the needs of new development.

Policy CFS-10.1: Where practical, install power distribution lines underground to reduce storm damage and aesthetic clutter.

Policy CFS-10.2: Wisely manage placement of private utilities in street rights-of-way.

Policy CFS-10.3: Coordinate with private utility providers to provide good service and to facilitate planned land development in the Bonney Lake area

Policy CFS-10.4: Work with PSE to ensure that their long range plans are consistent with the Bonney Lake Comprehensive Plan and that infrastructure is sufficient to support new development.

5.5 TELECOMMUNICATIONS

Telecommunication infrastructure is a vital community asset. New communication technology has and will continue to revolutionize the way residents in the City communicate, work and live. Telephone service primarily provided by Centurylink which is the nation's third largest telecommunication provider in the United States. Comcast provides cable service to the residents of Bonney Lake under a franchise agreement with the City.

A variety of cellular and wireless service companies operate in Bonney Lake, providing important voice and data connections for the community. The City has received a significant number of requests from these providers for approval of cellular towers and wireless antennas and equipment. While recognizing the importance of the services, the City is faced with the challenge of trying to accommodate this infrastructure and technology without compromising aesthetics or view corridors and while also complying with Federal Communications Commission and Federal Aviation Administration regulations regarding communications towers.

While cellular phone service is generally available throughout Bonney Lake, local wireless network (“Wi-Fi”) coverage is not always available. Many cities across the country are conducting studies and/or have already established Wi-Fi service to residents. Wi-Fi provides continuous access to digital data that can be retrieved via the internet on a laptop, handheld wireless device or cellular phone. As the technology continues to evolve and become more accessible and less expensive, free City-wide Wi-Fi may become more feasible.

Goal CFS-11: High quality, inexpensive communications networks available to the community

Policy CFS-11.1: Where practical, install power and telecommunication distribution lines underground to reduce storm damage and aesthetic clutter.

Policy CFS-11.2: Wisely manage placement of private utilities in street rights-of-way.

Policy CFS-11.3: Coordinate with private utility providers to provide good service and to facilitate planned land development in the Bonney Lake area

Policy CFS-11.4: Encourage cable providers to complete upgrades to local fiber optic networks, taking into account the need to minimize traffic disruptions and return the streets to their pre-existing condition.

5.6 SOLID WASTE

There are no solid waste facilities in the City for the general public. The City has a street waste facility that serves as a dewatering and collection area for street sweeping and catch basin waste permitted through the Tacoma – Pierce County Health Department (Permit No. 27-737). The nearest refuse facility for garbage is the Pierce County Prairie Ridge Transfer Station located at the corner of Prairie Ridge Road and So. Prairie Road. Solid waste collection services in Bonney Lake, including curb side yard waste collection and one-source curbside recycling, are provided by DM Disposal through a contract with the City.

In 2000, Pierce County adopted the *Tacoma-Pierce County Solid Waste Management Plan* which serves as the long range plan for the management of solid waste activities in unincorporated areas of the County and 19 cities and towns use Pierce County’s disposal system; including the City of Bonney Lake. Pierce County has also adopted the *2008 Supplement to the Solid Waste Management Plan*, which contains a five-year schedule to meet goals, recommendations and policies. The supplement amends the 2000 Plan—it does not replace it. The

These plans are hereby adopted by the City of Bonney Lake as part of the Community Services and Facilities Element. The City has reviewed these plans and determine that the plans are consistent with and provides sufficient capacity to handle the growth projections established in Community Development Element

Goal CFS-12: Waste diversion maximized with the long-term objective of significantly reducing landfill waste

Policy CFS-12.1: Encourage the provision of solid waste collection, disposal and recycling facilities and services that protect the public health, the natural environment, and land use quality.

Policy CFS-12.2: Promote waste reduction and recycling as a means to minimize the need for transfer stations and sanitary landfills.

Policy CFS-12.3: Educate the public to make informed purchasing decisions that reduce waste, litter, toxicity and pollution in the environment.

6. CAPITAL FACILITIES PLAN

One of the primary purposes of the Community Services and Facilities Element is to identify capital facility needs and funding mechanisms to finance the construction, reconstruction, and acquisition of needed assets because of growth, aging, changing needs, and Bonney Lake's desire to improve the quality of life made possible by various capital investments.

However, there is not nearly enough revenue capacity to fund all projects identified in the capital project lists contained in the Community Services and Facilities Element and the Community Mobility Element. Further, not all of the facilities and improvements identified are necessary to support new development, but may be desirable to cure deficiencies or for achieving the quality of services and life the community desires.

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

An approach to developing a financial strategy that matches revenues and financial measures to project needs might be illustrated by the concentric rings of need. The total of the diagram represents the total unconstrained needs list.

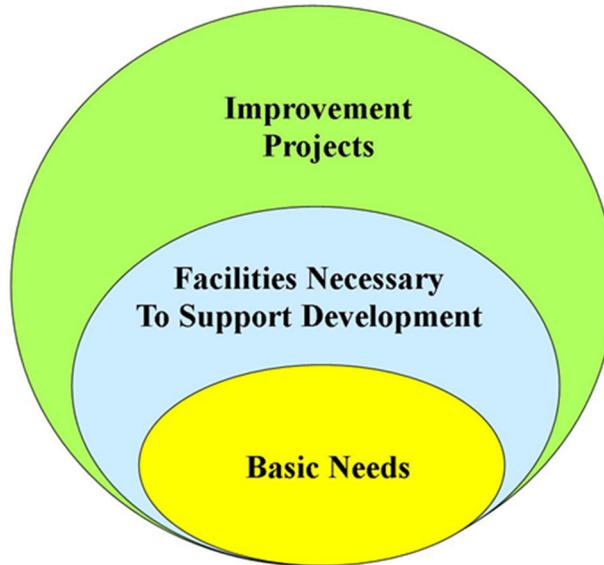


Figure 6-11: Levels of Capital Improvements

Basic Needs

The first level of need focuses on the City being good stewards of the investment in public infrastructure and facilities built in years past. While these are not the most visible or glamorous projects, the cost can often exceed available resources just in this category alone. Infrastructure renewal projects are needed to replace facilities as they age and recurring projects to make smaller repairs and replacements to avoid creation of much larger and more expensive projects from becoming necessary. These basic needs must be met or significant hazards, inefficiencies, greater operational costs and other problems will result. These type of projects include, but are not limited to: repair and replacement of utility lines; replacement of water and sewer pumps and motors; replacement of public works, police, and administrative buildings, storage facilities, and recreational facilities that have become too old to support current levels of municipal operations without replacement or extensive renovation.

Also included in this category are expansion of existing facilities necessary to meet current deficiencies. These type of projects include, but are not limited to: expansion of the number or size of utility lines; reconstruction of intersections to relieve severe points of congestion; replacement of inadequate facilities in parks and various public buildings; restoration or reconstruction of deteriorated streets that cannot be restored to full service with maintenance work; providing appropriate office space; and bringing facilities up to current design standards to meet current OSHA, ADA, NPDES, and other State and Federal criteria.

This class of facility projects should have priority over the available local resources. It is much less costly to maintain and repair facilities than it is to replace them in total.

Facilities Necessary to Support Development

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

System projects are those needed in order to maintain the performance of the overall system as the community develops. More system-oriented financing, such as general revenues, grants and impact fees would finance a major portion of these projects. A major portion of these projects would be financed by more system oriented financing such as general revenues, grants and impact fees. Some of these projects may not be needed until future development generates impacts or needs that would cause the level of service of facilities to begin to fall below acceptable levels.

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

Improvement Projects

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

Goal CFS-13: Ensure that public facilities and services necessary to support new development are adequate to serve the development at the time the development is available for occupancy and use based on locally adopted level of service standards.

Policy CFS-13.1: Periodically review the Capital Facilities Element in order to assess its applicability, ensure timely updates are made to improvement plans, and to maintain Level of Service standards for the existing and future population.

Policy CFS-13.2: Ensure that new growth and development pay for a proportionate fair share of the cost of new facilities needed to serve such growth and development

Policy CFS-13.3: Ensure that adequate funding is available to support continued operations and maintenance costs of existing capital facilities prior to construction of new capital facilities.

Policy CFS-13.4: Concurrently with the review and update of the Water, Sewer, and Stormwater System Plans review and update City charges and fees that are based on these infrastructure project costs. This includes utility System Development Charges, Impact Fees, and monthly utility rates that have infrastructure renewal elements built in to them.

Policy CFS-13.5: Annually adjust charges, fees, and utility rates by an annual rate based on national indexes such as the Engineering New Record Construction Cost Index or the Consumer Price Index.

CFS-13.6: Reset charges, fees, and utility rates when new rate analysis are completed concurrently with the update of the Water, Sewer, and Stormwater System Plans.

6.1 CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program (CIP) is the city's six-year capital financing and implementation plan. The first two years of the CIP are incorporated as part of the biennial budget, in which planned capital improvements to the City's public facilities and infrastructure are identified, budgeted, and approved. After the City Council has reviewed and approved the program, these projects are implemented provided the funding has been secured.

Additionally, the related capital and facility plans that have been adopted above by reference, describe and identify numerous capital investment projects to serve future development within the City. Revenues come from various sources including sales taxes, utility rates, state revenues, bond issues, state and federal grants, impact fees, and other specific revenues allowed by law fund those capital investments and public facilities.

| CIP BUDGET | PROJECT | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | TOTAL |
|------------|---|-------------|--------------------|--------------------|------------------|--------------------|--------------------|------------------|
| WATER | 24th Street E. Water Main | \$0 | \$0 | \$105,000 | \$0 | \$0 | \$0 | \$105,000 |
| | Lakeridge 810 Zone BPS at 84th Street | \$1,400,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,400,000 |
| | SCADA Telemetry Upgrade | \$213,965 | \$175,000 | \$155,000 | \$0 | \$0 | \$0 | \$543,965 |
| | Grainger Springs Building Upgrade | \$191,000 | \$950,000 | \$0 | \$0 | \$0 | \$0 | \$1,141,000 |
| | Public Works Facility | \$3,000,000 | \$4,000,000 | \$0 | \$0 | \$0 | \$0 | \$7,000,000 |
| | PWC - Water Extension Looping | \$105,000 | \$850,000 | \$0 | \$0 | \$0 | \$0 | \$955,000 |
| | Flume Trestle Rehabilitation | \$25,000 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$125,000 |
| | Tacoma Point Emergency Generator Upgrade | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| | Ponderosa Small Tank - Repaint | \$50,000 | \$325,000 | \$0 | \$0 | \$0 | \$0 | \$375,000 |
| | Tacoma Point Water Tank Replacement | \$0 | \$0 | \$100,000 | \$250,000 | \$4,600,000 | \$0 | \$4,950,000 |
| | Deer Island Lake Bed Crossing | \$0 | \$0 | \$50,000 | \$250,000 | \$0 | \$0 | \$300,000 |
| | 12" WM Replacement - Myers Road - To City Limits | \$0 | \$0 | \$75,000 | \$525,000 | \$0 | \$0 | \$600,000 |
| | New Lakeridge Tank Property Acquisition | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$250,000 |
| | Cedarview Water Main Replacement Program (Design) | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$250,000 |
| | Jenkin's Point Water Replacement | \$0 | \$0 | \$145,000 | \$0 | \$0 | \$0 | \$145,000 |
| | Total Water: | | \$5,084,965 | \$6,400,000 | \$630,000 | \$1,025,000 | \$4,850,000 | \$250,000 |

Table 6-15 Waterworks Fund Six Year Capital Improvement Plan

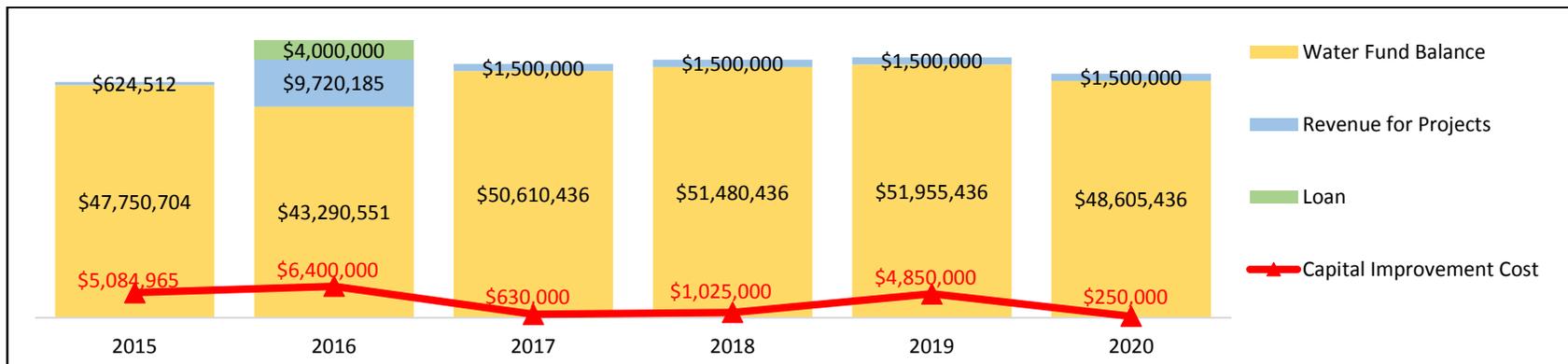


Figure 6-12: Waterworks Fund Six Year Capital Improvement Plan Expense vs. Funds

| CIP BUDGET | PROJECT | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | TOTAL |
|------------|--|--------------------|--------------------|------------------|------------------|------------------|------------------|--------------------|
| STORMWATER | NPDES Compliance | \$50,000 | \$0 | \$53,000 | \$54,600 | \$56,200 | \$57,900 | \$271,700 |
| | Unscheduled Projects | \$50,000 | \$50,000 | \$53,000 | \$54,600 | \$56,200 | \$57,900 | \$321,700 |
| | Storm Comp Plan Update & Eastown Master Plan | \$0 | \$315,000 | \$0 | \$0 | \$0 | \$0 | \$315,000 |
| | Church Lake Road - Culvert to Fennel Creek | \$460,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$460,000 |
| | Regional Storm Pond at Locust & 82nd (land purchase) | \$90,000 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$140,000 |
| | Public Works Center | \$900,000 | \$1,200,000 | \$0 | \$0 | \$0 | \$0 | \$2,100,000 |
| | 192nd Corridor New Public Storm Water Facilities | \$0 | \$0 | \$0 | \$0 | \$0 | \$125,000 | \$125,000 |
| | Total Stormwater: | \$1,550,000 | \$1,615,000 | \$106,000 | \$109,200 | \$112,400 | \$240,800 | \$3,733,400 |

Table 6-16: Stormwater Fund Six Year Capital Improvement Plan

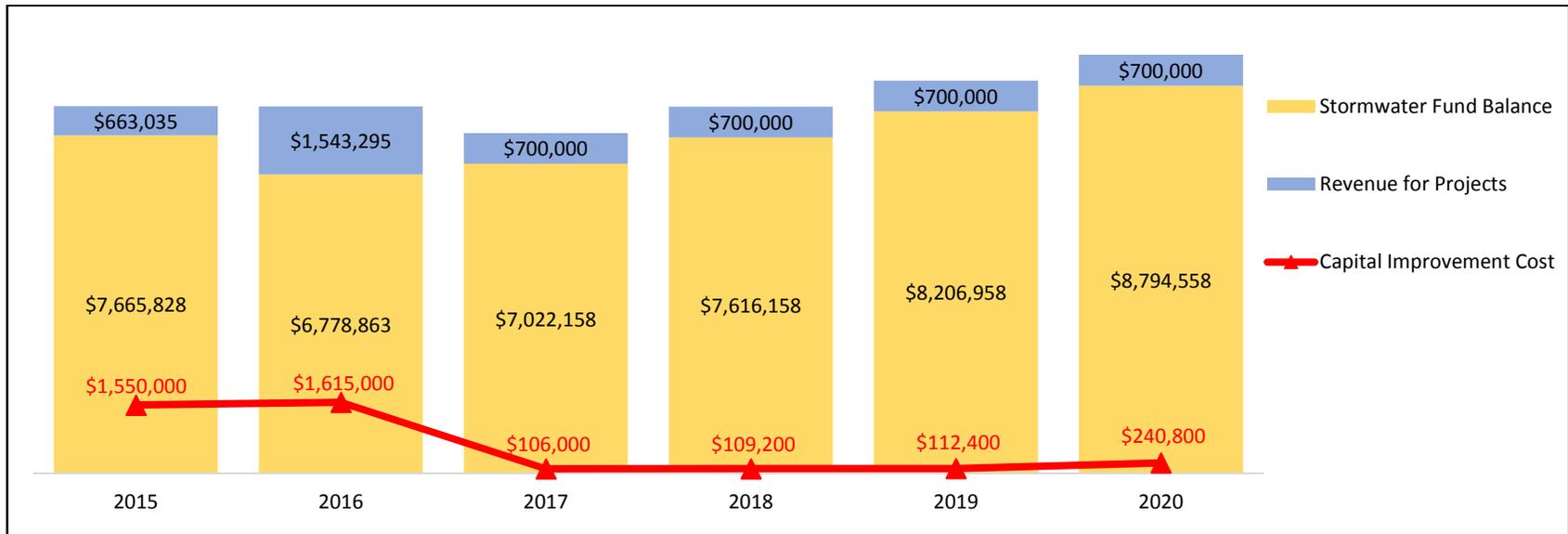


Figure 6-13: Stormwater Fund Six Year Capital Improvement Plan Expense vs. Funds

| CIP BUDGET | PROJECT | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | TOTAL |
|---------------------|--|--------------------|------------------|--------------------|--------------------|--------------------|---------------------|-------------|
| SEWER | Septic System Reduction Program | \$0 | \$0 | \$100,000 | \$300,000 | \$100,000 | \$300,000 | \$800,000 |
| | Unscheduled Projects | \$50,000 | \$0 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$250,000 |
| | Sumner WWTF Upgrade II | \$5,313,737 | \$325,000 | \$0 | \$0 | \$0 | \$0 | \$5,638,737 |
| | Eastown - Southern Sewer Service ULA | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| | SCADA Telemetry System Upgrade | \$579,365 | \$360,798 | \$370,272 | \$0 | \$0 | \$0 | \$1,310,435 |
| | SR410 Sewer Main Replacement (Pedestrian Bridge Project) | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| | Public Works Center | \$2,100,000 | \$2,800,000 | \$0 | \$0 | \$0 | \$0 | \$4,900,000 |
| | PWC - Sewer Extension at 225th | \$75,000 | \$450,000 | \$0 | \$0 | \$0 | \$0 | \$525,000 |
| | Flume Trestle Rehabilitation | \$25,000 | \$100,000 | | | | | \$125,000 |
| | Eastown ULA: North Gravity Extension (214 th to 216 th) | \$0 | \$525,000 | \$0 | \$0 | \$0 | \$0 | \$525,000 |
| | LS-18 Reconstruction (WSU/Quadrant Dev) | \$0 | \$0 | \$200,000 | \$1,000,000 | \$0 | \$0 | \$1,200,000 |
| | SR 410 Sewer Main Improvements (East of LS-17) | \$0 | \$0 | \$150,000 | \$550,000 | \$0 | \$0 | \$700,000 |
| | LS-17 Wet Well Capacity Expansion (tied to LS-18 Expansion) | \$0 | \$0 | \$0 | \$0 | \$0 | \$450,000 | \$450,000 |
| | Fennel Creek Lift Station (192nd / OSBH) | \$750,000 | \$750,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |
| | Lift Station Improvements (Pumps & Well Upgrades) | \$0 | \$0 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$300,000 |
| | 192nd Corridor Sewer Improvement (Design) | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| | Construct new force main for Mountain Creek | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$750,000 | \$870,000 |
| | SBH/192nd Ave Sewer Trunk Main to Cedarview | \$0 | \$0 | \$0 | \$170,000 | \$1,010,000 | \$0 | \$1,180,000 |
| | Cedarview Sewer Installation (Septic Reduction) - Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$250,000 |
| Total Sewer: | \$9,793,102 | \$5,310,798 | \$945,272 | \$2,145,000 | \$1,355,000 | \$2,025,000 | \$21,574,172 | |

Table 6-17: Wastewater Fund Six Year Capital Improvement Plan

| CIP BUDGET | PROJECT | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | TOTAL |
|--|--|--------------------|------------------|--------------------|--------------------|--------------------|---------------------|-------------|
| SEWER | Septic System Reduction Program | \$0 | \$0 | \$100,000 | \$300,000 | \$100,000 | \$300,000 | \$800,000 |
| | Unscheduled Projects | \$50,000 | \$0 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$250,000 |
| | Sumner WWTF Upgrade II | \$5,313,737 | \$325,000 | \$0 | \$0 | \$0 | \$0 | \$5,638,737 |
| | Eastown - Southern Sewer Service ULA | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| | SCADA Telemetry System Upgrade | \$579,365 | \$360,798 | \$370,272 | \$0 | \$0 | \$0 | \$1,310,435 |
| | SR410 Sewer Main Replacement (Pedestrian Bridge Project) | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| | Public Works Center | \$2,100,000 | \$2,800,000 | \$0 | \$0 | \$0 | \$0 | \$4,900,000 |
| | PWC - Sewer Extension at 225th | \$75,000 | \$450,000 | \$0 | \$0 | \$0 | \$0 | \$525,000 |
| | Flume Trestle Rehabilitation | \$25,000 | \$100,000 | | | | | \$125,000 |
| | Eastown ULA: North Gravity Extension (214 th to 216 th) | \$0 | \$525,000 | \$0 | \$0 | \$0 | \$0 | \$525,000 |
| | LS-18 Reconstruction (WSU/Quadrant Dev) | \$0 | \$0 | \$200,000 | \$1,000,000 | \$0 | \$0 | \$1,200,000 |
| | SR 410 Sewer Main Improvements (East of LS-17) | \$0 | \$0 | \$150,000 | \$550,000 | \$0 | \$0 | \$700,000 |
| | LS-17 Wet Well Capacity Expansion (tied to LS-18 Expansion) | \$0 | \$0 | \$0 | \$0 | \$0 | \$450,000 | \$450,000 |
| | Fennel Creek Lift Station (192nd / OSBH) | \$750,000 | \$750,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |
| | Lift Station Improvements (Pumps & Well Upgrades) | \$0 | \$0 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$300,000 |
| | 192nd Corridor Sewer Improvement (Design) | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| | Construct new force main for Mountain Creek | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$750,000 | \$870,000 |
| | SBH/192nd Ave Sewer Trunk Main to Cedarview | \$0 | \$0 | \$0 | \$170,000 | \$1,010,000 | \$0 | \$1,180,000 |
| Cedarview Sewer Installation (Septic Reduction) - Design | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$250,000 | |
| Total Sewer: | \$9,793,102 | \$5,310,798 | \$945,272 | \$2,145,000 | \$1,355,000 | \$2,025,000 | \$21,574,172 | |

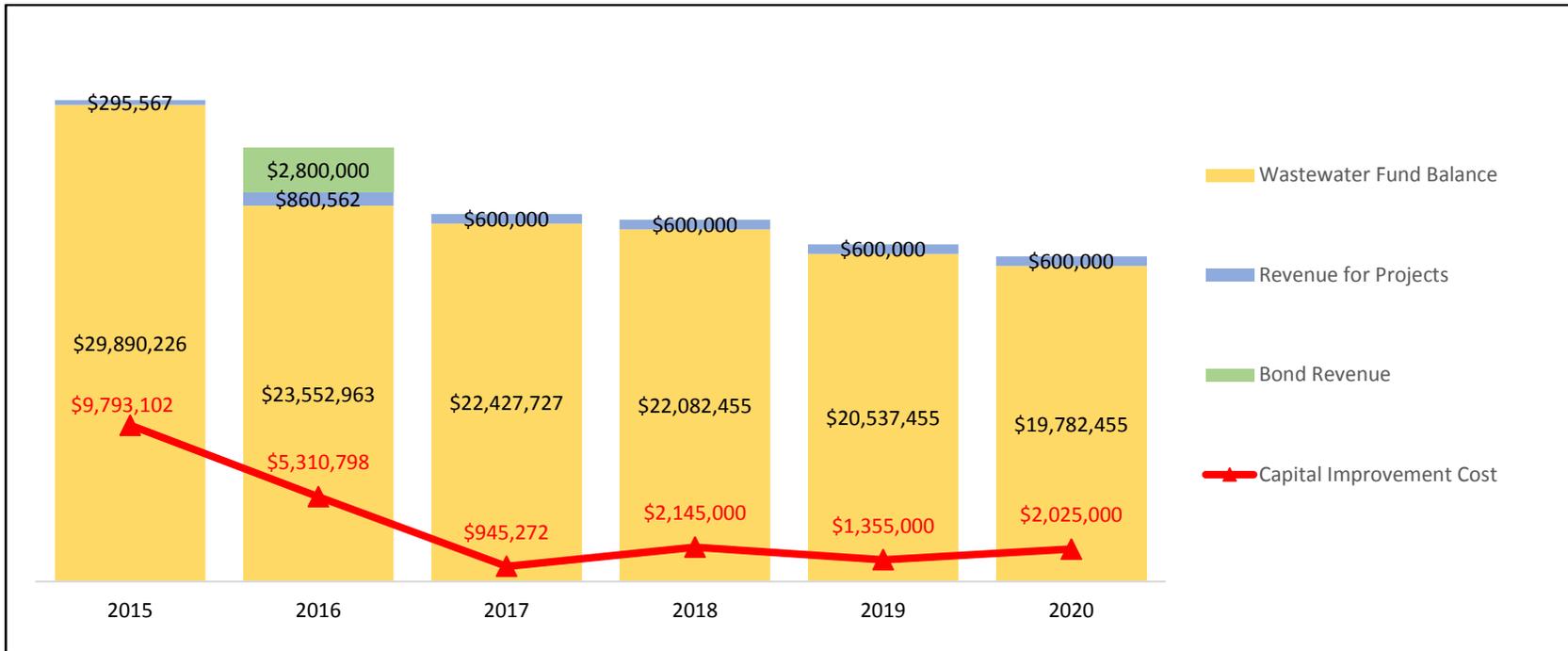


Figure 6-14: Wastewater Fund Six Year Capital Improvement Plan Expense vs. Funds

| CIP BUDGET | PROJECT | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | TOTAL |
|--|---|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|-------------|
| STREET | Crosswalks | \$8,000 | \$8,000 | \$8,000 | \$8,000 | \$8,000 | \$8,000 | \$48,000 |
| | Sidewalks – ADA | \$26,000 | \$27,000 | \$27,000 | \$27,000 | \$27,000 | \$27,000 | \$161,000 |
| | Chip Seal Program | \$0 | \$180,000 | \$180,000 | \$180,000 | \$180,000 | \$180,000 | \$900,000 |
| | Recurring Projects | \$286,000 | \$105,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$1,191,000 |
| | SR410 & VMD Intersection (Design) | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| | SR410 & VMD Intersection (Construction) | \$5,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,500,000 |
| | SR410 Pedestrian Improvements (Construction) | \$1,600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600,000 |
| | Roadways - DT 186th Corridor (Design) | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| | Roadways - DT 186th Corridor (ROW) | \$650,000 | \$1,350,000 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 |
| | Roadways - DT 186th Corridor (Construction) | \$0 | \$0 | \$1,350,000 | \$0 | \$0 | \$0 | \$1,350,000 |
| | Transportation Comprehensive Plan | \$45,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,000 |
| | SR410-214th Intersection Improvements (Design) | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |
| | SR410-214th Intersection Improvements (ROW) | \$0 | \$0 | \$200,000 | \$200,000 | \$0 | \$0 | \$400,000 |
| | SR410-214th Intersection Improvements (Construction) | \$0 | \$0 | \$0 | \$4,724,983 | \$0 | \$0 | \$4,724,983 |
| | VMD & Angeline Intersection (Design) | \$0 | \$0 | \$45,000 | \$230,000 | \$0 | \$0 | \$275,000 |
| | VMD & Angeline Intersection (ROW) | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| | VMD & Angeline Intersection (Construction) | \$0 | \$0 | \$0 | \$1,325,000 | \$0 | \$0 | \$1,325,000 |
| | Myers Road South Stabilization and Overlay (Design) | \$0 | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$250,000 |
| | Myers Road South Stabilization and Overlay (Construction) | \$0 | \$0 | \$0 | \$1,750,000 | \$0 | \$0 | \$1,750,000 |
| | Eastown New Public Roads (10yr period) (Design) | \$0 | \$0 | \$0 | \$255,000 | \$255,000 | \$255,000 | \$765,000 |
| Eastown New Public Roads (10yr period) (Construct) | \$0 | \$0 | \$0 | \$0 | \$1,445,000 | \$1,445,000 | \$2,890,000 | |
| Total Street: | \$8,265,000 | \$1,670,000 | \$2,360,000 | \$8,999,983 | \$2,115,000 | \$2,115,000 | \$25,524,983 | |

Table 6-18: Streets Six Year Capital Improvement Plan

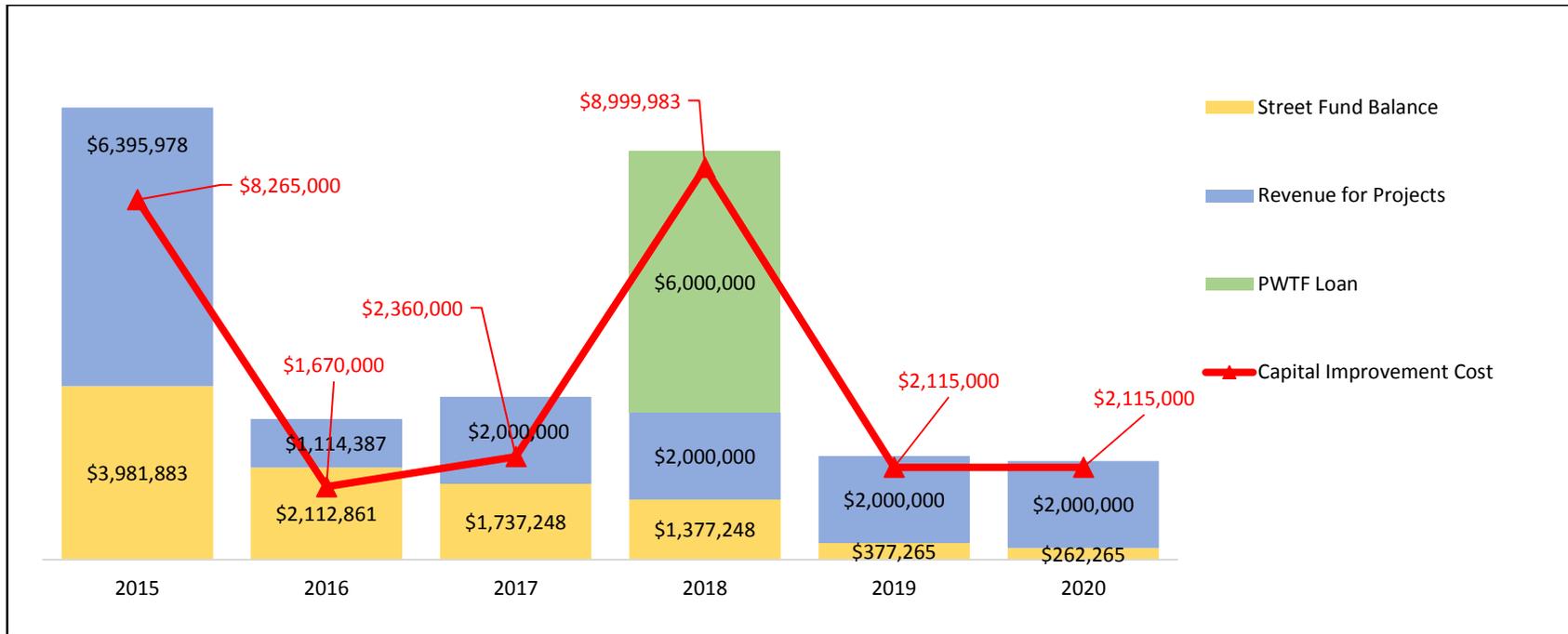


Figure 6-15: Streets Fund Six Year Capital Improvement Plan Expense vs. Funds

| CIP BUDGET | PROJECT | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | TOTAL |
|------------|---|------------------|------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| PARK | Allan Yorke Park – Ball field | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| | Allen Yorke Park – Sport and Tennis Court Expansion | \$145,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$145,000 |
| | Allan Yorke Park Extension (Moriarty) | \$0 | \$0 | \$0 | \$200,000 | \$200,000 | \$200,000 | \$600,000 |
| | Allan Yorke Park Improvements | \$0 | \$0 | \$103,000 | \$300,000 | \$0 | \$0 | \$403,000 |
| | Victor Falls Park | \$45,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,000 |
| | Fennel Creek Trail Segment 2 (Design) | \$350,000 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$450,000 |
| | Fennel Creek Trail Segment 2 (Construction) | \$0 | \$0 | \$1,000,000 | \$1,000,000 | \$300,000 | \$300,000 | \$2,600,000 |
| | Lake Tapps Sidewalks | \$17,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,000 |
| | Ball field Improvements | \$0 | \$0 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$1,200,000 |
| | Downtown Pavilion | \$0 | \$0 | \$0 | \$0 | \$1,250,000 | \$1,250,000 | \$2,500,000 |
| | Subtotal Parks: | \$607,000 | \$100,000 | \$1,403,000 | \$1,800,000 | \$2,050,000 | \$2,050,000 | \$8,010,000 |

Table 6-19: Parks Six Year Capital Improvement Plan

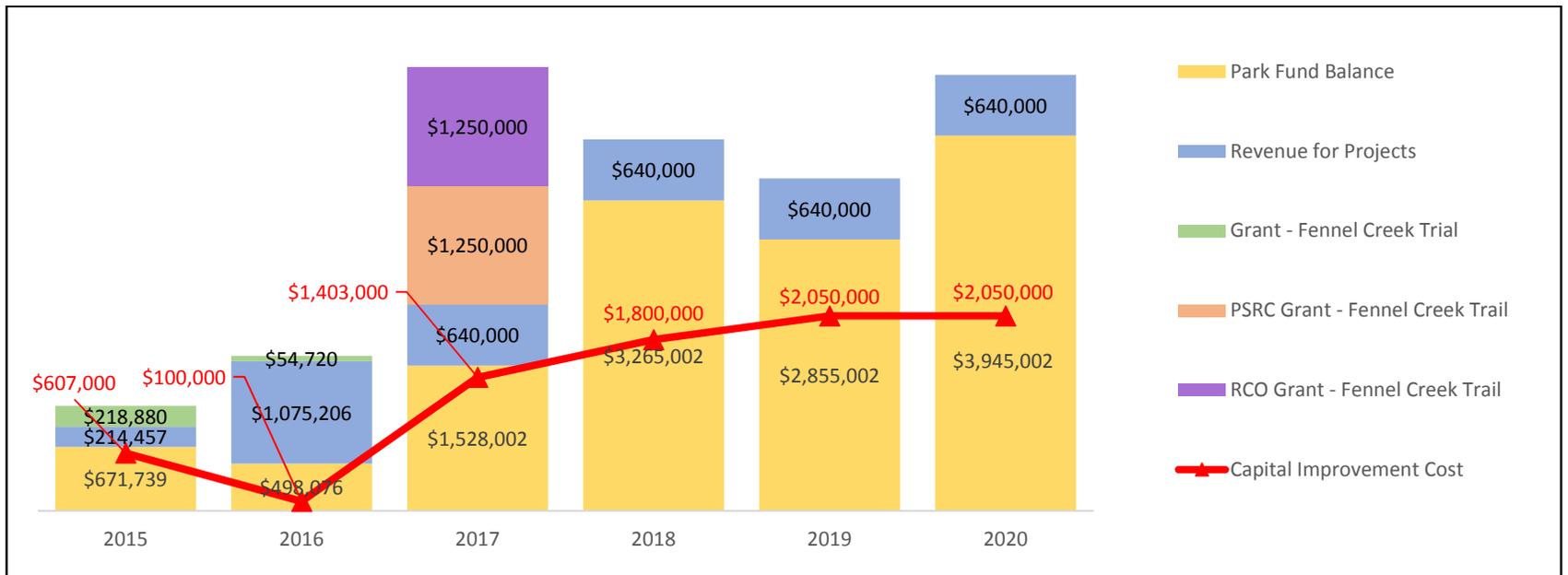


Figure 6-16: Park Fund Six Year Capital Improvement Plan Expense vs. Funds

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6.2 REASSESSMENT STRATEGY

The Growth Management Act requires that provisions be made to reassess the growth assumptions in the Community Development Element periodically to ensure that adequate facilities will be made available at the time certain portions of the Community Development Element are implemented and needed facilities are called for. If the anticipated funding for needed capital facilities falls short, the GMA requires a reassessment of the land use plan in the Community Development Element to determine what changes, if any, need to be made.

