PLANNING COMMISSION MEETING

March 4, 2015
6:30 p.m.

AGENDA

City of

BONNEY Lake

"Where Dreams Can Soar"

The City of Bonney Lake's Mission is to protect the community's livable identity and scenic beauty through responsible growth planning and by providing accountable, accessible and efficient local government services.

www.ci.bonney-lake.wa.us

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

Planning Commission Members:
Grant Sulham – Chair
David Baus – Vice Chair
L. Winona Jacobsen
Brad Doll
Dennis Poulsen
Craig Sarver
Debbie Strous-Boyd

City Staff:
Jason Sullivan, Senior Planner
Debbie McDonald, Planning Commission Clerk

I. Call to Order

II. Election of Chair and Vice Chair

III. Roll Call & Next Meeting Poll *(March 18, 2015)*

IV. Approval of Minutes

V. Public Comments and Concerns

VI. Public Hearing

VII. New Business

A. Amendments to related to Permitted Use (Ordinance D15-15)

- Single Family in the R-2 Zone
- Essential Public Facilities
- Electronic Vehicle Infrastructure
- Family Day Cares in Residential Zones

B. Bonney Lake 2035 – DRAFT Economic Vitality Element (Resolution 2432)

VIII. Old / Continuing Business

A. Planning Commission Futures

IX. For the Good of the Order

A. Correspondence

B. Staff Comments

C. Commissioner Comments

X. Adjournment

Next Meeting: March 18, 2015

PLANNING COMMISSION MEETING

FEBRUARY 18, 2015
6:30 p.m.

DRAFTED MINUTES

City of

BONNEY Lake

"Where Dreams Can Soar"

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

I. Call to Order: The meeting was called to order at 6:37 P.M.

II. Roll Call: Planning Commissioners in attendance were Grant Sulham – Chair, Winona Jacobsen – Vice Chair, David Baus, Dennis Poulsen, Brad Doll, Debbie Strous-Boyd and Craig Sarver

Absent Commissioners: Debbie Strous-Boyd

Staff members in attendance were Senior Planner Jason Sullivan and Planning Commission Clerk Debbie McDonald

III. Election of Chair and Vice Chair:

Grant Sulham was re-elected Chair and David Baus was elected Vice-Chair for 2015.

IV. Approval of Minutes:

Motion was made by Commissioner Doll and seconded by Commissioner Sarver to approve the minutes from the December 3, 2014.

Motion approved 6-0

V. Public Hearing:

1. Public Hearing: Ordinance D15-04: Amendments to the Recreational Vehicle Code

Chair Sulham opened the Public Hearing at 6:41 P.M.

Senior Planner Sullivan reviewed the changes including being allowed to us an RV as a permanent residence when living in a mobile home community.

Chair Sulham recommended a time period on how long until an RV can return once their two weeks stay is completed. Experienced an RV leave for ten minutes and claimed they moved so the two weeks started over. He was thinking six months before they could return. This would be added to 10.16.020 C.

Chair Sulham closed the Public Hearing at 6:56 P.M. with no public comments.

Motion was made by Vice-Chair Baus and seconded by Commissioner Jacobsen to recommend that the City Council adopt Ordinance D15-04 amending Chapter 10.16 BLMC and BLMC 15.08.040 related to the regulation of recreational vehicles.

Motion to amend previous motion was made by Vice-Chair Baus and seconded by Commissioner Doll. To add to 10.16.020.C. once a two week stay is completed the recreational vehicle must vacate the premises for six months before returning to the site.

Amended Motion approved 6-0

Motion approved 6-0

2. Public Hearing: Ordinance D15-16: Amendments to the Midtown Core Development Standards.

Chair Sulham opened the Public Hearing at 6:59 P.M.

Senior Planner Sullivan summarized the changes.

Commissioner Doll commented if it is going to hinder development then the parking requirements on 204th should be removed from the code.

Commissioner Jacobsen asked why it wouldn't work.

Vice-Chair Baus could see something like Kent Station with their curbside parking and curbside walk way inside the parking lot.

Commissioner Jacobsen questioned wordage in the ordinance.

Chair Sulham opened the floor for public comments, having none closed the Public Hearing at 7:13 P.M.

Motion was made by Commissioner Doll and seconded by Commissioner Sarver to recommend that the City Council adopt Ordinance D15-16 amending BLMC 18.39.070 related to the Midtown design standards.

Motion approved 5-1
Vice-Chair Baus voted No

IV. Public Comments and Concerns: NONE

V. New Business:

1. Planning Commission Future Agendas

Senior Planner Sullivan updated what will be on the agendas for the upcoming months. He will try and get the Economic Vitality element out early to give time for the Commissioners to read through.

VI. Old/Continuing Business: NONE

VII. For the Good of the Order:

A. Correspondence: NONE

B. Staff Comments:

Senior Planner Sullivan commented that City Council adopted the Environmental Standards.

C. Commissioner Comments:

Commissioner Jacobson announced the passing of Leota Musgrave, she was one of the founding members of the Historical Society and was active in the Bonney Lake Community including serving on the Planning Commission.

Motion was made by Commissioner Doll and seconded by Vice-Chair Baus to excuse Commissioner Poulsen, Commissioner Strous-Boyd and Commissioner Jacobsen from the January 21st meeting and excuse Commissioner Strous-Boyd from tonight's meeting.

Motion approved 6-0

Vice-Chair Baus wanted to thank Commissioner Jacobsen for serving as Vice-Chair of the Planning Commission.

Adjournment

Motion was made by Commissioner Jacobsen and seconded by Commissioner Doll to adjourn.

Motion approved 6-0

Meeting adjourned at 7:26

_____

Debbie McDonald Planning Commission Clerk

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Community Development Department Briefing Memorandum

Date: February 27, 2015

To: Planning Commission

From: Jason Sullivan – Senior Planner

Re: **Ordinance D15-15– Land Use Matrix Amendments**

PURPOSE:

The purpose of the memorandum is to facilitate the Planning Commission's discussion of Ordinance D15-15 which will amend the City's land use matrix. The 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.

ATTACHMENTS:

1. Ordinance D15-15

BACKGROUND:

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.

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. This item was also identified in the 2015 – 2016 Planning Commission Work Plan adopted by the City Council pursuant to Resolution 2423

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.

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 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)."

The City is currently in violation of RCW 36.70A.200(5) as the land use matrix adopted in BLMC 18.08.020 outright excludes EPFs in all of the City's zoning classification; except for C-2 and the Public Facilities Zone.

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.

In order to ensure that all impacts associated with EPFs are sufficiently mitigated, all EPFs are required to obtain a conditional use permit. Additional criteria was added to the City's current conditional use permit requirements to address the special nature of EPFs.

Amending the land use matrix codified in BLCM 18.08.020 to allow EPFs in all zoning districts 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. This item was also identified in the 2015 – 2016 Planning Commission Work Plan adopted pursuant to Resolution 2423.

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.

This item was identified in the 2015 – 2016 Planning Commission Work Plan adopted pursuant to Resolution 2423.

D. Electric Vehicle Infrastructure

In 2009 the Washington State Legislature passed House Bill 1481, codified as RCW 36.70A.695, which required all municipalities required to plan under the Growth Management Act with a population under 20,000 to adopt regulations that allow battery charging stations in residential zones by July 1, 2011.

The proposed amendments would established three levels of battery charging stations and what level is allowed in each of the zoning classifications of the City. The amendments would also establish some minor regulatory requirements related to parking, landscaping, and signs to ensure that the battery charging stations would not have an impact on the community. These amendments are required to bring the City into compliance with RCW 36.70A.695.

The amendment related to allowing electric vehicle infrastructure 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. This item was also identified in the 2015 – 2016 Planning Commission Work Plan adopted pursuant to Resolution 2423.

