

LAKE TAPPS



MID TOWN

ATTACHMENT D



DOWN TOWN



December 2017



This project has been funded wholly or in part by the United States Environmental Protection Agency under Assistance Agreement PC-J89401 to ECOLOGY. The contents of this document do not necessarily reflect the views and policies of the Environmental Protection Agency, nor does mention of trade names or commercial products constitute endorsement or recommendation for use.

City of Bonney Lake Centers Plan

Date: December 2017

This document was prepared by:



TABLE OF CONTENTS

CHAPTER 1: INTRODUCTION 1
Why a Centers Plan? 2
Centers Vision 4
Guiding Principles 5
Centers Plan Highlights 7
What We Heard..... 9
Watershed Planning 14
Goals & Policies 15

CHAPTER 2: LAKE TAPPS 17
Lake Tapps Vision 18
Lake Tapps Today 19
Lake Tapps Center Plan 24
Goals & Policies 29
Implementation..... 31

CHAPTER 3: DOWNTOWN 33
Downtown Vision..... 34
Downtown Today 35
Downtown Center Plan..... 40
Goals & Policies 48

CHAPTER 4: MIDTOWN 53
Midtown Vision 54
Midtown Today 55
Midtown Center Plan..... 59
Goals & Policies 63

CHAPTER 1
INTRO



WHY A CENTERS PLAN?

Prior to the Centers Plan, the City of Bonney Lake had subarea plans for Downtown and Midtown, and considered Allan Yorke Park and the surrounding area an emerging subarea identified by the City as the Lake Tapps Center. The Centers Plan was an opportunity to update these subarea plans, develop a new plan for Lake Tapps, and combine the plans into a unified Centers Plan. By doing this, the community can more holistically plan for these areas and better understand how to establish clear priorities, strategies, and responsibilities to achieve community goals.

Bonney Lake 2035 is the City's 20 year plan for accommodating growth—focusing development within these centers is one of the strategic outcomes of *Bonney Lake 2035*:

“The City will focus resources to support the development of ... centers that will contribute to the City's overall character and support the regional growth strategy. For many reasons—preservation of open space, reducing vehicle miles traveled and greenhouse gas emissions, supporting retail in the City's core districts—the City will focus its future growth within these centers.” - Bonney Lake 2035, Introduction.

The City has adopted policies and implementation actions to achieve this strategic outcome, which appears in several places in the comprehensive plan, including the Community Development and Economic Vitality Actions identified in the Implementation Element (see CD-Action-2, EV-Action-6 through EV-Action-7).

The Community Development element assigns the majority of new population and housing growth to the Centers. The Centers are also the locations for public services, civic amenities, and community gathering spaces. (Policies CD-2.13 and CD-2.14).

The concentration of new growth into local and regional centers is a key county and regional strategy. The Multi-County Planning Policies, part of the regional growth plan *Vision 2040* developed by the Puget Sound Regional Council, encourage regional and local centers in order to support transit service, a variety of housing types, environmental sustainability, and positive public health outcomes.

Currently the City's three Centers are classified as Centers of Local Importance (CoLIs) under Pierce County's Countywide Planning Policies. CoLIs were established by Pierce County in 2014 to recognize local activity nodes and promote compact, mix-use development with a variety of housing options in order to further implement *Vision 2040*'s Multi-county Planning Policies. The City is developing the Centers Plan in support of having these Centers each classified as a Countywide Center, given the role that the three Centers play in East Pierce County. Countywide Centers serve an important role not just within a City, but within a portion of the County by concentrating jobs, housing, shopping, and/or recreational opportunities.

The Centers Plan will implement *Bonney Lake 2035*, the Countywide Planning Policies, and Vision 2040 while reflecting the community's values, input, ideas, and aspirations for the future. The Midtown Center already serves regional needs for retail and commercial development. Allan Yorke Park, which is located in the Lake Tapps Center, provides a regional recreational amenity. Downtown has the potential for additional transit-oriented development at the Bonney Lake Park and Ride. As the Centers Plan Vision is implemented and activity increases in each of the centers, it is expected that each will become recognized as a Pierce County Countywide Center under the Countywide Planning Policies.



Gathering at Lake Tapps

Bonney Lake Centers Plan implements the following Multi-County Planning Policies:

- DP-2 calls for the efficient use of urban lands.
- DP-11 and the *Other Centers Goal* support the development of local centers in all jurisdictions.
- DP-14 supports compact urban development to improve sustainability, housing choices, multi-modal transportation alternatives, and great public spaces.

CENTERS VISION

Bonney Lake's centers are where the community goes to shop, work, dine, play, and see friends and neighbors. They are vibrant and active places that serve as the primary economic, civic, recreational, social, and cultural areas for the community.

The centers are physically connected by car, bike, and/or foot and each has a unique character and mix of activities and functions that serve the community in a unique way. The centers have attractive streets and public spaces that support driving, walking, biking, community events, and other activities.

The City's civic uses and functions are concentrated in the centers to increase activity and emphasize the important role the centers play in the quality of life in Bonney Lake.

GUIDING PRINCIPLES

The guiding principles for the Centers Plan are based on public comments, as well as an analysis of existing conditions. Although each center serves a unique function, the following principles define the purpose, features, and characteristics of the centers in general. While other parts of Bonney Lake may reflect some of these principles, a center is guided by all the principles in the list below.

Walkable and Connected. All centers are designed for people of all ages and abilities to walk comfortably, and are connected with pedestrian and bicycle facilities.

Activity Centers. The centers are the most active places in the community, with many options for shopping, dining, services, recreation, civic and cultural events, and social activities.

Economic Activity and Opportunity. The centers are hubs for economic activity that supports the City's tax base and provides most of the jobs, stores, restaurants, services, and parks in the City.

Healthy Neighborhoods. The centers support healthy neighborhoods by providing a mix of goods, services, jobs, housing, parks, and other amenities for all economic segments of the population within an easy walk for all ages and abilities.

Civic and Cultural Amenities. The centers provide civic and cultural amenities for new and existing civic uses.