Bonney Lake updates its comprehensive plans and development regulations on a regular basis. Additionally, the City monitors the status of development in the city in relation to the Plan. Consistent with the GMA, Bonney Lake will evaluate land use plans and the CIP as well as other jurisdictions' facilities plans to ensure that public facilities are available when needed. Tools that are used to monitor and reassess include:

- The annual process to amend the Comprehensive Plan
- Periodic GMA-level plan monitoring: Buildable Lands, Period Update, and Growth Targets
- The biennial CIP budget process;
- Budget monitoring reports with quarterly updates.

Additionally, funding methods could also be used if the City's revenue projections identified in the CIP fall short.

6.3 REVENUE SOURCES

Water, Stormwater, and Sewer Fees

Bonney Lake collects monthly fees from each residential and commercial consumer for water and sewer usage. These rates are partly fixed cost and variable cost elements. The fixed cost is a flat rate charged to all customers. The variable cost element is based on the amount of water consumed by each customer.

Bonney Lake also collects a monthly stormwater fee from each property owner based on the amount of impermeable surface these improvements have added to a property. This program maintains and operates a citywide stormwater system in compliance with the NPDES permit mandated by the federal government and administered by Washington State. Utilizing a monthly rate based on the amount of impermeable surface area on each parcel ensures that all property owners are charged a fair amount contributing to the operation and maintenance of the City stormwater system.

These revenues may be used for capital facility improvements, as well as operation and maintenance expenses. As these three funds are enterprise funds, the revenues collected can only be used by the utility fund for which the fee was collected.

Water, Stormwater, and Sewer System Development Charges

The City imposes a system development charge (SDC) on all new connections to the water and sewer systems. The City also imposes a stormwater SDC based on the amount of new impermeable surface area created by a development project. The purpose of the SDC is two-fold: (1) to promote equity between new and existing customers; and (2) to provide a source of revenue (contributed equity) to fund capital projects. Equity is served by providing a vehicle for new customers to share in the capital costs incurred to support their addition to the system. SDC revenues provide a source of cash flow used to support utility capital needs. SDC revenues can only be used to fund utility capital projects or to pay debt service incurred to finance those projects. As these are enterprise funds, the revenues collected can only be used by the utility that collected the SDC.

Reserve Funds and Fund Balances

Revenue is accumulated in advance and earmarked for capital improvements. Sources of funds can be surplus revenues, funds in depreciation reserves, or funds resulting from sale of capital assets. Generally, the minimum amount of reserves required for each enterprise fund is equal to or greater than three months operating expenditures by that fund. Funds in excess of the reserves and operational requirements are accumulated until sufficient funds are available to pay for capital improvement projects. Alternatively, debt service payments can be created to incrementally pay for larger capital expenditures over time.

Park Lease

A telecommunications tower in Allan Yorke Park generates lease revenues which accrue to the parks capital program.

Public Works Trust Fund (PWTF) Loans

These low interest loans for financing capital facility construction and design, public works emergency planning, and capital improvement planning. To apply for the loans, the city must have a capital facilities plan in place and must be levying the original quarter percent of the real estate excise tax. Public works trust funds are competitively awarded by Washington State. Due to Trust Fund limitations, only the most deserving projects receive these loans. Public works trust fund loans for construction projects require matching funds generated only from local revenues or state shared entitlement revenues. Public works emergency planning loans are at a three percent interest rate, and capital improvement planning loans are no interest loans with a twenty-five percent match, and construction loans currently have a half a percent interest rate with a fifteen percent local match. Public works trust fund revenue may be used to finance new capital facilities. Use of PWTF loans for maintenance and operations is discharged by the State.

By 2020, six of the City's eleven P WTF loans will be paid off freeing up additional funds for capital improvement projects. The remaining five will be paid in full by 2032. These loans been to facilitate the construction of the City's water and sewer infrastructure.

Washington Recreation and Conservation Office (RCO) Grants

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

Conservation Futures

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

GMA Growth Impact Fees

The GMA authorizes cities and counties to collect growth impact fees from developers to offset the impact caused by new developments within each jurisdiction's boundaries. The growth impact fees may be collected from developers in an amount less than 100 percent of the cost of sustaining the jurisdiction's schools, transportation, and park facility existing level-of-service as a result of the developer's project impact. The City of Bonney Lake currently collects park and traffic impact fees. The Sumner School District collects school impact fees. The impact fees are usually collected at the issuance of building permits or certificates of occupancy. A developer may elect to pay the impact fee rather than provide on-site improvements when the land is determined to not be suitable for school, road, or park purposes and/or the development cannot sustain a comparable school, road or park improvement and/or for other reasons jointly determined by the developer and the city. Impact fees are flat rates per person or dwelling units

(by number of persons per type). Adjustments must be made to fee calculations to account for school, road or park costs that are paid by other sources of revenue such as grants and general obligation bonds. Additional credits may be given to developers who contribute land, improvements or other assets.

Impact fees, as authorized by ESHB 2929, do not include any other form of developer contributions or exaction, such as mitigation or voluntary payments authorized by the Washington State Environmental Policy Act (SEPA – RCW 43.21C), local improvement districts or other special assessment districts, linkage fees or land donations or fees in lieu of land. Growth impact fees can only be used to acquire or develop new school, road, or park facilities, and not to maintain or operate facilities or programs. Impact fees must be used for capital facilities needed by growth, and not for current deficiencies in levels-of-service or operating expenses. The collected fees must be spent within ten years of the date of collection for a facility improvement that benefits the service area within which the project was located. Impact fees must show a rational nexus of benefit between the payer of the fee and the expenditures of the fee. Growth impact fees could become a major source of project monies for all types of school, road or park acquisitions and developments - assuming the assessed fee amount is close to the real or 100 percent impact and assuming the fee is collected on an area-wide basis within the urban growth area by the city and county. In accordance with the Washington State Growth Management Act (GMA), a city must have an adopted comprehensive plan in place that satisfies GMA requirements before the jurisdiction can implement a growth impact fee.

Real Estate Excise Tax (REET)

RCW 82.46 authorizes local governments to collect a real estate excise tax levy of quarter of a percent of the selling price of real estate within the city limits. The Growth Management Act authorizes collection of another quarter of a percent. Both the first and second quarters of a percent are required to be used for financing capital facilities specified in local governments' capital facilities plan. The Real Estate Excise Tax (REET) is levied on the full selling price of all real estate sales. The local rate and its uses differ by city size and whether the city is planning under the GMA. The City of Bonney Lake levies both the first and second quarter of a percent REET. An additional option is available under RCW 82.46.070 for the acquisition and maintenance of conservation areas if approved by a majority of the voters of the county.

General Obligation Bond

General obligation bonds are voter-approved bond issues whose debt is serviced by an additional property tax levy. The revenue is a function of rate times assessed value. The assessed value of Bonney Lake as of December 31, 2014 was \$1,778,123,002. The City maximum capacity for voter approved bonds is one percent of the assessed value or \$17,781,230. There are no current outstanding voter approved bonds as of 2015. A general obligation bond approved by the voters would increase property tax collections by the amount of the proposed levy times assessed value.

The City Council can also issue councilmatic bonds equal to one and half percent of the City's assessed value. Based on the above assessed value the maximum amount of these bonds cannot exceed

\$26,671,845. There is currently one councilmatic bond issued in the amount of \$8,400,000 for the Justice Center leaving \$18,271,845 in bonding capacity.

Metropolitan Park District (MPD)

RCW 35.61 allows for creation of a metropolitan park district that is co-extensive with the city limits. Based on 2009 assessed values and assuming the current city limits, the MPD could a) bond up to \$6 million (0.25%) without a vote to increase bonded debt limit and b) raise a property tax levy of up to \$0.75 per \$1000 of assessed value, generating up to \$1,795,317 per year. The bond limit could increase to \$60 million with a 60% vote of the public.

Business & Occupation Tax (B&O)

RCW 35.11 authorizes cities to collect B&O tax on the gross or net income of businesses, not to exceed a rate of 0.2 percent. Revenue may be used for capital facilities acquisition, construction, maintenance, and operations. Voter approval is required to initiate the tax or increase the tax rate.

Local Option Sales Tax (LOST)

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

Transportation Benefit District (TBD)

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

Transportation Improvement Account (TIA)

These revenues are available for projects that alleviate and prevent traffic congestion caused by development. TIA entitlement funds are distributed by the Washington State Transportation Improvement Board (TIB). TIA revenue may be used for capital facility projects that are multi-modal and involve more than one agency. Various funding programs are available depending on the population of the jurisdiction. Programs include:

- Urban Corridor Program – to improve the mobility of people and goods in Washington State by supporting economic development and environmentally responsive solutions to our statewide transportation needs.
- Urban Arterial Program – to improve the urban arterial street system of the State by improving mobility and safety while supporting an environment essential to the quality of life for all citizens of the state.
- Small City Arterial Program – to preserve and improve the roadway systems consistent with local needs of incorporated cities and towns with a population of less than five thousand.
- Sidewalk Program – to enhance and promote pedestrian safety and mobility as a viable transportation choice by providing funding for pedestrian projects that improve safety, provide access and address system continuity and connectivity of pedestrian facilities.

Centennial Clean Water Fund (CCWF)

These grants and loans administered by the Department of Ecology under the Centennial Clean Water Program (Referendum 39), a water quality program that provides grants for up to 75% of the cost of water quality/fish enhancement studies. CCWF monies can be applied to public and park developments that propose to restore, construct or otherwise enhance fish producing streams, ponds or other water bodies. CCWF funds are limited to the planning, design and construction of water pollution control facilities, stormwater management, ground water protection, and related projects. At the present time, the city wastewater utility has secured a major portion of the funding for the sewer treatment plant upgrade from this fund.

Water Pollution Control State Revolving Fund (WPCSRF)

These low interest loans and loan guarantees for water pollution control projects. WPCSRF loans are distributed by the Washington State Department of Ecology. The applicant must show water quality need, have a facility plan for treatment works, and show a dedicated source of funding for repayment.

Department of Health Water Systems Support (DOHWSS)

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

Latecomer Agreements and Local Improvement Districts

In 2009, the Washington State legislature authorized cities to utilize Latecomer Agreements to expand or improve utility systems. Previously, Latecomer Agreements could only be used for transportation projects. Subsequently, the City has established two Utility Latecomer Agreements (ULA) and allows City participation to be as much as 95% of the Engineers Estimate for a project. The City cannot establish a ULA unilaterally; instead, it must reach an agreement with a developer or property owner(s) to partially fund the ULA. ULAs are authorized and established by the City Council without a vote from benefitting property owners. Latecomer fees established by a Latecomer Agreement are assessed when a property connects to the utility system for which the ULA was established.

Local Improvement District (LID)

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

7. ESSENTIAL PUBLIC FACILITIES

The Growth Management Act (GMA) requires local comprehensive plans include a process for identifying and siting Essential Public Facilities (EPF).

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

According to the GMA, no local comprehensive plan may preclude the siting of essential public facilities. The Central Puget Sound Growth Management Hearings Board (CPSGMHB) in *King County v. Snohomish County* (Case Number 03-3-011) found that:

“... [N]o local government plan or regulation, including permit processes, and conditions, may preclude the siting, expansion or operation of an essential public facility. Local plans and regulations may not render EPFs impossible or impracticable to site, expand, or operate, either by the outright exclusion of such uses, or by imposition of process requirements or substantive conditions that render EPF impracticable. While there is no absolute time limit for how long an EPF Permit may take, and EPF permit process lacking provisions that assure an ultimate decisions may bound to be so unfair, untimely, and unpredictable as to substantively violate RCW 36.70A.020(7).”

While CPSGMHB has interpreted “preclude” to mean “... impossible or impracticable to site, expand, or operate, either by the outright exclusion of such uses, or by imposition of process requirements or substantive conditions that render EPF impracticable”, the CPSGMHB in *Port of Seattle v. City of Des Moines* (Case No. 97-3-0014 – Final Order)) found that “[A] zoning code that confines certain EPFs to certain zones is not automatically considered preclusive.”

Additionally, the CPSGMHB in *DOC/DSHS v. City of Tacoma* (Case No. 00-3-0007 – Order Finding Compliance) upheld Tacoma’s decision to limit work release facilities to certain industrial and commercial zones.

Goal CFS-14: Essential public facilities are located, designed, expanded in such a way as to enhance, or at least minimize adverse impacts on surrounding residents, community and land uses.

Policy CFS-14.1: The City's comprehensive plan and development regulations may not render EPFs impossible or impracticable to site, expand, or operate, either by the outright exclusion of such uses, or by imposition of process requirements or substantive conditions that render EPF impracticable.

Policy CFS-14.2: Utilize the City's Conditional Use Permit to review, approve, impose reasonable conditions on EPFs necessary to mitigate the impacts, provide notice and an opportunity to comment to other interested counties and cities and the public.

Policy CFS-14.3: Impose design conditions to make an EPF compatible with its surroundings.

Policy CFS-14.4: Consider provisions for amenities or incentives for neighborhoods in which the EPF is sited.

Policy CFS-14.5: Any conditions imposed must be necessary to mitigate an identified impact of the EPF.

8. NON-GOVERNMENTAL SERVICES

Healthy, sustainable and safe communities do not just happen — they are the product of people working together and investing time, energy, and commitment. The City recognizes the role that nonprofit agencies, community groups, and the business community play in addressing the needs of the residents of the City and the Bonney Lake Plateau. These groups allow individuals to see the impact of their own actions, recognize the difference they make, acquaint themselves with the people around them, and reinforce the understanding that personal responsibility is crucial to the development of a vibrant community. Given the financial limitations of the City and the needs of the community, the City will continue to provide support to these groups and encourages residents to participate with these groups. Below is a list of some of the non-profits that are working to support the needs of the community:

Greater Bonney Lake Historical Society

The Greater Bonney Lake Historical Society (Historical Society) is a collection of Bonney Lake residents that gather at least once a month to share their interest in the history of the community. The mission of the Historical Society is to discover, preserve, and disseminate knowledge about history of the Greater Bonney Lake area and the State of Washington.

Currently, the Historical Society is housed in the old city council chambers located in the Interim Public Works Center. The Historical Society is looking for a permanent home and suitable building in which to house a museum. The role of the City in the development of a Bonney Lake museum will be to coordinate and facilitate the private and nonprofit efforts of others to develop a local museum, but not financially participate in the development of a City museum.

Veterans Memorial Committee

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

Beautify Bonney Lake

Beautify Bonney Lake (BBL) is a non-profit tax-exempt charitable organization established to encourage future donations and community volunteerism. BBL hopes to continue promoting and assisting in City beautification projects such as tree and shrub plantings, beauty spreading, and painting, instructing and educating the public, and lessening the burdens of government in combating community deterioration. BBL sponsors its major beautification and cleanup project the third Saturday in September.

Bonney Lake Community Resources

Bonney Lake Community Resources (BLCR), commonly referred to as the Bonney Lake Food Bank, is a 501(c)(3) Federal tax exempt non-profit corporation operating out of a building leased from the City located at 18409 Veterans Memorial Drive. BLCR provides financial assistance, nutritional assistance, personal care products, and pet food to the families within and outside of the City that are struggling to provide for themselves.

BLCR also operates the KidzMealz, which is a summer service providing mid-day nourishment weekdays from the Snack Shack at Allan Yorke Park and the Back-Pack program which supplies elementary and middle school children in need with nourishment for the week-ends throughout the school year when there may be no food available for them at home. BLCR operates out of a building leased from the City located at 18409 Veterans Memorial Drive.

Bonney Lake Chamber of Commerce

The Chamber of Commerce is a volunteer-based business organization that seeks to enrich the environment of the community by promoting commerce and becoming actively involved in community affairs.

Lions 4 Kids House

Lions 4 Kids House operates out of a house, at 18429 89th Street East, leased from the City by the local chapter of the Lions Club International. The mission of the Lions 4 Kids House is to provide children in need with great clothes, personal care items, school supplies and other resources so they are nicely

attired, clean, groomed and outfitted for learning unencumbered by derision and ridicule from their peers, thereby boosting their self-image and potential for success in school and thus, in life.

Rotary Club of Sumner

The Rotary Club of Sumner was founded in 1926 and follows the Rotary motto: "Service above Self." Some of their projects include humanitarian services, fun runs, golf tournaments, and scholarship programs.

Bonney Lake Kiwanis Club

The Bonney Lake Kiwanis Club is a long standing service club which engages in a variety of local services projects, including the Bonney Lake High School Scholarship program, annual Holiday tree lighting festivities, and Key Club.

White River Families First Coalition

The Families First Coalition is sponsored by the White River School District. The coalition promotes activities and partnerships that support the health and human service needs of individuals, youth and families in order to strengthen White River area communities.

Sumner/Bonney Lake Communities for Families

The Sumner School District facilitates the Sumner/Bonney Lake Communities for Families as part of the Sumner Tobacco & Alcohol Risk Reduction (S.T.A.R.R) Project. The organization consists of concerned people actively working together to improve the health and well-being of children, families and our communities. The goals of the organization include: (1) identifying community assets and top needs of local residents; (2) creating links among community resources, services, and activities; and (3) supporting existing family-related projects.

Goal CFS-15: Families and individuals can meet their basic needs, share in regions economic prosperity, and participate in building a safe, healthy, educated, and caring community.

Policy CFS-15.1: Promote volunteerism and community service by enhancing people's access to information about opportunities to contribute their time, energy or resources and by encouraging young people of all ages to be involved in creating and participating in community service projects.

Policy CFS-15.2: Encourage public and private efforts that support food banks and nutrition programs, especially to meet the nutritional needs of infants, children and the elderly, and other vulnerable populations.

Policy CFS-15.3: Promote opportunities that bring people together to help them build connections to each other, their peers, their neighbors, and the greater community in order to achieve a sense of belonging among all Bonney Lake plateau residents.

Policy CFS-15.4: Promote the investment by adults in the healthy development of the community's children and youth.

Policy CFS-15.5: Encourage private parties to help provide recreational facilities through donations, sponsorships, and volunteerism.

Policy CFS-15.6: Encourage the formation of garden clubs to develop and maintain flower gardens where now there are barren, weed infested areas within highly visible City rights-of-way

Endnotes:

¹ East Pierce Fire & Rescue. (2011) *East Pierce Fire & Rescue Strategic Leadership Plan*

² East Pierce Fire and Rescue website access on 3/31/2015. <https://www.eastpiercefirerescue.org/page.php?id=182>

³ Ibid.

⁴ East Pierce Fire & Rescue. (2011) *East Pierce Fire & Rescue Strategic Leadership Plan*

⁵ Ibid.

⁶ Pierce County Library (2010) *Pierce County Library 2030: Facilities Master Plan*

⁷ Sumner School District. (2014) *Sumner School District 2014 – 2020 Capital Facilities Plan*

⁸ Ibid.

⁹ Puget Sound Energy (2013) *Integrated Resource Plan*

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 Implementation Element on June 3, 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 June 3, 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 | Complete | The Mobility Element was presented to the Planning Commission on May 6, 2015 and the City Council on May 26, 2015. The Planning Commission is schedule to conduct the Public Hearing on June 3, 2015. |
| 2.3.B | Mobility | 8 | Update Out of Date Transportation Facility Inventory | Complete | |
| 2.3.C | Mobility | 8 | Update Out of Date and Inconsistent Level of Service (LOS) Projections | Complete | |
| 2.3.D | Mobility | 9 | Establish Multi-Modal LOS Standards | Complete | |

| 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 | Complete | The Community Services and Facilities Element was presented to the Planning Commission on May 6, 2015 and the City Council on May 26, 2015. The Planning Commission is schedule to conduct the Public Hearing on June 3, 2015. |
| 2.4.B | Public Facilities and Services | 12 | Prepare a Map Identifying all Capitals Facilities | Complete | |
| 2.4.C | Public Facilities and Services | 12 | Update the Out of Date Facility Inventory | Complete | |
| 2.4.D | Public Facilities and Services | 12 | Correct the Inconsistent Population Projections | Complete | |
| 2.4.E | Public Facilities and Services | 12 | Update Needs Assessment | Complete | |
| 2.4.F | Public Facilities and Services | 13 | Prepare Implementation Strategies and Performance Measures | Complete | |
| 2.4.G | Public Facilities and Services | 13 | Add Policies To Ensure Consistency Between the CIP and the Comprehensive Plan | Complete | |
| 2.4.H | Public Facilities and Services | 13 | Update List of Projects to be funded with Park Impact Fees | Complete | |
| 2.4.I | Public Facilities and Services | 13 | Establish Reassessment Strategy | Complete | |
| 2.4.J | Public Facilities and Services | 13 | Identify a Process for Siting EPFs | Complete | |
| 2.4.K | Public Facilities and Services | 13 | Remove Criteria that Requires an Alternative Sites Analysis for EPFs | Complete | |

| 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 June 3, 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 | |

| Task Number | Consistency Report Section | Consistency Report Page Number | Description | Status | Notes |
|-------------|----------------------------|--------------------------------|---|-------------|--|
| 2.6.A | Shoreline Element | 18 | Add a Shoreline Element | Complete | DOE approved the City's SMP on October 2, 2014. |
| 2.7.A | Community Health | 19 | Develop Policies related to Community Health | Complete | |
| 3.1.A | Critical Area Regulations | 21 | Update Floodplain Regulations, Definition of Wildlife Conservation Area, update Wetland Manual and Scoring. | In Progress | The City Council approved the notice of intent to adopt which was been provided to the Department of Ecology. This step was required as the Ordinance will also amend the SMP. DOE has deemed the City's submittal complete and is in the process of reviewing the applications. |
| 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 was held on April 15, 2015. |
| 3.3.B | Zoning Code | 23 | Develop an Electrical Vehicle Regulations | In Progress | The City Council will consider the Ordinance at the May 26, 2015 Council workshop |

| Task Number | Consistency Report Section | Consistency Report Page Number | Description | Status | Notes |
|-------------|-----------------------------------|--------------------------------|--|--------------------|---|
| 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 26, 2015 Council Workshop. |
| 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 was held on April 15, 2015. The City Council will consider the Ordinance at the May 26, 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: May 26, 2015 | Agenda Bill Number: AB15-49 |
| Agenda Item Type: Presentation | Ordinance/Resolution Number: 2450 | Councilmember Sponsor: Donn Lewis |

Agenda Subject: Comprehensive Plan Periodic Update – Community Mobility 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 Community Mobility Element of the comprehensive plan.

Administrative Recommendation:

Background Summary: The City’s current Transportation Element consist of the *City of Bonney Lake 2006 Transportation Plan* and the *Bonney Lake Non-Motorized Transportation Plan Lake*. Both of these plans were prepared prior to the adoption of VISION 2040 (2008) and Transportation 2040 (2014), while the plans went a long way in addressing many of the provision now in place, there are some significant issues with the current element which required the City to a completely re-write the element to bring it into full compliance with GMA, the MPPs, and the CPPs. Additionally, internal inconsistency between the transportation plans and other elements of the comprehensive plan was one of the specific reasons for PSRC’s conditional certification of the City’s comprehensive plan. A complete write of this element, now entitled “Community Mobility” was identified in *Bonney Lake 2035: 2015 Comprehensive Plan Periodic Update Consistency Report*, which was adopted by the City Council pursuant to Resolution 2379.

The Community Mobility Element is intended to fulfill the requirements of RCW 36.70A.070(6) and RCW 36.70A.108, that local jurisdictions have a transportation element to ensure that transportation planning is directly tied to the jurisdiction’s land use decisions and fiscal planning and that the jurisdiction take steps to support the development of multiple modes of transportation.

The Community Mobility Element is based on the premise that major streets should become great public spaces that define the identity of the City. The Element looks beyond the transportation infrastructure and covers broader issues related to the connections between Bonney Lake and the region, the way that transportation shapes Bonney Lake’s form and identity, and how mobility options improve the health and wellbeing of Bonney Lake residents. The Element also looks at accessibility, or the ease of reaching various destinations in the City, and the barriers to travel for persons of varying physical needs.

The adoption of a Community Mobility Element is identified in the *2015 – 2016 Planning Commission Work Plan* adopted pursuant to Resolution 2423.

Attachments: Resolution 2450, Community Mobility Element, 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 – May 6, 2015

Hearing Examiner Review:

COUNCIL ACTION

Workshop Date(s):

Public Hearing Date(s):

Meeting Date(s): May 26, 2015

Tabled to Date:

APPROVALS

Director:

John P. Vodopich, AICP

Mayor:

Date Reviewed

by City Attorney:
(if applicable):

RESOLUTION NO. 2450

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON EXPRESSING THE INTENT TO ADOPT THE COMMUNITY MOBILITY 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 Community Mobility Element on May 6, 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 Community Mobility 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 Community Services and Facilities 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

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1. INTRODUCTION

The Community Mobility Element addresses the movement of people and goods in and around Bonney Lake. The Element recognizes that the primary form of mobility in the City will be by automobile in the near future, while planning for the long-term by establishing policies for expanding transportation choices, reducing dependence on single passenger automobiles, and making it easier to walk and bicycle in the City.

While all elements of the Comprehensive Plan have equal weight under the Growth Management Act (GMA) – Chapter 36.70A RCW, four of the fourteen goals of the GMA specifically pertain to the development of a sustainable multi-modal transportation system:

- **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- **Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- **Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

The Community Mobility Element is intended to fulfill the requirements of RCW 36.70A.070(6) and RCW 36.70A.108, that local jurisdictions have a transportation element to ensure that transportation planning is directly tied to the jurisdiction's land use decisions and fiscal planning and that the jurisdiction take steps to support the development of multiple modes of transportation.

The Community Mobility Element is based on the premise that major streets should become great public spaces that define the identity of the City. The Element looks beyond the transportation infrastructure and covers broader issues related to the connections between Bonney Lake and the region, the way that transportation shapes Bonney Lake's form and identity, and how mobility options improve the health and wellbeing of Bonney Lake residents. The Element also looks at accessibility, or the ease of reaching various destinations in the City, and the barriers to travel for persons of varying physical needs.

The policies in the Element are meant guide day-to-day City decisions related to transportation, mobility and the review of new development.

2. MOBILITY VISION

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

3. TRAVEL PATTERNS

Bonney Lake was developed as an “auto-oriented” suburb utilizing rural road standards primarily focused on enabling vehicles to move as efficiently as possible; none or little attention was paid to others modes of travel. This auto-orientation is reflected in the fact that nearly four-fifths of Bonney Lake households have two or more cars with thirty-nine percent owning two cars and thirty-nine percent owning at least three vehicles. Only three percent of the City’s households do not own a vehicle.

Additionally, nearly eighty-percent of the commuting trips to jobs outside of Bonney Lake are made in a single-occupancy vehicle, a pattern that is very similar in Pierce and King Counties and in comparable cities^a and that have greater access to transit.

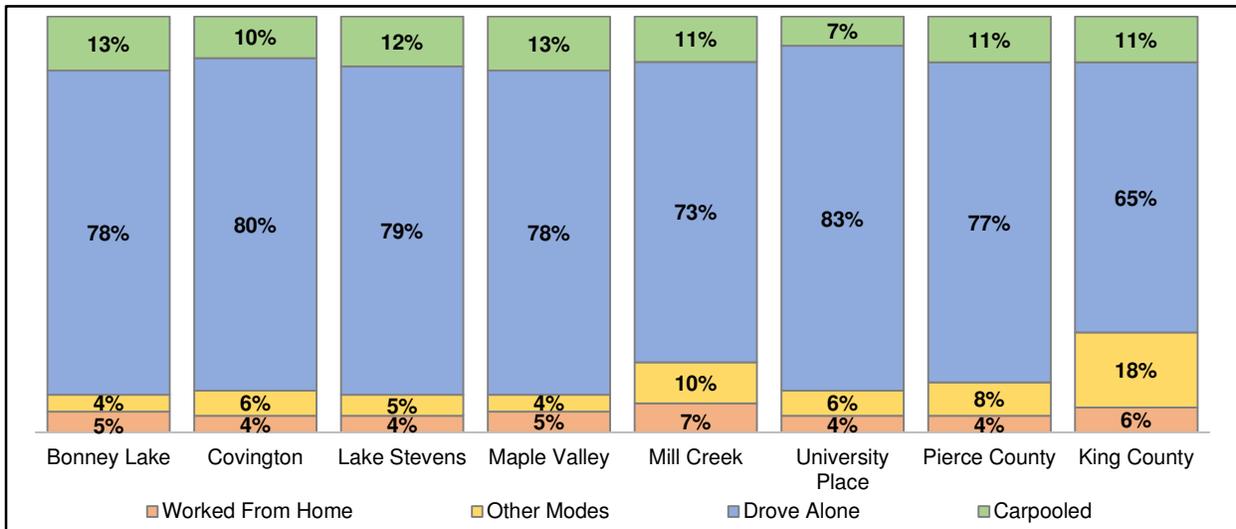


Figure 5-1: Commuting Options¹

^a Comparable cities are jurisdictions that are 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.

Bonney Lake residents primarily commuted to employment centers in Auburn, Kent, Renton, Sumner, Seattle, Tacoma, and Tukwila along SR 167 and the Sounder Commuter Rail with an average commute of thirty-six minutes each way. This commute time is slightly higher than the twenty-nine minute average commute for Pierce County and twenty-seven minute average commute for King County, which makes sense based on the City's location relative to regional employment centers.

Approximately four percent of the City's residents worked and lived within Bonney Lake while, thirty-two percent commuted to areas in Pierce County, fifty percent commuted to King County, three percent commuted to Snohomish County, and two percent commuted to Thurston County.

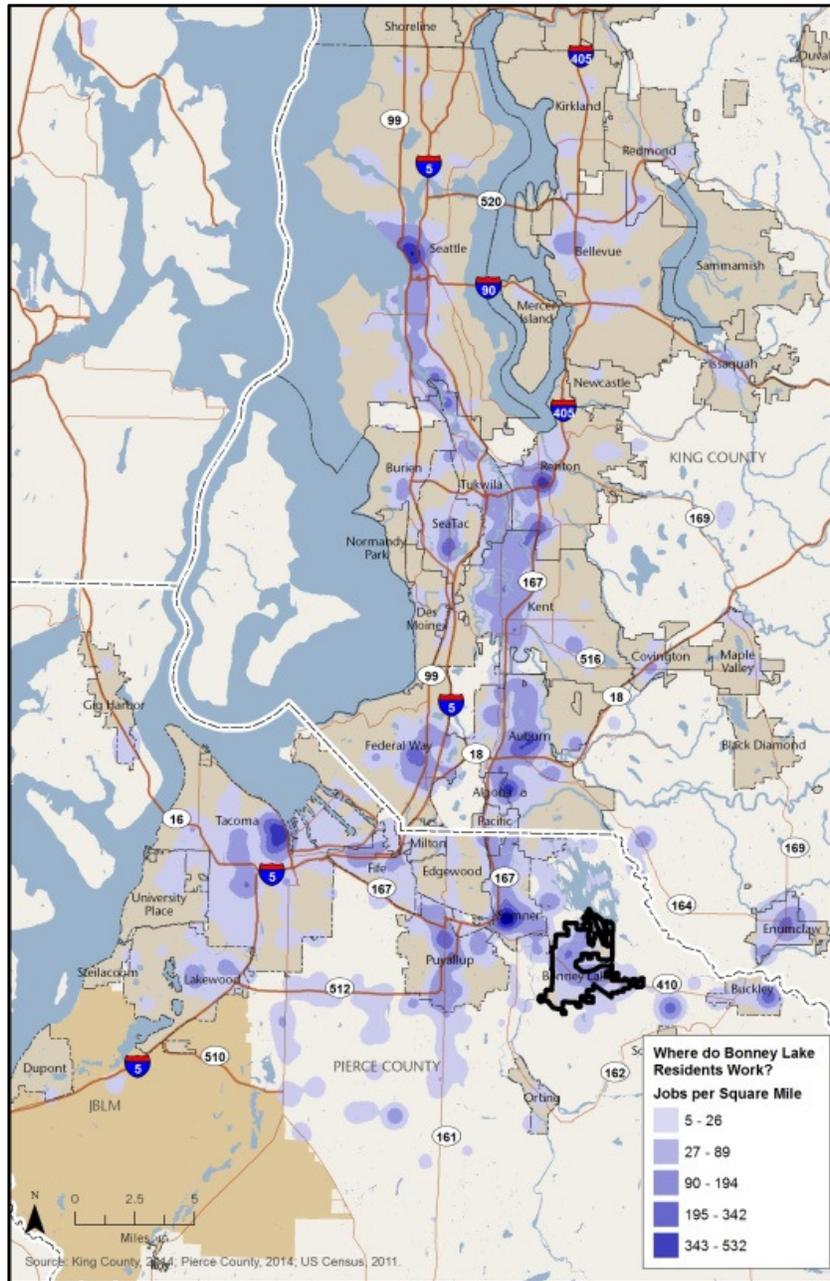


Figure 5-2: Bonney Lake Labor Force Commuting Destination²

Approximately fifteen percent of the jobs in the City were filled by Bonney Lake residents, while forty-two percent (of the individuals commuted to the City from areas within Pierce County, twenty-four percent from the King County, four percent from Snohomish County, three percent from Thurston County, and two percent from Kitsap County.