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, ELECTRONIC 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 pursuant to RCW 36.70A.200(5); and

WHEREAS, amending the land use matrix codified in BLCM 18.08.020 to allow EPFs in all zoning districts 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

WHEREAS, 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; and

WHEREAS, the amendments to allow single family residential in the R-2 is required to ensure that upon annexation the entire area would be non-conforming; and

WHEREAS, the City is require 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 does not list family day cares as a permitted use; and

WHEREAS, the amendment to allow family day cares in the C-2, Eastown and Midtown Core zoning classifications 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

WHEREAS, amending the C-2, Eastown and Midtown Core zoning classifications to allow family day cares was identified as a mandatory change in the City's recent Land Use Liability audit completed by the Washington Cities Insurance Authority (WCIA); and

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

WHEREAS, the Community Development Director acting as the SEPA Responsible Official determined that the proposed amendment _____ 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 _____ by the Department of Commerce and the review period concluded on _____; 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 _____;

WHEREAS, the amendment to the is consistency 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. Chapter 18.40 of the Bonney Lake Municipal Code is reenacted and shall be entitled "Electric Vehicle Infrastructure" 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 based on the following table:

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 post, bollards, or other devices for on-street charging stations shall be designed and located 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 or 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	A	A	A	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							P	C			C

623110 and NAICS 623311)											
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~~ Title 16 – Division III BLMC – Shoreline Code	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	P		P						
Townhouses			P	P	C	C	P	C			
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	C	C	C	C	C	C	~~P~~ C	C	C	C	C
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	
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				
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											
Electric Vehicle Charging Stations – Level 1 and 2	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]
Electric Vehicle Charging Stations – Level 3	C[2]	C[2]	C[2]	C[2]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]
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			
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			
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			
Furniture building, repair and upholstering							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	
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			

P = Permitted

C = Conditional use

A = Accessory use

P[1] = No accessory dwelling units are allowed in conjunction with a duplex

P[2] = Subject to the commercial design standards of Chapter 18.31 BLMC

P[3] = Allowed outright on second floor, requires a CUP if on the first floor

P^4 = Subject to the provisions of BLMC 18.22.040
P^5 = Subject to the limitations and provisions of Chapter 18.40 BLMC
C^1 = Exclusions are listed in BLMC 18.29.040
C^2 = Subject to the limitations and provisions of Chapter 18.40 BLMC

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. <u>In addition to the requirements of 18.52.020.A through 18.52.02.C conditional use permits for essential public facilities shall be subject to the requirements of this section.</u>

1. <u>In addition to the application materials required for any permit required to construct or modify the EPF, the applicant shall submit the following material:</u>

a. <u>Information demonstrating compliance with any existing multi-jurisdictional siting criteria in selecting the proposed location for the EPF; and</u>

b. <u>Information regarding all alternative sites considered for the proposed EPF, including information about why such alternative sites were not selected.</u>

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

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RESOLUTION NO. 2432

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

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

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

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

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

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

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

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

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

_____
Neil Johnson, Jr., Mayor

AUTHENTICATED:

_____
Harwood T. Edvalson, MMC, City Clerk

APPROVED AS TO FORM:

_____
Kathleen Haggard, City Attorney

Chapter 4
Economic Vitality

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1. INTRODUCTION

> **"Economic vitality is essential to ensure the continuous growth and development of Bonney Lake. Economic growth provides jobs and assures a stable tax base for a local community. In order to attract new commercial and industrial developments, Bonney Lake must develop a strategy for economic growth. "**
>
> *Comprehensive Plan*
> *The City of Bonney Lake*
> *October 23, 1985*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

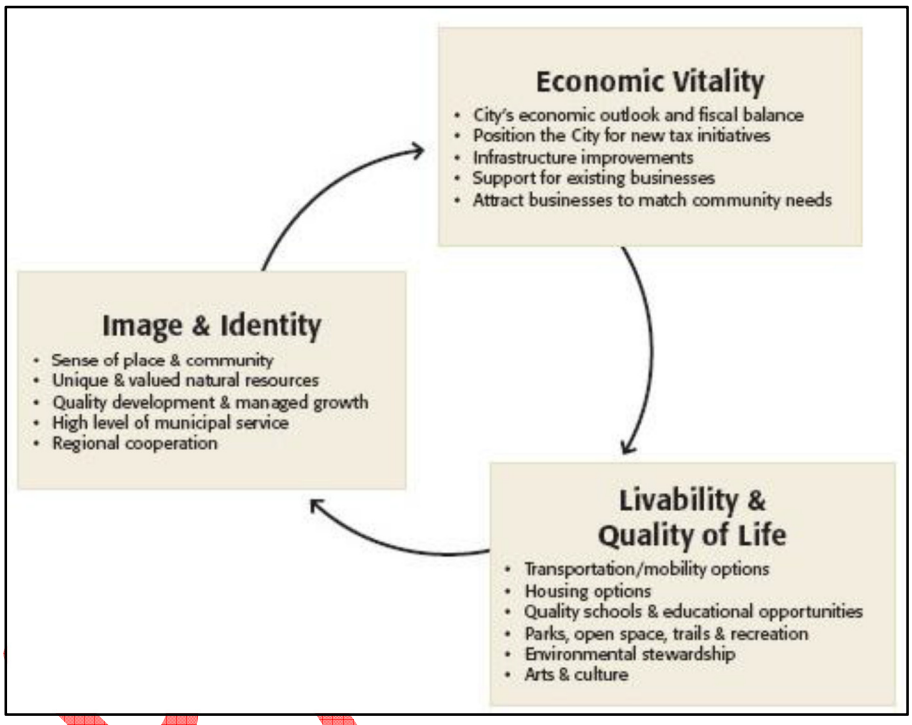

Figure 4-1: Relationship of Livability and Economic Vitality[2]