Parks and Public Spaces. All the centers have a network of connected parks and public spaces for recreation, events, and social gathering.

High-Quality Design. The centers are defined by high-quality design including streets, parks, and public spaces and private development.

Coordinated Public Investments. The centers are supported by coordinated public investments in streets, parks, public spaces, and infrastructure to support desired private development and meet the City's goals for vibrant and attractive centers.

Unique Character and Identity. Each center has a unique identifying character that should be maintained and enhanced over time.

Safe and Inviting. The centers are safe and inviting for everyone.

Green Design. The centers include green design principles such as walkable streets, green stormwater infrastructure, and transportation options to minimize environmental impacts and support integrated planning and design.



Lake Tapps, Bonney Lake

CENTERS PLAN HIGHLIGHTS

The Centers Plan presents a vision of how the Lake Tapps, Downtown, and Midtown Centers can grow into distinctive, active centers by addressing land use, mobility, community design, and public gathering spaces. It also was developed as part of an integrated land use and watershed planning effort to ensure that development of these Centers is balanced with the preservation of the Fennel Creek Watershed consistent with the *City of Bonney Lake Coordinated Watershed Protection and Land Use Plan* (Watershed Protection Plan).

Lake Tapps is defined by connections to recreational amenities. It includes Lake Tapps, Allan Yorke Park, and the Senior Center, set amidst a residential neighborhood. The Centers Plan will add neighborhood commercial development to support and enhance existing residential, recreational, and civic uses.

Downtown should continue to work on its transformation into a civic campus. During the development of the Master Plan for the civic campus, additional uses should be explored including a walkable street grid, a civic green, on-street parking, and opportunities for mixed use development. Outside of the civic campus, Downtown should continue to develop a variety of residential and commercial uses that bring people and activity into this center.

Midtown is a regional shopping destination, providing goods and services for the entire plateau. Bonney Lake depends on the sales tax revenues from Midtown to support a high quality of life citywide. Continued retail development will be the focus in the core commercial area. This development will be supported by expanding areas designated for multi-family development, and improving circulation for multi-modal transportation.



Lake Tapps, Bonney Lake

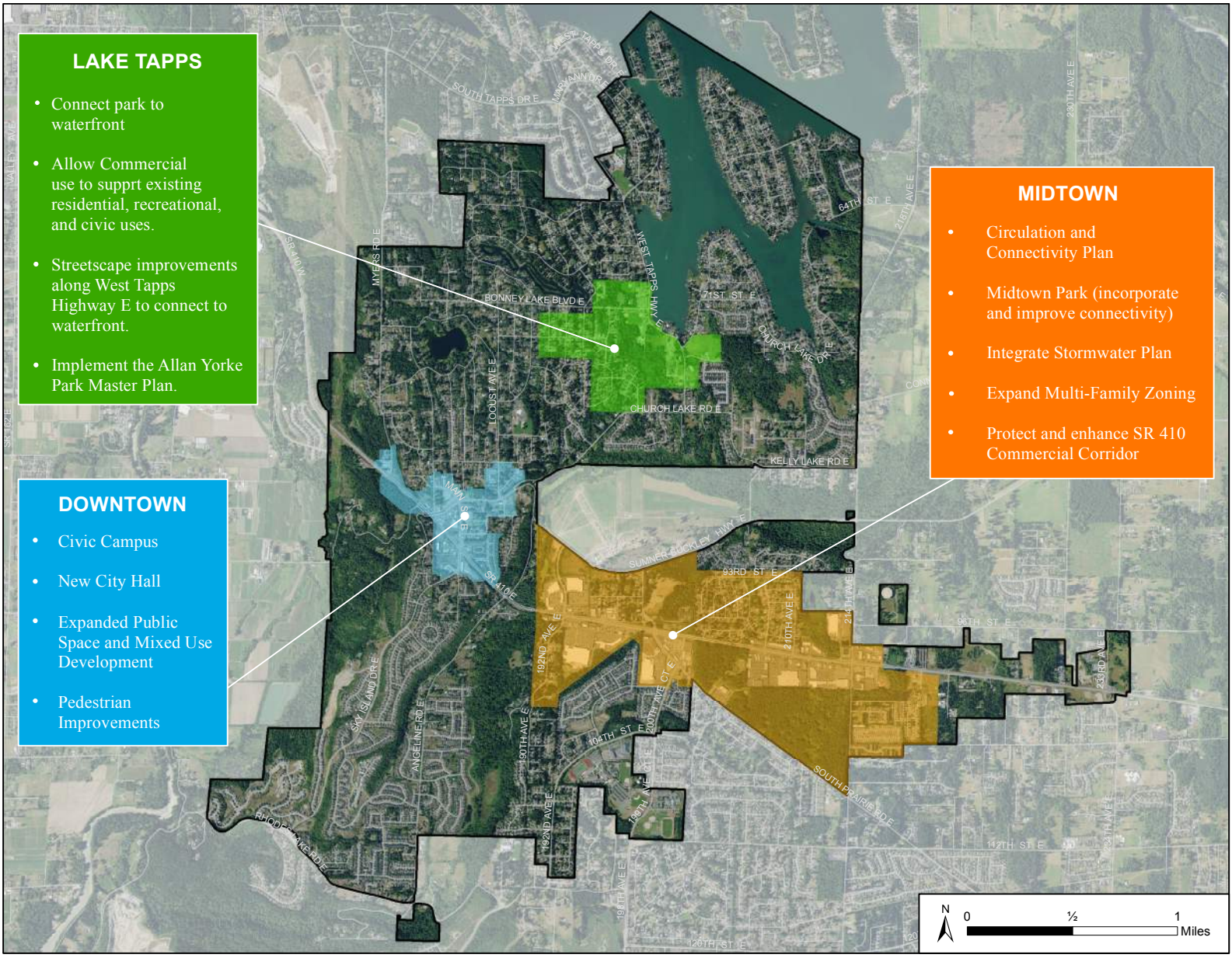


Bonney Lake Justice & Municipal Center



Commercial center, Bonney Lake

Centers Plan Overview



Source: BERK, 2017


WHAT WE HEARD

Any major planning effort is an opportunity to engage the community in a dialogue around current issues of concern, goals, and ideas for the future of Bonney Lake. In developing the Centers Plan, Bonney Lake held five community workshops. One workshop asked for input on the Centers Plan as whole and other workshops each focused on a potential center: Lake Tapps, Downtown, and Midtown.


