

EASTOWN SUBAREA PLAN



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Executive Summary

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

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

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

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

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

Eastown Future Road Network Map. Existing access points will be allowed until development of that property occurs.

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

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

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

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



1. Introduction

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

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

1.1 Purpose

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

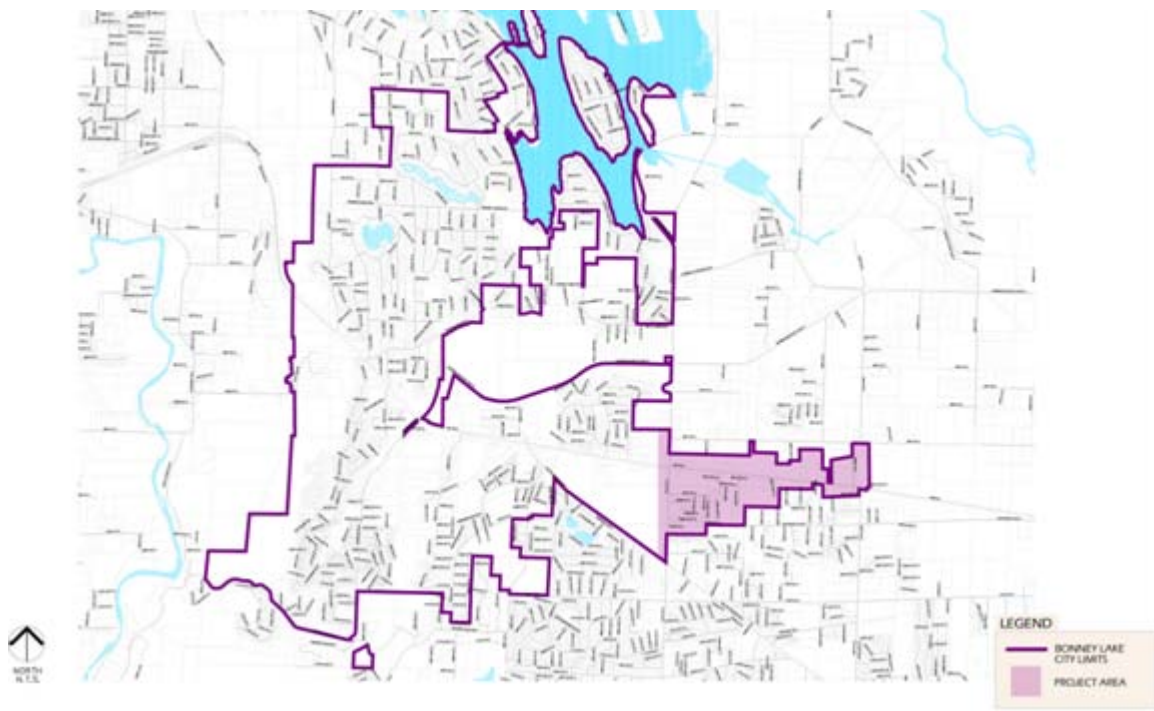
SR 410 serves as the primary access to Bonney Lake. It bisects the Easttown area, which presents challenges to both the extension of services and the creation of an urban area with its

own character and sense of place. As development occurs along SR 410, additional access points to the highway are established which result in lost roadway capacity. Left turns on SR 410 are restricted.

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

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

Figure 1 – Easttown Vicinity Map



1.2 Existing Conditions

At present, Eastown is largely undeveloped. New development is limited by the lack of available sewer service. WSDOT's SR 410 widening project in 2011 relieved congestion and improved safety. In conjunction with the improvements to SR 410, access control standards and frontage improvement standards ensure the improvements have the desired effect. These standards are included within the Circulation segment of this Plan.



1.2.1 Natural Environment

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

1.2.2 Zoning

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

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

1.2.3 Development

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

1.2.4 Road Network

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

State Route 410

SR 410 runs east-west through Eastown and serves as the primary transportation link for through-traffic. WSDOT has designated it as a class two highway. West of 214th Avenue, SR 410 has a six-lane cross-section with two lanes westbound, three lanes eastbound between 192nd Avenue to 198th Avenue, and left-turn lanes at intersections. Within Eastown, between 214th Avenue and 234th Avenue, SR 410 is two lanes in each direction with a landscaped median and limited turning access.

214th Avenue

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



233rd/234th Avenue

233rd Avenue is a two-lane collector arterial roadway that runs north-south from SR 410 to 96th Street. 234th Avenue is a two-lane collector arterial that runs north-south through the Eastown area connecting SR 410 with South Prairie Road in the south. These roads are narrow and rural in character. As part of the 2011 WSDOT widening project, intersection improvements occurred that aligned 233rd/234th Avenue and added a traffic signal.



96th Street

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

219th Avenue, 221st Avenue, 229th Avenue

These roadways are all short, two-lane local access facilities that provide access into properties south of SR 410. The roadways intersect SR 410 at stop-sign controlled "tee" intersections. All of these roadways will require upgrades in order to support future development. Left turn-ins were built on SR 410 as part of the 2011 WSDOT widening project at 219th Ave and 229th Avenue.

225th Avenue

This future intersection will be the site of the only traffic signal between 214th and 233rd Avenue. The northern side of this intersection has had curb returns built as part of the WSDOT SR 410 widening project. Developers on the north and south sides will be required to construct this signalized intersection as part of their development.