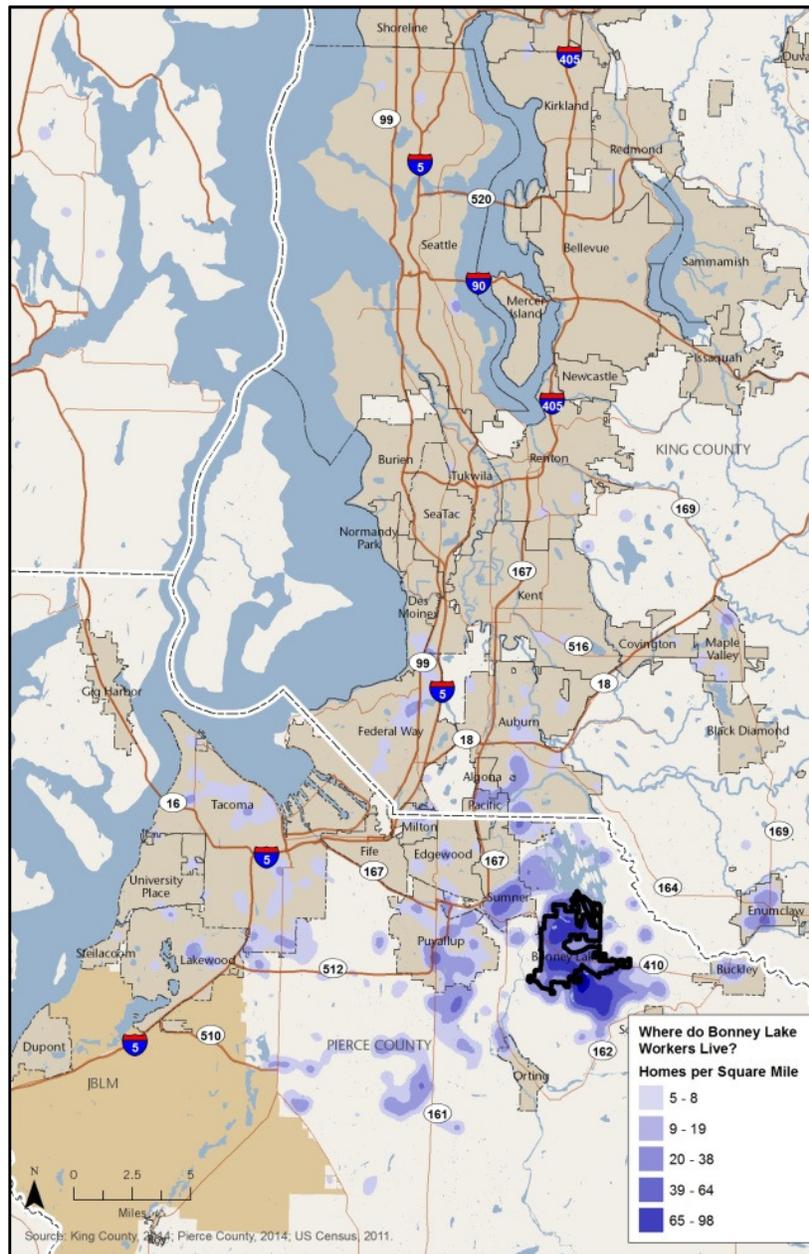


Figure 5-3 Bonney Lake Employment Draw Area³

Bonney Lake will likely remain a residential community with residents leaving in morning and returning in evening peaks hour given the nature of the Bonney Lake residents' occupations (refer to the Economic Vitality Element – Section 3.4 for more information on resident occupations). However, while the private

auto will remain the most common mode of commuting to jobs in the region now and for the near future, an auto-dominated approach to commuting cannot be sustained in the future. Therefore, the design of the region's and Bonney Lake's future transportation system must be multimodal as it is neither possible nor desirable to build enough roadway improvements to keep pace with ever accelerating demand of travel in single-occupant vehicles.

4. REGIONAL PLANNING CONTEXT

The City of Bonney Lake is a member of the Puget Sound Regional Council (PSRC), the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for King, Kitsap, Pierce, and Snohomish Counties. The City also works in collaboration with other governmental and non-governmental organizations which include Pierce County; Pierce County Regional Council; and the Cities of Buckley, Sumner, Puyallup, and Enumclaw. The Community Mobility Element is required to be consistent and compatible with the plans and programs of the Washington State Department of Transportation (WSDOT), PSRC, Pierce County, and Sound Transit.

“Maintain awareness of the transportation policies of overlapping and surrounding jurisdictions.”

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

4.1 FEDERAL AND STATE AIR QUALITY REGULATIONS

The U.S. Environmental Protection Agency has set federal standards for seven air pollutants: fine particulate matter, larger particulate matter, ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide and lead. Bonney Lake is located within a Carbon Monoxide and former One-Hour Ozone Maintenance Area. The City's Environmental Stewardship Element addresses air quality within Bonney Lake and contains specific goals and policies related to air quality.

The City is also required to adopt a mobility plan that conforms with the state's plan to reduce greenhouse gas emissions. The state plan requires local jurisdictions to reduce travel demand and vehicle emissions of carbon monoxide and ozone air pollutants through efficient operation of the existing transportation system, construction of bikeways, walkways and trails, as well as intersection and signal improvements that reduce vehicle idling.

4.2 WASHINGTON STATE

The *Washington State Multimodal Transportation Plan* (SMTP) is the state's overall transportation plan and includes an analysis of state owned facilities. The *Highway System Plan* (HSP) is a component of the state's long-range transportation plan serving as the basis for the six-year highway program and the two-year biennial budget request to the State Legislature. Projects must be included in the HSP before they can receive state funding.

4.3 TRANSPORTATION 2040 AND VISION 2040

PSRC has adopted *Transportation 2040* to comply with the requirement that RTPOs develop a twenty year regional transportation plan that identifies the region's needs, conditions and resources. *Transportation 2040* was developed to implement PSRC's regional planning document, *Vision 2040*, which provides a regional framework for achieving the GMA goals by building on local, county, regional and state planning efforts. The GMA requires PSRC to formally certify that local plans are consistent with the goals and strategies presented in *Vision 2040* and *Transportation 2040* which include:

- Sustainable transportation, including transit and non-motorized improvements
- Higher density land use near transportation centers
- Improvements to support freight mobility
- Multiple east-west and north-south corridors to address disaster response
- Access management
- Context sensitive road standards
- Implementation of improvements of regional significance (trails, transit centers, park and rides)
- Complete streets providing for multi-modal transportation
- Connectivity with adjacent jurisdictions
- Transportation funding strategies

PSRC has also developed a six-year transportation improvement program which identifies funding for transportation projects and programs identified in *Transportation 2040*.

4.4 PIERCE COUNTY AND ADJACENT CITIES

Pierce County's Countywide Planning Policies (CPPs) establish a countywide framework for developing and adopting local comprehensive plans. The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county to address regional issues. The CPPs call for better integration of land use and transportation planning, with a priority placed on cleaner operations, dependable financing mechanisms, alternatives to driving alone, and lower transportation-related energy consumption.

5. EXISTING STREET SYSTEM

The existing street system in Bonney Lake includes a State highway and roadways ranging in capacity from local streets to principal arterials linking neighborhoods and business areas to each other and the region. The street system serves a wide range of users from residents going to work, school, shopping and deliveries; fire fighters, police and EMS providers; transit and school buses; bicyclists; pedestrians.

5.1 STATE HIGHWAYS

SR 410 is the only state owned facility in Bonney Lake and is managed by WSDOT. SR 410 provides an east-west transportation link between the South Puget Sound Region in Pierce County and the Central Washington region near Naches in Yakima County. SR 410 is classified as a Regionally Significant Highway^b by PSRC, but is not considered a Highway of Statewide Significance^c. To serve traffic at higher speeds and meet mobility and safety goals, access to SR 410 is restricted and regulated in accordance with Chapter 47.05 RCW.

5.2 FUNCTIONAL CLASSIFICATION

Streets are classified into functional classification groups according to the roadway's ultimate role in the street network based upon guidelines prepared by the Federal Highway Administration (FHWA). The functional classification of each roadway determines the roadway design and ultimate cross section to ensure that the needed capacity will be available and that street improvements will balance the differing needs of vehicles and non-motorized travelers. The City currently uses the following four functional classifications:

Principal Arterials

Principal Arterials, also called Major Arterials, provide for movement across and between large sub-areas serving predominantly "through traffic" and major centers of activity typically fed by other arterials and local access streets. Access to abutting properties should be very restricted. Traffic volumes typically are more than 20,000 Average Daily Traffic (ADT). (*SR 410*)

Minor Arterials

Minor arterials interconnect with, and augment, the principle arterial system. Minor arterials provide intra-community continuity connecting community centers and facilities. A minor arterial may also serve "through traffic". Access is partially restricted. Traffic volumes typically range between 2,000 and 25,000 ADT. (*214th Avenue E, Veterans Memorial Drive, 200th Avenue Court E, 198th Avenue E, 233rd Avenue E, 234th Avenue E, Main Street, Sky Island Drive, West Tapps Highway/South Tapps Drive, Church Lake Road and South Prairie Road*)

^b Puget Sound Regional Council (PSRC) has identified facilities and adopted level of service (LOS) standards for regionally significant state highways in the central Puget Sound region. Regionally significant state highways are those highways not designated as being of statewide significance (HSS highways), but are key regional links. The PSRC took this action to comply with HB 1487, the "Level of Service Bill" adopted by the Washington State Legislature in 1998. Adoption of LOS standards for regionally significant state highways followed a year-long process involving WSDOT and the region's cities and counties.

^c Highways of Statewide Significance (HSS) include interstate highways and other principal arterials that connect major communities in the state. The designation helps assist with the allocation and direction of funding. The HSS was mandated by the 1998 legislature, and in 1999, legislation was passed that WSDOT update the HSS at least every five years.

Collectors

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

Local Roads

Local roads are designed to convey vehicles, pedestrians and bicycles to and from higher-order roads and to provide access to individual properties. Local roads do not carry through traffic. Traffic volumes are typically under 1,000 ADT.

| Roadway Section | Minimum Right-of-Way | Pavement Width | Sidewalks | Bicycle Lane ⁽¹⁾ | Curb and Gutter |
|--------------------|----------------------|----------------|---|-----------------------------|-----------------|
| Principal Arterial | 80 feet | 56 feet | 10 foot minimum Both sides | Yes | Yes |
| Minor Arterial | 70 feet | 34 feet | 5 feet min residential 6 feet min commercial Both sides | 5 feet both sides | Yes |
| Collector | 60 feet | 34 feet | 5 feet residential 6 feet commercial Both sides | 5 feet both sides | Yes |
| Local Access | 50 feet | 26 feet | 5 feet residential 6 feet commercial Both sides | No | Yes |

⁽¹⁾ Bicycle lanes are only required on certain identified roadways.

Table 5-1: Existing Roadway Cross-sections

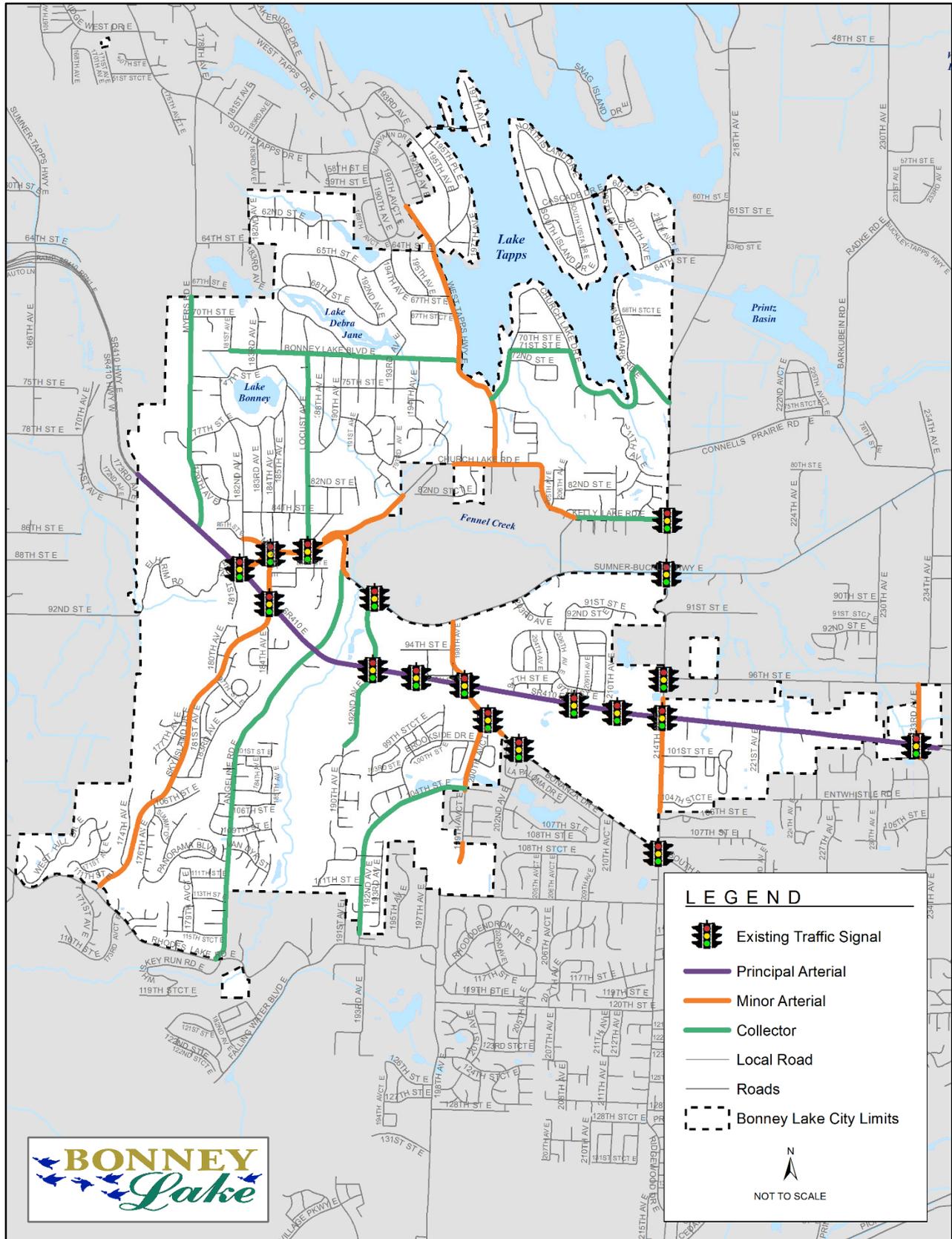


Figure 5-4: Street Functional Classification and Traffic Signals

5.3 TRAFFIC SIGNALS AND SIGNS

The City uses traffic signals, signs, and pavement markings to move and control traffic efficiently and safely. Stop signs serve a critical function by establishing which approach has control of the intersection. Typically traffic signals are found at the junction of two higher volume streets where traffic volumes necessitate a signal to control the safe and efficient movement of the traffic flows. Guidelines and warrants for the use and installation of traffic signs, markings, and traffic signals are found in the *Manual on Uniform Traffic Control Devices* (MUTCD).

5.4 SPEED LIMITS

The City designates speed limits as a means of managing travel speeds along particular corridors. It is important to establish realistic speed zones that create uniform travel speeds and reduce the conflicts between faster and slower drivers. Realistic speed zones provide law enforcement with an effective enforcement tool by distinctly

“Establish speed limits in consideration of traffic conditions, safety requirements, street design, and adjoining land use.”

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

separating violators from the general flow of traffic. In addition, citizens are more supportive of the enforcement of reasonable regulations. State law establishes a maximum speed limit of twenty-five miles per hour (mph) for city streets and sixty mph for state highways pursuant to RCW 46.61.400 sets the. However, RCW 46.61.415 authorizes cities to adjust speed limits on local streets to reflect local conditions and allows the local authority to determine and declare a reasonable and safe maximum limit, provided that the speed limit is not less than twenty mph and not greater than sixty mph.

In addition to state law, speed limits are also based on roadway geometry, sight distance, roadway use factors, speed limit consistency, and the observed eighty-fifth percentile speed. The eighty-fifth percentile speed is the speed at which eighty-five percent of the vehicles are traveling at or under. It is generally accepted that this speed is considered reasonable for the roadway unless superseded by the factors listed above.

The state also sets the speed limit for school zones at twenty mph. This speed limit is based on the fact that there is an eighty percent likelihood of a fatality in a vehicular-pedestrian accident, if the vehicle were traveling faster than twenty mph.⁴

The City has adopted a maximum speed limit of twenty-five mph for most roads in Bonney Lake with the primary exception being SR 410, which has a maximum speed limit that ranges from fifty-five mph to forty mph; Meyers Road, which has a speed limit of thirty mph; 214th Avenue East, which has a speed limit of thirty-five mph; and 234th Avenue East south of SR 410, which has a speed limit of thirty-five mph. The City has adopted a twenty mph speed zones for school zones and for streets adjacent to a public or private parks.

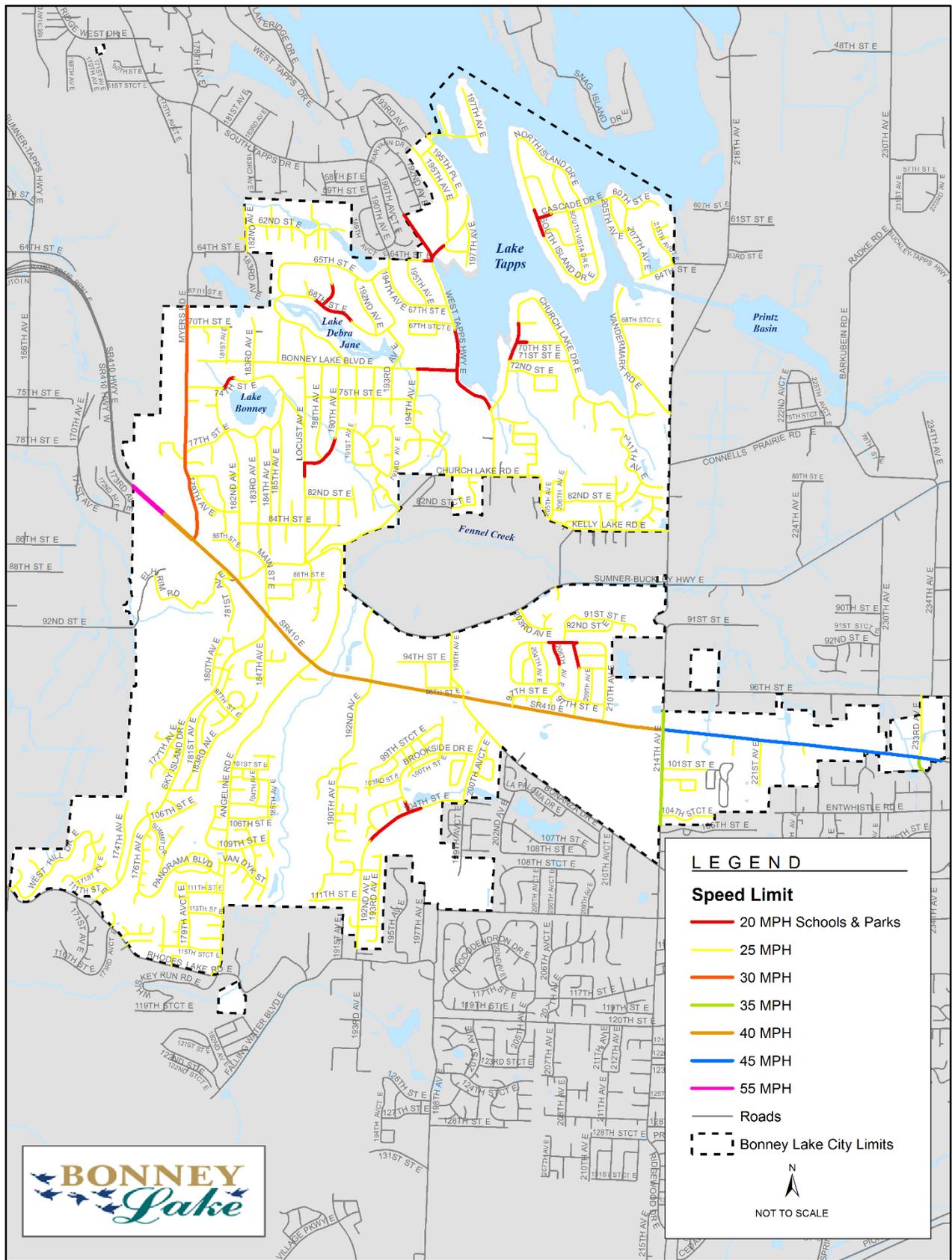


Figure 5-5: Speed Limits

5.5 TRAFFIC VOLUMES AND OPERATIONS

The efficiency of the street system is typically measured through the traffic volumes, the level of service, and crash trends. When traffic flows smoothly congestion is minimal and trips are predictable and efficient. However, when the streets are crowded and congested, travelers can get frustrated as the travel time increases and travel becomes unpredictable. The GMA requires the City to establish service levels for the street network and to provide a means for correcting current deficiencies and meeting future needs. There are several ways to define a Transportation Level of Service (TLOS) association with a road network.

Intersection

A qualitative Intersection Level of Service (ILOS) describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from “A” (very little delay) to “F” (long delays and congestion). Any transportation facility, including City arterials and transit routes, that functions below the adopted standard would be considered to be failing. For intersections under minor street stop sign control, the ILOS of the most difficult movement (typically the minor street left-turn) represents the intersection level of service. The City has adopted an intersection LOS of D for all intersections within the City. This standard measures the overall functionality of the intersection based on the average delay in each of the legs of the intersection.

In order to ensure that one failing leg of an intersection does not benefit from having high functioning legs at the intersection, an additional standard has been added as part of this plan. This additional standard requires that all signalized intersections have volume to capacity (V/C) ratio for each of the individual legs of the intersection cannot exceed 1.0. The V/C is determined by the actual number of vehicles on the roadway as compared to the capacity of the roadway.

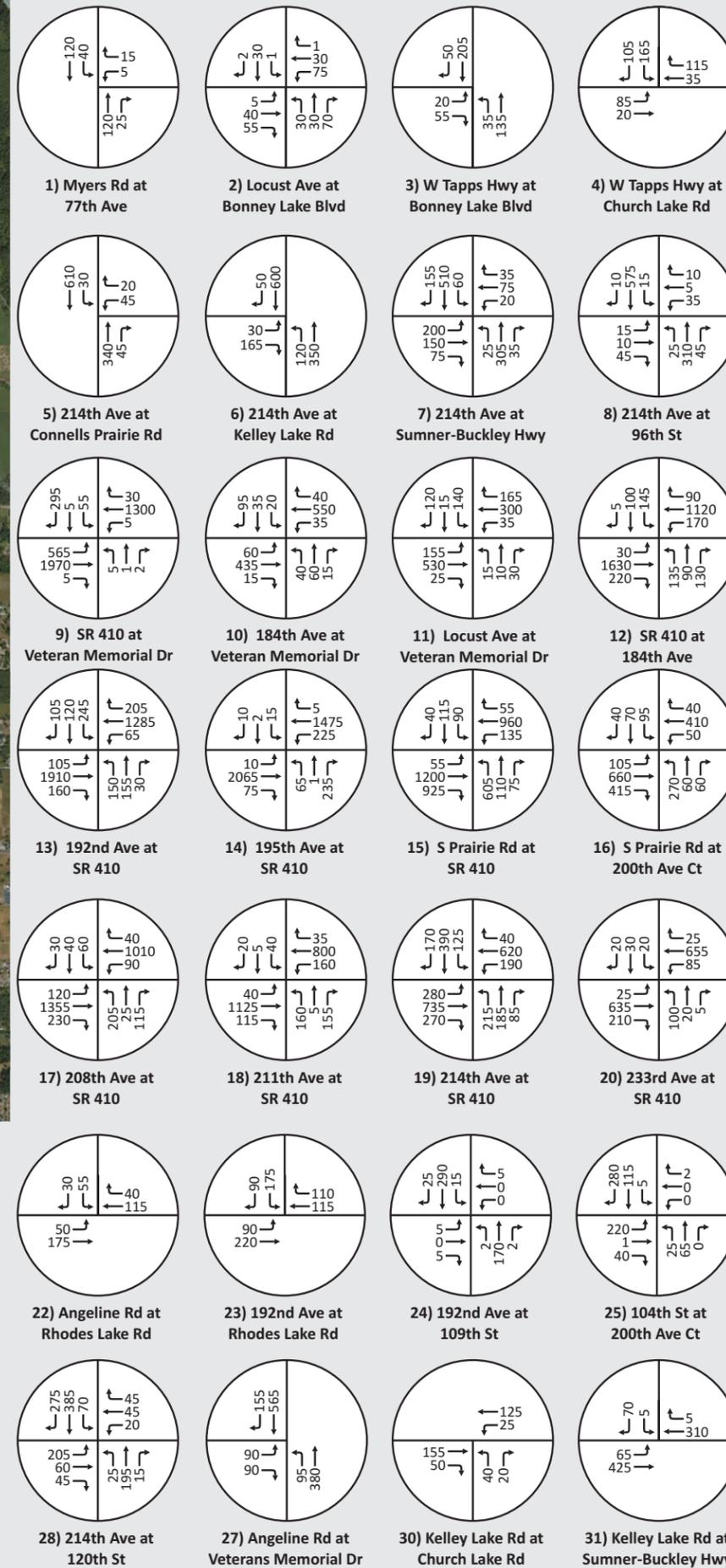
The existing traffic volume for the thirty-one study intersections are illustrated on Figure 5-6 and existing peak PM hour LOS and delay in seconds is provided in Table 5-2. The LOS was evaluated based on methodologies in the Highway Capacity Manual. Figure 5-7 illustrates the information provided in Table 5-2. The letter in the top half of the circle is the LOS and the number in the bottom half of the circle is the worst V/C ratio for that intersection. These traffic volumes were used in the base year operations analysis and as the basis for future year traffic volume projections. The capacity analysis worksheets are provided in Appendix B.

Figure 5-6

Existing 2012 PM Peak Hour Traffic Volumes

LEGEND

XX → PM PEAK HOUR TRAFFIC VOLUMES



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| NUMBER | INTERSECTION | INTERSECTION CONTROL | 2012 BASE YEAR | |
|--------|---|----------------------|----------------|-----------|
| | | | LOS (DELAY) | WORST V/C |
| 1 | 77 th Street/Myers Road | Stop Sign | A (10) | 0.03 |
| 2 | Bonney Lake Blvd/Locust Avenue | All Way Stop | A (8) | 0.17 |
| 3 | Bonney Lake Blvd/West Tapps Highway | All Way Stop | A (9) | 0.33 |
| 4 | West Tapps Hwy/Church Lake Road | Stop Sign | B (13) | 0.40 |
| 5 | Connells Prairie Road/214 th Avenue | Stop Sign | D (30) | 0.31 |
| 6 | 214 th Avenue/Kelly Lake Road | Stop Sign | B (46) | 0.40 |
| 7 | Sumner-Buckley Hwy/214 th Avenue | Signal | B (14) | 0.62 |
| 8 | 96 th Street/214 th Avenue | Signal | A (4) | 0.45 |
| 9 | SR 410/Veteran Memorial Drive | Signal | D (55) | 1.12 |
| 10 | 184 th Avenue/Veteran Memorial Drive | Signal | B (14) | 0.87 |
| 11 | Locust Avenue/Veteran Memorial Drive | Signal | B (9) | 0.80 |
| 12 | SR 410/184 th Avenue | Signal | C (31) | 1.35 |
| 13 | SR 410/192 nd Avenue | Signal | C (112) | 1.12 |
| 14 | SR 410/195 th Avenue | Signal | C (80) | 0.91 |
| 15 | SR 410/198 th Avenue (South Prairie Road) | Signal | E (73) | 1.32 |
| 16 | South Prairie Road/200 th Avenue Ct. | Signal | C (45) | 0.79 |
| 17 | SR 410/208 th Avenue | Signal | B (9) | 0.87 |
| 18 | SR 410/211 th Avenue | Signal | B (10) | 0.84 |
| 19 | SR 410/214 th Avenue | Signal | D (42) | 0.93 |
| 20 | SR 410/233 rd Avenue | Signal | A (8) | 0.53 |
| 21 | Rhodes Lake Road/Sky Island Drive | Stop Sign | B (13) | 0.08 |
| 22 | Rhodes Lake Road/Angeline Road | Stop Sign | B (12) | 0.11 |
| 23 | Rhodes Lake Road/192 nd Avenue | Stop Sign | C (21) | 0.46 |
| 24 | 109 th Street/192 nd Avenue | Stop Sign | B (13) | 0.02 |
| 25 | 104 th Street/200 th Avenue Ct. | Signal | A (6) | 0.61 |
| 26 | 214 th Avenue/South Prairie Road | Signal | C (23) | 0.85 |
| 27 | 214 th Avenue/112 th Street E | Stop Sign | F (516) | 0.80 |
| 28 | 214 th Avenue/120 th Street E | Signal | A (8) | 0.55 |
| 29 | Sumner-Buckley Hwy/Angeline Rd | Stop Sign | F (65) | 0.82 |
| 30 | Church Lake Rd/Kelley Lake Rd | Stop Sign | B (11) | 0.10 |
| 31 | Sumner-Buckley Hwy/Kelley Lake Rd | Stop Sign | B (11) | 0.12 |

Table 5- 2: 2012 PM Peak Hour Intersection Level of Service Summary

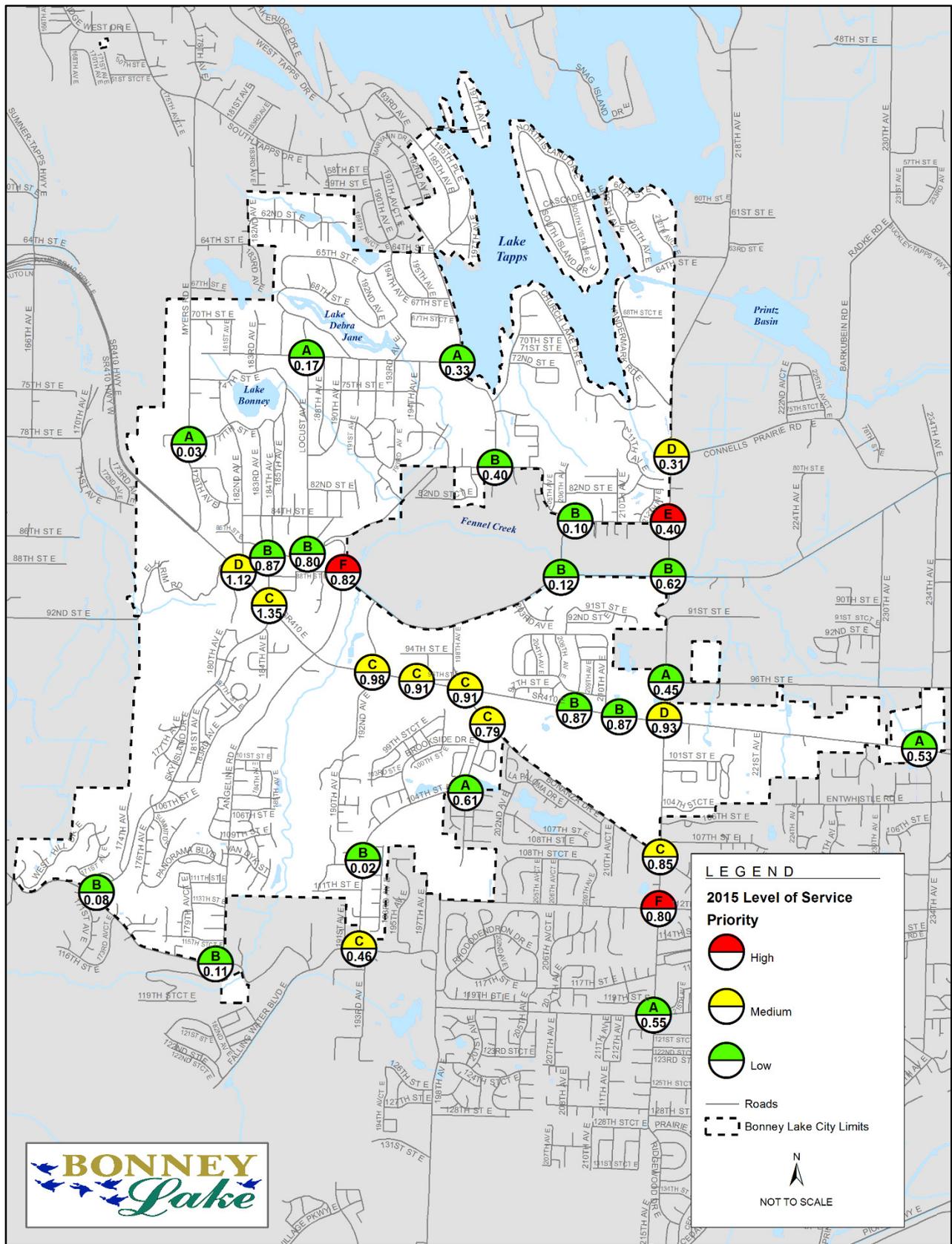


Figure 5-7: 2012 Intersection Level of Service (LOS)

| LEVEL OF SERVICE | AVERAGE CONTROL DELAY (SECONDS/VEHICLE) | SIGNALIZED (V/C) RATIO | UNSIGNALIZED V/C RATIO | TYPE OF DELAY |
|------------------|---|------------------------|------------------------|---|
| A | ≤ 10 | < 0.6 | < 0.6 | Low or no congestion. Free flow operations at average travel speeds. Vehicles completely unimpeded within the traffic stream. |
| B | > 10-15 | 0.6 – 0.7 | 0.6 – 0.7 | Reasonably unimpeded operations at average traffic speeds. Maneuverability within traffic stream is slightly restricted. |
| C | > 15-25 | 0.7 – 0.8 | 0.7 – 0.8 | Moderate Congestion. Stable operations. Ability to maneuver becomes more restrictive. |
| D | > 25-35 | 0.8 – 0.9 | 0.8 – 0.9 | Heavy congestion. Unstable traffic flow. Passing demand high but passing capacity approaches zero. |
| E | > 35-50 | 0.9 – 1.0 | 0.9 – 1.0 | Extreme Congestion. Significant delays and average travel speeds less than base condition. Passing is virtually impossible. |
| F | > 50 | > 1.0 | > 1.0 | Heavily congested flow with traffic demand exceeding capacity. High delays and queuing expected. |

Table 5-3: Intersection Level of Service Standards

Corridors

In order to analyze the corridors within the City’s roadway network for concurrency, the City has implemented a screenline methodology. A screenline is an imaginary lines that bisects several parallel roads to evaluate the combined capability of the roads within a given sector or planning area. These screenlines are strategically located to ensure that the road system serving a specific area has sufficient capacity to accommodate the traffic generated by the forecasted population growth.