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

2. VISION

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

3. ECONOMIC PROFILE

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

3.1 TAXABLE REVENUES

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

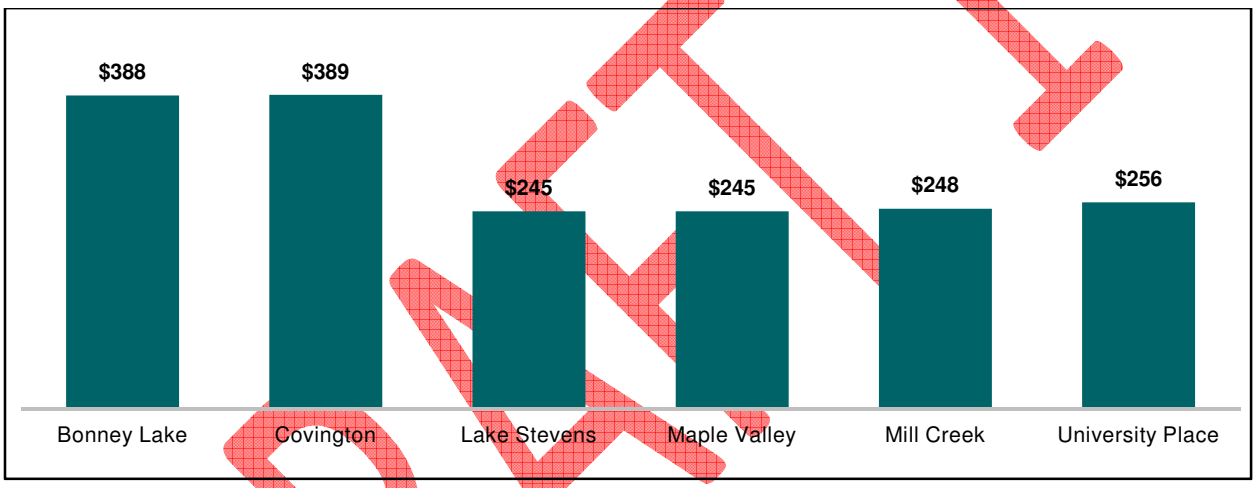

Figure 4-2: Total 2013 Taxable Retail Sales for Comparable Cities in Millions

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

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

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

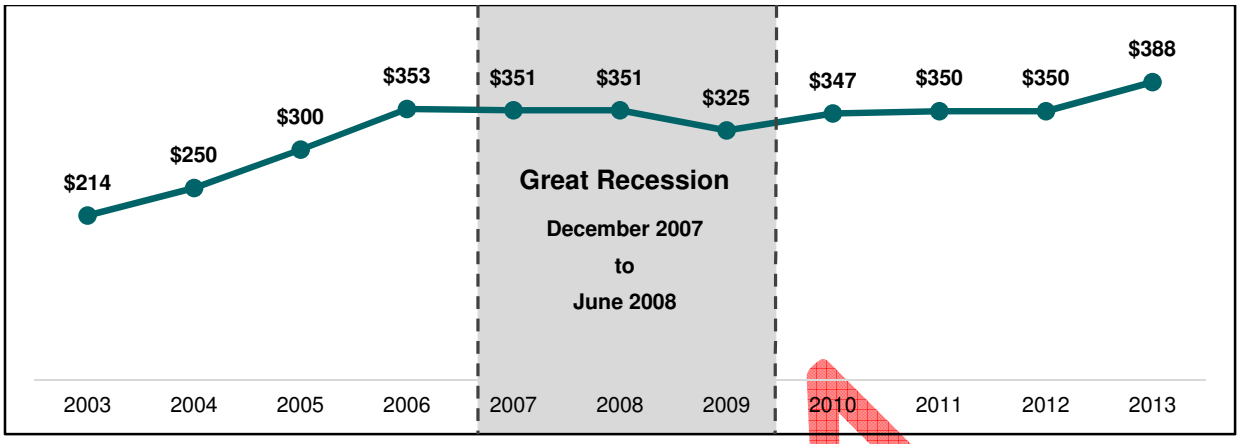

Figure 4-3: Total Taxable Sales in Millions 2003 – 2013[3]

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

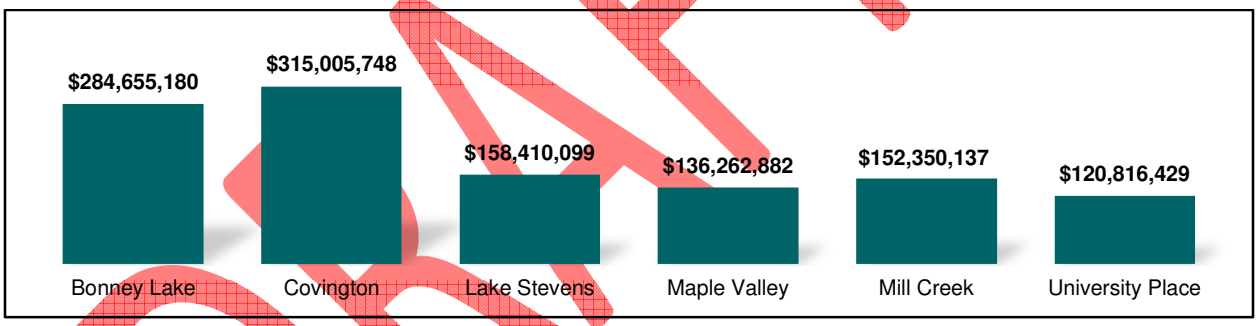

Figure 4-4: 2013 Total Retail Sales[4]

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

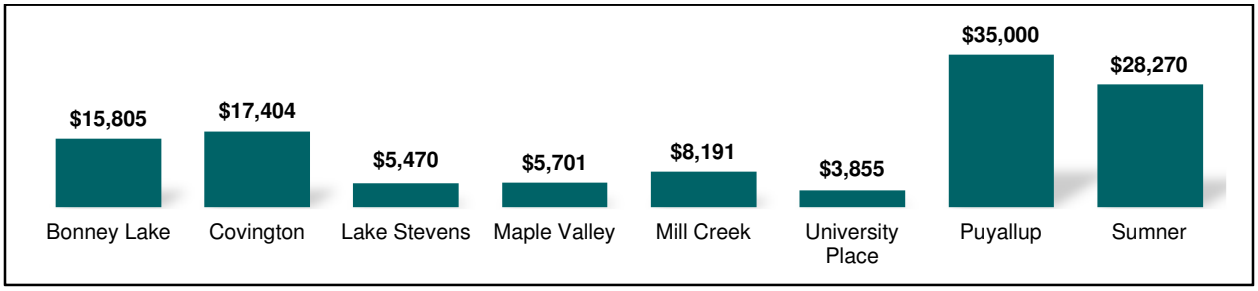

Figure 4-5: 2013 Total Retail Sales Per Capita

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3.2 RETAIL SURPLUS AND LEAKAGE