Northern and Southern Frontage Roads

This plan calls for construction of roads parallel to SR 410 that allow shoppers/commercial users to move around Eastown without disrupting traffic on SR 410. In 2010 and 2011 the City began receiving 41-foot wide easements that allow construction of these roads for installation of the future sewer system and transportation network. Locking in these easements allows any property owner to develop their property without delays caused by development from other property owners. It ensures that when all road segments are built, they will connect with each other in a manner that allows the smooth flow of vehicles. Additionally, it clarifies for prospective developers how Eastown roads will be laid out and the impact the location of these roads will have on the layout of their developments.

Entwhistle Road

Entwhistle Road is a Pierce County two-lane local roadway running east-west that extends from a dead-end near 222nd Avenue easterly past 234th Avenue. In the Eastown area, this roadway is south of SR 410 and serves an area that is predominantly residential in character. Connection of Entwhistle road to the Southern Frontage road and to 214th Avenue is a long range goal of the Eastown Development Plan.

1.3 Outreach Efforts & Community Comments

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

2. Goals and Policies

2.1 Relationship to Other Planning Documents

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

2.2 Transportation Related Goals and Policies

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

2.2.1 Service Area Policies:

SR 410 Corridor

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

Frontage Roads

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

2.2.2 Financial Policies

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

City contributions to Eastown infrastructure will generally be on a reimbursable basis through a Utility Latecomers Agreement (ULA), a Local Improvement District (LID), or other suitable financing mechanism.

2.2.3 Facility Policies

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

2.3 Water System Goals and Policies

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

2.3.1 Service Area Policies

Annexation

1. Areas annexed without an existing supply will be served by the City of Bonney Lake at customers' expense.
2. Areas annexed with existing water supply and distribution system must meet Washington State Department of Health water quality standards. A state small system water permit must be available for the system or the area will be deemed not to have an adequate existing water system; thus, requiring connection to the city water system.
3. The City will follow State guidelines in the assumption of small water systems in annexation areas.
4. Private water systems will be decommissioned when the property is connected to the City water system.

Service Area

1. The City of Bonney Lake's water system shall serve all users of water within the City and within the City's water service area subject to appropriate statutes and ordinances and subject to the limitations of the existing water supply and delivery systems.
2. New developments will be required to pay for system extensions and other improvements required to provide sufficient water supply to their development. Provisions for latecomer agreements will be allowed.

3. As lead agency, the City accepts ultimate responsibility for providing water service within its service area.
4. The City will supply all customers within its water service area limits via direct service only.
5. The City will modify its water system as needed to improve hydraulic conditions for its existing customers.

2.3.2 Financial Policies

1. Water rates are described in Bonney Lake Municipal Code 13.04.070. These rates are adjusted annually utilizing the Consumer Price Index and Construction Cost Index
2. Existing customers of the City pay the direct and indirect costs of operating and maintaining existing water facilities through monthly user rates. In addition, the user rates will include revenue for debt service already incurred to finance capital improvements to the utility.
3. New customers seeking to connect to the water system will be required to pay an “equitable share of system charge” or System Development Charge (SDC) to “buy in” to the existing water distribution and water supply system. This revenue will be used to finance Capital Improvement Projects that support growth with new infrastructure or water supply purchases and may include other repairs or improvements to the water system.
4. The term “connection charge” refers to the one-time fee paid by a property owner when connecting to the water system. These fees include both the “equitable share of system charge” (SDC) and the meter “installation charge”.
5. The City will charge for the actual cost of services, material, and equipment required to make a new connection to the system, (hook-up fee or “meter installation charge”) based on an adopted rate per connection.
6. Industrial users will be charged for services on the same basis as all other residential and commercial water customers.
7. The City’s fees and charges shall be calculated for the service area as a whole. Rates will be the same regardless of service location. (Except that for customers residing outside the city limits, water rates will be increased to offset administrative and other costs that non-residents do not contribute revenue to (approximately 1.44 times the residential City rates.)

2.3.3 Facility Policies

Pressure

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

Storage

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

Transmission and Distribution

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

Booster Pump Stations

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

Reliability

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

2.4 Sanitary Sewer Goals and Policies

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

2.4.1 Service Area Policies

1. In compliance with the Growth Management Act, sewer services shall not be provided to customers outside the city limits unless they are inside a Urban Growth Area (UGA) or Comprehensive Urban Growth Area (CUGA).
2. All commercial development must connect to the city sewer system per BLMC 13.12.150.
3. No temporary septic system permits will be authorized within Eastown until such a time as an ordinance allowing this to occur is approved by the City Council.

4. Properties or portions thereof within Pierce County that are zoned for commercial use and are adjacent to Easttown will be allowed to connect to the sewer system.

2.4.2 Financial Policies

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

2.4.3 Facility Policies

1. All sewer lines east of 221st Avenue on the south side of SR 410 and all sewer lines east of 219th Avenue on the north side of SR 410 shall flow by gravity to the Easttown sewer lift station. On a case by case basis, where topographic conditions allow, the flow direction by gravity may be reversed.
2. Coordinate with the Tacoma/Pierce County Health Department to ensure that all properties with failed septic systems and new development connects to the City Sewer system.
3. In conjunction with the City of Sumner, increase Wastewater Treatment Plant (WWTP) capacity and/or percentage of plant capacity to meet the needs of the Bonney Lake UGA and full build out within the City limits.
4. Sewer capacity in Bonney Lake is “first come, first serve.” The City will develop alternate WWTP capabilities to meet wastewater treatment needs in the Northern and Southern Sewer Service Areas in the CUGA. Areas within these two areas are not within the current or planned capacity of the Sumner WWTP by agreement with the City of Sumner. Expansion of the Sumner WWTP capacity to meet these needs would require separate projects and sewer lines.
5. Utilizing a Septic System Abatement program, extend the city sewer system into developed areas when sufficient funding is available to do so.
6. Implement a program to reduce inflow and infiltration in order to reduce the demand on the WWTP capacity.