During the community meetings representatives from the Tacoma-Pierce County Health Department presented information on planning for community health. Participants were encouraged to consider connections between planning decisions and positive health outcomes. This focus on health is reflected in the Centers Guiding Principles which emphasize healthy neighborhoods, safety, green design, and active lifestyles through walking and bicycling connections.


Help shape the future
of Bonney Lake.

LAKE
TAPPS




MID
TOWN





DOWN
TOWN



EAST
TOWN


Learn more, share your ideas

OPEN HOUSE EVENT


THURSDAY, MARCH 31 6:30PM

Justice & Municipal Center, 9002 Main Street East

Find project information and more ways to participate:
www.citybonneylake.org/planning/compplanupdate



BONNEY LAKE
CENTERS PLAN



BONNEY LAKE
Watershed
Plan

Jason Sullivan | City of Bonney Lake
sullivanj@citybonneylake.org
(253) 447-4355

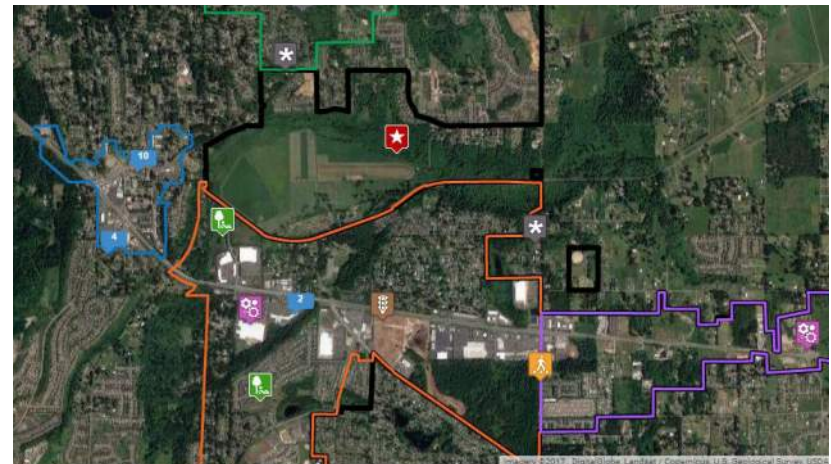
Open House Workshop, Outreach Poster, March 2016

The first workshop asked participants to envision Bonney Lake as a community of distinct centers, and also looked at opportunities for watershed planning. In addition to the workshop, there was an option to participate in Community Remarks, an online forum where people could map community assets, opportunities, and challenges, leave comments, and respond to others' comments. Outreach for the meeting included postcards mailed to property owners within the actual Center and within 300 feet of the Center, social media announcements, posters in community locations, emails to interested parties and the City's notification list, and specific efforts to reach seniors, youth, and low income populations.

Participants in the first community workshop and on Community Remarks brought forward several ideas for consideration in the Centers Plan. People were concerned with how the City will handle growth, including pressures from Tehaleh, and impacts on traffic, roadways, and infrastructure. In related comments, participants expressed a desire for better connectivity in Bonney Lake. Roadway safety, walkability improvements such as sidewalks and trails, and better public transportation service were all seen as important components for implementing the Centers Plan. People generally felt that watershed planning was important, and prioritized system maintenance and public education as top priorities for public investment.



Centers Workshop, 2016



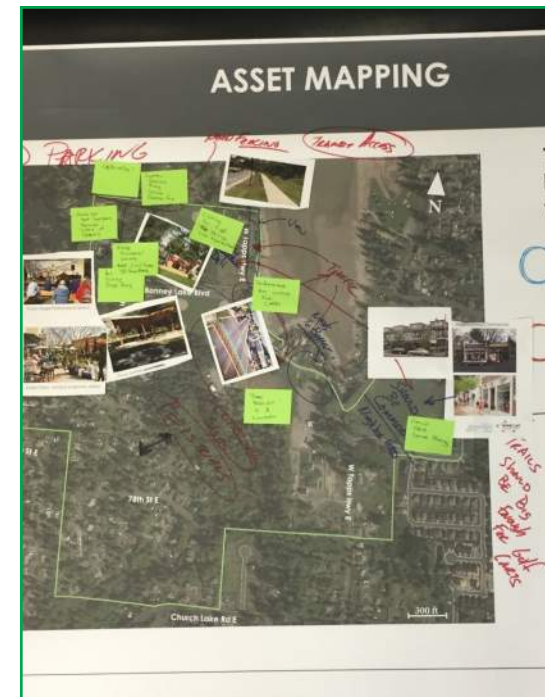
Community Remarks Mapping Comments, 2016

Center-Specific Workshops

Workshops were held in spring and summer 2016 for each Center. The purpose of each workshop was to provide center residents and business owners with information about the planning process, gather community input on current challenges and opportunities within the center, and hear thoughts and ideas on a future vision for each center. Each workshop included a short presentation, a question and answer period, and a small-group mapping activity where participants identified assets, challenges, and connections within the center.

Lake Tapps

Workshop participants mentioned Allan Yorke Park and Lake Tapps as important assets within the center. In terms of challenges and areas for improvement, participants made several comments on the need for pedestrian and bike infrastructure improvements, particularly along Bonney Lake Boulevard, West Tapps Highway E, and streets that connect residential areas to the lake and park (near 75th St, 78th St, and 194th Ave). Traffic and parking near Allan Yorke Park and the waterfront were also a concern. There was discussion about improvements for the senior center. Participants were also interested in the opportunity for small, neighborhood commercial uses near the park, such as a deli, bakery, or coffee shop.