The discrete measure used to define the quality of traffic flow across the screen line is typically expressed in the form of a ratio that divides the existing or projected volume by the capacity of the roads bisecting a given screenline, commonly referred to as the V/C ratio.

A two-hour peak period has been selected for this analysis as use of the one-hour peak period during the day can skew the results of a traffic analysis to make conditions appear worse than actually exist. The

two-hour peak period volume is also used to provide the City with the simple basis for regularly updating the Mobility Element and testing the impacts of new development.

The capacity of the roads is based on the ideal capacity of a single vehicular travel lane (expressed in vehicle per hour) and is refined to reflect the effects of the physical roadway, including the number of travel lanes, left turn channelization, and traffic control conditions at intersections. As the ideal capacity is based on a one-hour value, the capacity number is multiplied by two to determine the total two-hour capacity of the roadway. The total capacity of each of the road cut by the screenline are added to define the screenline capacity.

The City has adopted a screenline V/C ratio for road screenlines connecting to the SR 410 corridor of no more than 0.60 and 0.50 for all other roads. The screenlines are illustrated in Figure 5-8. To recognize that the screenlines bisect a number of roads the V/C are substantially lower than the ILOS in order to provide some flexibility and help to ensure the quality of life for residential neighborhoods.

| SCREENLINE | 2012 ROADWAY V/C | 2035 ROADWAY V/C | SCREENLINE LOS |
|------------|------------------|------------------|----------------|
| S1 | 0.30 | 0.43 | 0.50 |
| C1 | 0.49 | 0.57 | 0.60 |
| C2 | 0.36 | 0.44 | 0.60 |
| C3 | 0.21 | 0.31 | 0.50 |
| N1 | 0.23 | 0.32 | 0.50 |
| N2 | 0.16 | 0.23 | 0.50 |
| E1 | 0.32 | 0.48 | 0.50 |

Table 5-4: Roadway Screenline Volume to Capacity Ratios

State Facilities

SR 410, a Regionally Significant State Highways (non-HSS), is classified as a Tier 2 route with an adopted by the Puget Sound Regional Council. Tier 2 routes serve the outer urban areas which are generally farther from transit alternatives, have fewer alternative roadway routes, and are required to operate a an LOS D or better. Bonney Lake has adopted LOS D for SR 410 consistent with the PSRC standard.

Access to state highways is managed by WSDOT as provided in Chapter 468-52 WAC. In determining access and spacing WSDOT assigns each state highway to one of five classes from the most restrictive (class one) to the least restrictive (class five). SR 410 from Meyers Road to 214th Avenue East is considered a class three state highway and from 214th Avenue East to 234th Avenue East is considered a class two state highway.

Collisions

The City collects and monitors collision data to identify roadway safety concerns and seeks to enhance these locations by implementing appropriate safety measures. Many of these crashes occur at or near intersections. Historical accident data for SR 410 and City arterials was provided from 2007 to 2014. The summary of collisions along SR 410 and City arterials is shown in Table 5-4. The average collision rates per year and MEV (million entering vehicles) at each intersection are also provided. Any intersection with

an accident rate greater than one accident per million entering vehicles (MEV) should be monitored to determine if improvements could be made to increase safety.

| INTESECTION | TOTAL COLLISIONS (2007 THROUGH 2014) | COLLISION RATE PER MEV |
|---|---|---------------------------|
| 77th Street/Myers Road | 0 | 0.00 |
| Bonney Lake Blvd/Locust Avenue | 2 | 0.19 |
| Bonney Lake Blvd/West Tapps Highway | 3 | 0.20 |
| West Tapps Hwy/Church Lake Road | 3 | 0.20 |
| Connells Prairie Road/214 th Avenue | 0 | 0.00 |
| 214 th Avenue/Kelly Lake Road | 0 | 0.00 |
| Sumner-Buckley Hwy/214 th Avenue | 0 | 0.00 |
| 96 th Street/214 th Avenue | 0 | 0.00 |
| SR 410/Veteran Memorial Drive | 24 | 0.20 |
| 184 th Avenue/Veteran Memorial Drive | 0 | 0.00 |
| Locust Avenue/Veteran Memorial Drive | 9 | 0.20 |
| SR 410/184 th Avenue | 2 | 0.02 |
| SR 410/192 nd Avenue | 32 | 0.24 |
| SR 410/195 th Avenue | 13 | 0.11 |
| SR 410/198 th Avenue (South Prairie Road) | 31 | 0.25 |
| South Prairie Road/200 th Avenue Ct. | 11 | 0.17 |
| SR 410/208 th Avenue | 22 | 0.23 |
| SR 410/211 th Avenue | 20 | 0.26 |
| SR 410/214 th Avenue | 18 | 0.19 |
| SR 410/233 rd Avenue | 2 | 0.04 |
| Rhodes Lake Road/Sky Island Drive | 0 | 0.00 |
| Rhodes Lake Road/Angeline Road | 0 | 0.00 |
| Rhodes Lake Road/192 nd Avenue | 0 | 0.00 |
| 109 th Street/192 nd Avenue | 0 | 0.00 |
| 104 th Street/200 th Avenue Ct. | 1 | 0.05 |
| 214 th Avenue/South Prairie Road | 2 | 0.03 |
| 214 th Avenue/112 th Street E | 0 | 0.00 |
| 214 th Avenue/120 th Street E | 0 | 0.00 |
| Sumner-Buckley Hwy/Angeline Rd | 12 | 0.30 |
| Church Lake Rd/Kelley Lake Rd | 0 | 0.00 |
| Sumner-Buckley Hwy/Kelley Lake Rd | 0 | 0.00 |

Table 5-5: Intersection – Accidents per Million Entering Vehicles

In the City no intersections have collision rates per MEV greater than 1.0. The greatest number of intersection collisions occurred near at the intersection of SR 410 and 192nd Avenue East.

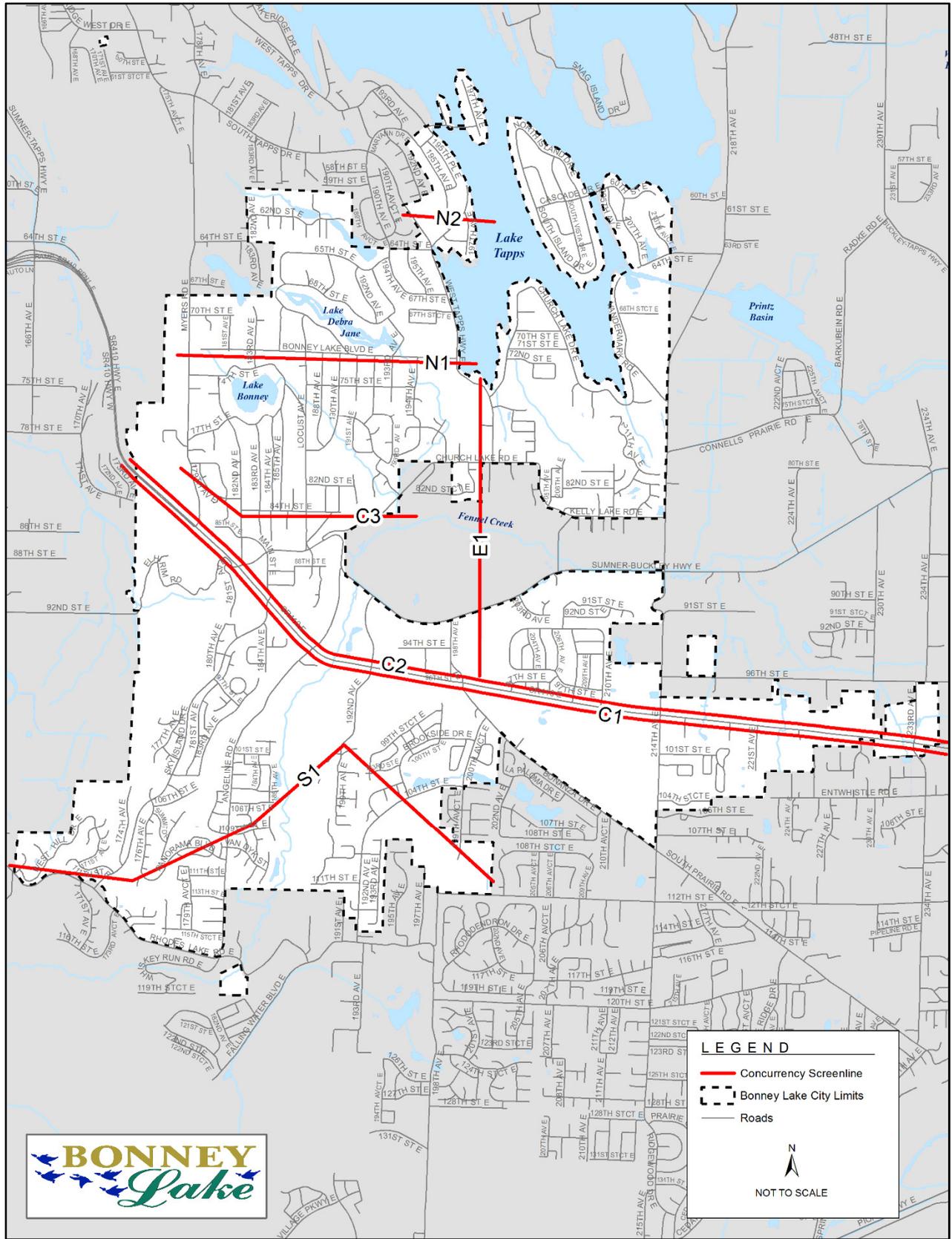


Figure 5-8: Concurrency Screenline

6. TRANSIT

“Encourage public transportation service to serve residential neighborhoods and commercial centers.”

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

Improved transit service is integral to meeting the City’s land use goals and the travel needs of the community. Expanding service would improve mobility not only within the City but provide more connections to regional employment centers as illustrated on Figure 5-2.

Regional Service

Sound Transit provides regional express bus service, commuter rail, and light rail in the Puget Sound Region. The only bus route in Bonney Lake operated by Sound Transit is Route 596 providing service from the Bonney Lake Transit Center to the Sumner Station four times in the morning and four times in the afternoon to coincide with the departure and arrival of the Sounder Commuter Train. The “Sounder” runs a total of ten morning trips and ten evening trips between Tacoma and Seattle with two of the trains departing Seattle in the morning and Tacoma in the evening. The only other transit services provided at the Sumner Station is one Sound Transit bus that provides service from the Sumner Station to Seattle via Auburn Sounder Station and Federal Way Transit Center. Both the Auburn Sounder Station and Federal Way Transit Center are served by a number of different transit routes providing greater transit access to the region.

Local Service

At this time there is no local transit service in the Bonney Lake area. Pierce Transit was previously the public transit provider for the Bonney Lake area. However, due to a significant decline in sales tax collections, the Board of Directors voted in 2011 to end all bus service to the eastern parts of Pierce County. Following that decision, Bonney Lake along with other eastern Pierce County cities withdrew from the Pierce Transit Regional Transportation Area (RTA).

Paratransit

Pierce County SHUTTLE is a paratransit service provided by Pierce Transit; however, this service is only provided to locations within three-quarters of a mile a Pierce Transit fixed route. As Bonney Lake is outside of the Pierce Transit RTA, this service is not available to disabled residents of Bonney Lake.

Recently, Beyond the Borders, a free transportation service provided by Pierce County Community Connections, began providing service in Bonney Lake since the City is outside of Pierce Transit’s RTA. The services provides eligible older adults, individuals with disabilities, people with lower incomes and youth (age 12 to 17) with free on-demand transportation from home to their destination or to the nearest bus stop and back.

Additionally, City operates a bus with volunteer drivers through the Senior Activity Center. The bus operates on a reservation system for seniors, and is only available for local trips during weekdays, but not in the evening or on weekends.

Vanpools

While Bonney Lake is no longer in the Pierce Transit RTA, Pierce Transit still provides vanpool services in the Bonney Lake area. Vanpool service is typically used by individuals that live in the area and work at major employers in the region. As of March 2015, fourteen vanpools originate in Bonney Lake transporting 103 individuals to jobs in the Puget Sound Region. A summary of the destination of these vanpools is provided below:

- Costco Corporate Offices (Issaquah)
- Nintendo and Honeywell (Redmond)
- Defense Contract Audit Agency and Boeing Renton Plant (Renton)
- Boeing Renton Plant (Renton) – 5 vanpools
- Boeing Garden Plaza (Renton) – 2 vanpools
- Pierce County Community Connection, County City Building, and Deloitte (Tacoma)
- Pierce County, Tacoma Annex, and Public Works (Tacoma)
- Boeing – Plant 2/NFM (Tukwila) – 2 vanpools

Goal CM-1: Increase mobility and transportation options by encouraging the expansion of public transit, vanpools, and paratransit services to provide convenient and affordable transportation alternatives for all residents and employees.

Policy CM-1.1: Encourage the expansion of public transit and paratransit services to provide convenient and affordable transportation alternatives for all residents and employees.

Policy CM -1.2: Encourage greater use of vanpools to decrease the number of single-occupancy work commuting trips.

Policy CM -1.2: Support land use choices that create areas within Bonney Lake that have sufficient densities to support public transportation

7. NON-MOTORIZED TRANSPORTATION

“Reduce the dependency of the automobile by providing opportunities for other modes of travel such as transit facilities, pedestrian ways and bicycle trails.”

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

Walking and bicycling are efficient and low-cost modes of travel that can help to reduce traffic congestion and improve air quality. Walking and bicycling also help develop and maintain “livable communities”, make neighborhoods safer and friendlier, save on motorized transportation costs and reduce transportation-related environmental impacts including air quality emissions and noise.

These modes provide flexibility in the transportation system by offering alternative mobility options, particularly in combination with transit service, for people of all ages and abilities. Additionally, integrating walking and bicycling into daily activities is a key to improving public health and reducing Washington’s obesity crisis.

In 2005, the Washington State Legislature passed a bill that amended the State’s Growth Management Act to require consideration of physical activity and non-motorized transportation in the planning process. Sections of the bill state:

Whenever possible, the land use element should consider using urban planning approaches that promote physical activity.

(The) Pedestrian and bicycle component (is) to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

In 2007, the City adopted its first plan to improve non-motorized transportation, the *Bonney Lake Non-Motorized Plan*, to promote mobility without the aid of motorized vehicles to encourage healthy recreational activities, reduce vehicle demand on City roadways, and enhance safety within the community.

In 2013, the Legislature adopted and the Governor signed “Complete Streets” legislation with the objective of further encouraging the development of non-motorized transportation facilities.

7.1 DEFINING WALKABILITY FOR BONNEY LAKE

The initial step of creating a more walkable city is to establish the community’s definition of walkability. Bonney Lake has defined a walkable community in relation to the following characteristics:

- People of all ages and abilities have easy access to their community “on foot”; an automobile is not needed for every trip.
- People walk more and the community and neighborhoods are safer, healthier, and friendlier places.

- Parents feel comfortable about their children being outside in their neighborhoods; they don't worry about the threat of motor vehicles.
- Children spend more time outside with other children and are more active, physically fit, and healthy.
- Streets and highways are designed or reconstructed to provide safe and comfortable facilities for pedestrians, and are safe and easy to cross for people of all ages and abilities.
- Pedestrians are given priority in neighborhood, work, school, and shopping areas. Motor vehicle speeds are reduced (and, in some places, motor vehicles have been eliminated entirely) to ensure compatibility with pedestrian traffic.
- Motor vehicle operating speeds are carefully controlled to ensure compatibility with adjacent land uses and the routine presence of pedestrians.
- Drivers of motor vehicles operate them in a prudent, responsible fashion, knowing that they will be held strictly accountable for any threat, injury, or death caused by their lack of due care or violation of the vehicle code.

7.2 EXISTING PEDESTRIAN FACILITIES

Between the 1940's and 1990's, federal, state, and local policies and standards de-emphasized the pedestrian to a great degree. As a result the planning and design for pedestrian facilities was an afterthought to moving vehicular traffic on streets and highways resulting in obstacles to the pedestrian travel, including:

- Lack of sidewalks or gaps in the sidewalk system, particularly within older residential neighborhoods
- Narrow walkway widths
- Difficult street crossings
- Inadequate bridge design (e.g., no other place to walk except in the travel lane)
- Natural and man-made barriers to pedestrian movement (e.g., terrain, creeks/streams, major arterial streets lacking pedestrian crossings)
- Inadequate facilities for access to transit services
- Conflicts between pedestrian and other transportation uses such as higher-speeds and traffic volumes adjacent to walking areas
- Difficult pedestrian connections to schools, parks, shopping, and residential areas.

While fifty-five percent of the City's streets still have no sidewalk facilities, the City has made significant improvement since 2007 when eight-three percent of the City's streets did not have sidewalk. This improvement was the result of the City's adoption of revised street design standards that include sidewalks and annual sidewalk improvement projects. Newer residential developments are required to construct sidewalks on both sides of new streets that comply with ADA standards. Approximately fourteen percent of the City's streets have sidewalks on one side and approximately thirty-one percent have sidewalks on both sides of the street.

Given that most of the sidewalks were recently constructed, most all of existing sidewalks are five feet or wider. Only a small percentage of existing sidewalks are less than four feet wide. Given the relative age of the City's sidewalks, there are no sidewalks that require replacement due to poor pavement quality or significant heaving and cracking conditions.⁵

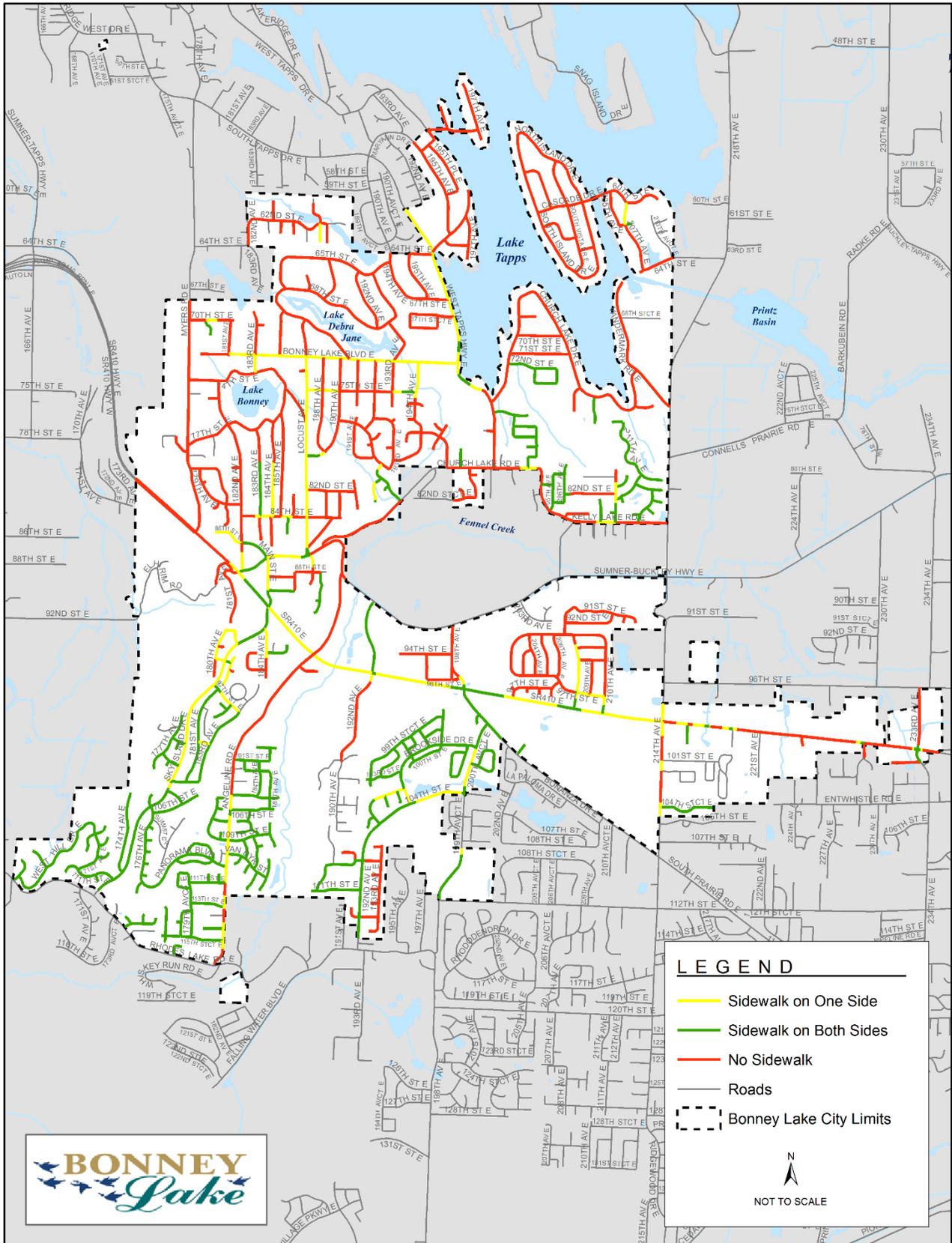


Figure 5-9: Sidewalk Inventory

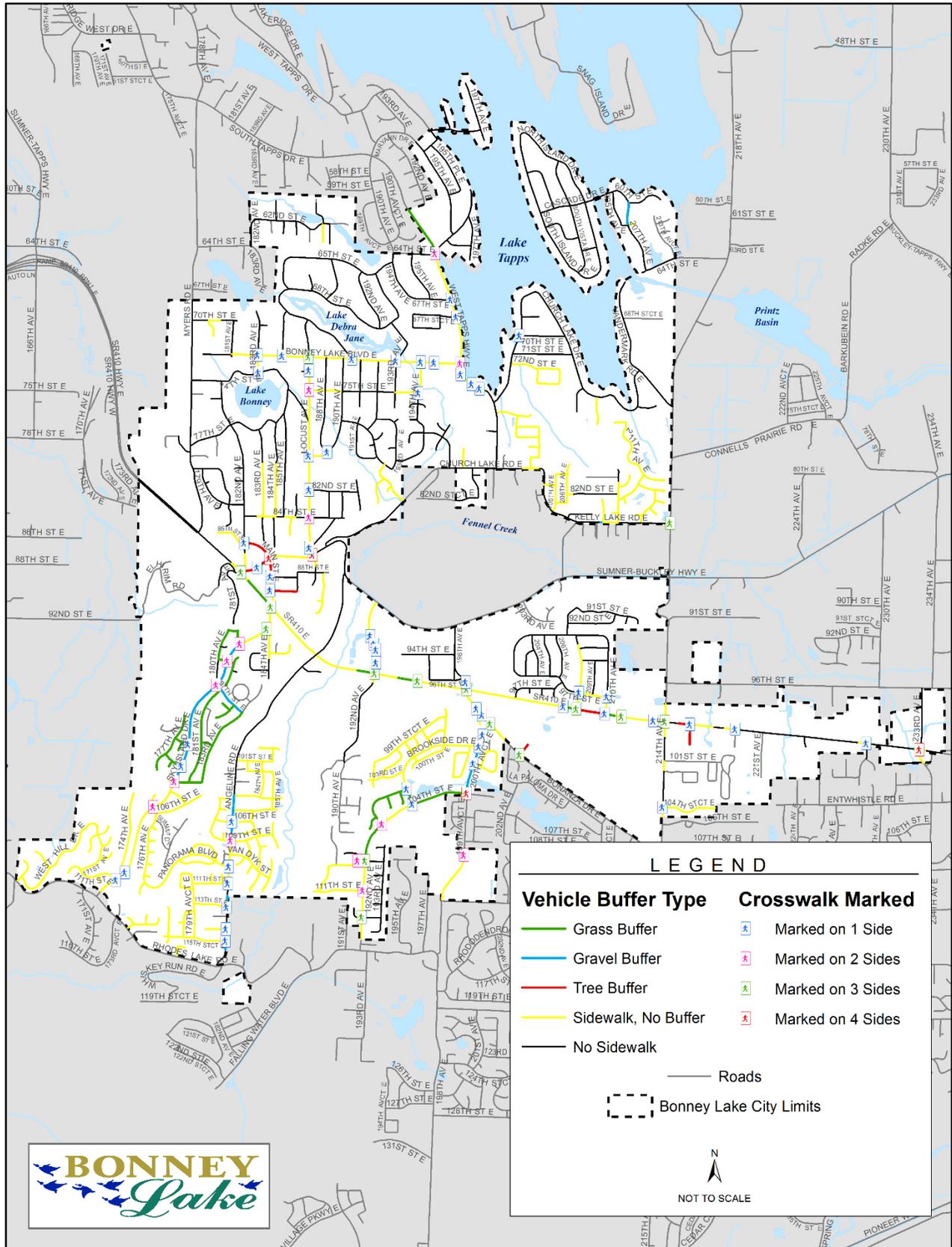


Figure 5-10: Sidewalk Buffer Types and Marked Crosswalks

In addition to sidewalk width, the presence of sidewalk buffers helps to protect vulnerable pedestrians from higher speed or higher volume traffic by increasing separation and can contribute to the perception of a more pleasant walking environment. However, eighty-two of the City sidewalks are not buffered from adjacent street traffic. The buffers on the few streets that do have buffers are typically grass or gravel and are five feet or less. The location, nature, and types of buffers is illustrated on Figure 5-10.

The quality of intersections from a pedestrian perspective varies by location. Marked crosswalks and exist at most major intersections on arterial streets and within downtown Bonney Lake as illustrated on Figure 5-10. The signalized intersections include pedestrian activated signals. Conditions along collector and local streets also vary by location. Marked crosswalks exist at most major intersections and pedestrian generators like schools, parks, shopping areas, or major employment destinations.

7.3 BICYCLE FACILITIES

There are no bike lanes within the City, except for a small segment on SR 410 and 216th Avenue East.

7.4 BENEFITS OF NON-MOTORIZED TRANSPORTATION

Although pedestrian and bicycle trips represent an extremely small portion of the commute trips in Bonney Lake, these types of trips will become an important and growing component of travel in the City. By 2030, the U.S. Census Bureau estimates that nineteen percent of the population will be sixty-five or older which represents a significant change when compared to 2010 when those sixty-five or older only account for thirteen percent of the population.⁶ It is expected that the Baby Boomer Generation, which will make up the majority of this older demographic cohort, will lose the mobility provided by the automobile and become increasingly dependent on alternative means of transportation.⁷

In addition to the changing needs of the Baby Boomer Generation, the Millennial Generation (those sixteen to thirty-four) prefer to live in places where they can walk or bike to amenities such as parks, grocery stores, and restaurants, and have nearby access to public transportation.⁸

Therefore, for the City to remain a livable community that is desirable to all demographic segments of the population, there must be multiple mobility options that provide the following benefits to the community:

Multi-Modal Choices

More people are indicating that they believe transportation is about more than roads, and that public transportation funds should be spent on improvements that benefit the broader spectrum of travelers, not just commuters.

Family Oriented Community Development

As is the trend nation-wide, more new home buyers in Bonney Lake are looking for neighborhoods that are family-friendly. These neighborhoods include sidewalks with streetscape amenities that help calm traffic. Residents are more often considering walkability as a critical component in their land use decisions. Parents often consider “good” schools as an important factor when buying a new home. How their

children get to and from school is part of the qualification. Also, a growing number of retirees are looking for more walkable places and spaces in which to live, and more options for travel.

Independent Mobility for Children

Many parents and others are looking for opportunities that allow children to lead more active and independent lives, but the current transportation infrastructure has left a series of barriers and obstacles that can make independent mobility for children a challenge to achieve. Parents want their children to be safe in and around their neighborhoods, schools and recreation areas. But most suburban neighborhoods built over the past fifty years are today overrun with fast motor vehicle traffic, and some periods of development have lacked sidewalk installation in residential neighborhoods and along arterial routes.

Accessibility for All Users

The American's with Disability Act (ADA) seeks to assure that all Americans—including those with disabilities—will have full access to public facilities and services. Good accommodations for pedestrians, including disabled pedestrians (i.e., people using wheelchairs and other mobility aids, people with low vision, and the blind), is critical to meeting the requirements of ADA. Compliance with the ADA is further discussed in Section 9 of this Element.

Further, national statistics indicate that people in lower-income households are nearly twice as likely to walk as people in other income groups as they typically can only afford one car, or sometimes none at all. With more multi-worker households this means that a greater portion of individuals in lower-income households must rely on walking and transit for many of their trips. For these travelers, safe and convenient walking routes, including routes to transit hubs and stops, are a critical element of the transportation system.

Finally, elderly pedestrians generally require more time to cross streets and are less able to travel steeper terrain. Appropriate design considerations for the mobility-impaired also provide direct benefit to elderly pedestrians.

More Active and Healthier People

It is generally acknowledged by most that Americans are not getting enough exercise. Both the U.S. Surgeon General and American Heart Association agree that: (1) Americans are not getting enough exercise, and (2) our physical inactivity (especially for adults) is one of the top (fourth) major risk factors associated with chronic disease. America's youth are also in trouble: almost half of all children do not get enough exercise and nearly one-fourth engage in no form of real physical activity. And the trends are growing worse. As a whole, public health officials are working to encourage Americans to become more active, with a focused effort at promoting walking. Walking is inexpensive, it can be done by almost everyone, and—if conditions are right—it can be done almost everywhere.

Improvements need to create a more multi-modal transportation system in Bonney Lake are discussed in Section 14 of this Element. The projects were developed using the identification of deficiencies above coupled with the Multimodal Level of Service evaluation described in Section 8 of this Element.

Goal CM-2: Increase mobility and transportation options by constructing a network of non-motorized transportation facilities to provide convenient and affordable transportation alternatives for individuals of all ages and abilities to support healthy lifestyle choices.

Policy CM-2.1: Design major streets to balance the needs of automobiles with the needs of pedestrians, bicyclists, and transit users. Over time, key Bonney Lake's corridors should evolve into multi-modal streets that offer safe and attractive choices among different travel modes.

Policy CM-2.2: Recognize the importance of a walkable and bicycle friendly City to overall public health and wellness.

Policy CM-2.3: Provide a multimodal transportation network to facilitate walking and bicycling as a means of general transportation as well as recreational activity within the City and the region.

Policy CM-2.4: Improve the safety of pedestrians and bicyclists throughout Bonney Lake through design, signage, capital projects, pavement maintenance, street sweeping and public education

Policy CM-2.5: Require the provision of sidewalks in all new development, including infill development and redevelopment, in order to eventually complete the City's sidewalk network. Sidewalks shall be required on both sides of all public streets, except in hillside areas where a single sidewalk may be adequate. Sidewalks and direct pedestrian connections between uses should also be provided in parking lots.

8. MOBILITY LEVEL OF SERVICE

The traditional application of vehicular-based LOS standards left Bonney Lake without the tools needed to ensure that non-motorized facilities were provided to Bonney Lake residents. Therefore, in addition to establishing an LOS for vehicular traffic, the Mobility Element establishes Mobility Level of Services (MLOS) and identifies key Multi-Modal Routes (Figure 5-15) within the City. The development of an MLOS analysis process and MLOS standards gives the city an opportunity to evaluate its transportation network taking into account non-motorized modes of travel.

This section discusses the development of an MLOS analysis process that can be used to identify the need for and type of potential improvements for the active transportation system. The qualitative assessment process described below is based on research conducted for and published by the Oregon Department of Transportation.⁹ This approach builds on the Multi-Modal LOS analysis process identified in the *2010 Highway Capacity Manual*¹⁰, but is simpler, less data intensive and more appropriate for a planning level assessment of needs and deficiencies. A full Multi-Modal LOS analysis for all travel modes can be intensely quantitative and require a substantial amount of data. Detailed quantitative analysis may be more appropriate as part of the design of active transportation improvements.

The City's MLOS methodology uses a systematic, context-based evaluation of roadway characteristics and applies a subjective ranking of Green, Yellow, or Red to individual pedestrian segments or bikeways. To conduct this analysis for pedestrians and bicyclists, the existing roadway system under was identified and

then subdivided into segments to the extent that this is possible. These segments included relatively homogeneous portions of the road in terms of volumes, speeds, cross-sections, major intersections (particularly signalized locations), and adjacent land use (i.e. commercial or business versus residential).