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

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

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

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

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

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

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

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

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

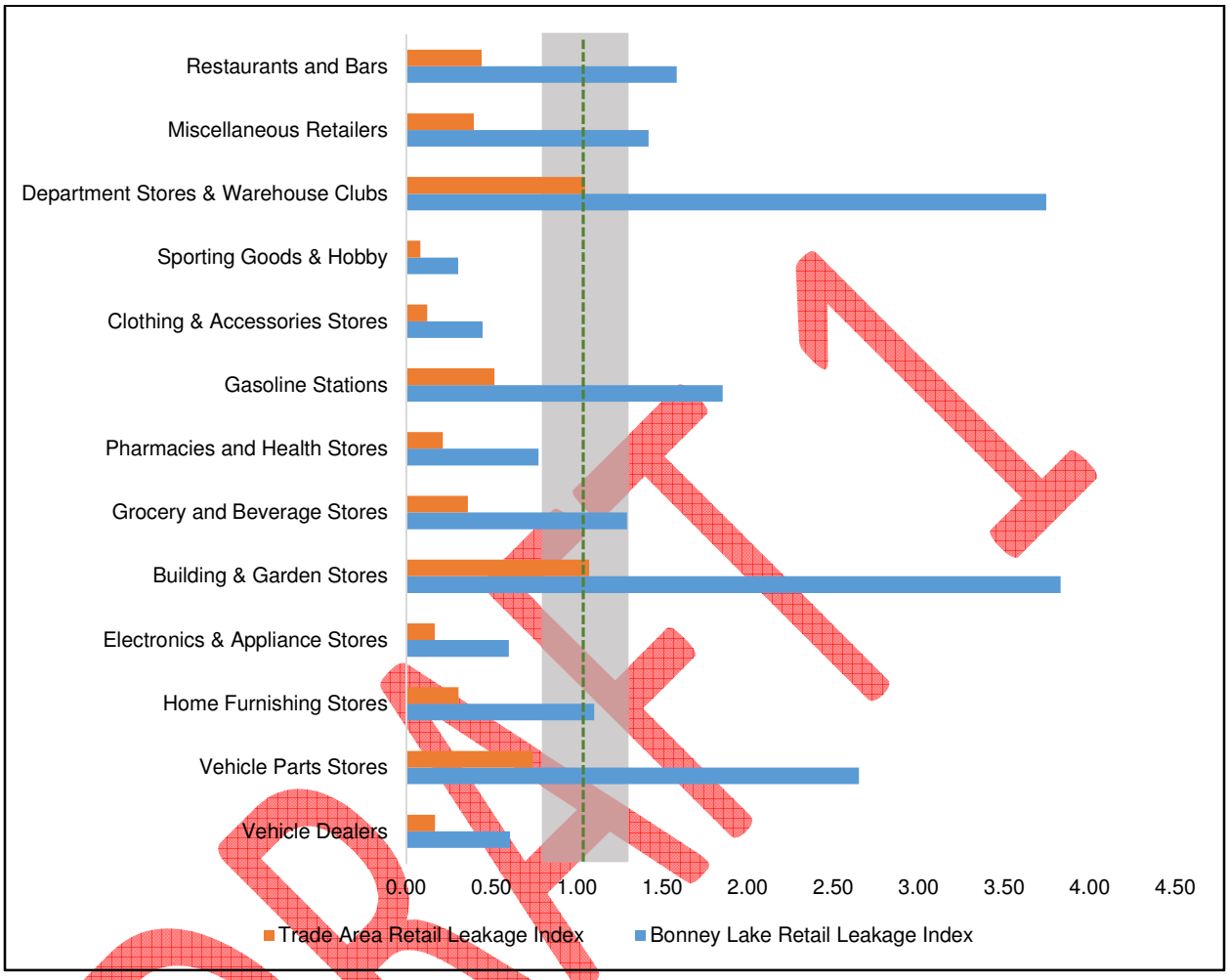

Figure 4-6: Retail Leakage Analysis

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3.3 JOB BASE AND WAGES

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

> **"Create opportunities for diverse employment compatible with Bonney Lake's environment.**
>
> ***Comprehensive Plan***
> ***The City of Bonney Lake***
> ***October 23, 1985***

Due to the City's high concentration of retail and service employment which are typically minimum wage jobs. As a results the average wages paid to individuals employed in Bonney Lake is lower than the average wage in Pierce County and Washington State. The average wage paid to employees in Pierce County's is $44,541 and the statewide average is $53,029.[5] In Bonney Lake nearly 70% of the employees working within the City have annual wage that is lower than the average wage in Pierce County and Washington State.

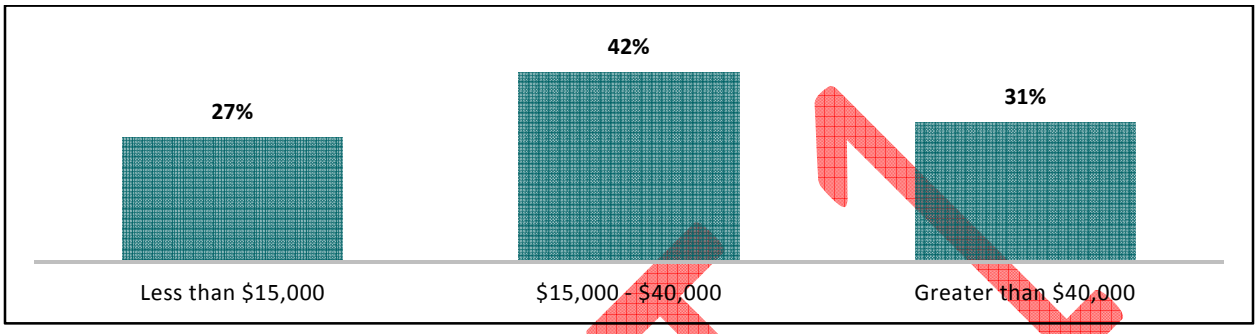

Figure 4-7: Bonney Lake Wages[6]

The lower average wages means that some individuals employed in Bonney Lake do not meet the Self-Sufficiency Standard which is defined as the amount of income required to meet basic needs differentiated by family type and location without the help from public subsidies (e.g. public housing/housing assistances, Medicaid, SNAP/WIC, child care assistance) or private/informal assistance (e.g. unpaid babysitting by a relative or friend, food from food banks, or shared housing).[7] It is difficult to determine the exact number of families work in the City that do not meet the Self-Sufficiency Standard as the amount of income needed is highly depended on family type. For example, the annual self-sufficiency wage for a single adult is $22,754 as compared to the annual self-sufficiency wage for a single adult with a child which is between $44,135 and $58,472.[8] Families that have two parents, both working, and one kid require annual self-sufficiency wage between $26,312 and $41,808 per adult. [9]

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

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

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

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

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

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

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

3.4 RESIDENT OCCUPATIONS

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

Plan for Bonney Lake, Washington
May 2, 1964

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

Table 4-1 below provides the percentage of residents employed in each of the two digit (NAICS) sector codes and identifies which regional industry clusters[e] may include jobs from that NAICS sector. The figure also provides the PSRC grouping of employment.[f] It is difficult determine exactly what percentage of Bonney Lake residents are employed in each of the industry clusters as the date available to the City only provides employment information at the NAICS two digit sector code. Whereas, the cluster groups in the *Regional Economic Strategy for the Central Puget Sound Region* (Regional Economic Strategy) are based on the six digit national identity NAICS code and includes employment within a number of NAICS sectors.

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

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

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

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

Table 4-1 Resident Employment Percentage by NAICS Sector[10]

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

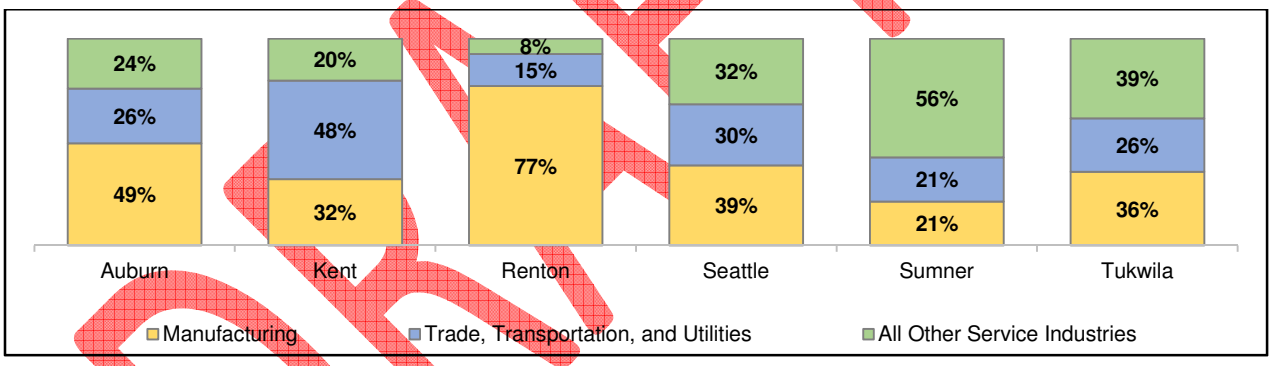

Figure 4-8: Employment Industry for Commuting Bonney Lake Residents[11]

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

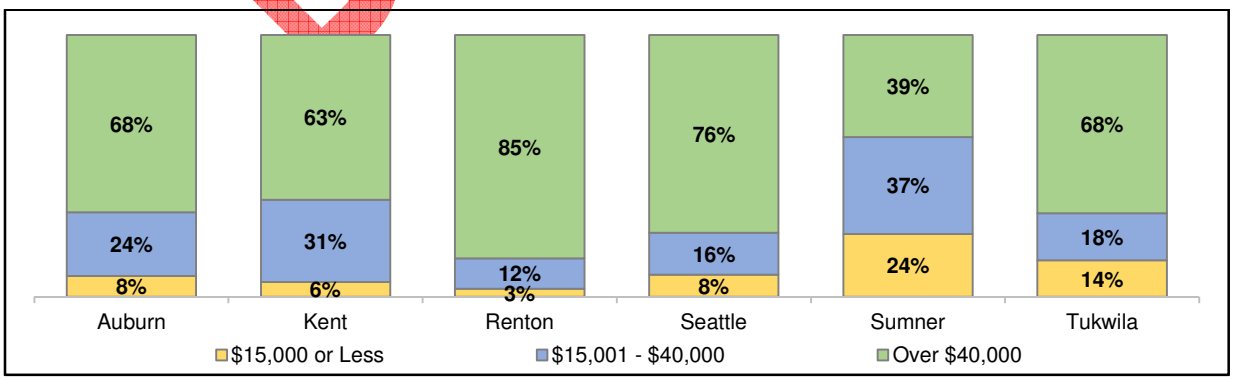

Figure 4-9: Annual Individual Job Salary for Commuting Bonney Lake Residents[12]