Lake Tapps Workshop, Asset Mapping Activity, May 2016

Downtown

Participants at the workshop felt that Downtown's assets are the community garden, civic services and uses (library, post office, and city hall), and transit connections. Current challenges in Downtown include parking (too much parking in some areas, not enough in others), and the shopping plaza on SR 410. Participants had many ideas about what they wanted to see in Downtown in terms of the kinds of jobs and businesses. They wanted to see more professional job opportunities, a more walkable environment, and other public amenities. In a visual preference exercise, participants liked images of a public plaza with restaurants, businesses, and civic uses nearby.

Please write 5 words that describe your desire for Bonney Lake Downtown's future.



What kinds of businesses and other amenities would you like to see in Downtown Bonney Lake?



Downtown Workshop, Live Online Polling Activity, June 2016

Midtown

In June 2016, the City held a workshop to discuss the challenges, opportunities, and future vision for Midtown. In addition, people made several comments about Midtown in the Community Remarks online forum earlier in the spring. Participants saw opportunities for Midtown to provide areas of smaller-scale development, to provide more professional employment opportunities and support small businesses, and to create community areas with outdoor seating and gathering spaces. People felt that great landscaping and the preservation of existing trees are important to maintaining good character in Midtown, and to maintain a small-town feel. Connectivity in Midtown is a major challenge. Poor connections and few sidewalks mean that people are dependent upon cars to reach shopping, services, and dining located right next to their neighborhoods. Local traffic mixes with passing regional traffic, increasing congestion. People asked for improvements to roads, sidewalks, and bike lanes to make getting around easier.

**Please write
3-5 words that
describe what
you like best
about Midtown**



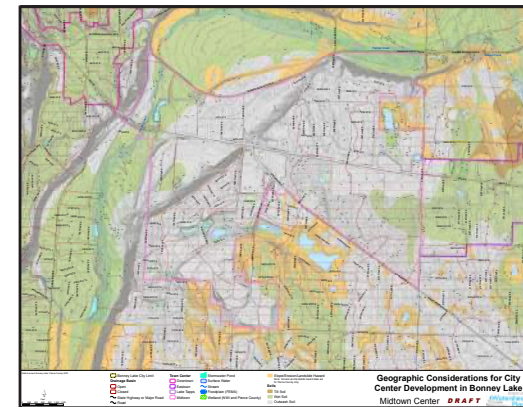
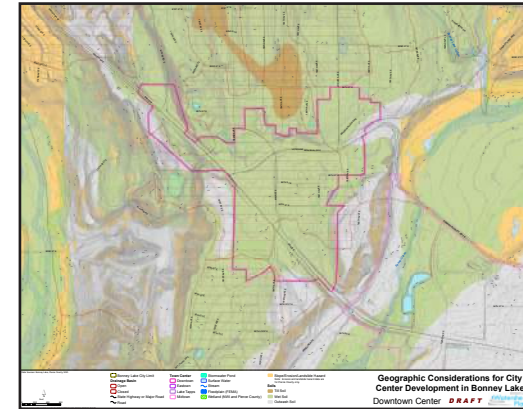
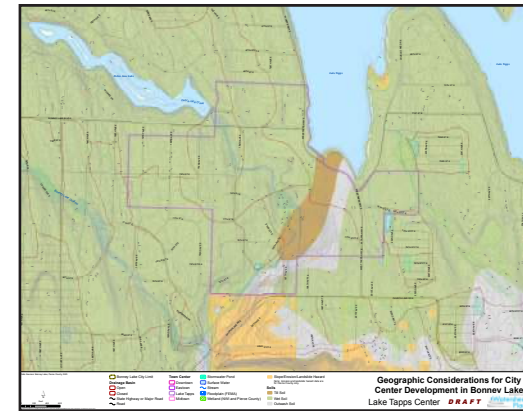
Downtown Workshop, Live Online Polling Activity, June 2016

WATERSHED PLANNING

Bonney Lake is located within a landscape of great beauty, marked by sweeping views of Mount Rainier and an abundance of lakes, streams, and natural features. As the City grows, it is important to preserve the characteristics that mark Bonney Lake's identity as a healthy, natural, and beautiful place. As focal points of the community, the centers are an excellent place to showcase this commitment. Coordinated watershed and land use planning within the centers ensures that natural features will be preserved, enhanced, and celebrated as community amenities. This approach supports vibrant centers that accommodate growth and expansion, while meeting goals to protect the watershed.

Throughout the process, the City conducted watershed planning in coordination with the development of the Centers plan. Land use scenarios considered potential surface water issues based on soil types, drainage basins, and existing storm water infrastructure. Watershed planning consultants assessed Fennel Creek, flooding problem areas, regional stormwater plans, and capital facilities to identify and prioritize steps the City can take to preserve and improve water quality. The Watershed Protection Plan identifies opportunities and strategies for surface water management that will both support growth and protect the watershed.

A key goal of the Watershed Protection Plan is to direct development to areas more suitable for development, which are areas that have existing regional storm facilities, land already developed and served by existing stormwater facilities, lands with soils highly suitable for infiltration, and basins without surface drainage outlets that discharge only to ground water. The boundaries of the three Centers were drawn to incorporate land identified as most suitable for development in the Watershed Protection Plan.



GOALS & POLICIES

Policies in *Bonney Lake 2035*, and the standards required and encouraged by the Bonney Lake Municipal Code, apply to all of the Centers. These policies address topics such as community development, mobility, community facilities, cultural arts, economic vitality, and environmental stewardship. The policies and actions below supplement citywide guidance, providing specific direction for implementing the vision and guiding principles of the Centers Plan as a whole.

Bonney Lake's Centers Plan is also an important part of the Pierce County and Puget Sound Regional Council growth strategies. The creation of vibrant centers will provide opportunities for the public to gather multi-modal transportation options, and housing affordable to all economic segments of the population. This contributes to the health and sustainability of Bonney Lake, Pierce County, and the Region.