7. Support City of Sumner and Washington State Department of Ecology efforts to increase and improve secondary treatment capacities and methods to meet state and federal discharge standards.

2.5 Stormwater Goals and Policies

2.5.1 Service Area Policies

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

2.5.2 Financial Policies

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

2.5.3 Facility Policies

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

2.6 Land Use Goals and Policies

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

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

3. The Future of Eastown

The full development of the property within Eastown follows the Pierce County Comprehensive Plan Economic Development objective (19A.50.030) that addresses the County's strategy for business development and economic diversity. The primary objective is to create an environment that will retain existing businesses and attract new industry into the County. To help implement this County policy a future annexed Eastown shall include the

area south of 96th Street East, including the roadway of 96th Street East, between 214th Avenue East and 233rd Ave. East and north of the existing City limits.

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

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

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

3.1 Enhance the SR 410 Corridor

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

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

3.2 Create Alternative Routes for Local Traffic

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

3.3 Facilitate Extension of City Water and Sewer Services to Eastown

Development within Eastown is dependent upon extension of municipal water and sewer services to the area. Tacoma Water and Valley Water District have provided new water service to some Eastown properties. An evaluation of potential lift station locations was conducted as a part of this 2006 planning effort and is described more fully in Section 6, Sewer. Subsequently, location of the Eastown sewer lift station has been sited on the WSDOT Stormwater pond “B” property located on the north side of SR 410. The Eastown Future Sewer System provides the locations of the public sewer system.

3.4 Address Conflicting Standards of the Water Purveyors to Eastown

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

In 2010, Bonney Lake extended their water line eastward along SR 410 from 219th Avenue to 221st Avenue. Developers will be required to complete a loop that connects this waterline to a new water line on 96th Street that connects to the water line in front of Home Depot.

3.5 Provide Improved Predictability to Property Owners and Developers

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

3.6 Facilitate High Quality Development & Foster Economic Growth

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

3.7 Establish Identity for Eastown Area

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

4. Circulation

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

4.1 Operations

4.1.1 Existing Operations

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

4.1.2 Future Operations

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

4.2 Coordination with WSDOT

Coordinated planning between the City of Bonney Lake and WSDOT has maximized the efficiency of the roadway network and created the backbone of a unique neighborhood. WSDOT started construction of improvements to SR 410 in Easttown in 2010 and completed this project in 2011. Improvements included: alignment of 233rd/234th Avenues and installation of a traffic signal at the new intersection; addition of one lane in each direction; addition of four islands creating a landscaped median separating the eastbound and westbound traffic; installation of street lights from 214th to 234th Avenue; and construction of stormwater facilities.

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

Figure 2 – Intersection Control & Spacing



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

4.2.1 SR 410 Improvements

WSDOT completed construction of the Easttown SR 410 widening project in 2011. Private development will be required to build frontage improvements adjacent to SR 410 and the Easttown public private roads shown on the Easttown Future Road Network to further enhance the roadway and create safe walking conditions.

All new development with frontage on SR 410 will require installation of curbs, gutters, a 4-foot wide planter strip, and an 8-foot wide sidewalk, except at bus pullout locations as determined by Pierce Transit and WSDOT. All development projects will be routed to Pierce Transit and WSDOT for comment. If a bus pullout is determined to be required, Pierce Transit design standards for such facilities will be followed. If buildings are proposed immediately adjacent to the sidewalk, the minimum width of the sidewalk will be 8 feet. If landscaping is located between the back of the sidewalk and other on-site improvements, the minimum width of the landscape area will be 10 feet, in order to screen the development and provide a buffer from the street. Figure 3 below identifies the WSDOT planned improvements to SR 410 and the frontage improvements that will be required with future development adjacent to SR 410.