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

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

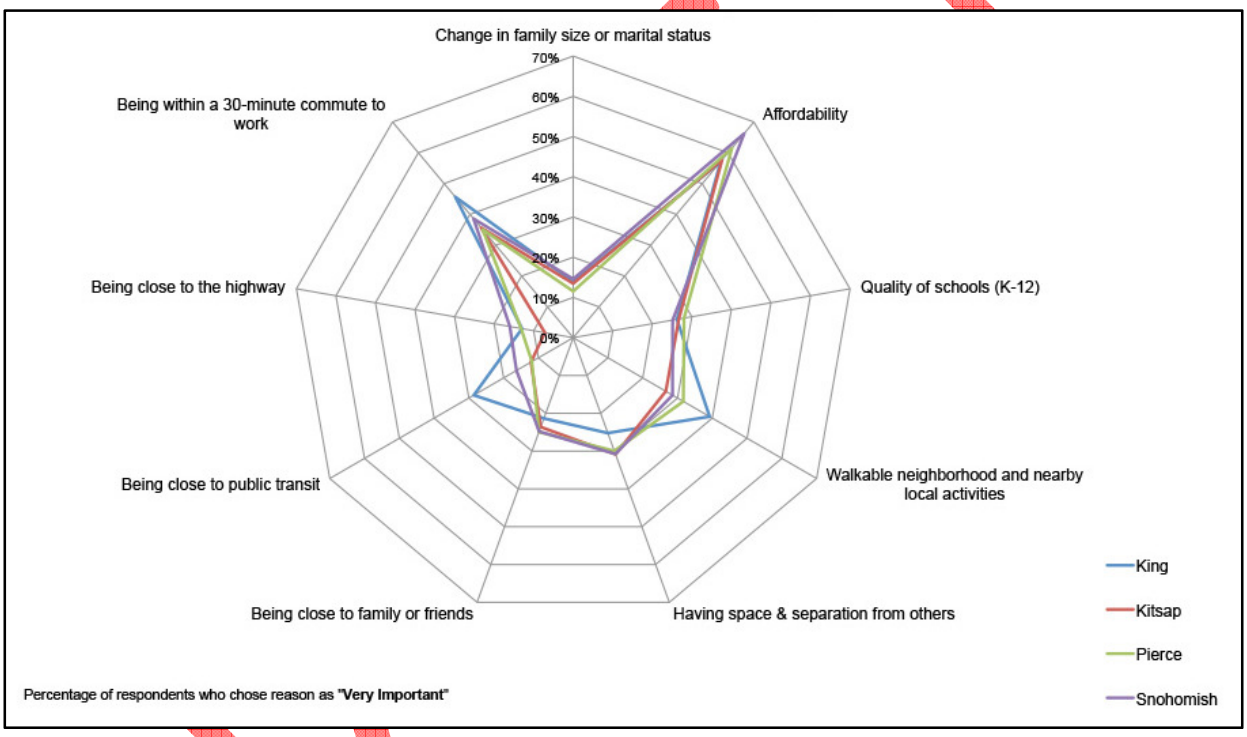

Figure 4-10: Reason for Residential Choice by County[16]

As population gains are the main driver behind Bonney Lake's large retail sector and ultimately its overall economic development, maintaining its high quality of life is an important consideration for future economic development planning. To help maintain and enhance Bonney Lake's quality of life, the following areas are priorities for the City to make continued investments: traffic mobility; recreational amenities including parks and trails; creating some type of city or civic center; and improving the look and feel of the SR 410 retail corridor[17]

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

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

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

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

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

4. FUTURE ECONOMIC PROSPECTS

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

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

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

4.1 RETAIL AND PROFESSIONAL SERVICES

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

In the long term, retail development in Tehaleh likely consisting of neighborhood retail serving the demand for daily goods (grocery and some retail, restaurant, and services sectors) will some impact on

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these types off providers, but it anticipated that there will be little opportunity to compete with Bonney Lake's regional retailers based on the relatively small size of the Tehaleh population and the established nature of Bonney Lake's regional retail base; therefore, Bonney Lake's current role and success as the retail center for the plateau will continue as both the City's and nearby population increase over time.[19]

> **"It is desirable to provide sufficient space, in appropriate locations, to meet the demands for Bonney Lake's present and future needs for modern commercial and business services."**
>
> *Plan for Bonney Lake, Washington*
> *May 2, 1964*
> *&*
> *Comprehensive Plan*
> *The City of Bonney Lake*
> *October 23, 1985*

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

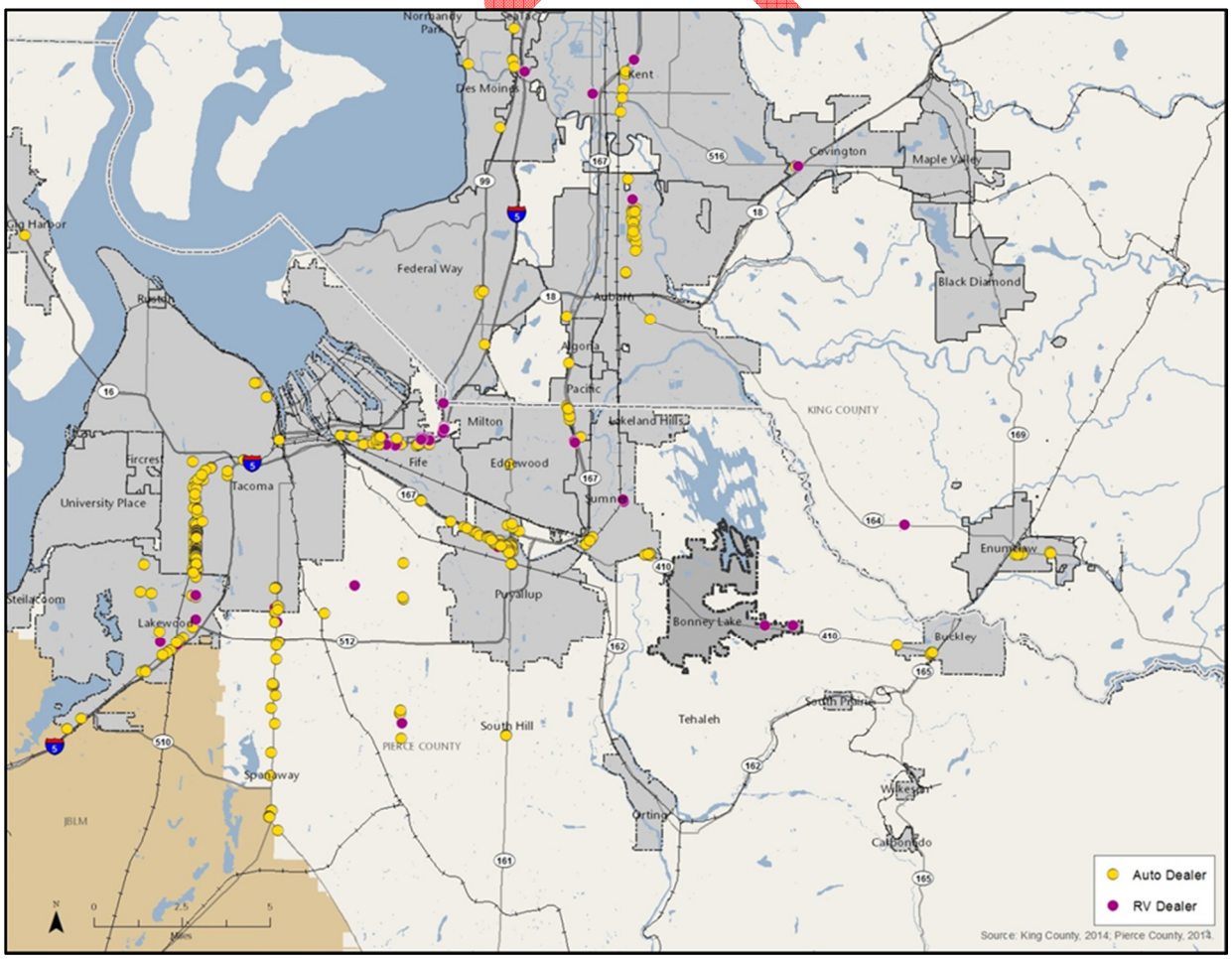

Figure 4-11: Regional Auto and RV Dealers[21]