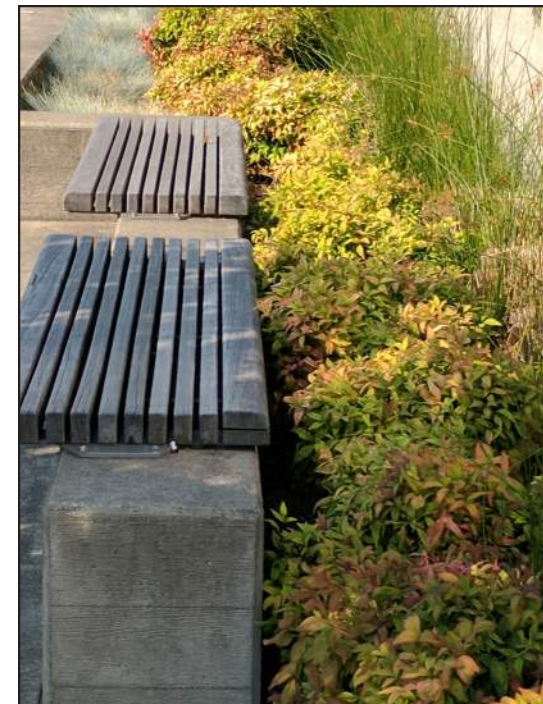
Goal CP-1: The majority of the City's employment and residential growth will occur within these Centers.

Policy CP-1.1: Adopt land use and zoning that supports housing and employment growth within the centers.

Policy CP-1.2: Pursue designation of the centers as Countywide Centers under the Pierce County Countywide Planning policies as activity in the centers increases with implementation of the Centers Plan.

Policy CP-1.3: Support land use and transportation planning that support transit usage, environmental sustainability, and positive health outcomes.

Policy CP-1.4: Coordinate changes to zoning and development regulations with the Watershed Protection Plan to reduce stormwater impacts and improve water quality.



Benches, Bonney Lake

This Page Intentionally Left Blank

CHAPTER 2
**LAKE
TAPPS**



LAKE TAPPS VISION

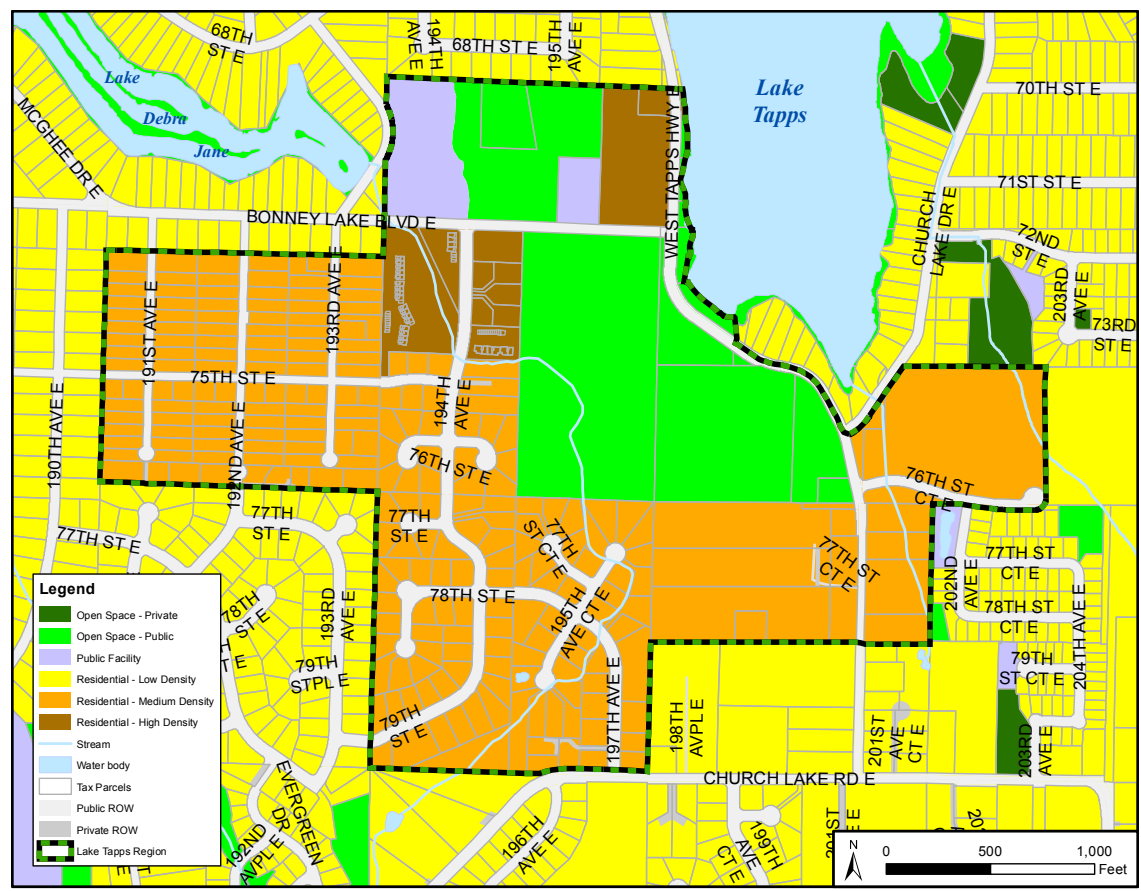
The Lake Tapps Center provides an abundance of outdoor recreation opportunities and is a waterfront destination with direct access to Lake Tapps. People come to the Lake Tapps Center to enjoy a variety of outdoor activities—from ball fields, to nature trails, to waterfront and lake activities. The Lake Tapps Center also provides commercial development that supports the waterfront as a vibrant destination for the Bonney Lake community and surrounding area with small shops and restaurants for dining and shopping. It is a place where people can relax and enjoy the natural beauty of the area.

LAKE TAPPS TODAY

Lake Tapps is the recreational hub of Bonney Lake. There is public access to the lake, the senior center, and Allan Yorke Park. Civic amenities define this area and provide a base of activity that will help make this area a center.

Lake Tapps was a new center designated by *Bonney Lake 2035*, which serves as the City's Comprehensive Plan. The City Council adopted a new master plan for Allan Yorke Park in 2016. The Lake Tapps Center will only require limited changes to land use and circulation to realize the Community's vision.