Figure 3
SR 410 Future Section
With Private Frontage Improvements

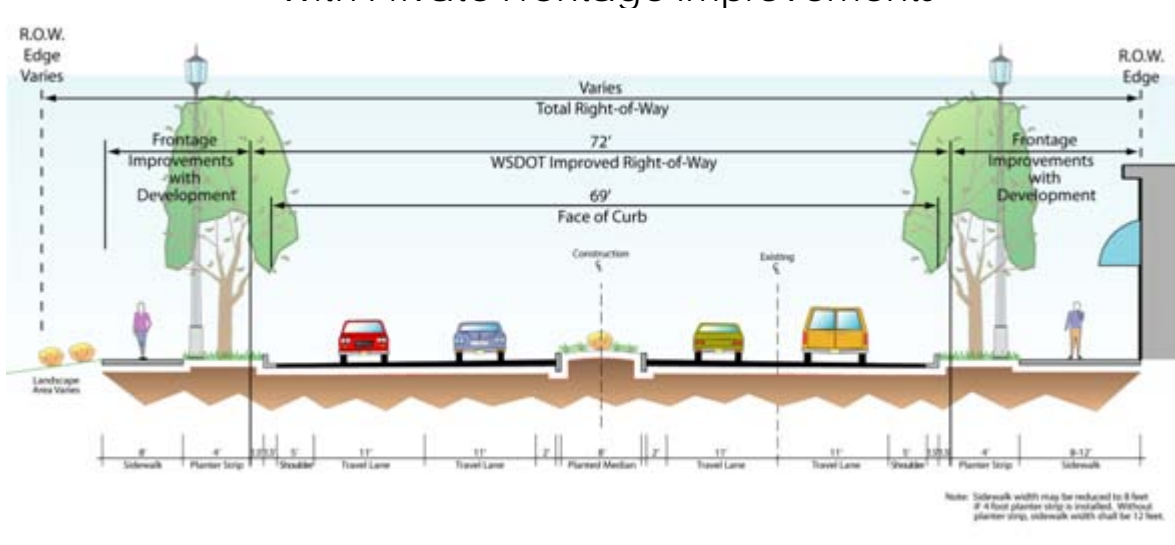
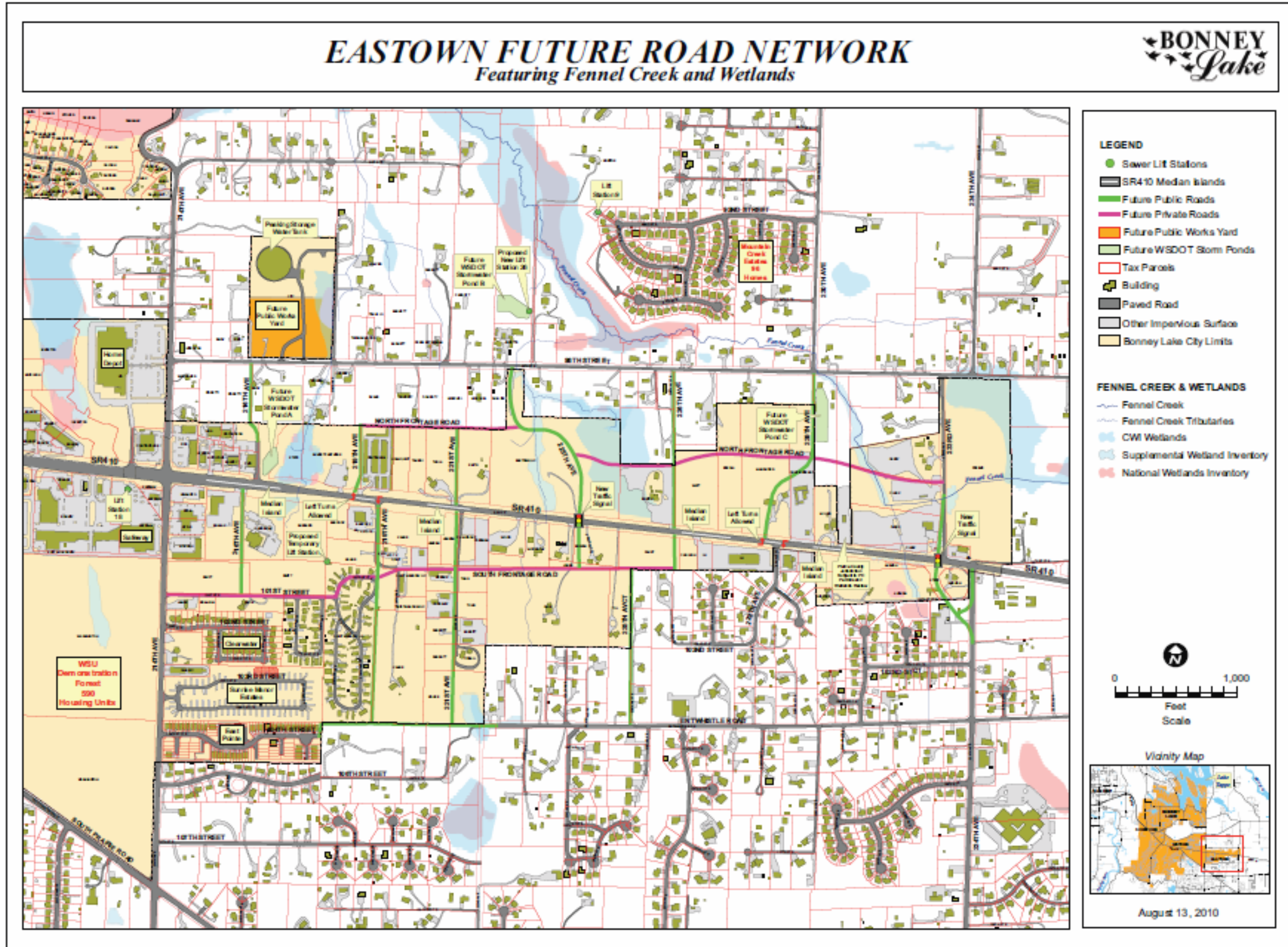


Figure 4 - Eastown Future Road Network



4.3 Future Road Network

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

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

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

circulation throughout Easttown and will provide access to commercial shopping areas to residents living in the county without motorists needing to use SR 410.

Figure 2 locates the future signals and median breaks on SR 410. Between 214th Avenue and 233rd/234th Avenue E., signalized intersections will be allowed at a new city street between 219th and 229th Avenues E. A signal was built at 233rd/234th Avenue E. in 2011. Two median breaks, located midway between 214th Avenue and the new signal and midway between the new signal and 233rd/234th, will facilitate midpoint left turns into the commercial areas. Left turns out of the commercial area will be prohibited. No other breaks in the restrictive median will be allowed. Other accesses off SR 410 will be limited to right-in, right-out only and must be spaced a minimum of 660 feet apart. The network will provide a choice of routes and minimal back-tracking. Drivers will choose the easiest route based on weather, time of day and traffic conditions.

4.3.1 Locations and Flexibility

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

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

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

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

A raised median has been installed on SR 410 between the signalized intersections. Traffic volumes are high in the corridor, resulting in very few gaps in the traffic flow to allow left turns; a condition that leads to high accident rates. The median separates opposing lanes of traffic and restrict turning and crossing movements. Studies ¹ have shown significant reduction in the number and severity of accidents on high-volume, commercial corridors with raised medians. Medians help prevent head-on collisions and provide predictable locations for crossing and turning movements. Medians also provide a pedestrian refuge, making it much easier to cross the street. Existing driveways will remain in place until properties are redeveloped. When redevelopment of parcels with existing access to SR 410 occurs, the most appropriate location for access will be reviewed by the City. New access to internal streets will be established, or temporary access to SR 410 may be granted until such time as access to internal commercial collectors is available.