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

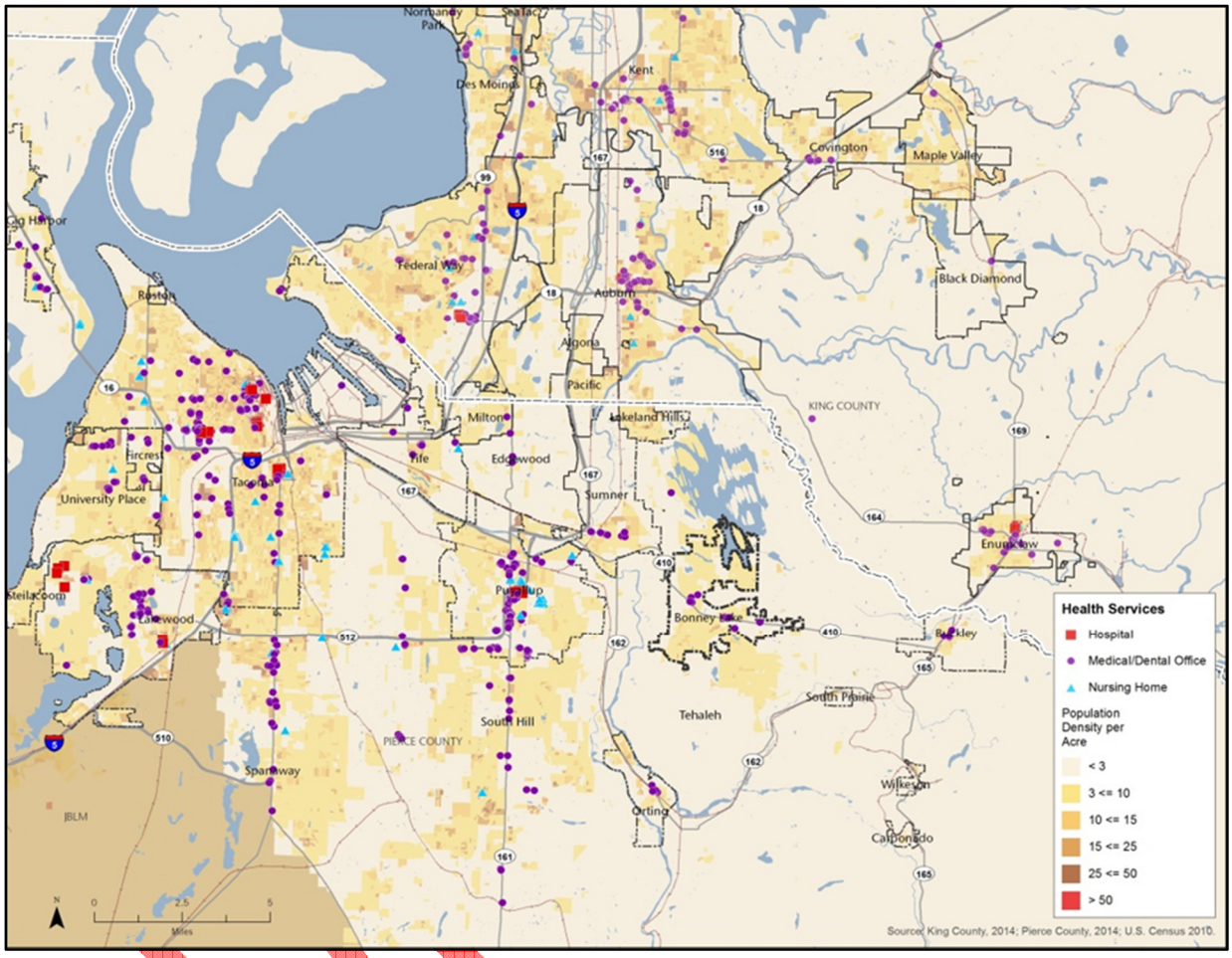

Figure 4-12: Regional Medical & Health Services[23]

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

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

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

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

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

4.2 HIGHER EDUCATION

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

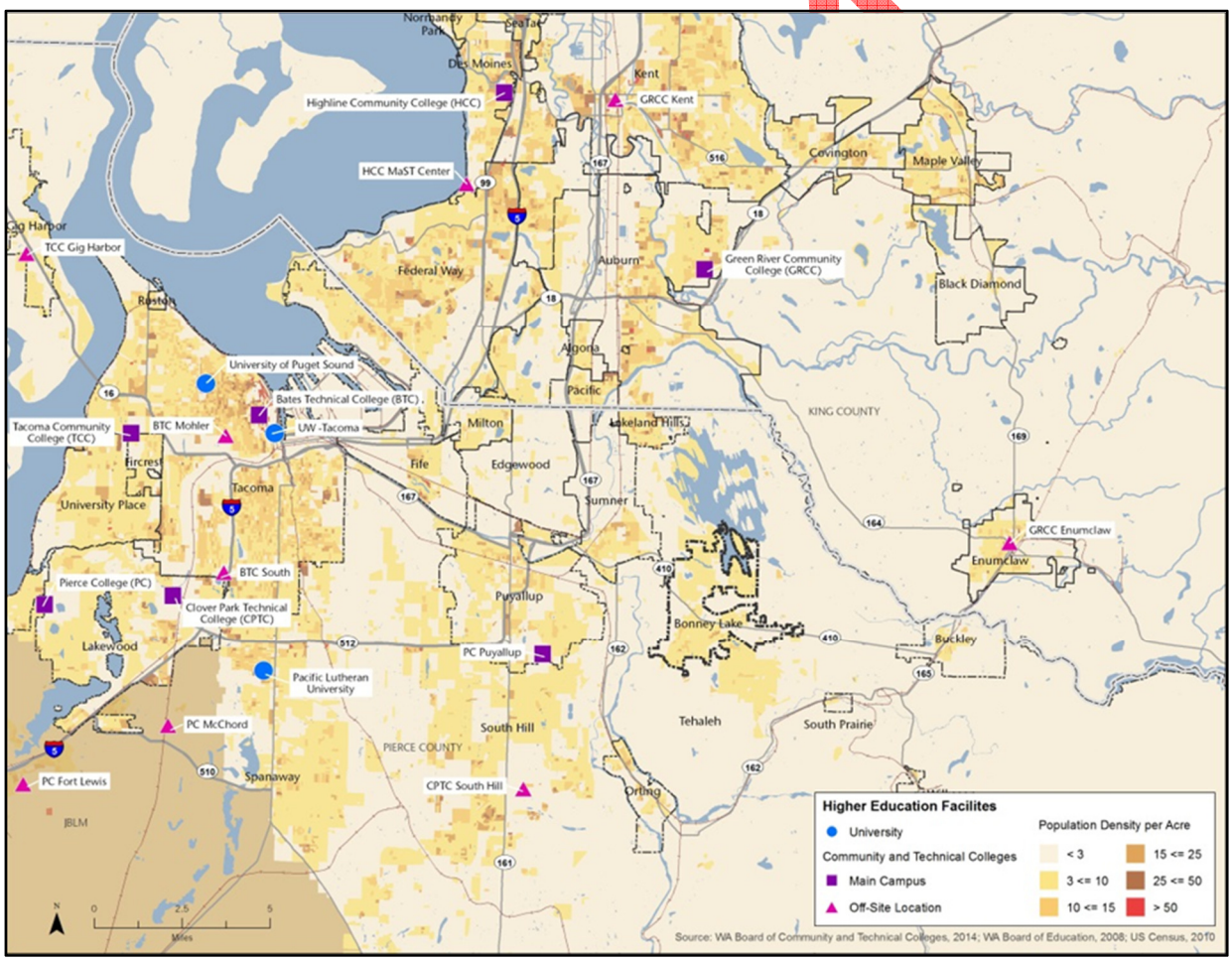

Figure 4-13: Higher Education Facilities[24]