In applying these MLOS standards, the City recognizes that development of the transportation system to meet this standard may require trade-offs between travel modes. For instance, roads that serve pedestrians or bicyclists well may also restrict vehicle flow. Likewise, roads with high automobile LOS may limit pedestrian or bicycle MLOS. Additionally, the City does not expect that every road will have pedestrian or bicycle facilities. The primary goal is to make it easier for residents to get from place to place without a car for secondary trips: getting kids to school or to the soccer field; going to the grocery store or the local general store; or going out to eat.

8.1 BICYCLE SYSTEM EVALUATION

The factors in Table 5-5 would be evaluated for each segment of the City's future bicycle facilities. To ensure clarity, the following definitions established in the *Manual of Uniform Traffic Control Devices* (MUTCD) are used to distinguish between the different bicycle facilities:

Shared Use Path or Trail

A shared-use path or trail is physically separated from motorized vehicular traffic by an open space or barrier within the right-of-way or within an independent alignment. Shared-use paths and trails serve both bicyclists and pedestrians.

Bicycle Lane

Bicycle lanes are five foot wide one-way facilities that are placed on both sides of a street, and they carry bicyclists in the same direction as adjacent motor vehicle traffic. In addition to the six to eight inch lane striping, pavement markings and signage identify bicycle lanes.

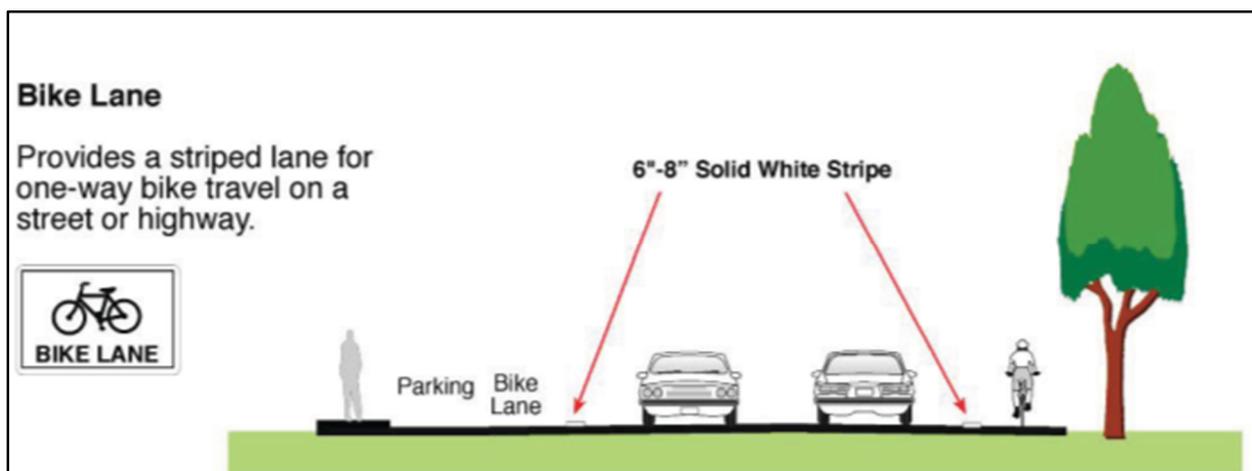


Figure 5-11: Bike Lanes

Shared Roadway

On shared roadways, bicyclists and motorists share the same travel lane. Shared roadways bicycle routes can be accommodated on streets with wide outside travel lanes, along streets with bicycle route signing, or along local streets where motorists have to move into the adjacent lane in order to safely pass a bicyclist.

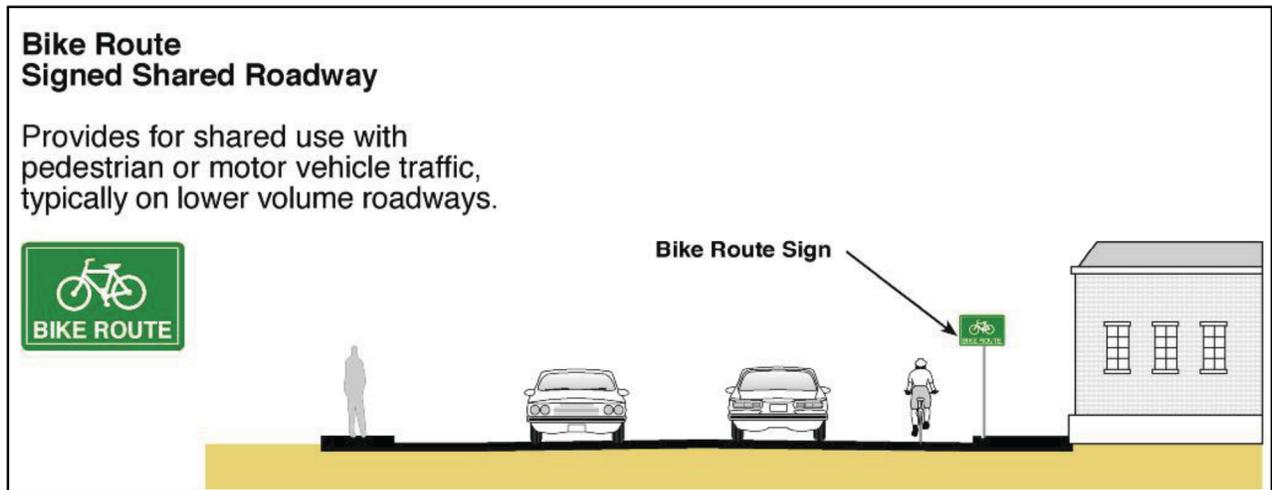


Figure 5-12: Bike Route/Shared Roadway

The following table describes the factors that would be considered once the facilities are developed by the City:

| MLOS | Type | Pavement Condition | Grade | Stop Frequency | Traffic Speed | Conflicts | Visibility | Traffic Control | Parking |
|---|--|--|---|--|---|--|---------------------------|--|--|
|  | Shared Use Path or Bike Lanes in Both Directions | Smooth Pavement and no manhole covers | Grade less than or equal to three percent | Stops less than one stop per quarter mile | Less than or equal to 25 MPH | No driveways or loading dock crossings | High cyclist visibility | Traffic signal with cross walk or All-way stop sign with crosswalks | No on-street parking |
|  | Shared Roadway or Bike Lane in One Direction | Smooth Pavement, but with manhole covers or Some buckling and cracking present | Grade four percent to eight percent | Stops spaced at one-eighth to a quarter mile | Greater than 25 mph, but less than or equal to 35 mph | Some driveways or loading dock crossings | Medium cyclist visibility | Two-way traffic control or traffic signal without cross walk or All-way stop sign without crosswalks | Some on street parking or Large amount of on street parking with limited turn over |
|  | No bicycle facilities | Major pavement buckling and cracking or Potholes or Incomplete path | Grade greater than eight percent | More than one stop per eighth of a mile | Greater than 35 mph | Many driveways or loading dock crossings | Low cyclist visibility | Absent control and without crosswalks. | Large amount of on street parking with high turnover. |

Table 5-6: Bicycle Facility MLOS Rating Matrix

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8.3 PEDESTRIAN SYSTEM EVALUATION

The following factors were considered for each segment in evaluating the City’s existing pedestrian system:

| MLOS | Facility | Width | Buffer | Traffic Speed | Conflicts | Traffic Control |
|---|---|---|---|---|--|---|
|  | Continuous sidewalk on both sides of the road or Trail/shared use path | Sidewalk with five feet or greater or Shared Use path twelve feet wide or greater | Width eight feet or greater | Less than or equal to 25 MPH | No driveways or loading dock crossings | Traffic signal with cross walk or All-way stop sign with crosswalks or Every 300 feet where no intersection |
|  | Continuous sidewalk on one side of the road or Sidewalks on both side or one side with discontinuities that present no real obstacle to passage | Sidewalk at least 4 feet wide | Width less than eight feet but at least four feet wide. | Greater than 25 mph, but less than or equal to 35 mph | Some driveways or loading dock crossings | Two-way traffic control or traffic signal without cross walk or All-way stop sign without crosswalks or Every 600 feet without intersection |
|  | No permanent pedestrian facilities – pedestrian walk on roadway/shoulder or on dirt path | Sidewalk less than 4 feet wide or No permanent pedestrian facilities | Width less than four feet or No buffer | Greater than 35 mph | Many driveways or loading dock crossings | Absent control and without crosswalks. |

Table 5-7: Pedestrian Facility MLOS Rating Matrix

8.4 MOBILITY LEVEL OF SERVICE STANDARDS

The City has adopted a **Yellow** MLOS rating (comparable to LOS C) for pedestrian and bicycle facilities. This rating would be based on the subjective evaluation and comparative conditions discussed above. In calculating the MLOS, each facility is given a numeric score of three (Green) to one (Red) for each of the categories. The categories are also weighted in the following manner:

| Category | Pedestrian Facility | Bicycle Facility |
|--------------------|---------------------|------------------|
| Facility Type | 35% | 35% |
| Width | 20% | 15% |
| Buffer | 10% | Not Applicable |
| Traffic Speed | 15% | 10% |
| Conflicts | 5% | 5% |
| Traffic Control | 15% | 15% |
| Pavement Condition | Not Applicable | 3% |
| Grade | Not Applicable | 5% |
| Stop Frequency | Not Applicable | 4% |
| Visibility | Not Applicable | 5% |
| Parking | Not Applicable | 3% |

Table 5-8: Mobility Level of Service Category Weighting

The overall score is calculated in to a numeric score that is then translated back into a qualitative overall color score based on the following breakdown:

| Overall MLOS | Numeric Score |
|---|---------------|
|  | 80 to 100 |
|  | 60 to 79 |
|  | 59 or less |

Table 5-9 Overall Mobility Level of Service Scoring

The current MLOS for sidewalks is illustrated in Figure 5-12.

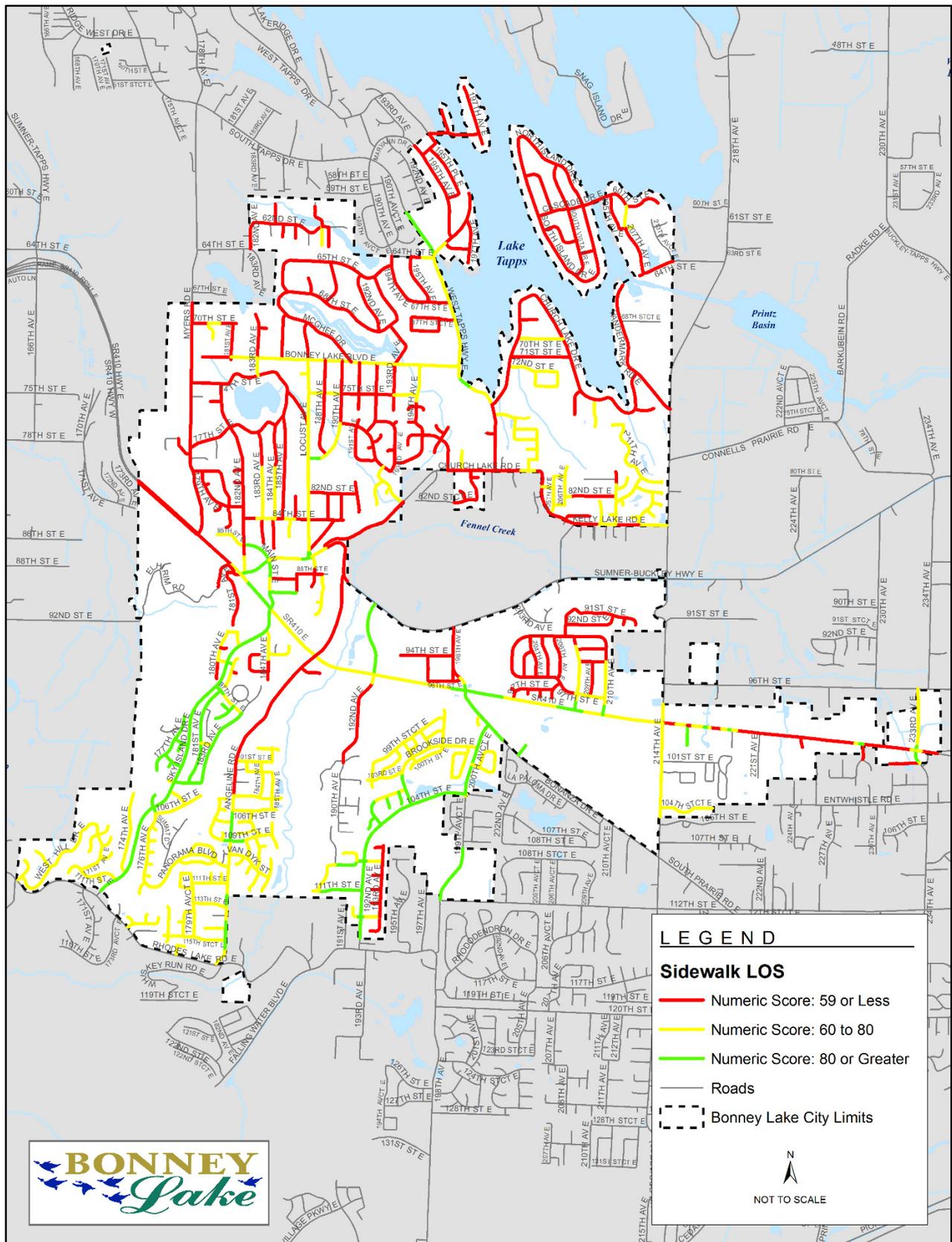


Figure 5-13: Sidewalk Mobility Level of Service

9. AMERICANS WITH DISABILITY ACT COMPLIANCE

The American's with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment; state and local government services; and access to public accommodations, transportation, and telecommunications. There are five titles or parts to the ADA; Title II is of most concern to the City.

Title II of the ADA prohibits state and local governments from discriminating against persons with disabilities by requiring them to make all programs, services, and activities accessible to persons with disabilities which includes the public roads and sidewalks within Bonney Lake. Title II requires that a public entity must evaluate its services, programs, policies, and practices to determine whether they are in compliance with the nondiscrimination requirements of the ADA.

The ADA also requires that a transition plan to be prepared, to describe any structural or physical changes required to make programs accessible. The transition plan is intended to outline the methods by which physical or structural changes will be made to effect the non-discrimination policies described in Title II.

9.1 SIDEWALKS

Commensurate with the ADA requirements for inventory and self-evaluation, the City completed an inventory and assessment of the entire pedestrian system within Bonney Lake which is provided in Figure 5-6. Nearly of the existing sidewalks are five feet or wider as required by the ADA; however, there is a small percentage of existing sidewalks that are less than four feet wide.

Additionally, the majority of existing sidewalks do not have fixed obstacles that reduce the pedestrian clear width to below four feet. For sidewalks with fixed obstacles, the number of obstacles are less than seven per street block. Some obstacles may be relatively easy and inexpensive to move or remove. Mailboxes are the predominant type of fixed obstacle that reduces the sidewalk clear width below four feet. Street trees are also a common occurrence. While utility pole obstacles are less frequent, they are likely the most difficult and expensive fixed obstacle to remove from the sidewalk area.

9.2 CURB RAMPS

For pedestrians of all types, the curb ramp is the immediate junction between the sidewalk and street crosswalk. The implementing regulations under Title II of the ADA specifically identify curb ramps as requirements for existing facilities, as well as all new construction.

Of the seven hundred eighty six curb ramps inventoried along existing sidewalk corridors, approximately fifty-eight percent are compliant with the requirements of the ADA. The other forty-two percent of the existing curb ramps are essentially ADA non-compliant. ADA non-compliance can generally mean that: (a) the ramp width is too narrow; (b) the top landing is either missing or too narrow; or, (c) the ramp slope is

too steep. The construction of many of the non-compliant ramps preceded the approval of the ADA. The inventory is provided in Figure 5-14.

The majority of curb ramps constructed in the Bonney Lake study area are diagonal by design, with a single ramp oriented to the center of the street intersection. Perpendicular curb ramps are more often found where sidewalks are constructed with sidewalk buffer strips. In recent growth areas, most new curb ramps have been constructed to standards with diagonal ramp designs, to align with curb-side sidewalks.

Most of Bonney Lake's curb ramps are a minimum of three feet wide as prescribed by ADA. Many new ramps recently constructed do not include a top landing that is four feet wide and a slope not to exceed two percent top as required by the ADA.

9.3 INTERSECTIONS

In addition to curb ramps, detectable warnings are an ADA requirement for use by the visually impaired to detect the boundary between the sidewalk and the street. The only detectable warnings that complies with the requirements of the ADA are truncated domes and must be installed when constructing and altering curb ramps.

Additionally, at many signalized intersections, pedestrian signal indications are used to inform pedestrians when it is safe to cross the road; however, the vision-impaired pedestrian relies on sounds of nearby, parallel traffic to indicate when the pedestrian signal indicates that it is safe to cross the street. At low volume intersections, intersections with higher turn volumes, or intersections with complex pedestrian crossings this method is unreliable or can cause the vision-impaired pedestrian to misjudge the signal, leading to potentially unsafe conditions.

As a result, Title II of the ADA requires that all pedestrian signals constructed or altered include the installation of audible warning to inform the vision-impaired pedestrian when it is safe to cross the street. The Transportation Equity Act for the 21st Century (TEA-21) further supports the installation of accessible pedestrian signals by stipulating that the installation of audible signals be included in new transportation plans and projects, where necessary, for safety (TEA-21, 1998). Congress reauthorized TEA-21 in 2005, and the new law reiterates TEA-21's emphasis on safety.

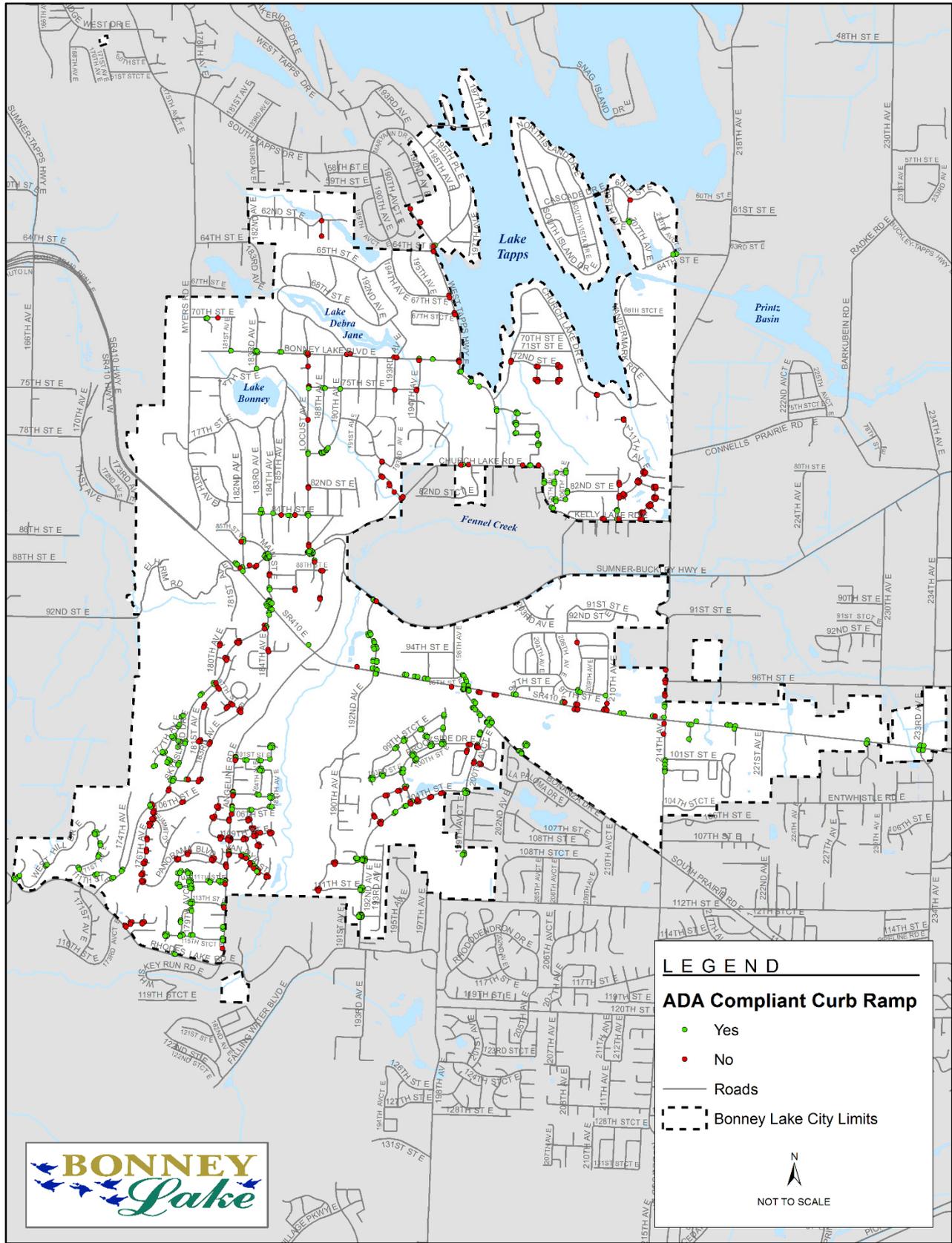


Figure 5-14: Curb Ramp Inventory

10. AIR, RAIL, AND FREIGHT TRANSPORTATION

10.1 AIR TRANSPORTATION

The area is served by Seattle-Tacoma International Airport, which provides service to Western Washington. The airport is approximately 26 miles to the northwest of Bonney Lake and can be accessed by SR 410 and I-5. Two small private airports are located in Buckley, WA, approximately three miles from Bonney Lake. The Flying H Ranch Airport and Albritton Airport each offer one runway.

10.2 RAIL TRANSPORTATION

There is no rail transportation through Bonney Lake.

10.3 FREIGHT MOBILITY

The Washington State Freight and Goods Transportation System (FTGS) is used to classify state highways, county roads and city streets based on the average annual gross truck tonnage they carry. Freight corridors with statewide significance, usually designated as Strategic Freight Corridors, are those routes that carry an average of four million or more gross tons by truck annually. The tonnage classifications used for designating the FTGS are as follows:

- T1 more than 10 million tons per year
- T2 4 million to 10 million tons per year
- T3 300,000 to 4 million tons per year
- T4 100,000 to 300,000 tons per year
- T5 at least 20,000 tons in 60 days

The only state facility in the City is SR 410, which is classified as a T1 truck route from SR-167 to Veterans Memorial Boulevard and T2 truck route from Veterans Memorial Boulevard to the Pierce/King County line in the 2013 update to the FGTS corridors. There are five City roadways that are identified on the 2011 FGTS map:

- Veterans Memorial Blvd. – T3
- South Prairie Rd. – T2
- 214th Avenue E. (North of SR-410) – T3
- 214th Avenue E. (South of SR-410) – T2
- 233rd Avenue E./234th Avenue E. (South of SR-410) – T3

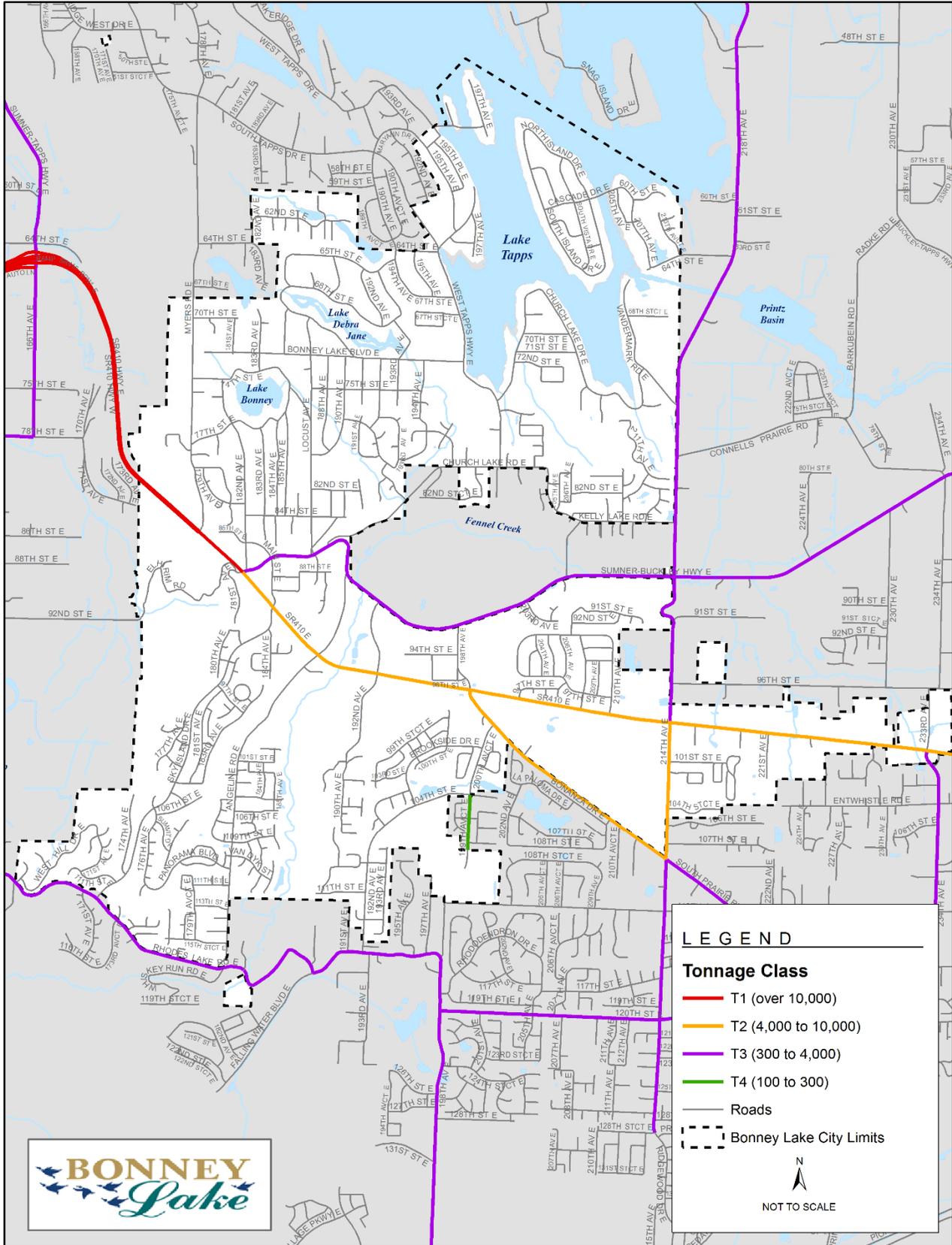


Figure 5-15: Freight and Goods Transportation System Classification

While it is expected that the majority of regional trips will occur on SR 410, the City has also designated specific truck access routes due concerns related to size, weight, emissions, and noise. Trucks accelerate slowly, require a large amount of road space, have large turning radii, and break down pavement because of their weight. They are noisier than cars because of their larger engines, higher engine placement, and use of air brakes. They also emit more exhaust than typical passenger vehicles. To reduce the potential for conflicts between truck and auto traffic and to reduce adverse effects on nearby uses, the City has designated the following truck routes:

- Myers Road E
- 182nd Avenue E
- Veterans Memorial Drive (SR 410 to Angeline Road E only)
- Locust Avenue
- Bonney Lake Boulevard (Locust Avenue E to West Tapps Hwy E)
- West Tapps Hwy E
- Church Lake Road E
- Kelley Lake Road E
- 192nd Avenue E (Sumner-Buckley Hwy to SR 410)
- 214th Avenue E
- South Prairie Road E
- 200th Avenue Ct E (SR 410 to 100th Ct. E)

The following roads are restricted to 16,000 pounds gross vehicle weight (GVW):

- Sky Island Drive W
- Angeline Road E
- 192nd Avenue E/190th Avenue E south of SR 410
- 201st Avenue E (Brookside Drive E to 104th Street E)
- 104th Street E
- 200th Avenue Ct E

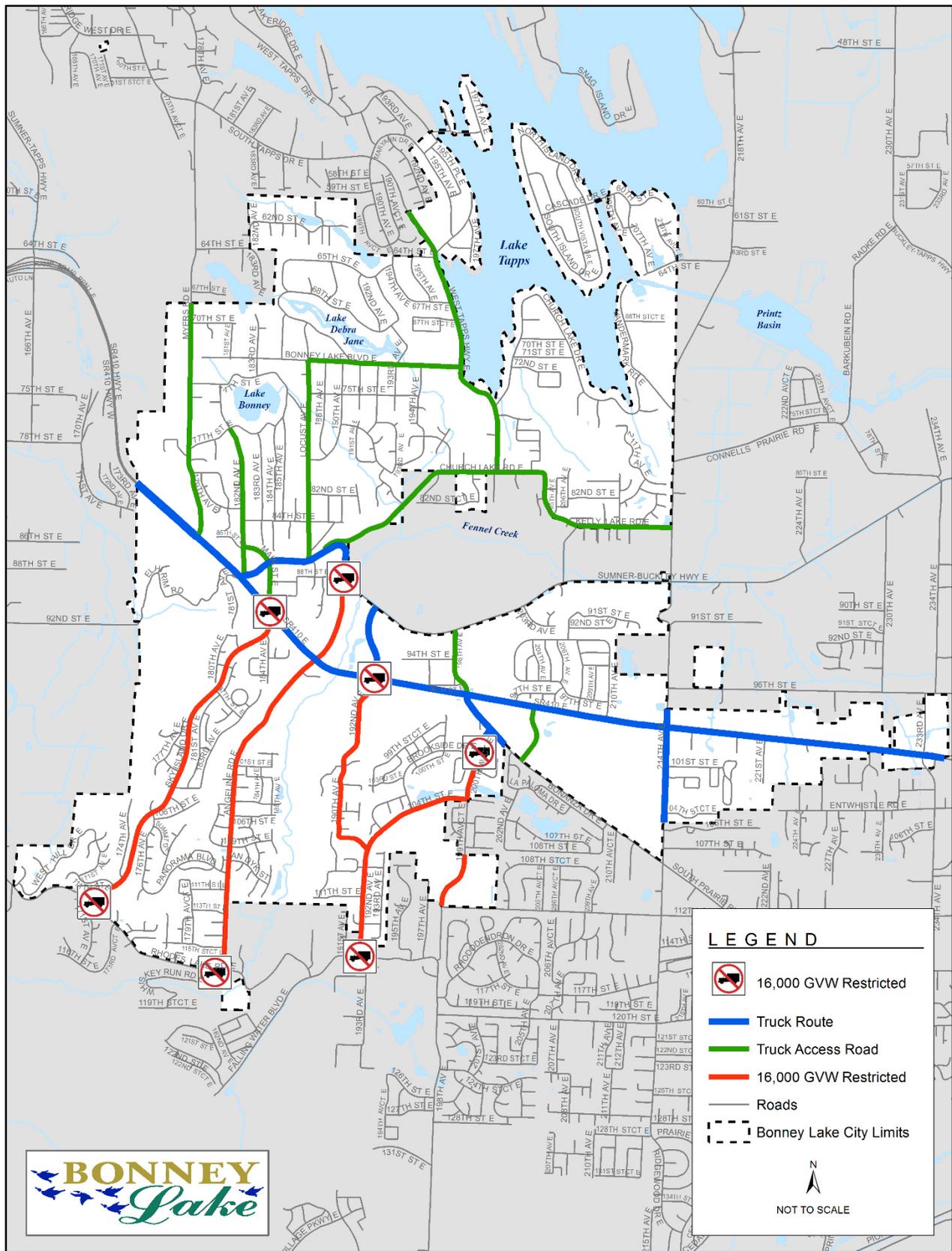


Figure 5-16: Truck Routes

Goal CM-3: Ensure the safe, efficient movement of goods to support the local and the regional economy, with minimal impacts on residential neighborhoods and local traffic patterns.

Policy CM-3.1: Support local and regional transportation improvements that facilitate the timely movement and security of goods and meet the needs of local business and industry as long as improvements do not negatively impact the environment.

Policy CM-3.2: Protect residential neighborhoods from intrusion of truck traffic by maintaining and enforcing an efficient system of designated truck routes.

Policy CM-3.3: Generally discourage the location of businesses generating large amounts of truck traffic in areas where residential streets or land uses would be negatively impacted. In mixed use areas where businesses and residences are in close proximity, ingress and egress for truck traffic should be designed to minimize the potential for impacts on residences and neighborhood streets.

11. MAINTENANCE

Federal transportation law and state transportation policy emphasize that maintenance and preservation is one of the highest transportation priorities to ensure regional mobility into the future and to provide a reasonably safe transportation system for travelers of all modes. City maintenance promotes road safety and minimizes the likelihood of collisions, and enhances the safety for pedestrians, transit and bicyclists

Additionally, the street system is one of the City's most expensive assets and the City's first priority should be the maintenance of the existing roadways to protect and preserve the surface condition, help maintain structural integrity, and restore texture and skid resistance to the roadway surface. With proper maintenance, asphalt pavement will last twenty to twenty-five years.

The City of Bonney Lake has implemented a Pavement Condition Program to preserve the community's investment in street system infrastructure and develop an efficient and effective program for pavement preservation and reconstruction. The City uses a pavement condition inventory (PCI) to evaluate the condition of the pavement and provide an objective and rational basis for determining maintenance and repair priorities. PCI is a numerical indicator that rates the surface condition of pavement based on the distressed observed on the surface of the pavement.¹¹ Pavement preservation projects are selected based on the financial consequences of delaying a project and on the condition of the pavement.