4.3.2 Development Triggers Construction

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

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

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

4.4 Internal Road Standards

4.4.1 Road Section

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

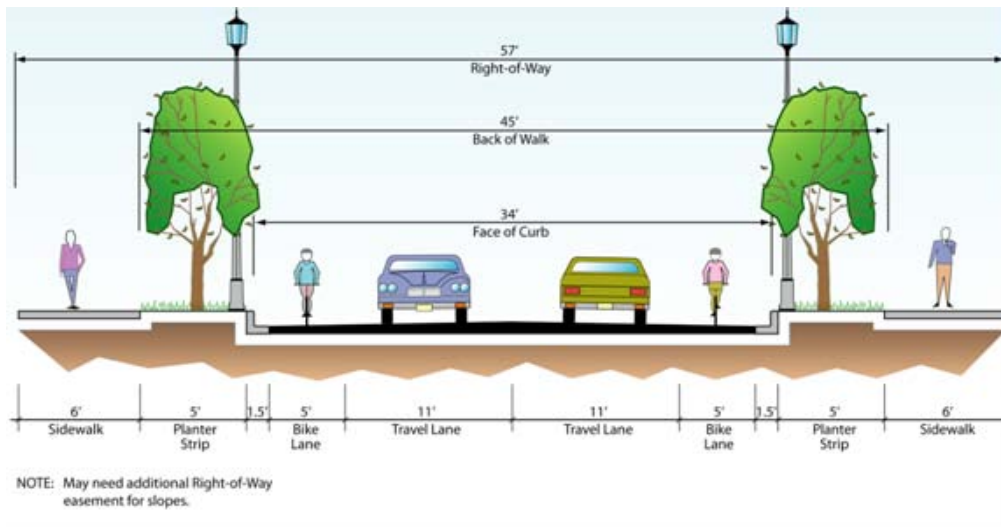
Public Collector Roads and Future Public North-South Roads

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

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

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

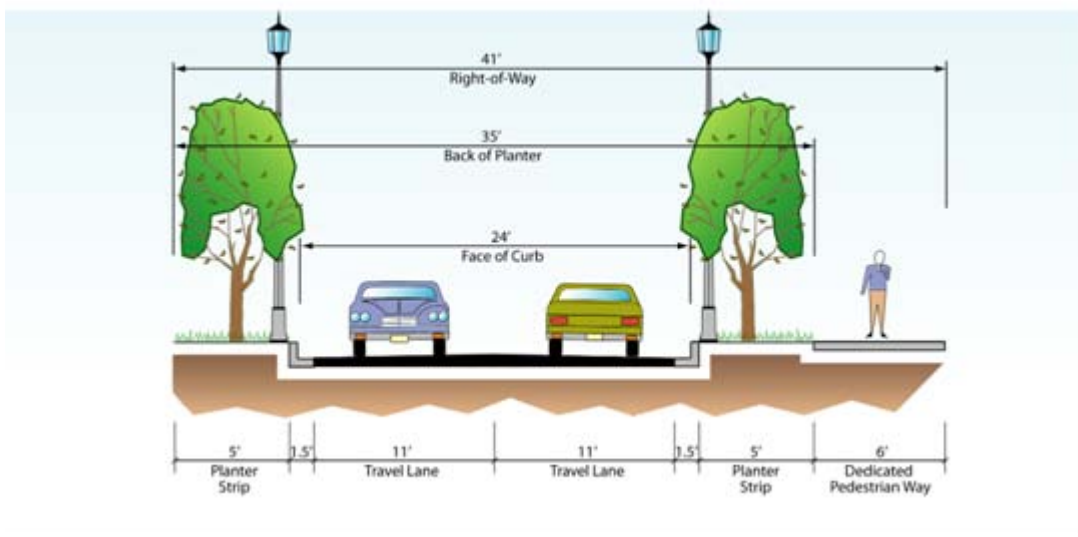
Figure 5 – Public Roadway Section



East-West Private Roads

- Two travel lanes – 11 feet
- Planter strip – 5 feet, both sides of roadway
- Pedestrian Ways – 6 feet, one side of roadway
- Total right-of-way width – 41 feet
- All stormwater detention/retention facilities shall be located on private property, and the developer will be required to collect, treat and dispose of the runoff generated by the portion of road directly adjacent to the project site.

Figure 6 – Private Roadway Section



Parallel on-street parking between the street and sidewalk may be provided at the developer's option if a parking lane is added to the minimum required ROW width. If provided, no parallel parking spaces may be located within 50 feet of an intersection. Parallel parking strips must be identified by landscape bulbs at either end.

Pedestrian Facilities on Private Roads

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

4.4.2 Design Standards and Access Restrictions

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

Figure 7 – Roadway Classification		
Class Description & Function	Minimum Signal & Intersection Spacing	Private Direct Access
Class B Low to moderate speed, moderate volume	½ mile	Allowed with restrictions: <ul style="list-style-type: none"> • 200 feet minimum spacing • One access per parcel or contiguous parcels, exceptions allowed with justification • No additional access for subdivided parcels • All access must meet minimum standards, corner clearance allowances not permitted.