Current Future Land Use Map in Lake Tapps



Source: City of Bonney Lake, 2017

Land Use and Demographics

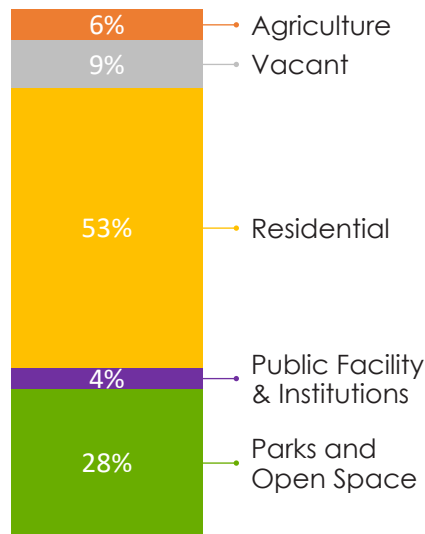
A little over 900 people live in the Lake Tapps center, approximately 5% of the population of Bonney Lake. Between the 2000 and 2010 censuses, population change in the Lake Tapps center was low at only about 2%, but housing units grew by 7%. Household size in Lake Tapps is about 2.61 persons per household, which is lower than the Bonney Lake average of 2.90.

Currently, future land use for Lake Tapps is mostly medium density residential, with some areas of high density residential, and a large amount of open space for Allan Yorke Park. Existing built uses basically follow this pattern, with 53% of the land in residential use, 31% in parks and public facilities, and about 9% vacant parcels. There is a small amount of land in current use for utilities and agriculture. Lake Tapps has the lowest

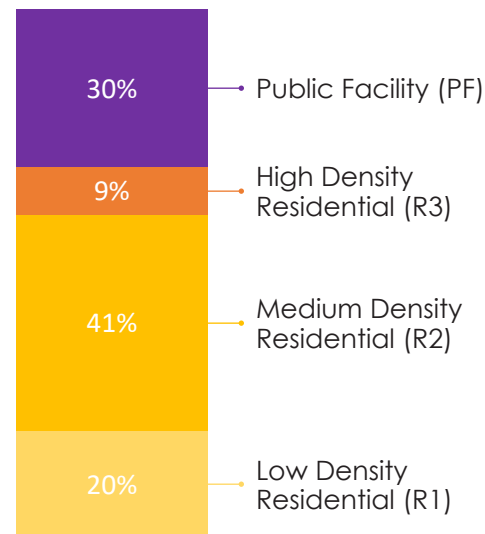
percentage of vacant parcels of any of the centers. Zoning establishes 30% of the land for public facilities, 41% for medium density residential, 20% for single-family residential, and 9% for high density residential. The high density residential areas have not been constructed. The 2016 buildable lands analysis identified capacity for 245 housing units under the current zoning.

The Lake Tapps Center supports only 5% of Bonney Lake’s employment. Nearly all of the employment is in Government Services, associated with the civic facilities in this area. The majority of the government employment will be relocated when the Public Works Operations Division moves to a new facility in Eastown by 2020.

Current Land Use



Zoning



Circulation

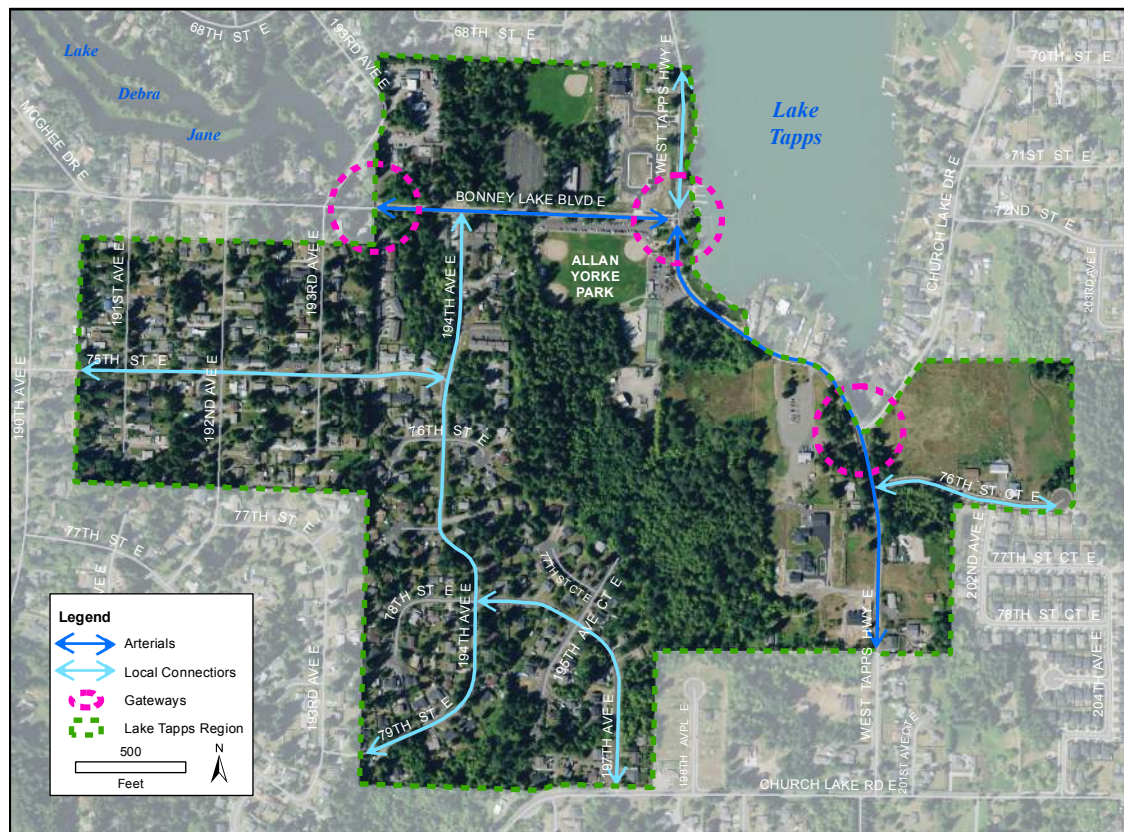
Vehicle Circulation

Lake Tapps' primary circulation routes are Bonney Lake Boulevard and West Tapps Highway East. The main connector streets running through the neighborhood are 75th Street East, 194th Avenue East, and 197th Avenue East. Church Lake Drive also provides access to and from the residential areas surrounding the lake to the east of Allan Yorke Park.