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

economic sector would require a long-term and committed strategy on the part of the City involving relationship building and recruitment.

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

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

4.3 OVERNIGHT LODGING

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

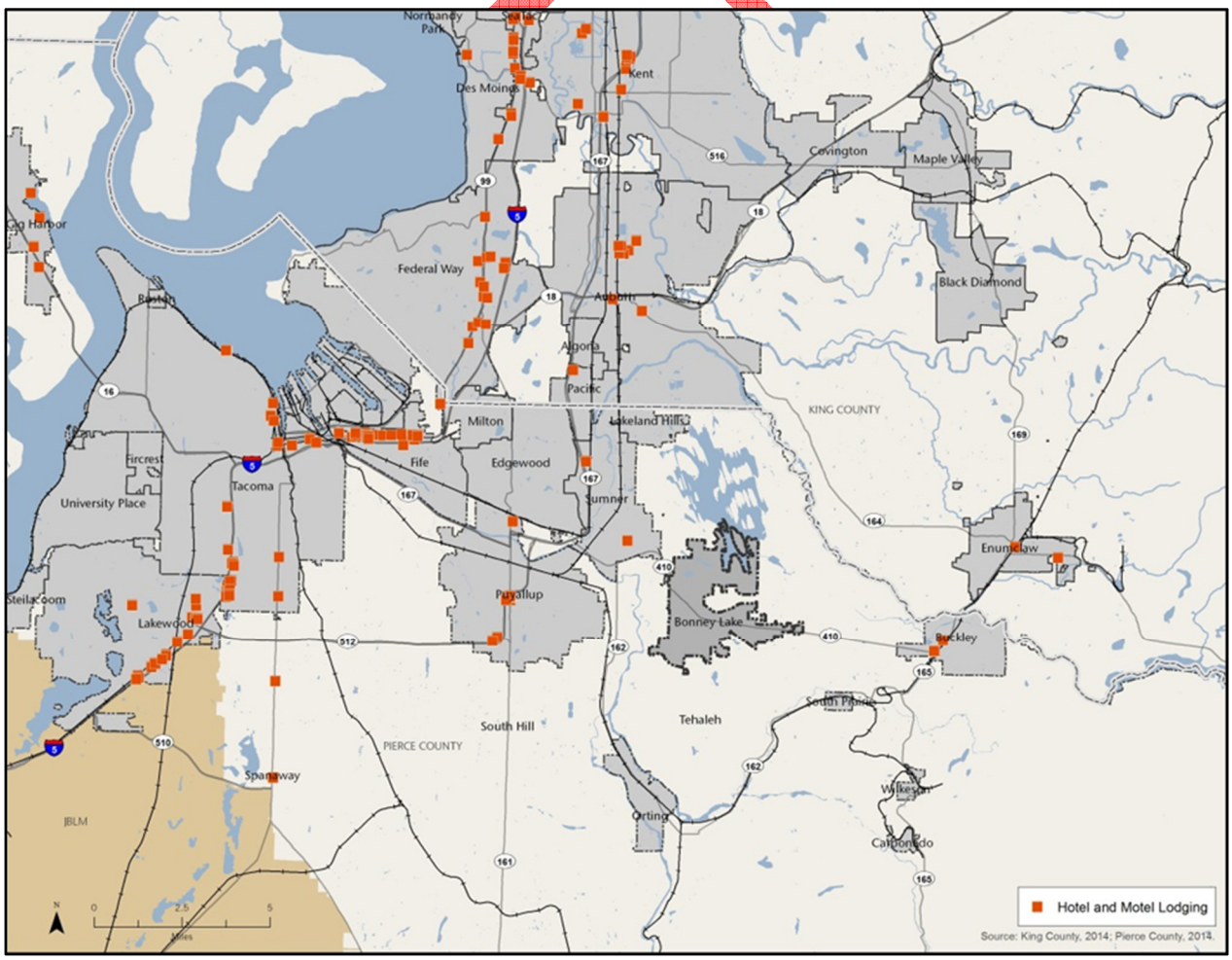

Figure 4-14: Regional Hotel and Motel Locations[27]