Figure 7 – Roadway Classification		
Class Description & Function	Minimum Signal & Intersection Spacing	Private Direct Access
Class C Public road, low speed, moderate volume, short distance road	¼ mile	Allowed with restrictions: <ul style="list-style-type: none"> • 125 foot minimum spacing • One access per parcel or contiguous parcels, exceptions allowed with justification • No additional access for subdivided parcels • Corner clearance restrictions apply
Class D Private road, low speed, moderate volume, short distance road	Less than ¼ mile permitted with justification	Allowed with restrictions: <ul style="list-style-type: none"> • 100-foot minimum spacing • One access per parcel or contiguous parcels, exceptions allowed with justification • Additional access for subdivided parcels may be allowed with justification • Corner clearance restrictions apply.

See also 4.5, Access Management.

4.4.3 Half Street Option

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

4.4.4 Non motorized Facilities

As the Eastown corridor develops, some employees and customers of the new commercial uses may walk and bicycle through the neighborhood if and when safe and comfortable facilities are provided. Safe and attractive pedestrian walkways and bicycle routes are encouraged; particularly as Eastown evolves into a unique commercial area with various activity and commercial centers.

Pedestrian Facilities

Sidewalks or bike lanes should be provided on both sides of north-south roadways, with a planter strip separating the sidewalk from the travel lanes. Bike lanes need not be provided

on new east-west private roads; a sidewalk should be provided on one side of the east-west roads.

Transit

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

4.4.5 Streetscape Improvements

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

Landscaping

Inclusion of landscape features adjacent to streets results in creation of visual interest along the roadway and, as a result, slower traffic speeds. However, trees should be planted so as not to create visual obstructions of traffic control signs. Plants can also be used to provide uniformity and to enhance sense of place and unique character of neighborhoods.

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

Street Lighting

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

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

Street Furniture & Plazas

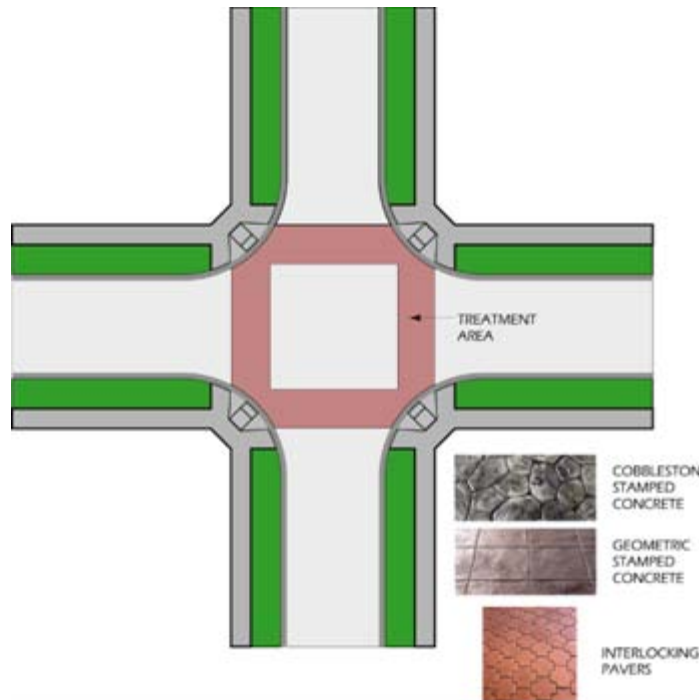


In major commercial activity centers developed within Eastown, street furniture such as park benches, trash receptacles, and drinking fountains should be located in public areas. Such pedestrian plazas will be the responsibility of developers and may be required for large projects as outlined in adopted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

Pavement Treatments

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

Figure 8 – Crosswalk/Paving Treatment Options



4.4.6 Storm Water

Commercial collectors within Eastown will be constructed as development occurs to facilitate convenient access between sites, SR 410 and the surrounding road network. As roads are constructed, developers will be required to collect, treat, and dispose of the runoff generated by the portion of road directly adjacent to the project site (from center line to right-

of-way edge) in accordance with the standards set forth in the City of Bonney Lake 2009 Development Policies and Public Works Design Standards.

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

4.5 Access Management

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

The intent of Access Management is to provide access for land development while preserving the safety, capacity, and speed of travel on major corridors such as SR 410. Studies have shown that an uncontrolled proliferation of driveways and intersections along a given section of roadway reduces the average speed of travel, increases the number and severity of accidents, and inhibits bicycle and pedestrian usage. It has also been shown that poorly designed entrances and exits cause congestion and create a negative image for a commercial district.

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

4.5.1 How is Access Management Applied?

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

Roadway Classification

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

SR 410 is a Class 2 State Facility. Roads in this classification have the capacity for medium to high volume traffic over medium to long distances. Direct access to abutting land is

subordinate to providing service to traffic movement and private direct access to the state highway system is permitted only when the property has no other reasonable access to the street system. Within the City limits, the City of Bonney Lake manages access to this facility.