Bike and Pedestrian Circulation

Lake Tapps has few sidewalks. There are some sidewalks on the streets surrounding Allan Yorke Park and crosswalks across West Tapps Highway East, but the sidewalks do not provide a buffer to separate pedestrians from vehicles. Bonney Lake Boulevard and West Tapps Highway East. have shared roadways for vehicles and bicycles.

Existing Circulation in Lake Tapps



Source: Bonney Lake, 2017

Civic Uses

Bonney Lake Senior Center. The Senior Center is located on Bonney Lake Boulevard at the end of Debra Jane Lake. The Senior Center operates under the mission “to affirm the dignity and self-worth of older adults by providing services and activities in an atmosphere that encourages and supports senior life to the fullest” (Bonney Lake Senior Center, 2010). The Senior Center hosts a variety of events and provides services to seniors inside and outside Bonney Lake’s boundaries. There is no current plan to relocate the Senior Center, although users identified a capacity problem during community outreach.

Allan Yorke Park. A 45 acre community park with access to Lake Tapps, Allan Yorke Park is a local and regional recreational destination. The park includes active recreation facilities such as sports fields and courts, playgrounds, and a skate park. It also includes passive recreation facilities such as trails and picnic areas. Lake front amenities such as boat launch and swimming area are very popular during the summer. Seasonal concessions offer kayak and paddle board rentals and a snack shack.

In September 2016, City Council adopted the final master plan for improvements and updates to Allan Yorke Park (see map on page 25). The plan includes the addition of trails, an off-leash dog park, sports fields, new parking, a BMX course, and amenity upgrades. The Bonney Lake Senior Center is included in the new master plan for Allan Yorke Park, however, the City is also considering relocating the facility to the Downtown as part of the civic campus.

Interim Public Works Center. The Bonney Lake Public Works Operations Division manages the City’s municipal infrastructure, including parks, streets, and utilities. The division is currently located on Bonney Lake Boulevard, between the Senior Center and Allan Yorke Park. The building also houses the Bonney Lake Historical Society.

Current plans include relocating Public Works Operations Division to new facility in Easttown. There is no final decision on what will be done with the current Public Works buildings once the division is relocated. The Historical Society will

likely stay and the rest of the building could be used to support non-profit organizations. If this idea moves forward, groups could use this building for meeting space, consistent with Policy CFS-1.3 of the Community Facilities and Services Element of the *Bonney Lake 2035*.



Bonney Lake Senior Center



Park bench, Bonney Lake

Allan Yorke Park Concept Plan

SITE PROGRAM ELEMENTS

- 1 PARKING
• 130 STALLS
- 2 COMMUNITY GARDEN
• FOURTEEN 4' X 24' RAISED BEDS
• EIGHTY-FOUR 4' X 4' PLOTS
- 3 LARGE DOG OFF LEASH DOG PARK
- 4 SMALL DOG OFF LEASH DOG PARK
- 5 RESTROOM / CONCESSIONS / STORAGE BUILDING
- 6 SYNTHETIC TURF MULTI-USE FIELD (LIGHTED)
• ONE 330' X 195' SOCCER FIELD
• ONE 200' LITTLE LEAGUE FIELD
• BLEACHERS
• DUGOUT
• BULLPEN
- 7 GRASS LITTLE LEAGUE FIELD (LIGHTED)
• ONE 200' FIELD
• BLEACHERS
• DUGOUT
• BULLPEN
- 8 ACCESSIBLE PARKING
• 7 ADA STALLS
- 9 NORTH LOOP TRAIL
• .58 MILE SOFT SURFACE
- 10 BRIDGE OVER WETLAND
- 11 SYNTHETIC TURF MULTI-USE FIELD (LIGHTED)
• ONE 360' X 225' SOCCER FIELD
• TWO 200' LITTLE LEAGUE FIELDS
• BLEACHERS
• DUGOUT
• BULLPEN
- 12 CHILDREN'S PLAY AREA
- 13 NET COVER & ACCESSIBLE PLAY EQUIPMENT
- 14 PICNIC SHELTER
- 15 MOUNTAIN BIKE TRAIL
• 3/4 MILE
- 16 SOUTH LOOP TRAIL
• 3/4 MILE SOFT SURFACE
- 17 FENNEL CREEK TRAIL HEAD
- 18 BMX AREA
• BMX COURSE
• STAGING AREA
• RESTROOMS
• BLEACHERS
• 43 PARKING STALLS
- 19 BOAT TRAILER PARKING
• SUMMER: 22 STALLS (CAR / TRAILER)
• WINTER: 44 STALLS (CAR ONLY)
- 20 PARKING
• 97 STALLS
- 21 SYNTHETIC TURF MULTI-USE FIELD
• ONE 30' X 195' SOCCER FIELD
• ONE 200' LITTLE LEAGUE FIELD
• BLEACHERS
• DUGOUT
• BULLPEN
- 22 EAST LOOP TRAIL
• .42 MILE SOFT SURFACE
- 23 PLAZA
- 24 MAINTENANCE BUILDING & YARD



EXISTING ELEMENTS

- 1 COMMUNITY CAMPUS
• HISTORICAL MUSEUM
• FOOD BANK (FUTURE LOCATION)
• SENIOR CENTER
- 2 PARKING
• ADDITIONAL ADA STALLS
- 3 RESTROOM
- 4 PLAY AREA
- 5 STORAGE / CONCESSIONS
- 6 BOAT LAUNCH
- 7 VOLLEYBALL PIT
- 8 BASKETBALL COURT
- 9 TENNIS COURTS
- 10 SKATE PARK
- 11 PICNIC SHELTER
- 12 HERITAGE HOLLY TREE
- 13 RHODODENDRON GARDEN



CITY OF BONNEY LAKE
ALLAN YORKE PARK
 NORTHWEST PERSPECTIVE
 JUNE 30, 20106

Source: Bruce Dees and Associates, 2015

LAKE TAPPS CENTER PLAN

Land Use

The land use plan for Lake Tapps maintains that the Center will consist mostly of residential, park, and open space land uses. A small amount of commercial use will be allowed to encourage the development of convenience commercial or restaurants to serve the neighborhood and visitors.