4.4 GENERAL OFFICE

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

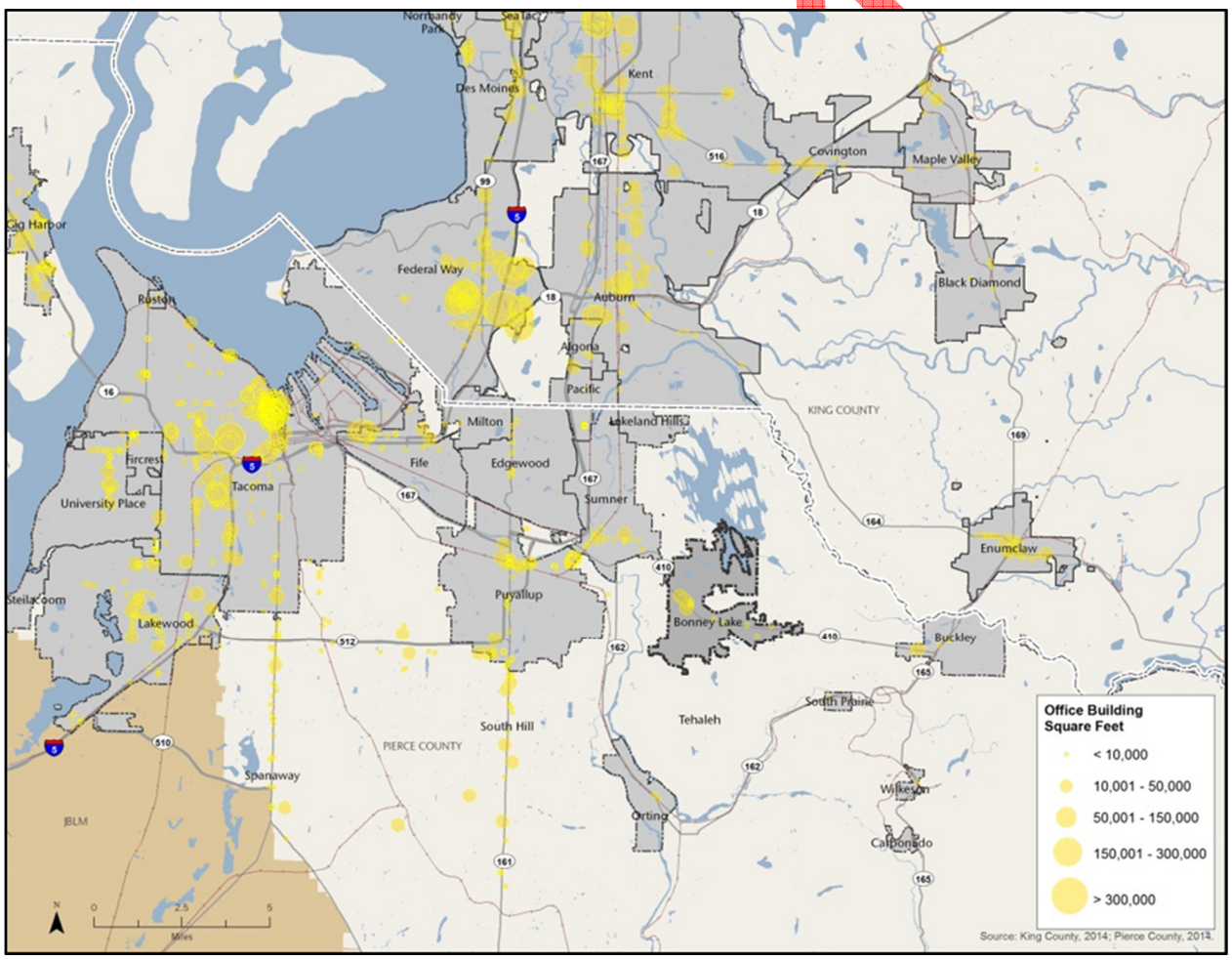

Figure 4-15: Office Space in Bonney Lake Region[29]

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

4.5 MANUFACTURING /INDUSTRIAL AND WAREHOUSING

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

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

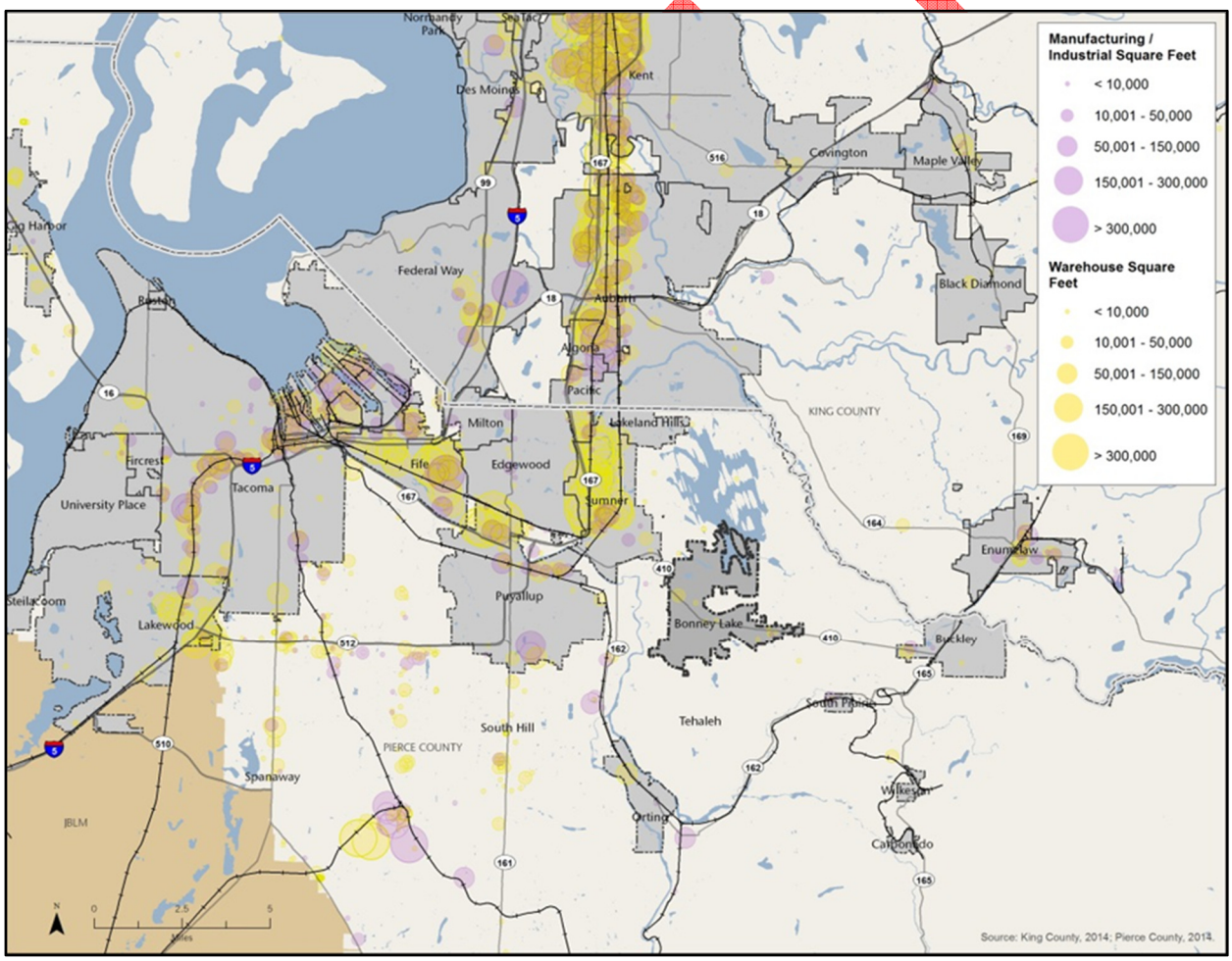

Figure 4-16: Manufacturing/Industrial and Warehouse Activity[31]

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

5. BUSINESS CLIMATE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6. CENTERS

> **"Promote a mixed use center that will provide a unique and attractive setting, and act as a major focal point for civic, retail, and commercial activities in Bonney Lake."**
>
> *Comprehensive Plan*
> *The City of Bonney Lake*
> *October 23, 1985*

The development of local and regional centers is the critical component of implementing *Vision 2040, Metropolitan Transportation Plan and the Regional Economic Strategy*. The development of the four centers in Bonney Lake will provide access to a diverse collection of services, shopping, recreation, and jobs, would further the goals of *Vision 2040, Metropolitan Transportation Plan and the Regional Economic Strategy*, facilitate economic development, foster an enhanced sense of community for residents and help better define Bonney Lake's overall identity. The *City of Bonney Lake Economic Development Study* (2015), prepared by BERK Consulting identified discussed how the City's centers play a role in economic development and actions the City should consider to facilitate development within these centers. Below is the information that was provided by BERK:

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Downtown

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

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

Midtown

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

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

Eastown

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

Lake Tapps

In the Lake Tapps Center, the City should maintain existing concentration of higher residential development with consideration of possible changes in zoning to support higher density housing with the potential for mixed-use development. In addition, the City should help foster retail development that facilitates recreational use of Lake Tapps and nearby parks (e.g. restaurants, small scale retail, equipment

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rentals, etc.). City ownership of property in the Lake Tapps sub-area provides flexibility for additional action toward place making.

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

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

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

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

7. INFRASTRUCTURE DEVELOPMENT

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

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

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

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

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

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continues to grow in the future and could negatively affect Bonney Lake's residential quality of life, attractiveness to new businesses, and overall economic development.

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

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

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

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

Endnotes:

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[1] Blakely, E. (XXXX). *Planning Local Economic Development: Theory and Practice. p. 58.*

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[19] U.S. Census Bureau. (2011) Longitudinal Employer – Household Data: Origin-Destination Employment Statistics. http://lehd.ces.census.gov/data/

[20] ibid.

[21] BERK Consulting Inc. (January 2015). *City of Bonney Lake Economic Development Study – Final Report*. Prepared for the City of Bonney Lake.

[22] ibid.

[23] ibid.

[24] ibid.

[25] ibid

[26] ibid.

[27] ibid.

[28] ibid.

[29] ibid.

[30] ibid.

[31] ibid.

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