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

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

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

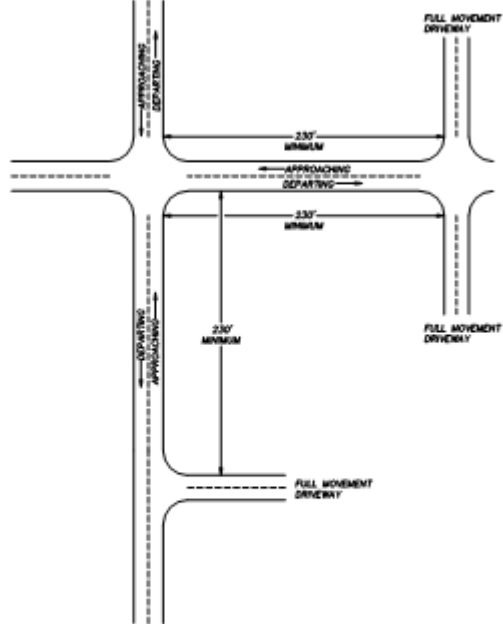
Corner Clearance

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

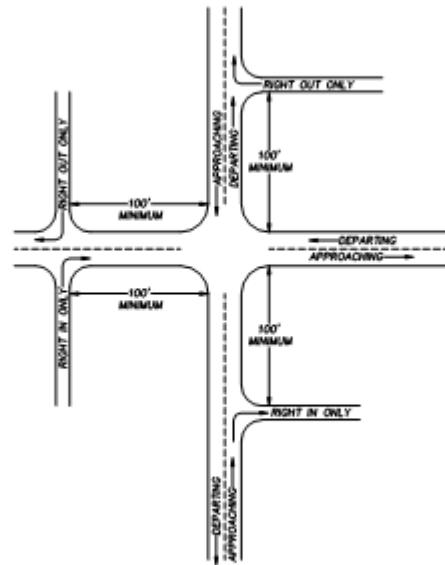
Whenever possible, it is preferable that corner clearances for driveways at intersections meet the minimum spacing requirements. Alternately, access via the internal road network should be considered. However, if minimum spacing cannot be met due to property frontage or size, and joint access cannot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

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

Figure 10 - Illustrations of Corner Clearances



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



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

Determination of Access Category

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

Access Category

SR 410 Corridor

SR 410 within Eastown is designated by WSDOT as a class two highway. The City has adopted access management standards outlined in Washington Administrative Code 468.52.030 to 050 in order to provide access for land development while preserving the safety, capacity and speed of travel on SR 410.

Signalized intersections are allowed every half mile. Minimum distances between public or private access points are limited to one every 660 feet. Only one access point is allowed to each property unless the frontage exceeds 1,320 feet and no adverse impact is created on SR 410 traffic flow.

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

Variance permits may be allowed in accordance with WAC 468-51-105, if topographical conditions warrant, and the applicant demonstrates to the satisfaction of the city that capacity on SR 410 is not reduced or increased safety risks will not be created. The traffic impact analysis, signed, stamped and sealed by a qualified professional transportation engineer registered in Washington State, will be included with a cover letter requesting the deviation.

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

Public and Private Mapped Streets

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

Three connection categories have been established:

- Major Connections for large volume generators such as large shopping malls, fast food restaurants and regional post offices.
- Minor Connections for moderate volume generators such as doctor's offices, single occupant retail sales, or small apartment buildings.

- Minimum Connections for low volume generators such as single family homes, duplexes, and agricultural accesses where retail sales are not included.

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

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

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

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

Non-conforming access and variance permits may be allowed in accordance with WAC 468-51-105, only if topographical conditions warrant and the applicant demonstrates (to the satisfaction of the city) that capacity on SR 410 is not reduced or increased safety risks will not be created. A traffic impact analysis, signed, stamped and sealed by a qualified professional transportation engineer registered in Washington State, will be included with a cover letter requesting the non-conforming access or variance.

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

4.5.2 Interim Access

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

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

Access to SR 410

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

Closure of Temporary Accesses

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

4.5.3 Access Connection Permits

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

5. Water

5.1 Existing System Characteristics

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

5.1.1 City of Bonney Lake Water System

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

- North side of SR 410. Water service area extends from 214th to 225th Avenue.
- South side of SR 410. Water service area extends from 214th to 218th Avenue.

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

5.1.2 Valley Water District

The existing infrastructure for Valley Water District’s system within the Eastown area is located primarily in the southwest portion of the Eastown area and east of 225th Avenue on the north side of SR 410. Water main sizes range from 6 inches to 12 inches in diameter.

5.1.3 Tacoma Water

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

5.2 Proposed Water System Improvements for Future Demand

The ability of the City of Bonney Lake to provide adequate water to the developing Eastown area is critical. Predicting water demand and a coordinated approach to satisfy future demand is essential. Future commercial development in the Eastown area is contingent on the availability of fire flow to development sites sufficient to meet current building and fire codes. In 2010, the City of Bonney Lake extended its water main on SR 410 from 219th to 221st Avenue. Developers of the parcel around 225th Avenue East will be required to extend this water main to 96th Street and then west to 214th Avenue creating a loop system. This Development Plan identifies proposed water system improvements that will meet the level of service associated with the proposed land use for the area.

5.2.1 Bonney Lake Water System

The City’s current consultant for comprehensive water system planning and design, RH2 Engineers, has performed analysis of the City’s overall water system and has identified a network of water mains that align with the future Eastown roadway network, extending from the City’s existing system. They have also identified the need for a 15 million gallon water

storage facility which was built in 2007. This storage facility will assure sustained flows during periods of high demand in the within the city’s Water Service Area. See the figure titled “Preliminary Water Design” at the end of this section.

5.2.2 Valley Water District

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

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

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

5.3 Water System Requirements for New Development

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

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

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

5.4 Cost Sharing Options for Water Main Extensions

Owners of property within Eastown that are also in the City’s water service area and desire to develop their property will be required to extend water mains. Any request to extend the water system within the City water service area should be done so in accordance with

Chapter 13.04.150 of the Bonney Lake Municipal Code. Where possible, proposed extensions of water mains should be sized and located as shown on “Preliminary Water Design” at the end of this section.