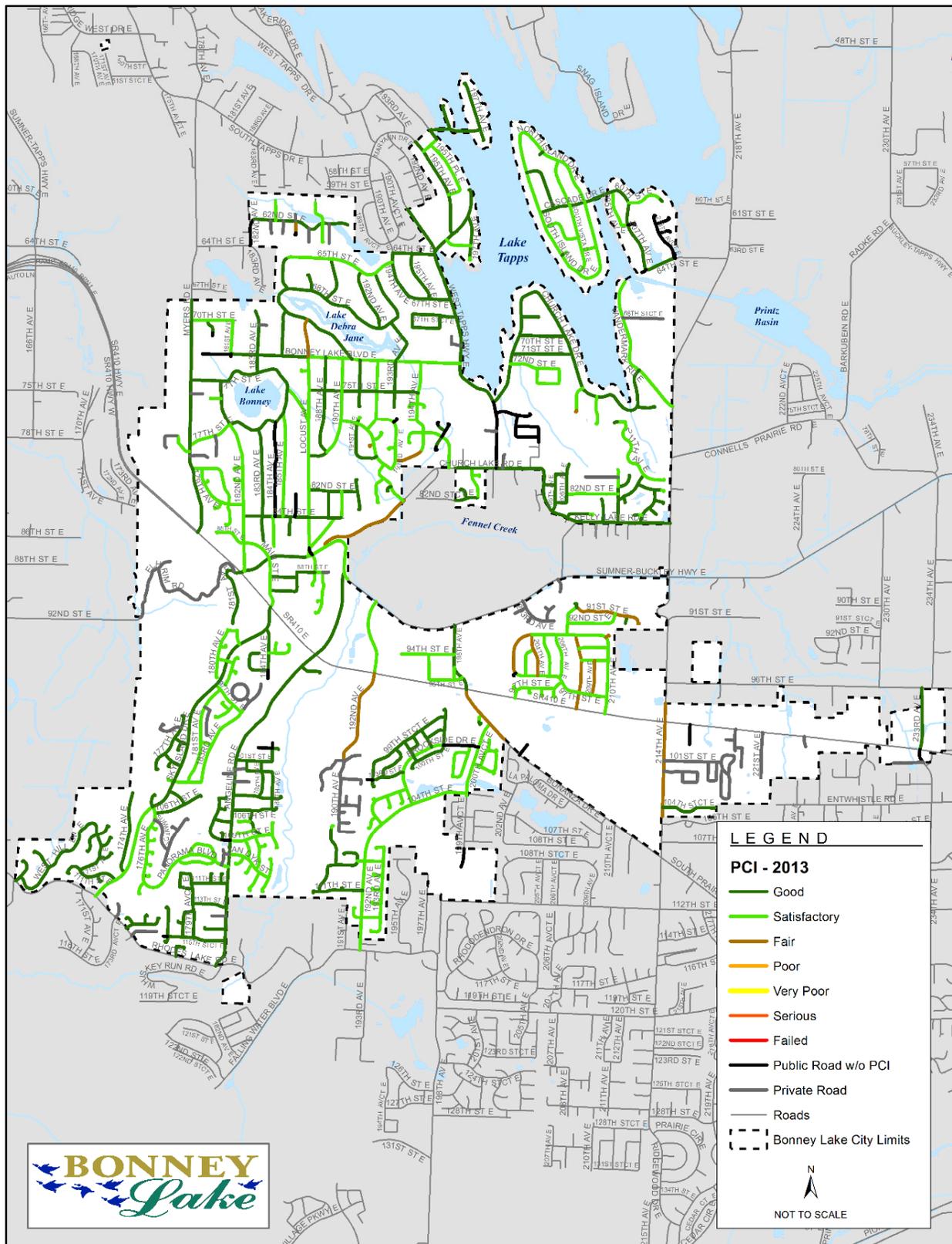


Figure 5-17: Bonney Lake Street Pavement Condition

Goal CM-4: Maintain and preserve the City’s existing transportation system in order to provide a safe multi-modal system, protect the investment in the existing system, and lower overall life-cycle costs.

Policy CM-4.1: Provide adequate funding to maintain roads, bridges, sidewalks, bike paths, and other transportation facilities in good operating condition.

Policy CM-4.2: Utilize the Pavement Condition Index (PCI) to determine maintenance and rehabilitation requirements, conduct long-term planning and, most importantly, establish priorities that maximize the City’s limited financial resources.

Policy CM-4.3: Work with Pierce County to have streets within annexation areas constructed to City standards and in good repair. Require a funding and implementation program for their reconstruction as a condition of annexation, if the streets in an annexation area are substandard.

Policy CM-4.4: Minimize road hazards associated with overgrown vegetation, structures blocking sight lines, and other visual obstructions. New development should be reviewed to ensure that ingress and egress locations, driveways, crosswalks, and other circulation features, are sited to minimize accident hazards.

Policy CM-4.5: Maintain the data needed to assess roadway safety and performance, including the safety of bicyclists and pedestrians as well as motorists.

12. ENVIRONMENTAL SUSTAINABILITY

“Assure [sic] a circulation system that is harmonious with the residential, business, recreational and natural features of the community.”

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

Since the passage of the Commute Trip Reduction (CTR) Act in 1991 (incorporated into the Clean Air Act), Washington State has required cities to reduce trips by encouraging large employers to develop plans that motivate employees to commute in ways other than driving alone. Jurisdictions are required to adopt a CTR program that applies to all major employers within the city limits. The law defines a

major employer as one that employs one hundred or more full-time employees who are scheduled to begin their work day during the morning commute times of six a.m. and nine a.m. Since there are currently no major employers within the city limits, this requirement does not apply to Bonney Lake.

In 2008, the State adopted the goal of reducing Vehicle Miles Travel (VMT) by eighteen percent by 2020, thirty percent by 2035 and fifty percent by 2050 to support the State’s policy that transportation plans should promote energy conservation, enhance health communities and protect the environment.

CTR program helps to make the transportation system work more efficiently encouraging people to ride the bus, vanpool, carpool, walk, bike, work from home, or compress their workweek and also helps achieve the State’s goals for reducing VMT. A higher proportion of trips made in high-occupancy vehicles,

or by walking or bicycling, or avoided altogether during the morning commute also means reduced delay for everyone traveling on the system.

The City has taken steps with the goal of using the existing capacity more efficiently, increasing capacity for motorized transportation, reducing the peak period transportation demands, and decreasing VMT such as:

- Encouraging land use patterns in which people live close to jobs and services, allowing shorter and fewer vehicle trips
- Requiring sidewalks on all new or rebuilt streets
- Requiring new subdivisions to provide pedestrian connections to nearby activity centers
- Building sidewalks accessing schools, parks, community centers, transit stops, shopping and the Downtown
- Developing a network of bicycle lanes
- Linking city non-motorized networks to regional networks.

Environmentally sustainable transportation systems do not only focus on reducing air pollutants and greenhouse gases but also consider the environmental impacts on the immediate neighborhood from noise, light, and glare and regional impacts to water quality.

Projects with impacts to the local community require a balanced and sensitive approach to planning, design, and construction. The City and its project partners need to understand and implement collaborative approaches that allow all stakeholders to participate in the vision, design, and construction of the project. Context sensitive design is a way to strive for balance. Projects must be supported by sound engineering standards and practices while at the same time, incorporate the needs of the city and neighborhoods involved.

Goal CM-5: Strive to minimize impact on the environment created by transportation projects through context sensitive design strategies and to reduce congestion, air pollution, and fuel consumption through TDM and CTR Programs.

Policy CM-5.1: Design and construct roads and other transportation facilities to minimize adverse impacts upon noise levels, air quality, surface water runoff, drainage patterns, and environmentally critical areas and fit the character of the neighborhoods through which they pass.

Policy CM-5.2: Where determined necessary, incorporate sound absorption devices, landscaping, earthen berms and other natural or artificial features that help mitigate adverse noise, light and glare impacts generated by surface transportation facilities.

Policy CM-5.3: Participate in efforts by county, regional and state agencies to reduce stormwater contamination.

Policy CM-5.4: Use transportation demand management (TDM) strategies to reduce single-occupant vehicle travel and encourage alternative modes of travel. These strategies include parking management, individualized marketing, ridesharing and support of non-motorized travel.

Policy CM-5.5: Develop a Commute Trip Reduction ordinance to minimize peak hour commuting through the use of strategies such as flextime, telecommuting working, and other alternatives to driving alone.

Policy CM-5.6: Develop an Electronic Vehicle Infrastructure ordinance as required by RCW 36.70A.695 to support battery charging stations for electronic vehicles.

Policy CM-5.7: Encourage residents who commute on SR 410 to carpool, ride the bus, work on off-peak hours, or telecommute. Encourage plateau residents generally to consolidate trips and avoid peak hour traffic.

Policy CM-5.8: Encourage mixed land use patterns in which people live close to jobs and services, allowing shorter and fewer vehicle trips.

Policy CM-5.9: Encourage public participation in transportation-related decisions by providing forums to help the public and stakeholders understand transportation issues.

13. PARKING

Parking is simultaneously a land use issue, a mobility issue, and a community character issue. From a mobility perspective, the availability of parking influences transportation choice and traffic flow. The locations of driveways and parking lot entrances can lead to traffic delays or reduce the safety and efficiency of a street. Parking can also affect the ability of bicycles to use the street.

Although Bonney Lake wishes to be less auto-oriented, the reality is that most residents will continue to own cars, and will continue to use these cars for daily errands, work trips, shopping, and other activities. The challenge is to provide enough parking to meet these needs without providing so much parking that trips are unnecessarily induced. The design and location of parking is a key part of the solution.

The practical impact of the City's parking strategies is that conditions will not change in most of the city, particularly in low and medium density residential neighborhoods. The focus will be on the higher density residential, commercial, and mixed use development areas that are to become "strategically urban" in the future. Policies for these areas focus on making more efficient use of parking facilities, while de-emphasizing parking as a feature of Bonney Lake's landscape. This will mean greater use of shared parking lots that support multiple uses at different times of the day, more flexible and accurate parking standards, and continued use of parking facilities that support transit. It also will mean greater accommodation of bicycle parking, preferential parking for car-share vehicles and carpools, and even new pricing policies for parking in the highest-demand areas

Goal CM-6: Provide parking that meets the needs of residents, workers, visitors, and shoppers in a way that is consistent with broader goals related to sustainability and community character.

Policy CM-6.1: Apply parking requirements and standards for residential and commercial development which adequately respond to demand and minimize adverse effects on neighboring properties

Policy CM-6.2: Strongly encourage the concept of shared parking (and shared parking agreements) for land uses where the peak parking demand occurs at different times of the day, thereby reducing the aggregate number of spaces required.

Policy CM-6.3: Encourage the development secured bicycle parking at (or near) at educational and recreational facilities, transit centers and commercial areas. In commercial areas, bicycle parking may be consolidated in racks serving multiple businesses to create a cleaner and more attractive street appearance.

14. FUTURE MULTIMODAL SYSTEM

The City’s overall goal is to reduce dependency on single passenger automobiles as new development and population growth occurs over the next twenty years. This will occur through a combination of land use decisions (e.g. directing most new development to local centers at a density that can support transit^d), encourage alternative commuting options (e.g. transit, vanpools, carpools, bicycling, and walking), and transportation investments (e.g. providing interconnected roads with sidewalk and bike lanes). Improvements to the roadway system will also be necessary, as the automobile will continue to be a dominant form of transportation and the most feasible means of long-distance travel in much of the City.

“Promote a balanced transportation system that will economically meet present and future needs of Bonney Lake.”

&

“Provide a circulation system that incorporates transportation methods and design and travel patterns that are convenient and safe for the public.”

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

The City’s strategy for accomplishing this is to identify local centers, activity nodes, prioritized pedestrian improvements, and key multimodal corridors. Figure 5-18 is intended to be a composite of the City’s multi-modal transportation system in 2035. It combines Bonney Lake’s primary travel modes on a single diagram, including, “multimodal arterials” and “multimodal collectors” (i.e. streets designed to accommodate auto, bike, and pedestrian equally), bicycle routes, sidewalk improvements, and trails. The

^d Research has shown that to be transit supportive, residential densities should reach, at minimum, 10 to 20 dwelling units per gross acre.

nodes identified on the map are located with existing or planned local centers. Over time the City will seek to build out this proposed system of multimodal connectivity by developing and prioritizing projects that address locations identified as providing poor or fair levels of service, particularly those along the proposed multimodal travel corridors, improve poor pedestrian conditions along local streets, and connect to the existing and proposed trail system. The primary focus will be first on providing connections to activity generators such as schools, commercial districts, civic uses and parks, with longer term plans to construct additional pedestrian amenities throughout the City. Proposed improvements for creating a more walkable and bikeable Bonney Lake as part of the City's multi-modal transportation system are discussed in more detail in Sections 14.2 and 14.3.

Goal CM-7: Provide the capacity required to serve the development envisioned in the Community Development and Economic Development Elements of the Comprehensive Plan by improving connections to the regional transportation system, increasing interconnectivity of the existing street grid, and providing multimodal facilities.

Policy CM-7.1: Promote connectivity in the street network. Except where necessitated by topography, the use of dead-ends and cul-de-sacs shall be minimized, and the extension or preservation of a grid street pattern shall be encouraged. Additional street network connectivity (i.e., a "grid pattern") should be created and existing gaps in the road, bike, and pedestrian networks should be closed.

Policy CM-7.2: Ensure that the design and scale of city streets is sensitive to the context of surrounding neighborhoods.

Policy CM-7.3: Design and construct a transportation system to serve the land use pattern set forth by the Land Use Element of the Comprehensive Plan.

Policy CM-7.4: Establish an integrated transportation system with connectivity to the regional transportation system and to the local street networks in adjacent communities that safely and conveniently accommodates all users: motorists, pedestrians, bicyclist, and transit riders.

Policy CM-7.5: Use Intelligent Transportation System (ITS) strategies to optimize the existing street network.

Policy CM-7.6: Design and construct transportation facilities that prevent or minimize impacts to residential areas, while maintaining the street grid for access and circulation.

Policy CM-7.7: Manage traffic on arterials and collectors to reduce unnecessary travel delays and maintain efficient vehicle flow. However, auto speed and convenience may be diminished in some locations in order to achieve a more livable, walkable, and attractive community

Policy CM -7.8: Require new development to mitigate its impacts on mobility conditions through traffic impact fees, street and intersection improvements, transportation demand management programs, and other measures.

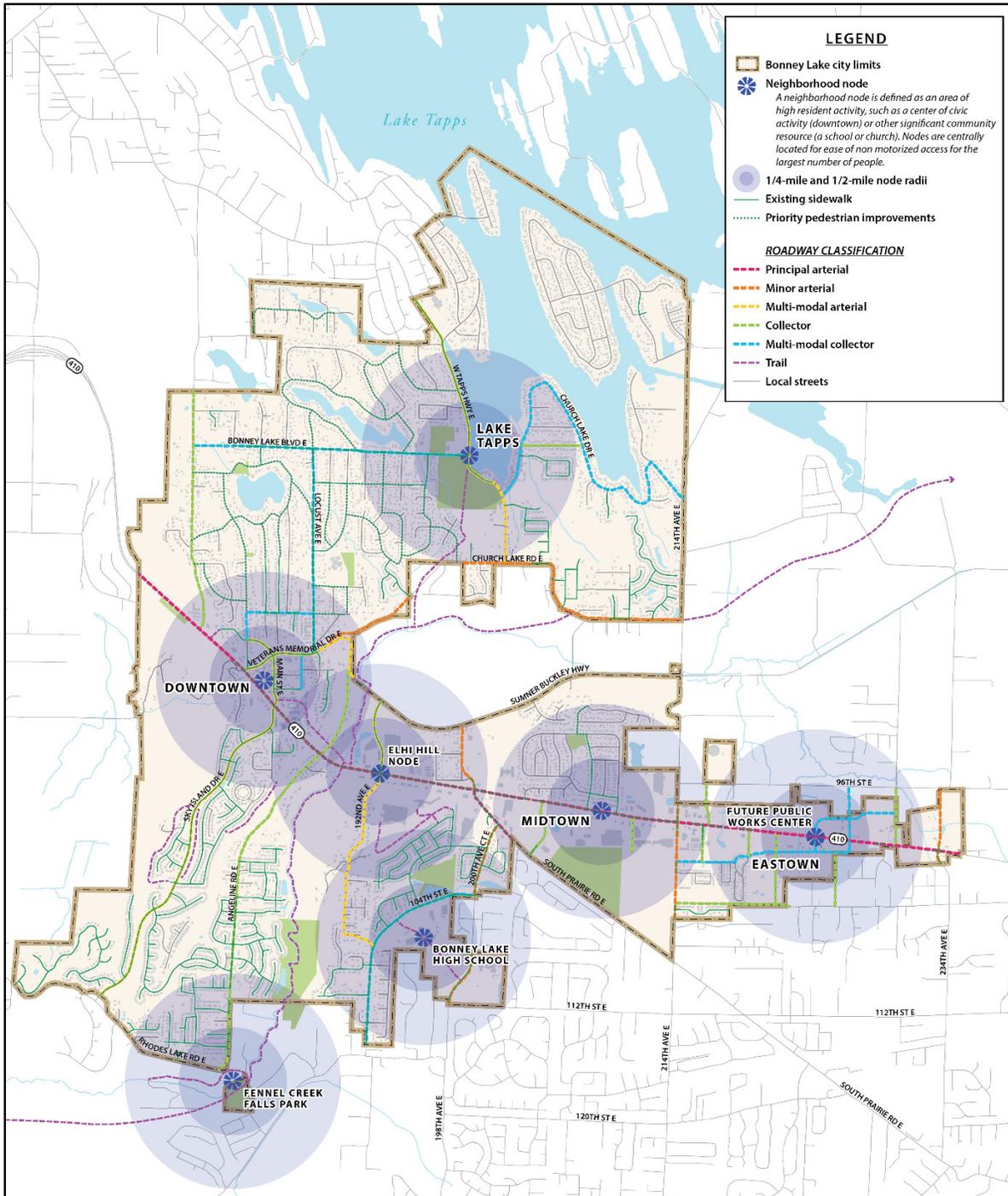


Figure 5-18: 2035 Multi-Modal System

14.1 FUTURE ROADWAY CAPACITY

As new jobs and residents come to Bonney Lake, traffic growth is likely to follow. In order to plan for this growth, the City relied on forecasts of future traffic conditions based on a computerized traffic model. The model considers the projected amount of job and household growth in various locations around the City between 2015 and 2035. Different land uses generate different amounts of traffic, enabling the

model to test the impacts that growth may have on future traffic conditions. Future “trips” are added to the transportation network taking into consideration planned road improvements, new transit facilities, and other infrastructure changes. The model makes assumptions about the directional flow of these trips; the percent of trips that will be made by car, bus, and so on based on travel behavior for the area; and development in nearby cities that will affect local streets.

The traffic model identified intersections and road segments that are likely to be congested in the future. This information used to plan improvements to the system to increase road capacity. The vast majority of additional capacity required to accommodate the population and employment growth envisioned over the next twenty years will be provided by new roadways and improved interconnectivity of the existing street grid as illustrated on Figure 5-20 and described in Table 5-10.

Intersection levels of service were evaluated for thirty-one study intersections for 2035 operational analysis based upon the network described above. The 2035 traffic volume projections are shown on Figure 5-19. The LOS results without the projects described in Table 5-9. The LOS results with the projects described in Figure 5-16 is provided in Table 5-11. Operational reports are included in Appendix C.

The capacity of the City’s transportation system is integral to the success of and is shaped by the City’s land use plan documented in the Community Development Element of the Comprehensive Plan. While the City’s land use plan envisions that the City will remain primarily a single-family home community, pockets of high density and mixed use developments along the SR 410 corridor which will have transit supportive densities.

In order to address capacity related problems with SR 410, the City has undertaken a program to maximize flow and minimize delays, which includes:

- Adding new North-South collector roads to spread the loading out onto more SR 410 intersections;
- Completion of the 198th Avenue East missing link by Pierce County and Newland Homes that will provide a direct connection to SR 410 and the Tehaleh Employment Based Community;
- Completion of 204th Avenue East as part of the development of WSU Forest connecting SR 410, with a new traffic signal, to the traffic signal on South Prairie Road;
- Construction of 192nd Avenue East as a future multimodal arterial that will connect SR 410 to Rhodes Lake Road; and
- All traffic signals on SR 410 will be upgraded to communicate with each other and minimize delays from Veterans Memorial Drive to 214th Avenue East.

The City of Bonney Lake’s Six-Year Transportation Improvement Program (TIP) provides information on project locations, funding and schedule. A number of the roadway and intersection deficiencies identified in the previous section are included in the TIP, and some are currently underway or planned for construction. The City updates its TIP annually and is available from the Public Works Department.

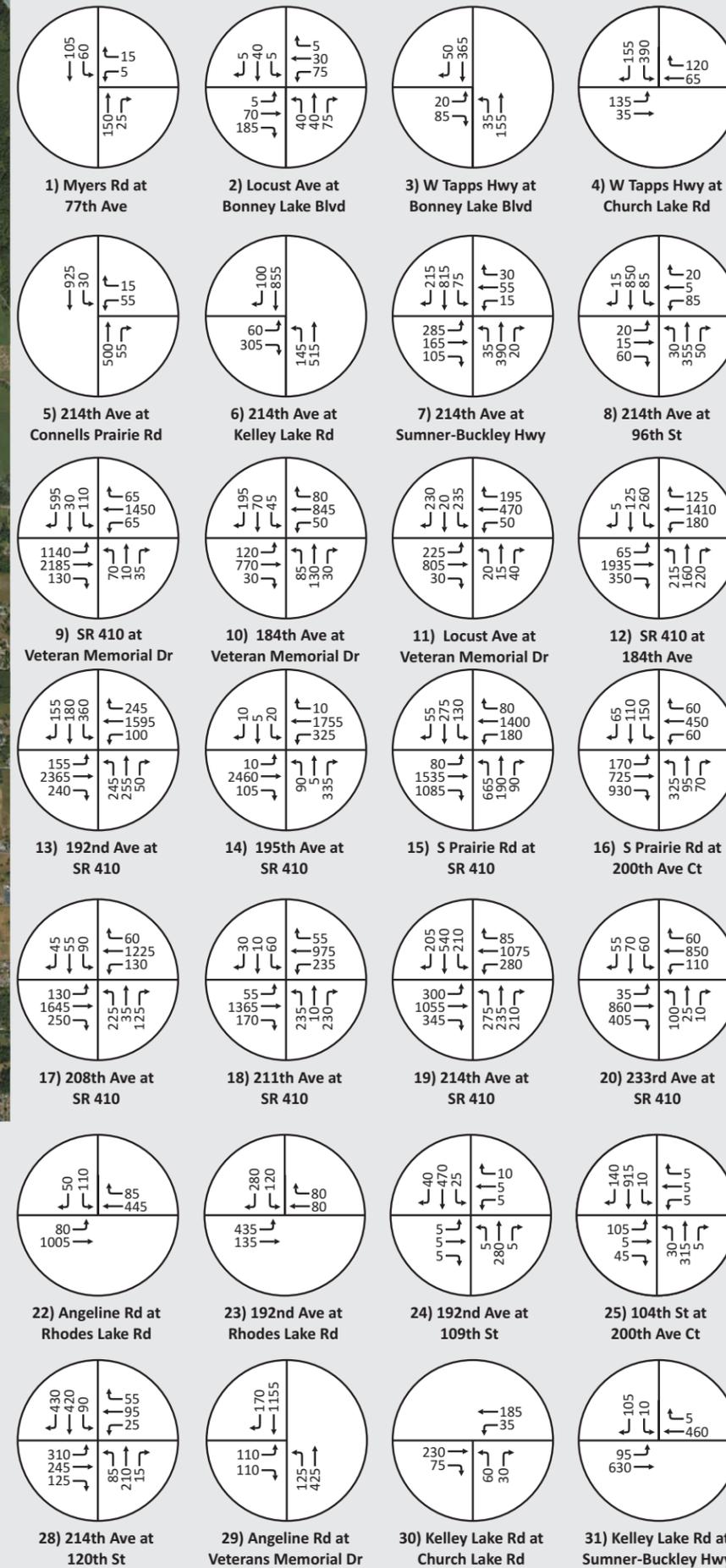
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Figure 5-19

Projected 2035 PM Peak Hour Traffic Volumes

LEGEND

XX → PM PEAK HOUR TRAFFIC VOLUMES



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| NUMBER | INTERSECTION | INTERSECTION CONTROL | PROJECTED 2035 BASELINE | |
|--------|---|----------------------|-------------------------|-----------|
| | | | LOS (DELAY) | WORST V/C |
| 1 | 77 th Street/Myers Road | Stop Sign | A (10) | 0.05 |
| 2 | Bonney Lake Blvd/Locust Avenue | All Way Stop | A (9) | 0.32 |
| 3 | Bonney Lake Blvd/West Tapps Highway | All Way Stop | B (11) | 0.53 |
| 4 | West Tapps Hwy/Church Lake Road | Stop Sign | F (300+) | 2.57 |
| 5 | Connells Prairie Road/214 th Avenue | Stop Sign | F (61) | 0.55 |
| 6 | 214 th Avenue/Kelly Lake Road | Signal | C (28) | 0.94 |
| 7 | Sumner-Buckley Hwy/214 th Avenue | Signal | C (31) | 0.99 |
| 8 | 96 th Street/214 th Avenue | Signal | A (8) | 0.62 |
| 9 | SR 410/Veteran Memorial Drive | Signal | F (115) | 2.04 |
| 10 | 184 th Avenue/Veteran Memorial Drive | Signal | B (17) | 0.84 |
| 11 | Locust Avenue/Veteran Memorial Drive | Signal | B (19) | 0.90 |
| 12 | SR 410/184 th Avenue | Signal | D (44) | 1.07 |
| 13 | SR 410/192 nd Avenue | Signal | F (92) | 1.39 |
| 14 | SR 410/195 th Avenue | Signal | D (43) | 1.04 |
| 15 | SR 410/198 th Avenue (South Prairie Road) | Signal | D (52) | 1.49 |
| 16 | South Prairie Road/200 th Avenue Ct. | Signal | E (68) | 1.17 |
| 17 | SR 410/208 th Avenue | Signal | D (46) | 1.18 |
| 18 | SR 410/211 th Avenue | Signal | B (14) | 0.87 |
| 19 | SR 410/214 th Avenue | Signal | E (67) | 1.04 |
| 20 | SR 410/233 rd Avenue | Signal | A (10) | 0.63 |
| 21 | Rhodes Lake Road/Sky Island Drive | Stop Sign | D (31) | 0.28 |
| 22 | Rhodes Lake Road/Angeline Road | Stop Sign | F (300+) | 1.50 |
| 23 | Rhodes Lake Road/192 nd Avenue | Stop Sign | F (124) | 0.94 |
| 24 | 109 th Street/192 nd Avenue | Stop Sign | C (16) | 0.03 |
| 25 | 104 th Street/200 th Avenue Ct. | Signal | A (6) | 0.74 |
| 26 | 214 th Avenue/South Prairie Road | Signal | C (32) | 0.95 |
| 27 | 214 th Avenue/112 th Street E | Stop Sign | F (190) | 1.04 |
| 28 | 214 th Avenue/120 th Street E | Signal | A (10) | 0.72 |
| 29 | Sumner-Buckley Hwy/Angeline Rd | Stop Sign | F (300+) | 3.41 |
| 30 | Church Lake Rd/Kelley Lake Rd | Stop Sign | B (13) | 0.17 |
| 31 | Sumner-Buckley Hwy/Kelley Lake Rd | Stop Sign | C (16) | 0.26 |

Table 5-10: 2035 Intersection Level of Service without Road Improvements

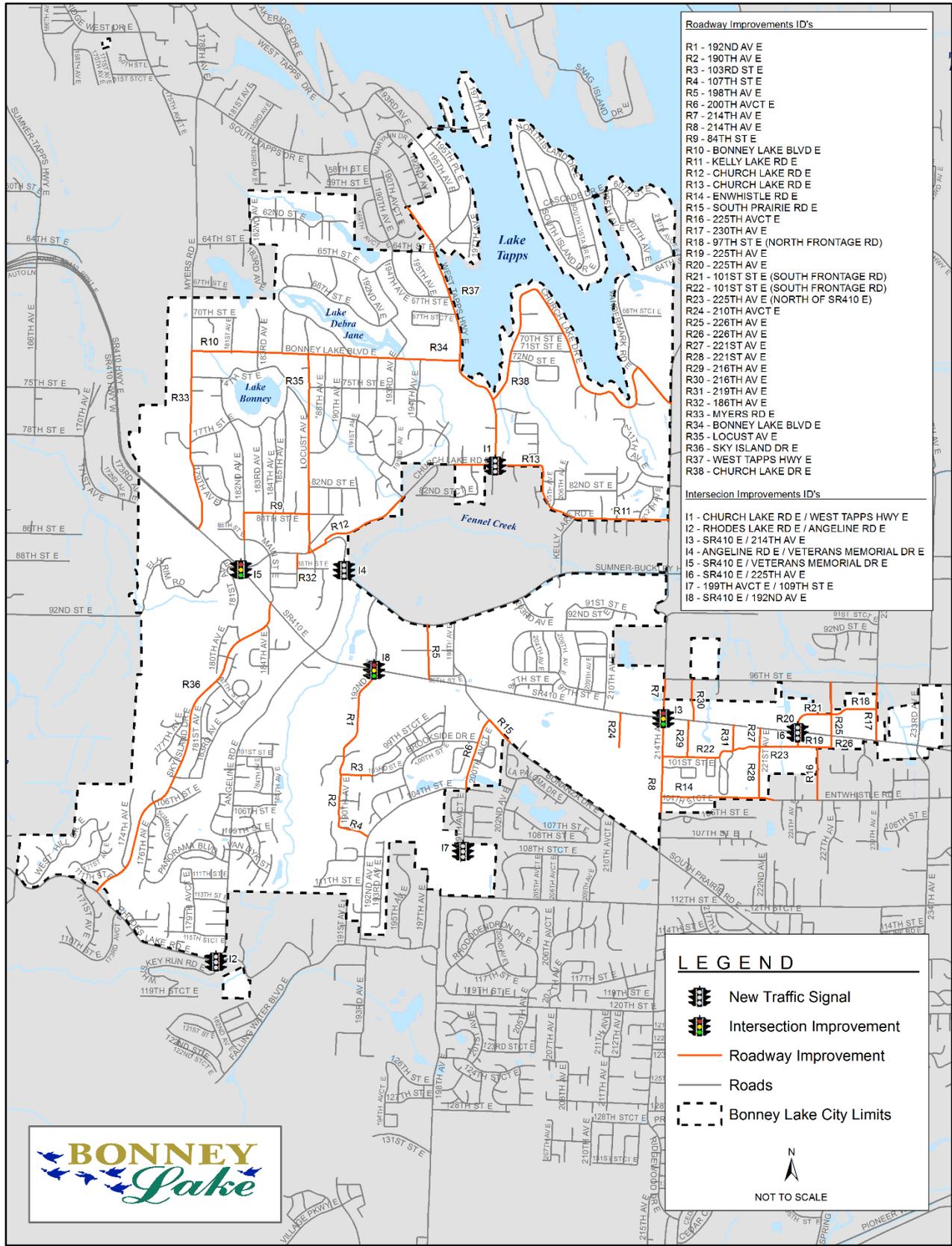


Figure 5-20: Roadway and Intersection Improvement

| PROJECT TYPE | MAP ID | PROJECT NAME | PROJECT LIMITS | PROJECT DESCRIPTION | STREET CLASSIFICATION | 2015 - 2020 TIP | TOTAL COST | PRIORITY | COMMENTS |
|----------------------|--------|---|-----------------------------------|--|-----------------------|-----------------|-------------|----------|---|
| ROADWAY IMPROVEMENTS | R1 | 192nd Ave. E. Segment 1 | SR 410 to 103rd St. E. | Extend 192nd Ave. E. from SR 410 to 103rd St E. This will provide a new connection between SR 410 and the residential communities to the south. Construct roadway to multi-modal arterial standards including 3 travel lanes, curb, gutter, sidewalk, bike lanes, landscaping, and stormwater facilities. ROW will be required. | Multi-Modal Arterial | No | \$3,958,167 | Moderate | |
| | R2 | 192nd Ave. E. Segment 2 | 103rd St. E. to 107th St. E. | Extend 192nd Ave. E. from 103rd St. E. to 107th St. E. This will provide a new connection between SR 410 and the residential communities to the south. Construct roadway to multi-modal arterial standards including 3 travel lanes, curb, gutter, sidewalk, bike lanes, landscaping, and stormwater facilities. ROW will be required. | Multi-Modal Arterial | No | \$1,803,328 | Moderate | |
| | R3 | 103rd St. E. | 194th Ave. E to 192nd Ave. E. | Extend 103rd Ave. E. to connect to 192nd Ave. E. Construct to local street standards with 2 lanes, curb, gutter, and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required. | Local Street | No | \$1,085,000 | Moderate | |
| | R4 | 107th St. E. | 192nd Ave. E. to 104th St. E. | Construct 107th St. E. to connect to 192nd Ave. E. to 104th Ave. E. Construct roadway to multi-modal arterial standards including 2 travel lanes, curb, gutter, sidewalk, bike lanes, landscaping, and stormwater facilities. ROW will be required. | Multi-Modal Arterial | No | \$1,058,505 | Moderate | The east section of 107th St. E currently has 2 lanes |
| | R5 | 198th Ave. E. | Sumner-Buckley Hwy to SR 410 | Construct roadway to minor arterial standards including 2 travel lanes, curb, gutter, sidewalk, bike lanes, landscaping, and stormwater facilities. Roadway will be realign with the SR 410 intersection. | Minor Arterial | No | \$1,936,000 | Top | Coordinate with intersection improvements to SR 410/198th Ave E & Sumner-Buckley Hwy/198th Ave E. |
| | R6 | 200th Ave. Ct. E. | South Prairie Rd. to 104th St. E. | Widen the roadway to 5 lanes. Construct roadway to minor arterial standards with curb, gutter, sidewalk, bike lanes, landscaping, and stormwater facilities. | Minor Arterial | No | \$1,881,000 | Top | Partially funded with mitigation agreements for developments outside the City. |
| | R7 | 214th Ave. E. | 96th St. E. to SR 410 | Widen the roadway to 5 lanes. Provide curb, gutter, sidewalk, and stormwater conveyance facilities. | Minor Arterial | Yes | \$1,350,000 | Top | |
| | R8 | 214th Ave. E. | SR 410 to Southern City Limits | Widen the roadway to 5 lanes. Construct roadway to minor arterial standards with curb, gutter, sidewalk, bike lanes, landscaping, and stormwater facilities. | Minor Arterial | Yes | \$2,500,000 | Top | |
| | R9 | 84th St. E. | Locust Ave. E. to Main St. E | Resurface the roadway to multi-modal collector standards, including curb, gutter, sidewalks, bike lanes, landscaping, and a stormwater conveyance facilities | Multi-Modal Collector | No | \$1,683,078 | Low | |
| | R10 | Bonney Lake Blvd. (Meyers Rd. Connection) | Meyers Rd. to 181st Ave. E. | Extend Bonney Lake Blvd. to connect to Myers Rd. Construct to multi-modal collector standard with 2 lanes, curb, gutter, sidewalks, bike lanes, and landscaping. Includes a stormwater conveyance system with detention and water quality facilities | Multi-Modal Collector | No | \$2,013,477 | Low | |
| | R11 | Kelly Lake Rd. | Church Lake Rd. to 214th Ave. E. | Reconstruct and widen the roadway to minor arterial standards, including 3-lanes, curb, gutter, sidewalks and a stormwater conveyance system with detention and water quality facilities. | Minor Arterial | No | \$1,837,000 | Low | |