5.4.1 Cost Sharing Options

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

6. Sewer

6.1 Existing System Characteristics

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

6.2 Sewer System Improvements Necessary to Meet Future Demand

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

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

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

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

6.3 Sewer System Requirements for New Development

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

6.4 Cost Sharing Options for Sewer Line Extensions

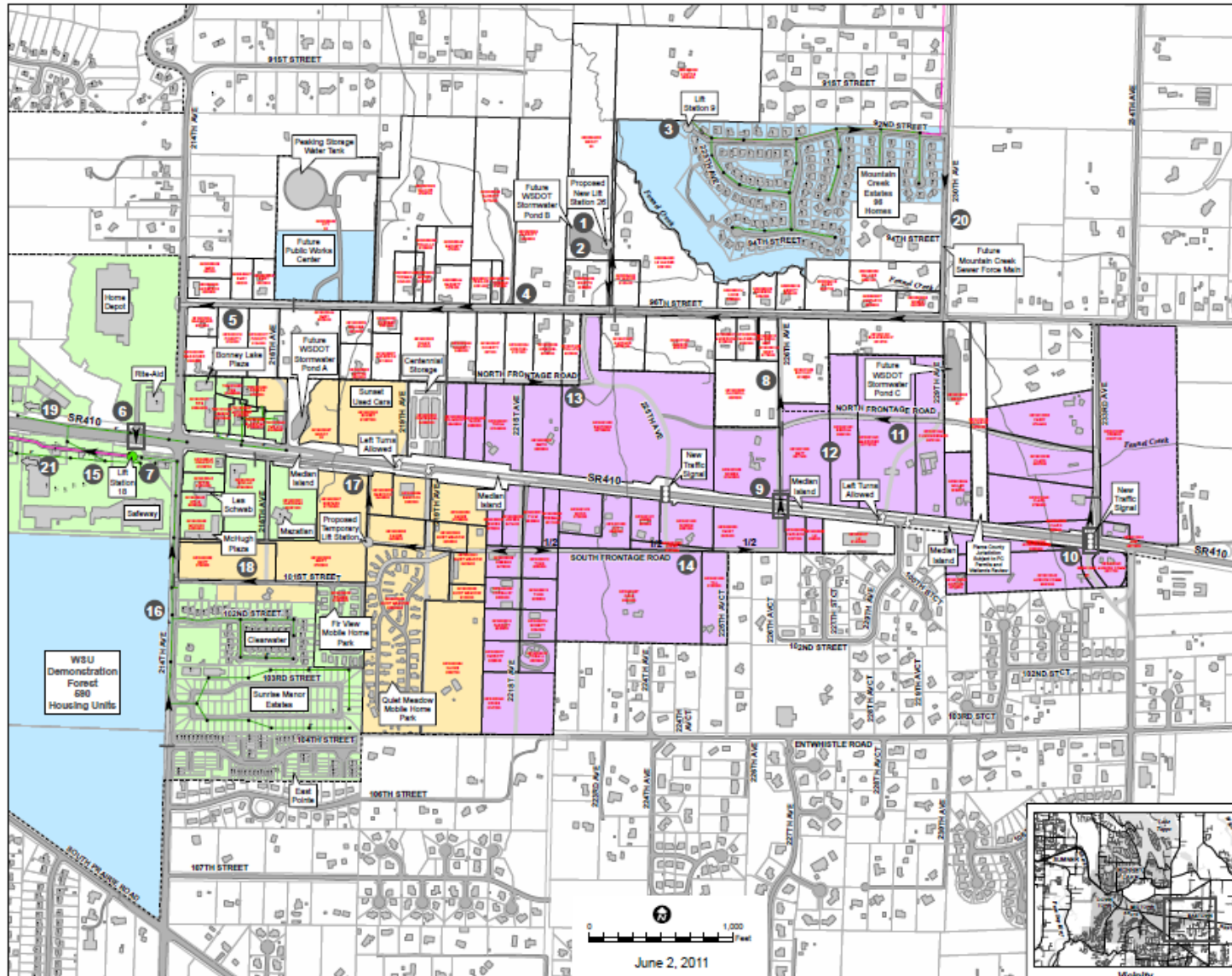
Owners of property within Eastown that desire to develop their property will be required to extend sewer mains. Any request to extend the sewer system (including installation of a sewer lift station and force main) within the City sewer service area must be done so in accordance with Chapter 13.12.390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

6.4.1 Cost Sharing Options

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

EASTOWN PROPERTIES CURRENTLY WITHOUT BONNEY LAKE SEWER SERVICE

Overlaid on Eastown Future Sewer Projects and Roads Base Map



- EXISTING SEWER SERVICE**
- 1 Existing Bonney Lake Sewer Customer
 - Manhole
 - Lift Station
 - Sewer Force Main
 - Sewer Gravity Main
 - Eastown Tax Parcels with:
 - Parcel Number
 - Owner
 - Assessed Value
 - Bonney Lake Sewer Service Currently Provided to Existing Lift Station 18
 - No Bonney Lake Sewer Service Currently Available; Future Lift Station 26 Service
 - No Bonney Lake Sewer Service Currently Available; Future Existing Lift Station 18 Service
 - No Bonney Lake Sewer Service Currently Available; Future Rebuilt/Expanded Lift Station 18 Service
 - No Development Planned; Existing Septic System will be used in the Future
- FUTURE SEWER PROJECTS**
- 12 Future Sewer Project Number
 - Lift Station
 - SR410 Highway Crossing
 - Project Start/Stop
 - Flow Direction
 - Gravity Main
 - Force Main
- FUTURE ROADS BASE MAP**
- SR410 Median Islands
 - Future Public Roads
 - Future Private Roads
 - Tax Parcels
 - Building
 - Paved Road
 - Bonney Lake City Limits
 - Fennel Creek & Tributaries

7. Eastown Development Standards

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