| PROJECT TYPE | MAP ID | PROJECT NAME | PROJECT LIMITS | PROJECT DESCRIPTION | STREET CLASSIFICATION | 2015 - 2020 TIP | TOTAL COST | PRORITY | COMMENTS |
|----------------------|--------|--|---|--|-----------------------|-----------------|-------------|----------|----------|
| ROADWAY IMPROVEMENTS | R12 | Church Lake Rd. | Locust Ave. to City Limits. | Reconstruct and widen the roadway to minor arterial standards, including 3-lanes, curb, gutter, sidewalks, and a stormwater conveyance system with detention and water quality facilities. Project also includes improvements to the Veterans Memorial Drive approach. | Minor Arterial | No | \$2,995,675 | Low | |
| | R13 | Church Lake Rd. | City Limits to Kelly Lake Rd. | Reconstruct and widen the roadway to minor arterial standards, including 3-lanes, curb, gutter, sidewalks, and a stormwater conveyance system with detention and water quality facilities. | Minor Arterial | No | \$4,042,425 | Low | |
| | R14 | Entwhistle Rd. E. | 214th Ave. E. to 221st Ave. E. | Extend Entwhistle Rd. E. to connect to 214th Ave. E. Construct roadway to collector standards with 2 travel lanes, curb, gutter, sidewalk, bike lanes, landscaping, and stormwater facilities. ROW will be required. | Collector | Yes | \$1,871,400 | Moderate | |
| | R15 | South Prairie Rd. | 200th Ave. E. to 202nd Ave. E. | Reconstruct and widen roadway to include 5-lanes with curb, gutter, sidewalks, and bike lanes. Includes intersection improvements at SR-410. Includes a stormwater conveyance system with detention and water quality facilities. | Principal Arterial | No | \$492,069 | Moderate | |
| | R16 | 225th Ave. Ct. E. | Southern Frontage Rd. to Entwhistle Rd. | Construct 225th Ave. E. to connect the future Southern Frontage Rd to Entwhistle Rd. Construct to collector road standards with 2 lanes, curb, gutter, bicycle lanes and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required. | Collector | Yes | \$1,102,500 | Moderate | |
| | R17 | 230th Ave. E | 96th Ave. E to SR 410. | Construct 230th Ave. E. to connect to 96th Ave. E. and SR 410. Construct to collector road standards with 2 lanes, curb, gutter, bicycle lanes and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required. | Collector | Yes | \$1,436,700 | Moderate | |
| | R18 | 97th St. E. (North Frontage Rd.) (Segment 1) | 226th Ave. E. to 230th Ave. E | Construct 97th St. E. to connect the future 226th Ave. E. to the future 230th Ave. E. Construct to multi-modal collector standards, including 2 travel lanes, curb, gutter, sidewalks, bike lanes, landscaping, and a stormwater conveyance facilities. ROW will be required. | Multi-Modal Collector | Yes | \$2,737,422 | Moderate | |
| | R19 | 225th Ave. E. | SR 410 to Southern Frontage Rd. | Construct 225th Ave. E. to connect toSR 410 and the101st St. E. (Southern Frontage Rd.). Construct to multi-modal collector standards, including 2 travel lanes, curb, gutter, sidewalks, bike lanes, landscaping, and a stormwater conveyance facilities ROW will be required. | Multi-Modal Collector | Yes | \$267,663 | Moderate | |
| | R20 | 225th Ave. E. | SR 410 to 97th St. E. | Construct 225th Ave. E. to connect to SR 410 and 97th Ave. E. Construct to multi-modal collector standards, including 2 travel lanes, curb, gutter, sidewalks, bike lanes, landscaping, and a stormwater conveyance facilities. ROW will be required. | Multi-Modal Collector | Yes | \$927,616 | Moderate | |
| | R21 | 97th St. E. (North Frontage Rd.) (Segment 2) | 225th Ave. E. to 226th Ave. E | Construct 97th St. E. to connect the future 225th Ave. E. to the future 226th Ave. E. Construct to multi-modal collector standards, including 2 travel lanes, curb, gutter, sidewalks, bike lanes, landscaping, and a stormwater conveyance facilities. ROW will be required. | Multi-Modal Collector | Yes | \$1,783,769 | Moderate | |

| PROJECT TYPE | MAP ID | PROJECT NAME | PROJECT LIMITS | PROJECT DESCRIPTION | STREET CLASSIFICATION | 2015 - 2020 TIP | TOTAL COST | PRIORITY | COMMENTS |
|----------------------|--------|---|--|--|-----------------------|-----------------|-------------|----------|--|
| ROADWAY IMPROVEMENTS | R22 | 101st St. E. (Southern Frontage Rd) (Segment 1) | 214th Ave. E. to 221st Ave. E. | Construct 101st St. E. to connect the future 214th Ave. E. to the future 226th Ave. E. Construct to multi-modal collector standards, including 2 travel lanes, curb, gutter, sidewalks, bike lanes, landscaping, and a stormwater conveyance facilities. ROW will be required. | Multi-Modal Collector | Yes | \$1,730,535 | Moderate | |
| | R23 | 101st St. E. (Southern Frontage Rd) (Segment 2) | 221st Ave. E. to 226th Ave. E. | Construct 101st St. E. to connect the future 221st Ave. E. to the future 226th Ave. E. Construct to multi-modal collector road standards with 2 lanes, curb, gutter, bicycle lanes and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required. | Multi-Modal Collector | Yes | \$1,204,783 | Moderate | |
| | R24 | 210th Ave. Ct. E. | SR 410 to WSU Forest Residential | Extend 210th Ave. Ct. E. to connect to SR 410 to the WSU Residential Development. Construct to collector standards with 2 lanes, curb, gutter, and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required | Collector | No | \$1,924,048 | Low | The road will extend on to the WSU site in order to provide the possibility of a future connection between the residential development and SR 410. |
| | R25 | 226th Ave. E | SR 410 to 96th St. E | Construct 226th Ave. E. to connect SR 410 to 96th St. E. Construct to multi-modal collector road standards with 2 lanes, curb, gutter, bicycle lanes and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required. | Multi-Modal Collector | Yes | \$1,631,074 | Moderate | |
| | R26 | 226th Ave. E | SR 410 to 101st St. E. (Southern Frontage Rd.) | Construct 226th Ave. E. to connect SR 410 to 101st St. E. Construct to multi-modal collector road standards with 2 lanes, curb, gutter, bicycle lanes and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required. | Multi-Modal Collector | Yes | \$359,110 | Moderate | |
| | R27 | 221st Ave. E | SR 410 to 101st St. E. (Southern Frontage Rd.) | Construct 221st Ave. E. to connect SR 410 to the future 101st St. E. Construct to collector road standards with 2 lanes, curb, gutter, bicycle lanes and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required. | Collector | Yes | \$254,050 | Moderate | |
| | R28 | 221st Ave. E | 101st St. E. (Southern Frontage Rd.) to Entwhistle | Construct 221st Ave. E. to connect the future 101st St. E. to Entwhistle. Construct to collector road standards with 2 lanes, curb, gutter, bicycle lanes and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required. | Collector | Yes | \$893,950 | Moderate | |
| | R29 | 216th Ave. E. | SR 410 to 101st St. E. (Southern Frontage Rd.) | Extend 216th Ave. E. to connect to SR 410 to the future 101st St. E. Construct to collector standards with 2 lanes, curb, gutter, and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required | Collector | Yes | \$198,000 | Moderate | |
| | R30 | 216th Ave. E. | SR 410 to 96th St. E | Construct 221st Ave. E. to connect SR 410 to 96th Ave. E. Construct to collector road standards with 2 lanes, curb, gutter, bicycle lanes and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required. | Collector | Yes | \$617,100 | Moderate | |

| PROJECT TYPE | MAP ID | PROJECT NAME | PROJECT LIMITS | PROJECT DESCRIPTION | STREET CLASSIFICATION | 2015 - 2020 TIP | TOTAL COST | PRIORITY | COMMENTS |
|---------------------------|--------|---------------------------------------|--|--|-----------------------|-----------------|--------------|----------|--|
| ROADWAY IMPROVEMENTS | R31 | 219th Ave. E. | SR 410 to 101st St. E. (Southern Frontage Rd.) | Extend 219th Ave. E. to connect to SR 410 to the future 101st St. E. Construct to collector standards with 2 lanes, curb, gutter, and sidewalks. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required | Collector | Yes | \$1,444,999 | Moderate | |
| | R32 | 186th Ave. E. | 88th St. E. To Veterans Memorial Dr. | Extend 186th Ave. E. to connect to Veteran's Memorial Dr. Construct to multi-modal collector standards with 2 lanes, curb, gutter, and on one sidewalk. Includes a stormwater conveyance system with detention and water quality facilities. ROW will be required. | Multi-Modal Collector | | \$895,487 | Top | DOES NOT INCLUDE POTENTIAL BUILDING IMPACTS IN COST |
| | R33 | Myers Rd E. | SR 410 to Bonney Lake Blvd. | Upgrade roadway to multi-modal collector with curb, gutter, sidewalks, bike lanes, and landscaping. | Collector | | \$5,497,520 | Moderate | Retaining wall and sidewalk for 1000; Full collector cross-section for 3,540' |
| | R34 | Bonney Lake Blvd. | West Tapps Hwy. to 181st Ave. E | Upgrade roadway to multi-modal collector with curb, gutter, sidewalks, bike lanes, and landscaping. | Multi-Modal Collector | | \$6,241,802 | Low | |
| | R35 | Locust Ave. E. | Bonney Lake Blvd. to Veterans Memorial Blvd | Upgrade roadway to multi-modal collector with curb, gutter, sidewalks, bike lanes, and landscaping. | Multi-Modal Collector | | \$5,438,847 | Low | |
| | R36 | Sky Island Dr. E. | SR 410 to Rhodes Lake Rd | Upgrade roadway to multi-modal collector with curb, gutter, sidewalks, bike lanes, and landscaping. | Multi-Modal Arterial | | \$10,000,665 | Low | |
| | R37 | West Tapps Hwy. | Northern City Limits to Church Lake Rd | Upgrade roadway to multi-modal arterial with curb, gutter, sidewalks, bike lanes, and landscaping. | Multi-Modal Arterial | | \$8,127,270 | Low | |
| | R38 | Church Lake Drive | West Tapps Hwy to 214th Ave. E. | Upgrade roadway to multi-modal collector with curb, gutter, sidewalks, bike lanes, and landscaping. Projects includes a portion of Vandermark Rd. E. | Multi-Modal Collector | | \$10,542,764 | Low | |
| INTERSECTION IMPROVEMENTS | I1 | Church Lake Rd. and West Tapps Hwy. | Intersection | Install new signal and additional turn lanes | | Yes | \$580,000 | Top | |
| | I2 | Rhodes Lake Rd. / Angeline Rd. | Intersection | Intersection operational improvement to include traffic signal. | | No | \$650,000 | Top | |
| | I3 | SR 410 / 214th Ave. E. | Intersection | Signal upgrade and additional turn lane on SR 410 | | Yes | \$750,000 | Top | Corresponding widening of 214th Ave. E. on the north and south side of SR 410. |
| | I4 | Angeline Rd. / Veteran's Memorial Dr. | Intersection | Install new signal and additional turn lanes | | Yes | \$520,000 | Top | |
| | I5 | SR 410 / Veteran's Memorial Dr. | Intersection | Phase 2 - signal upgrade and additional turn lanes | | Yes | \$750,000 | Top | |

| PROJECT TYPE | MAP ID | PROJECT NAME | PROJECT LIMITS | PROJECT DESCRIPTION | STREET CLASSIFICATION | 2015 - 2020 TIP | TOTAL COST | PRIORITY | COMMENTS |
|---------------------------|--------|--|---------------------------------|--|-----------------------|-----------------|------------|----------|---|
| INTERSECTION IMPROVEMENTS | I6 | SR 410 / 225th Ave. E | Intersection | Install new signal and additional turn lanes | | Yes | \$750,000 | Low | |
| | I7 | 199th Ave. E. / 109th St. E. | Intersection | Install new signal and additional turn lanes | | Yes | \$250,000 | Moderate | Located at the entrance to Bonney Lake High School and Mountain View Middle School. |
| | I8 | SR 410 / 192nd Ave. E. | Intersection | Phase 1-A: Install new signal arm and additional turn lanes on south side of the intersection. | | Yes | \$410,000 | Top | Existing Wal-Mart entrance of 192nd Ave. E. will be removed. |
| | I9 | Entwhistle Rd. E./ 214th Ave. E. | Intersection | Install new signal and additional turn lanes | | No | \$650,000 | Low | |
| | I10 | Church Lake Road/Veterans Memorial Dr. | Intersection | Circulation study to evaluate improvement alternatives for intersection | | No | \$100,000 | Top | |
| PEDESTRIAN IMPROVEMENTS | P1 | 74th St. E. | Meyers Rd. to 182nd Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$156,945 | High | |
| | P2 | 74th St. E. | 182nd Ave. E. to Locust Ext. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$445,171 | High | |
| | P3 | 185th Ave. E. | Locust Ext. E. to 77th St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$126,989 | High | |
| | P4 | 77th Ave. E. | 185th Ave. E. to 182nd Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$346,819 | Low | |
| | P5 | 77th Ave. E. | 182nd Ave. E. to Meyers Rd. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$243,730 | Moderate | |
| | P6 | 182nd Ave. E. | 74th Ave. E. to 77th Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$243,302 | Low | |
| | P7 | 182nd Ave. E. | 77th Ave. E. to 84th Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$490,585 | Low | |
| | P8 | 183rd Ave. E. | 77th Ave. E. to Terminus | Extend the existing curb, gutter and sidewalks on 183rd Ave. E. from the current terminus to 77th St. E. | | No | \$736,895 | Low | |
| | P9 | 184th Ave. E. | 77th Ave. E. to Terminus | Install sidewalk and swale on one side of the existing roadway. | | No | \$210,095 | Low | |
| | P10 | Locust Ext. E. | 74th Ave. E. to Locust Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$212,321 | High | |
| | P11 | Locust Ave. E. | Bonney Lake Blvd. to McGhee Dr. | Install sidewalk and swale on one side of the existing roadway. | | No | \$200,883 | Moderate | |

| PROJECT TYPE | MAP ID | PROJECT NAME | PROJECT LIMITS | PROJECT DESCRIPTION | STREET CLASSIFICATION | 2015 - 2020 TIP | TOTAL COST | PRIORITY | COMMENTS |
|-------------------------|---------------|----------------------------------|---|---|-----------------------|-----------------|------------|----------|----------|
| PEDESTRIAN IMPROVEMENTS | P12 | McGhee Dr. | Bonney Lake Blvd. to 185th Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$437,739 | Low | |
| | P13 | 186th Ave. E. | McGhee Dr. to 66th St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$156,313 | Moderate | |
| | P14 | 68th St. E. | 186th Ave. E. to 193rd Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$610,281 | Low | |
| | P15 | 192nd Ave. E. | 68th St. E. to 65th St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$331,006 | Low | |
| | P16 | 193rd Ave. E. | 68th St. E. to Bonney Lake Blvd. | Install sidewalk and swale on one side of the existing roadway. | | No | \$249,982 | High | |
| | P17 | 65th St. E. | 192nd Ave. E. to 194th Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$186,595 | Low | |
| | P18 | 194th Ave. E. | 64th St. E. to 67th St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$271,173 | Low | |
| | P19 | 67th St. E. | 194th Ave. E. to West Tapps Hwy. | Install sidewalk and swale on one side of the existing roadway. | | No | \$200,150 | Moderate | |
| | P20 | 62nd St. E. | 182nd Ave. E. to 188th Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$437,174 | Low | |
| | P21 | 182nd Ave. E. | 62nd St. E. to 64th St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$122,179 | Moderate | |
| | P22 | 81st St. E. | Meyers Rd. to 179th St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$49,375 | Moderate | |
| | P23 | 179th Ave. E. | 81st St. E. to 83rd St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$216,560 | Moderate | |
| | P24 | 83rd St. E. | 179th Ave. E. to 182nd Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$116,789 | Low | |
| | P25 | 188th Ave. E. | 80th St. E. to 75th St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$341,846 | High | |
| | P26 | 190th Ave. E. | 80th St. E. to 75th St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$343,474 | Moderate | |
| P27 | 82th Ave. E. | Locust Ave. E. to 189th Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$172,341 | High | | |
| P28 | 75th St. E. | 190th Ave. E. to 193rd Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$276,574 | Moderate | | |
| P29 | 192nd Ave. E. | Bonney Lake Blvd. to 77th St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$308,582 | Moderate | | |

| PROJECT TYPE | MAP ID | PROJECT NAME | PROJECT LIMITS | PROJECT DESCRIPTION | STREET CLASSIFICATION | 2015 - 2020 TIP | TOTAL COST | PRIORITY | COMMENTS |
|-------------------------|--------|---------------------------------------|---------------------------------|--|-----------------------|-----------------|------------|----------|--|
| PEDESTRIAN IMPROVEMENTS | P31 | 77th Ave. E. | 190th Ave. E. to 192nd Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$210,630 | Moderate | |
| | P32 | 77th Ave. E. | 192nd Ave. E. to 193rd Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$98,801 | Low | |
| | P33 | 192nd Ave. E. | 77th St. E. to 193rd Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$192,280 | Low | |
| | P34 | 193rd Ave. E. | 77th St. E. to 192nd Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$253,577 | Low | |
| | P35 | 79th St. E. | 193rd Ave. E. to 194th Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$145,821 | Low | |
| | P36 | 194th Ave. E. | 79th St. E. to 78th St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$100,703 | Low | |
| | P37 | 194th Ave. E. | 78th St. E. to 75th St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$225,758 | Moderate | |
| | P38 | 78th St. E. | 194th Ave. E. to 197th Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$101,910 | Low | |
| | P39 | 197th Ave. E. | 78th Ave. E. to Church Lake Rd | Install sidewalk and swale on one side of the existing roadway. | | No | \$177,915 | Low | |
| | P40 | 189th Ave. E. | 82nd Ave. E. to 84th Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$137,679 | High | |
| | P41 | 84th St. E. | Locust Ave. E. to 189th Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$167,887 | High | |
| | P42 | 208th Ave. E. | 94th St. E. to 93rd St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$73,441 | Low | |
| | P43 | 93rd St. E. | 208th Ave. E. to 207th Ave. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$47,558 | Low | |
| | P44 | 207th Ave. E. | 93rd St. E. to 91st St. E. | Install sidewalk and swale on one side of the existing roadway. | | No | \$167,695 | Low | |
| CITY PROGRAMS | | Misc. Street Projects | N/A | Annual program to address miscellaneous capital improvements to City streets | | Yes | | | |
| | | Street Light Program | N/A | Annual program to install street lights along City arterials and collectors | | No | | | |
| | | Street Overlay and Chip Seal Programs | N/A | Annual program to maintain the City's transportation infrastructure. | | Yes | | | The goal is to seal seven miles of roads annually. |

Table 5-11: 2015 – 2035 Mobility Improvements Project List

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| NUMBER | INTERSECTION | INTERSECTION CONTROL | PROJECTED 2035 WITH IMPROVEMENTS | | | |
|--------|---|----------------------|----------------------------------|-----------|---|-------------------------|
| | | | LOS (DELAY) | WORST V/C | IMPROVEMENT DETAILS | IMPROVEMENT ID |
| 1 | 77 th Street/Myers Road | Stop Sign | A (10) | 0.05 | | |
| 2 | Bonney Lake Blvd/Locust Avenue | All Way Stop | A (9) | 0.32 | | |
| 3 | Bonney Lake Blvd/West Tapps Highway | All Way Stop | B (11) | 0.53 | | |
| 4 | West Tapps Hwy/Church Lake Road | Signal | A (7) | 0.67 | Installed a Traffic Signal, SB left-turn lane and EB left-turn lane | I-1 |
| 5 | Connells Prairie Road/214 th Avenue | Stop Sign | F (61) | 0.55 | | |
| 6 | 214 th Avenue/Kelly Lake Road | Signal | C (28) | 0.94 | | |
| 7 | Sumner-Buckley Hwy/214 th Avenue | Signal | C (31) | 0.99 | | |
| 8 | 96 th Street/214 th Avenue | Signal | A (6) | 0.75 | | |
| 9 | SR 410/Veteran Memorial Drive | Signal | D (36) | 1.00 | Added a 2 nd SB left-turn lane and a WB left-turn lane | I-5 |
| 10 | 184 th Avenue/Veteran Memorial Drive | Signal | B (17) | 0.84 | | |
| 11 | Locust Avenue/Veteran Memorial Drive | Signal | B (19) | 0.90 | | |
| 12 | SR 410/184 th Avenue | Signal | D (36) | 1.08 | | |
| 13 | SR 410/192 nd Avenue | Signal | E (80) | 1.29 | Added 2 nd NB left-turn lane and NB right-turn lane | I-8 |
| 14 | SR 410/195 th Avenue | Signal | C (23) | 1.05 | | |
| 15 | SR 410/198 th Avenue (South Prairie Road) | Signal | D (42) | 1.54 | Added SB right-turn lane | R-5 |
| 16 | South Prairie Road/200 th Avenue Ct. | Signal | D (51) | 0.90 | Added 2 nd SB lane on 200 th Ct and made EB right-turn movement a free movement | R-6 |
| 17 | SR 410/208 th Avenue | Signal | D (40) | 1.35 | | |
| 18 | SR 410/211 th Avenue | Signal | B (13) | 0.85 | | |
| 19 | SR 410/214 th Avenue | Signal | D (39) | 0.92 | Added 2 nd NB Through lane, 2 nd EB left-turn lane, 2 nd WB left-turn lane and 2 nd SB through lane | I-3, R-7, R-8 |
| 20 | SR 410/233 rd Avenue | Signal | B (10) | 0.63 | | |
| 21 | Rhodes Lake Road/Sky Island Drive | Stop Sign | D (31) | 0.28 | | |
| 22 | Rhodes Lake Road/Angeline Road | Signal | A (8) | 0.81 | Installed Traffic Signal | I-2 |
| 23 | Rhodes Lake Road/192 nd Avenue | Signal | B (12) | 0.78 | Installed Traffic Signal | Not a City Intersection |
| 24 | 109 th Street/192 nd Avenue | Stop Sign | C (16) | 0.03 | | |
| 25 | 104 th Street/200 th Avenue Ct. | Signal | A (6) | 0.74 | | |
| 26 | 214 th Avenue/South Prairie Road | Signal | D (38) | 1.12 | | |
| 27 | 214 th Avenue/112 th Street E | Stop Sign | F (190) | 1.04 | | |
| 28 | 214 th Avenue/120 th Street E | Signal | B (14) | 0.66 | | |
| 29 | Sumner-Buckley Hwy/Angeline Rd | Signal | B (18) | 0.89 | Installed Traffic Signal, NB left-turn lane and SB right-turn lane | I-4 |
| 30 | Church Lake Rd/Kelley Lake Rd | Stop Sign | B (13) | 0.17 | | |
| 31 | Sumner-Buckley Hwy/Kelley Lake Rd | Stop Sign | C (16) | 0.26 | | |

Table 5-12: 2035 Intersection Level of Service with Road Improvements

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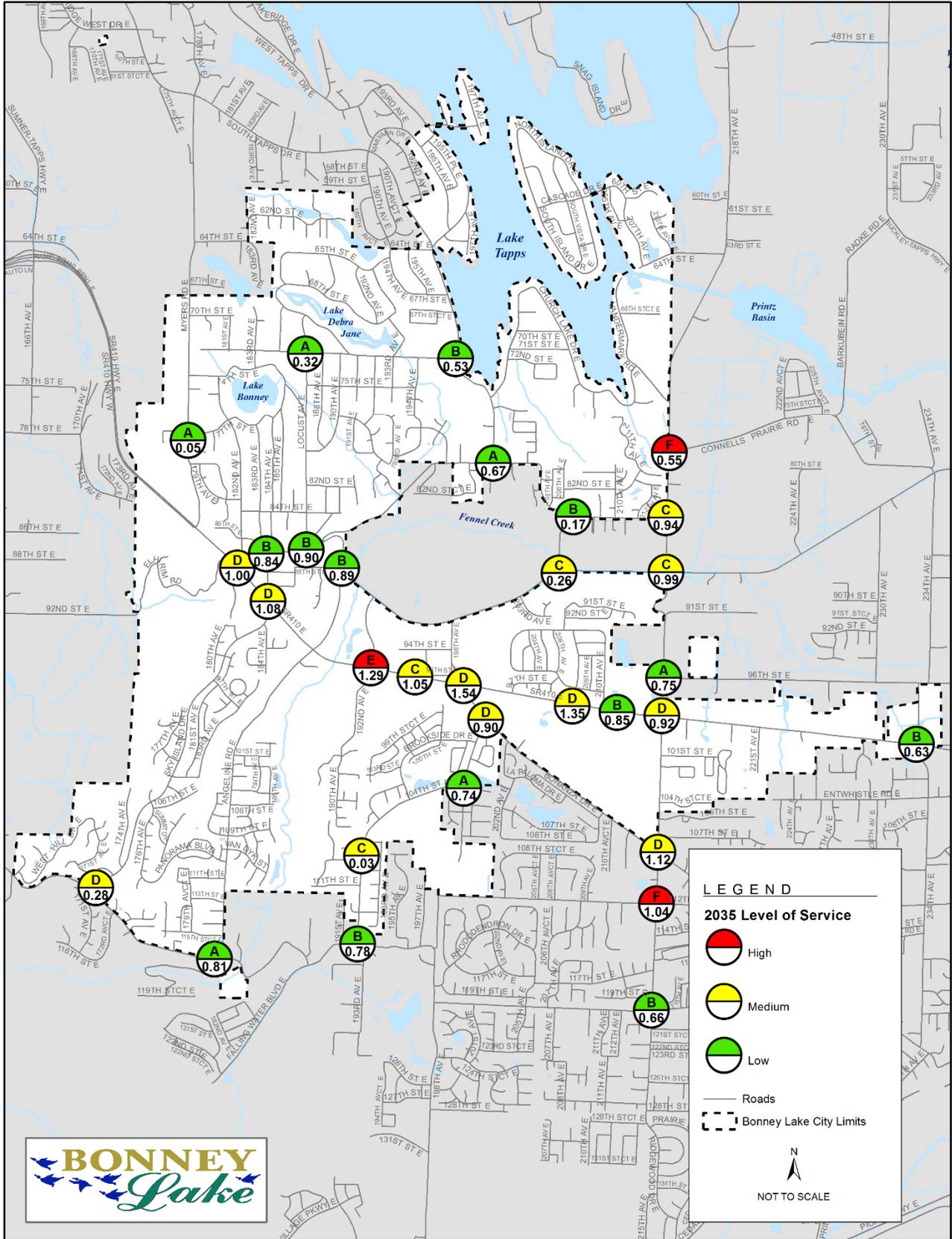


Figure 5-21: Bonney Lake 2035 Intersection Level of Service

14.2 FUTURE FUNCTIONAL CLASSIFICATION

As the City grows, it is important to review the role of each street in the City and make appropriate changes to the functional classification. As previously described, the City classifies streets according to a hierarchy of function, from most intensive use (Principal Arterials) to least intensive (Local Streets). In addition the City has add the Multi-Modal Arterial and Multi-Modal Collector which are intended to accommodate auto, bike, and pedestrian equally.

| ROADWAY SECTION | MINIMUM RIGHT-OF-WAY | TRAVEL LANE WIDTH | SIDEWALKS | LANDSCAPING BUFFER | BICYCLE LANE | CURB AND GUTTER |
|-----------------------|----------------------|-------------------|----------------------------|------------------------|-------------------|-----------------|
| Principal Arterial | 80 feet | 12feet | 10 feet minimum Both sides | 8 Feet Both sides | Yes | Yes |
| Minor Arterial | 60 feet | 12 feet | 5 feet minimum Both sides | No | No | Yes |
| Multi-Modal Arterial | 70 Feet | 12 Feet | 6 Feet minimum Both Sides | 8 Feet wide Both sides | 8 feet Both sides | Yes |
| Collector | 50 feet | 12 feet | 5 feet minimum Both sides | No | No | Yes |
| Multi-Modal Collector | 60 feet | 12 feet | 6 Feet minimum Both Sides | 5 Feet Both sides | 5 feet Both sides | Yes |
| Local Road | 50 feet | 26 feet | 5 feet minimum Both Sides | No | No | Yes |

Table 5-13: Recommended Roadway Cross-Sections

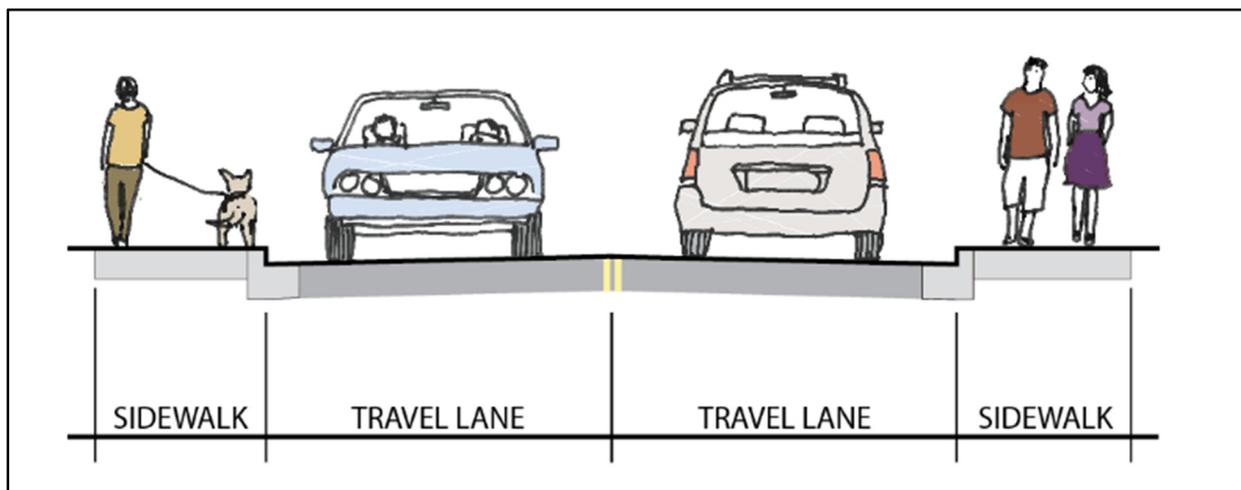


Figure 5-22: Minor and Collector Arterial Cross-Section

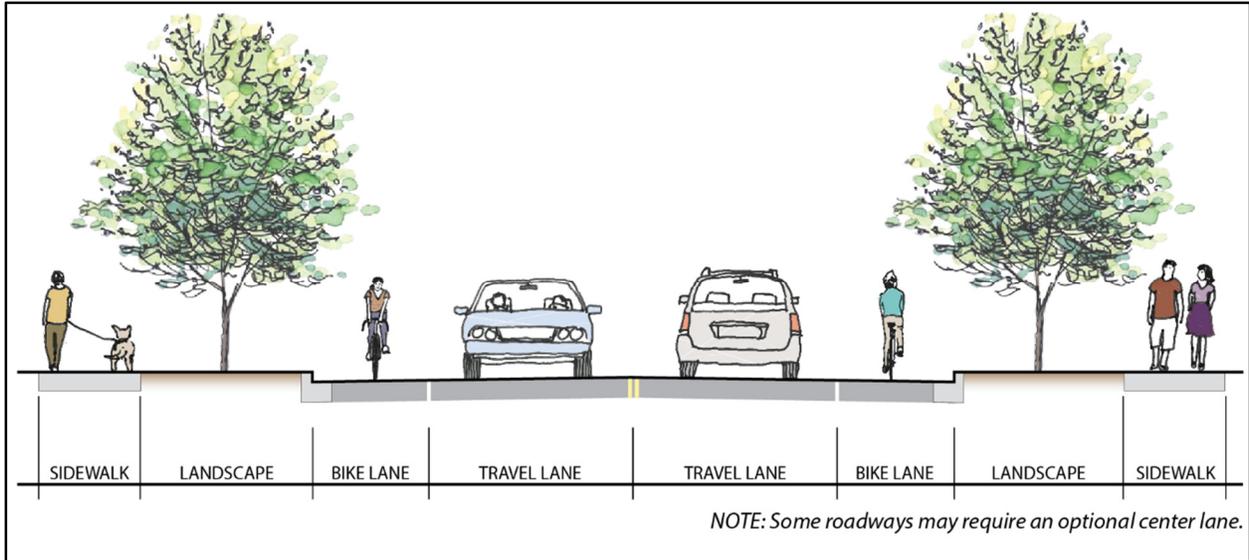


Figure 5-23: Multi-Modal Arterial and Multi-Modal Collector Cross-Section



Figure 5-24: Trail Cross-Section

Figure 5-25 illustrates the new classifications based on existing and expected future use of the City's streets. The changes are listed in Table 5-13.

| STREET | CURRENT CLASSIFICATION | NEW CLASSIFICATION |
|--|------------------------|-----------------------|
| Bonney Lake Boulevard East | Collector | Multi-Modal Collector |
| Myers Road East | Collector | Multi-Modal Collector |
| Locust Avenue East | Collector | Multi-Modal Collector |
| Church Lake Drive East | Local Road/Collector | Multi-Modal Collector |
| Vandermark Road East | Collector | Multi-Modal Collector |
| 104 th Street East | Collector | Multi-Modal Collector |
| 84 th Street East ¹ | Local Street | Multi-Modal Collector |
| 182 nd Avenue East ² | Local Street | Multi-Modal Collector |
| 101 st Street East ³ | N/A | Multi-Modal Collector |
| 225 th Avenue East ³ | N/A | Multi-Modal Collector |
| 226 th Avenue East ³ | N/A | Multi-Modal Collector |
| 97 th Street East ³ | N/A | Multi-Modal Collector |
| West Tapps Highway | Minor Arterial | Multi-Modal Arterial |
| Veterans Memorial Drive East | Minor Arterial | Multi-Modal Arterial |
| Main Street East | Minor Arterial | Multi-Modal Arterial |
| Sky Island Drive East | Minor Arterial | Multi-Modal Arterial |
| 192 nd Avenue East | Collector | Multi-Modal Arterial |
| 200 th Avenue Court East | Minor Arterial | Multi-Modal Arterial |
| 199 th Avenue East | Minor Arterial | Multi-Modal Arterial |
| 198 th Avenue East | Minor Arterial | Multi-Modal Arterial |
| 214 th Avenue East | Minor Arterial | Multi-Modal Arterial |
| Enthwhistle Road East ³ | N/A | Multi-Modal Arterial |
| South Prairie Road East | Minor Arterial | Principal Arterial |

1. From 182nd Avenue East to Locust Avenue East.
2. From 84th Street East to Main Street East.
3. Future roadway.

Table 5-14: Roadway Functional Classification Changes



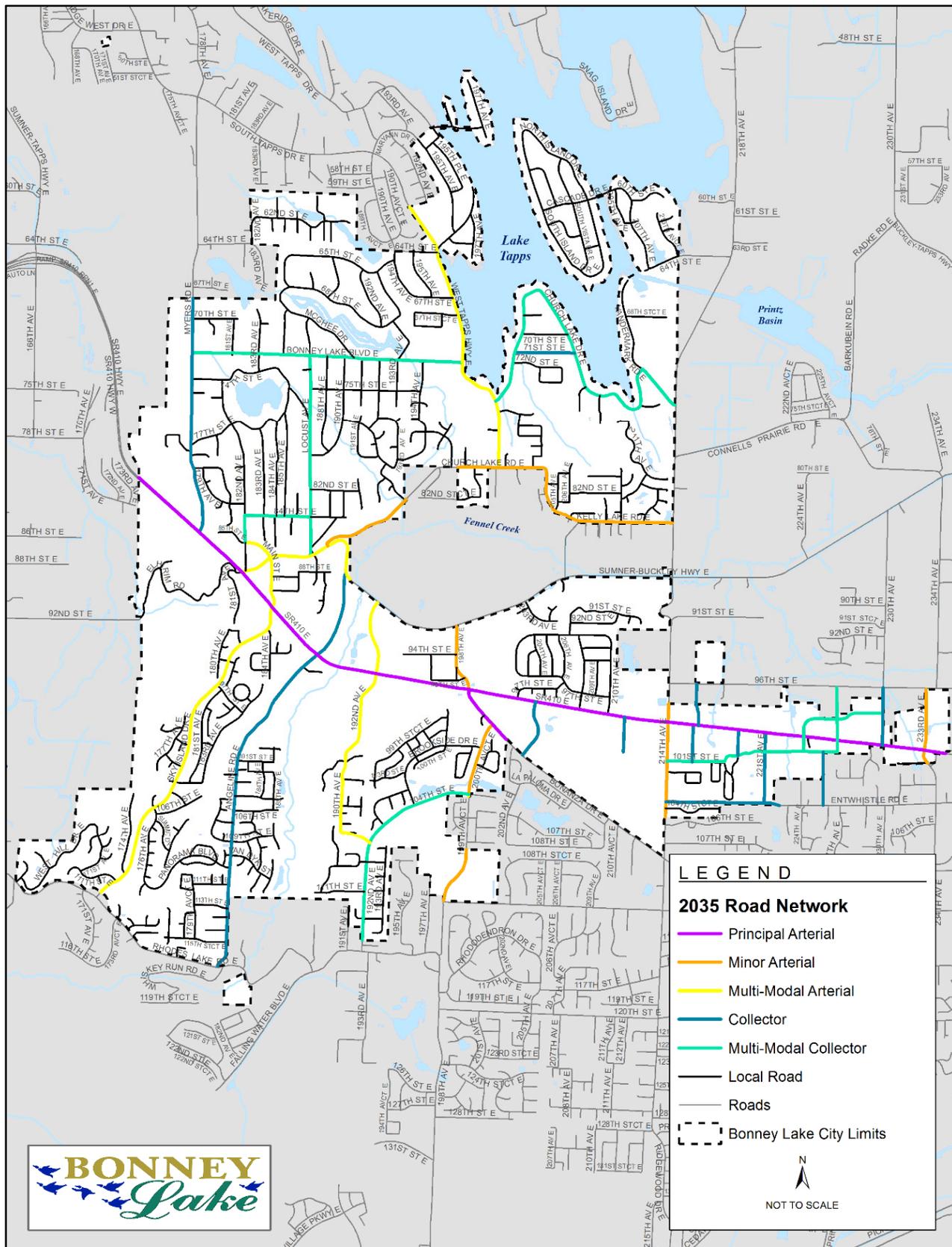


Figure 5-25: 2035 Roadway Functional Classification

14.3 PEDESTRIAN IMPROVEMENTS

Pedestrian facilities are a vital part of providing a multimodal transportation system that will increase mobility choices for residents, particularly non-drivers and children, that reduce reliance on motorized vehicles, facilitate environmental sustainability and provide significant health benefits. Aside from those pedestrian improvements identified as part of the City's street system plan in Figure 5-20, other future pedestrian improvements in Bonney Lake are identified on Figure 5-26 and further described Table 5-10.

These projects must be prioritized so the City can effectively develop a more walkable community. The City established a Pedestrian Priority Index (PPI) to prioritize new sidewalk improvements based on the following measures:

| Index Criteria | Location Rating | Point Value | Multi-Modal Weight Factor | Council Weight Factor | Total Possible Score |
|---|---|-------------|---------------------------|-----------------------|----------------------|
| Principal Arterial, Minor Arterial, Collector | Within 1/8 of a principal arterial, minor arterial, or collector. | 3 | 5 | 2 | 30 |
| | Within 1/4 of a principal arterial, minor arterial or collector. | 2 | 3 | 1 | 6 |
| Schools | Within 1/8 mile of school | 3 | | 5 | 15 |
| | Within 1/4 mile of school | 2 | | 2 | 4 |
| Walk to School Route | Within 1/8 mile of Walk to School Route | 3 | | 5 | 15 |
| | Within 1/4 mile of Walk to School Route | 2 | | 1 | 2 |
| Parks | Within 1/8 mile of park | 3 | | 4 | 12 |
| | Within 1/4 mile of park | 2 | | 2 | 4 |
| Transit Center or Bus Stop | Within 1/8 mile of transit center or bus stop | 2 | | 4 | 8 |
| | Within 1/4 mile of transit center or bus stop | 1 | | 3 | 3 |
| Local Center | Within 1/8 mile of center | 3 | | 2 | 6 |
| | Within 1/4 mile of center | 2 | | 1 | 2 |
| Civic Buildings | Within 1/8 mile of civic building | 3 | | 2 | 6 |
| | Within 1/4 mile of civil building | 2 | | 2 | 2 |
| Fennel Creek Trailhead or access point | Within 1/8 mile of trailhead or access point | 4 | | 2 | 8 |
| | Within 1/4 mile of trailhead or access point | 3 | | 1 | 3 |

Table 5-15 Pedestrian Priority Index Scoring Matrix

The PPI provides the City of Bonney Lake with an objective methodology for selecting and prioritizing pedestrian system improvements. However, professional judgment will always be required to select appropriate projects. Other factors will likely need to be evaluated by the City, including:

- Relationship to mobility projects
- Special grant application projects
- Pending development projects
- Prevailing site conditions

Based on the PPI scoring, three priority levels were assigned to those pedestrian projects not associated with a corresponding road project as summarized in Table 5-15.

| Priority | PPI Score |
|----------|-----------|
| Top | 40 - 100 |
| Moderate | 40 – 20 |
| Low | 0 - 20 |

Table 5-16: Pedestrian Project Priority Rating

The cost to build all of the sidewalks illustrated on Figure 5-23 consistent with the current *Americans with Disabilities Act Accessible Guidelines (ADAAG)* is estimated to cost \$9,262,817. Top priority pedestrian improvement projects in the Bonney Lake urban area are estimated to cost about \$2,011,161. Moderate priority pedestrian improvement projects are estimated to cost \$2,554,208, and Low priority pedestrian improvement projects will cost about \$4,697,448.

Curb Ramps

Installing new curb ramps in critical locations will significantly remove obstacles for the mobility-impaired pedestrian. Those street corners that currently do not have curb ramps (but are otherwise served by compliant sidewalks) were identified for the installation of new curb ramps.

Using a rough estimate of \$1,100 per ramp, the City would need to allocate \$363,000 to upgrade or construct new ramps at the 330 corners that require attention. Although the survey is incomplete (it did not include detailed measurements of other ramp components such as landing strips), it does provide an order-of-magnitude estimate of the challenge the City will face in bringing its corners into compliance with the current ADAAG. An initial step would be to complete a thorough curb ramp survey in the along streets in the Priority Pedestrian Network. A second step would be to budget an estimated \$18,150 annually to upgrade existing ramps to ADAAG standards. At this funding level, it would take 20 years to upgrade the existing ramps that require attention.

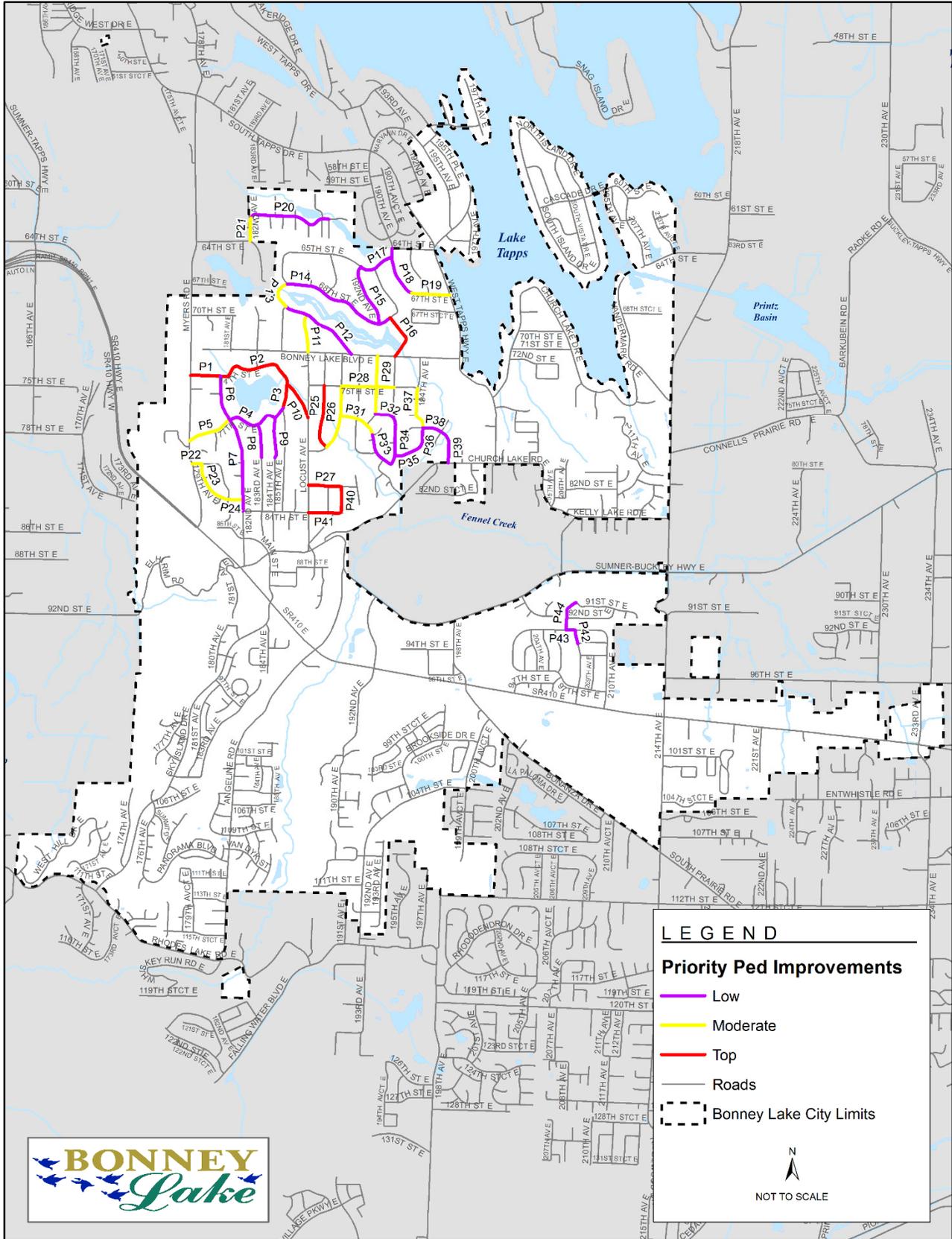


Figure 5-26: Pedestrian Improvement Projects

14.3 BICYCLE NETWORK IMPROVEMENTS

A bicycle network benefits an entire community, including walkers, hikers, wheelchair users, and people of all ages and abilities by providing a low-cost, quiet, non-polluting, and healthy form of transportation ideal for many trips, including recreation, commuting, and running errands. However, planning for the integration of bicycle facilities on new streets and highways can be much easier than retrofitting existing facilities. Arterial and collector streets with limited width and higher traffic volumes are difficult to modify to add separate bicycle lanes in both directions unless part of a larger street widening or upgrade project.

Bikeways, like streets and sidewalks, are used by a wide range of user groups. Gaining an understanding of the reasons for which people travel by bike helps to identify common needs among the different user groups. In general, bicycle trips can be broken down into recreational (including all discretionary trips), commuter (whether to work or school), or shopping trips. The biggest difference between these groups is that while recreational riders may be interested in routes leading to parks or other areas of interest, commuters and shoppers are interested in the shortest and safest route between two points.

The multi-modal corridors and trails illustrated on Figure 5-18 will serve as the future bike network in the City. The City will pursue opportunities to implement projects through routine resurfacing, restriping, or development projects as they arise, regardless of a project's place in the prioritization. The prioritization of the bicycle projects will be based on the following four criteria:

1. **Activity Centers:** The project is near existing and planned activity centers such as parks, schools, employment centers, and shopping centers.
2. **Connectivity:** The project provides connections to existing bicycle facilities, activity centers, or closes a gap in the existing bikeway network.
3. **Regional Access:** The project provides access to regional trails, bikeways in adjacent cities, across highways, or to transit stops.
4. **Relative Ability to Implement:** The project can be implemented based on the amount of roadwork and coordination needed.

In addition to the bicycle routes, attention should be also paid to the bicycle facilities at the destinations. Bicycle support facilities are facilities that cyclists use when they reach their destinations. They can include short and long-term bicycle parking, showers, lockers, restrooms, good lighting, bicycle repair facilities and even public phones. The lack of bicycle facilities at the destination can be one of the largest deterrents to cycling for many riders.

Education, enforcement, and encouragement programs are also critical to increasing bicycling and area much less expensive and have demonstrated success. A comprehensive bicycle safety program includes:

- Public education efforts include banners, websites, posters, and public service announcements. Education campaigns targeted at school children such as a model curriculum for inclusion in elementary school physical education programs can be effective.

- Encouragement includes involving the community as part of any solution and programmed events like “Walk to School Day” and “Bike to Work Day.”
- Enforcement efforts may include special training for officers in pedestrian and bicycle collision analysis and red-light running programs.
- Engineering includes improvements to signal timing and physical enhancements to the pedestrian travel way.

14.3 REGIONAL CONNECTIONS

The City recognizes the importance of coordinated and strong interjurisdictional action, because transportation impacts do not stop at local boundaries. Amidst increasing congestion and limits on public resources, interjurisdictional coordination is absolutely necessary if the region is to achieve the shared land use and transportation vision depicted *Vision 2040*, *Transportation 2040*, and the Pierce County CPPs.

The interface between the local transportation system and the regional system is particularly important. This applies not only to the relationship between state highways and local thoroughfares, but also to the connections between the Flume Trail, Foothills Trail, the Fennel Creek Trail, and other local bike trails and pathways. The City will continue to partner with state and regional agencies, transportation service providers, Pierce County and nearby cities to ensure Bonney Lake’s continued regional accessibility.

Goal CM-8: Bonney Lake becomes a more prominent regional transportation hub and is seamlessly connected to locations throughout the Puget Sound Region and state.

Policy CM-8.1: Participate in regional transportation and land use planning efforts, including programs to balance jobs and housing, manage congestion, address auto-related emissions and greenhouse gases, and reduce the share of the region’s trips made by single occupant vehicles.

Policy CM-8.2: Promote and coordinate the planning of pedestrian and bicycle trail systems with Pierce County, Buckley, Puyallup, Sumner, and other jurisdictions and organizations.

Policy CM-8.3: Support improved regional commuter bus service connecting Bonney Lake to commuter rail access and to employment centers elsewhere in the region.

Policy CM-8.4: Coordinate with Pierce County, Buckley, Puyallup, Sumner, and other nearby jurisdictions and local public agencies to ensure compatible plans and road development standards and to coordinate major transportation investments. This should include coordination with both the Sumner and White River School Districts on the provision of school bus service and school-related traffic issues.

Policy CM-8.5: Coordinate with regional, state, and federal agencies to develop and maintain contingency plans and emergency response plans in the event that road or transit service is disrupted by natural or manmade disaster.

15. FINANCES

In emphasizing multiple travel modes, resources must be spread and balanced among all modes. As additional demands are placed on the transportation system, funding should become available to finance needed improvements. The improvements should be paid for by those who benefit from them, in proportion to the level of use or benefit derived. Thus, since the system serves multiple users, it has multiple funding sources: existing businesses and residents (the city's general fund and local business taxes); pass-through users (gas and motor vehicle taxes); and new development (impact fees).

Identification of transportation system needs to serve the City and surrounding region is a key product of the Mobility Element. In order to successfully meet the identified transportation demands, the City must be able to fund and implement the projects and programs. This section presents financing strategies for the planned mobility improvements. It also provides strategies for implementing the improvements. These strategies include forming partnerships with WSDOT and Pierce County, as well as requiring specific actions through the City's development regulations. The implementation program builds off the City's transportation priorities.

The state GMA requires that the Mobility Element of the City's Comprehensive Plan include a multi-year financing program based on the transportation systems plan. The financing program and transportation systems plans are then used by the City in preparing its annual Six-Year Transportation Improvement Program (TIP). The GMA also requires the Transportation Element to include a "reassessment strategy" if the identified funding program does not meet identified needs.

Based on existing and forecast deficiencies, a list of transportation improvement projects and programs was identified in Table 5-8. Planning level cost estimates were prepared to provide a basis for identifying transportation funding needs and strategies. Based on the funding needs, the Element evaluated the City's existing transportation revenues and options for additional funding to meet the costs of the Element. The Plan also identifies the reassessment strategy the City will apply if revenues fall short of identified needs

To ensure that funding and improvements keep pace with needs and meet long-term system requirements, the city has a 6-year Transportation Improvement Plan, identifying long-range needs and cost estimates. Detailed transportation revenues and expenditures are balanced every two years in the financing document, the Capital Improvement Program (CIP). At every update of the CIP, new transportation cost estimates are completed and available revenues are reassessed.

In addition, new transportation needs are prioritized based on the Comprehensive Transportation Plan, as well as any high-priority short-term needs.

Over the past several years, the City of Bonney Lake has relied on five primary revenue sources to fund transportation improvements and maintenance. Funding sources dedicated to transportation improvements include development related improvements and fees and state motor fuel tax receipts. The City also applies a portion of its general fund and Real Estate Excise Taxes (REET) to transportation

improvements and maintenance. In addition, the City seeks state and federal grants to help fund specific transportation projects. These are described below.

Grants

Source of Revenue: The City seeks state or federal grant monies to help fund its transportation system improvements. The primary state grant program is the Transportation Improvement Board (TIB). The TIB has several programs that the City can apply for. These include the Urban Arterial Program, Urban Corridors Program, and Sidewalk Programs. Funding is awarded for each program on a competitive basis. Each program has identified evaluation criteria coverage items such as safety, mobility, pavement condition, growth and development, local support, and funding partnerships. Federal grant monies also can be sought for transportation improvements in the City. These funds can cover improvements to arterials, non-motorized facilities, and public transit. WSDOT and PSRC administer a variety of these federal grant programs.

Real Estate Excise Tax (REET)

Source of Revenue: The state allows local governments, such as Bonney Lake, to levy a tax on real estate transactions. The Real Estate Excise Tax (REET) is generally required for funding capital improvements. The capital projects could be for transportation, sewer, parks, water, City hall or other projects identified in the City's Capital Facilities Plan. As part of its annual budgeting process, the City Council can direct REET revenues to specific transportation projects. As with the General Fund revenues, the level of transportation funding through REET revenues varies annually.

Motor Vehicle Fuel Taxes

Source of Revenue: City receives a portion of the state motor vehicle fuel taxes collected by the State. The funds are divided into two categories. A portion of the funds, as defined by state law, must be used for construction, improvement, or maintenance of arterial streets and highways. The remaining motor vehicle fuel taxes are eligible for maintenance or improvements to any city street, not just arterials. The City cannot adopt its own gas tax. The amount disbursed to the City on a per capita bases utilizing the City's official population as determined by the Office of Financial Management the previous year.

Transportation Impact Fees

Source of Revenue: The City is allowed and has adopted a traffic impact fee program pursuant to RCW 82.02.050 et. seq. which authorizes the collection of fees to pay for a development proportional impact on streets and roads. The fees must be based on, and used for, specific road improvement projects identified in the Mobility Element. The projects must be "system improvements" that provide service and benefit to the community not "project improvements" that provide service and benefits to individual developers. Impact fees are calculated by identifying the cost of the road projects that serve new development, adjusting for other sourced of recent that would pay for part of the same projects, and then dividing the remaining cost by the number of new trips that the road project will accommodate. The

result is a cost per trip. The amount of the impact fee to be paid by each new development is calculated by multiplying the cost per trip by the number of trips that the new development will add to the transportation system.

Developer Commitments

Source of Revenue: As new development occurs, the City may also require transportation mitigation in addition to payment of the TIF. These include frontage improvements, mitigation under the State Environmental Policy Act (SEPA), and concurrency.

The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include constructing abutting local streets and arterials to meet the City's design standards. These frontage improvements can include widening of pavement; drainage improvements; and curbs, gutter, and sidewalks. Several of the projects identified in the Plan could be partially funded and constructed as part of new developments. As noted above, credits against the TIF would be required to the extent that costs of a transportation improvement are included in the TIF. If the improvements to an abutting arterial or local street are not included in the TIF, then credits against the TIF would not be provided.

The City also evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation beyond payment of the TIF. These could include impacts related to safety, traffic operations, non-motorized travel, or other transportation conditions. The needed improvements may or may not be identified as specific projects in the Transportation Plan. As with frontage improvements, if the required improvements are included in the TIF, the City must provide credits to the extent that the costs are included in the impact fee.

The City also requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts to facilities that operate below the City's level of service standard. To resolve that deficiency, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant can wait for the City, another agency or another developer to fund improvements to resolve the deficiency.

Proceeds for Sale of Property

Source of Revenue: The City Council has decided that the proceeds from the sale of the City property behind the library to Tarragon for the Renwood project shall be used to pay for road improvements in the Downtown.

General Fund

Source of Revenue: The City of Bonney Lake collects a range of other revenues that comprise its General Fund. General Fund revenues typically include property taxes, sales taxes, business taxes, and other miscellaneous fees. As part of the City's annual budget, the City Council can direct a portion of the General

Fund revenues to transportation projects and programs. At this time, there is no specific targeted minimum level of funding for transportation projects from the General Fund.

Local Improvement Districts

Source of Revenue: Formation of Local Improvement Districts (LIDs) can also be used to fund some of the transportation improvements. LIDs must be approved by voters within the district. LIDs can only be used for capital improvements and cannot be used to fund ongoing maintenance. Within Bonney Lake, LIDs may most likely be considered to help fund local sidewalk improvements or circulation improvements within business districts. A good opportunity to apply a LID could be to fund the circulation roadways proposed in East Town. The City could adopt programs to cover a percentage of the costs to promote formation and approval of LIDs.

Public Works Trust Fund (PWTF) Loans

Source of Revenue: Washington's Public Work Trust Fund (PWTF) makes low interest loans to local governments for infrastructure improvements. PWTF loans do not provide the City with additional revenues, but can help accelerate funding for specific projects. There are state set limits on the amount of PWTF loans a City may carry. This is a competitive program and requires matching funds from the City

Proceeds from General Obligation Bonds

Source of Revenue: The City of Bonney Lake can issue bonds to borrow money for a variety of purposes. The legal limit on such borrowing is an amount equal to two and half percent (2.5%) of the taxable value of the property of the City. In order to borrow the funds and to authorize an additional property tax to repay bonds, the city would be required to obtain approval by sixty percent (60%) or more of the voters. Another option could be a concilmanic bonded, which can be approved by the Council without a public vote, but would need to be paid for with existing tax revenue.

Transportation Benefit District (TBD)

Source of Revenue: A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district. A TBD is an independent taxing district that can impose specific taxes or fees, either through a vote of the people or through district board action. TBDs are flexible - allowing cities and counties to work independently or cooperatively to address both local and regional transportation challenge. TBD's have the authority to levy an annual vehicle licensed fee (Car Tab Fee) of up to \$20 without a public vote. A bill is currently in the legislature that would raise the limit to \$40. This fee is collected at the time of vehicle renewal. TBDs also have several revenue options subject to voter approval: Property taxes – a 1-year excess levy or an excess levy for capital purposes; up to 0.2% sales and use tax; up to \$100 annual vehicle fee per vehicle registered in the district.

Business and Occupation Tax

Source of Revenue: The City has the authority to impose a local tax on the gross revenue of business and occupations in Bonney Lake. The tax could be dedicated to paying for transportation improvements.

Goal CM-9: Provide sufficient funding to construct a multimodal transportation system and assure that the beneficiaries of the system bear the costs in a proportionate manner.

Policy CM-9.1: Maintain a transportation impact fee system that equitably and proportionately charges new development for identified growth related improvements to the transportation system.

Policy CM-9.2: Ensure that new development pays its proportionate share of the costs of needed transportation facilities through SEPA mitigation, traffic impact fees, frontage improvements, and local improvement districts.

Policy CM-9.3: Partner with WSDOT, Pierce County, and local agencies to fund improvement projects and programs.

Policy CM-9.4: Develop the annual Six-Year Transportation Improvement Program so it leverages available City funds while remaining financially feasible and consistent with this Plan.

Policy CM-9.5: Allocate resources to the Capital Improvement Plan (CIP) and Transportation Improvement Plan (TIP) in the following ranked priority: 1) projects that address existing/future transportation safety issues; 2) projects that address existing capacity, operational, or maintenance issues; 3) projects that provide capacity or operational enhancement to meet the long-term level of service; 4) projects that support economic development and enhances City appearance; 5) projects that promote multi-mode travel; and 6) projects that promote connectivity and community circulation.

Endnotes

¹ United States Census Bureau. *2008 - 2012 American Community Survey*. Retrieved on March 28, 2014 from the American Fact Finder webpage of the (<http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml#none>).

² BERK Consulting Inc. (January 2015). *City of Bonney Lake Economic Development Study – Final Report*. Prepared for the City of Bonney Lake.

³ *ibid.*

⁴ *School Administrator’s Guide to School Walk Routes and Student Pedestrian Safety, WSDOT and Washington Traffic Safety Commission, July 2003, p 12.*

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- ⁵ The Transpo Group (2007) *Bonney Lake Non-Motorized Transportation Plan*. Prepared for the City of Bonney Lake.
- ⁶ Vincent, Grayson and Velkoff, Victoria. (2010). *The Next Four Decades The Older Population in the United States: 2010 to 2050*. US Census Bureau Publication P25-1138.
- ⁷ AARP (2009) *Planning Complete Streets for an Aging America*.
- ⁸ U.S. PRIG Foundation. (2012). *Transportation and the New Generation*.
- ⁹ Oregon Department of Transportation. (2014) *Analysis Procedures Manual, Version 2, Addendum G*.
- ¹⁰ Transportation Research Board (TRB). (2010). *Highway Capacity Manual*.
- ¹¹ ASTM D 6433-07

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 Implementation Element on June 3, 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 June 3, 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 | Complete | The Mobility Element was presented to the Planning Commission on May 6, 2015 and the City Council on May 26, 2015. The Planning Commission is schedule to conduct the Public Hearing on June 3, 2015. |
| 2.3.B | Mobility | 8 | Update Out of Date Transportation Facility Inventory | Complete | |
| 2.3.C | Mobility | 8 | Update Out of Date and Inconsistent Level of Service (LOS) Projections | Complete | |
| 2.3.D | Mobility | 9 | Establish Multi-Modal LOS Standards | Complete | |

| 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 | Complete | The Community Services and Facilities Element was presented to the Planning Commission on May 6, 2015 and the City Council on May 26, 2015. The Planning Commission is schedule to conduct the Public Hearing on June 3, 2015. |
| 2.4.B | Public Facilities and Services | 12 | Prepare a Map Identifying all Capitals Facilities | Complete | |
| 2.4.C | Public Facilities and Services | 12 | Update the Out of Date Facility Inventory | Complete | |
| 2.4.D | Public Facilities and Services | 12 | Correct the Inconsistent Population Projections | Complete | |
| 2.4.E | Public Facilities and Services | 12 | Update Needs Assessment | Complete | |
| 2.4.F | Public Facilities and Services | 13 | Prepare Implementation Strategies and Performance Measures | Complete | |
| 2.4.G | Public Facilities and Services | 13 | Add Policies To Ensure Consistency Between the CIP and the Comprehensive Plan | Complete | |
| 2.4.H | Public Facilities and Services | 13 | Update List of Projects to be funded with Park Impact Fees | Complete | |
| 2.4.I | Public Facilities and Services | 13 | Establish Reassessment Strategy | Complete | |
| 2.4.J | Public Facilities and Services | 13 | Identify a Process for Siting EPFs | Complete | |
| 2.4.K | Public Facilities and Services | 13 | Remove Criteria that Requires an Alternative Sites Analysis for EPFs | Complete | |

| 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 June 3, 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 | |

| Task Number | Consistency Report Section | Consistency Report Page Number | Description | Status | Notes |
|-------------|----------------------------|--------------------------------|---|-------------|--|
| 2.6.A | Shoreline Element | 18 | Add a Shoreline Element | Complete | DOE approved the City's SMP on October 2, 2014. |
| 2.7.A | Community Health | 19 | Develop Policies related to Community Health | Complete | |
| 3.1.A | Critical Area Regulations | 21 | Update Floodplain Regulations, Definition of Wildlife Conservation Area, update Wetland Manual and Scoring. | In Progress | The City Council approved the notice of intent to adopt which was been provided to the Department of Ecology. This step was required as the Ordinance will also amend the SMP. DOE has deemed the City's submittal complete and is in the process of reviewing the applications. |
| 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 was held on April 15, 2015. |
| 3.3.B | Zoning Code | 23 | Develop an Electrical Vehicle Regulations | In Progress | The City Council will consider the Ordinance at the May 26, 2015 Council workshop |

| Task Number | Consistency Report Section | Consistency Report Page Number | Description | Status | Notes |
|-------------|-----------------------------------|--------------------------------|--|--------------------|---|
| 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 26, 2015 Council Workshop. |
| 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 was held on April 15, 2015. The City Council will consider the Ordinance at the May 26, 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
City Council Agenda Bill (AB)

| | | |
|--|--|---|
| Department / Staff Member: Admin Srvc/Edvalson | Meeting/Workshop Date: 26 May 2015 | Agenda Bill Number: AB15-70 |
| Agenda Item Type: Motion | Ordinance/Resolution Number: N/A | Councilmember Sponsor: Deputy Mayor Swatman |

Agenda Subject: Appointing Voting Delegates to the 2015 AWC Annual Conference Business Meeting

Full Title/Motion:
 A Motion Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Appointing Three City Officials as Voting Delegates to Represent the City of Bonney Lake at the 2015 Association of Washington Cities Annual Conference Business Meeting to Be Held in Wenatchee, WA.

Administrative Recommendation: Appoint three voting delegates to represent the City.

Background Summary: Each City participating in the AWC Annual Conference Business Meeting can appoint up to three voting delegates, elected officials or staff, to represent the City’s interests at the business meeting. Councilmembers Lewis and Watson have indicated a willingness to be appointed. The Council is asked to confirm up to three appointments by motion.

Attachments:

| BUDGET INFORMATION | | | |
|----------------------------------|-----------------|----------------------|----------------|
| Budget Amount | Current Balance | Required Expenditure | Budget Balance |
| Budget Explanation: None. | | | |

| COMMITTEE, BOARD & COMMISSION REVIEW | | | | |
|---|---|--|--------------------------|--------------------------|
| Council Committee: None. | <i>Approvals:</i> | | Yes | No |
| | Chair/Councilmember | | <input type="checkbox"/> | <input type="checkbox"/> |
| Committee Date: | Councilmember | | <input type="checkbox"/> | <input type="checkbox"/> |
| | Councilmember | | <input type="checkbox"/> | <input type="checkbox"/> |
| Forwarded to: | Consent Agenda: <input type="checkbox"/> Yes <input type="checkbox"/> No | | | |
| Commission/Board Review: | | | | |
| Hearing Examiner Review: | | | | |

| COUNCIL ACTION | |
|---------------------------|-------------------------|
| Workshop Date(s): | Public Hearing Date(s): |
| Meeting Date(s): 05/26/15 | Tabled to: |

| APPROVALS | | |
|----------------------|-------------------|--|
| Director: HTE | Mayor: NHJ | Date Reviewed by City Attorney: N/A (if applicable): |