Allan Yorke Park is Bonney Lake's largest park and is the central feature of this Center. The addition of a pedestrian-oriented mixed use area in one or more of the locations will enhance the Lake Tapps Center as a local and regional recreation destination. The City-owned property that is currently home to the Senior Center and Public Works Center will remain in public ownership for civic uses. The Public Works Center will be relocating to Easttown by 2020, but the Senior Center will remain with further enhancements to the property to support civic activity and connections to the park. An expanded boathouse and coffee shop is also proposed in Allan Yorke Park.

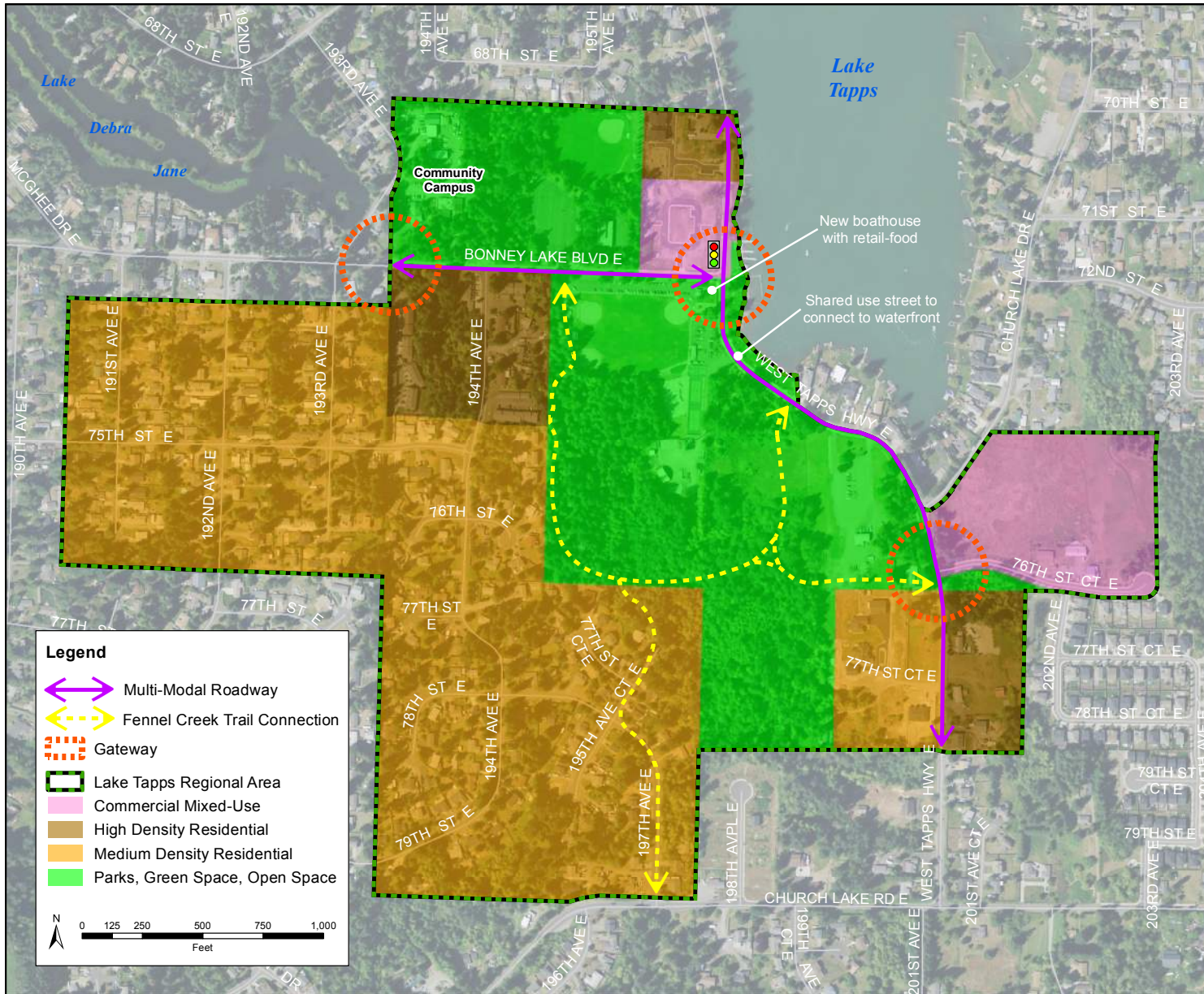
Circulation and Gateways

Automobile circulation will remain the same, but enhanced treatment of West Tapps Highway East will improve pedestrian circulation in the activity area between Allan Yorke Park, the waterfront, and any commercial developments. Design features such as textured or colored paving, additional landscaping, and traffic calming features could improve safety and traffic flow for pedestrians, bicyclists, and vehicles, especially during busy summer months.

The Allan Yorke Park Master Plan includes a number of trail connections, including a connection to the future Fennel Creek Trail, which will provide multi-modal connections to the Downtown and Midtown Centers.

The Lake Tapps Center features three gateways. Gateways are defined in *Bonney Lake 2035* as distinctive focal points that welcome people into the community. The gateway at Allan Yorke Park is designated as a secondary gateway, and as such the public and private space in the gateway will be held to high aesthetic standards. The two other gateways are neighborhood gateways that will provide visual cues that distinctively mark the Lake Tapps Center.

Alternative Lake Tapps Concept Plan

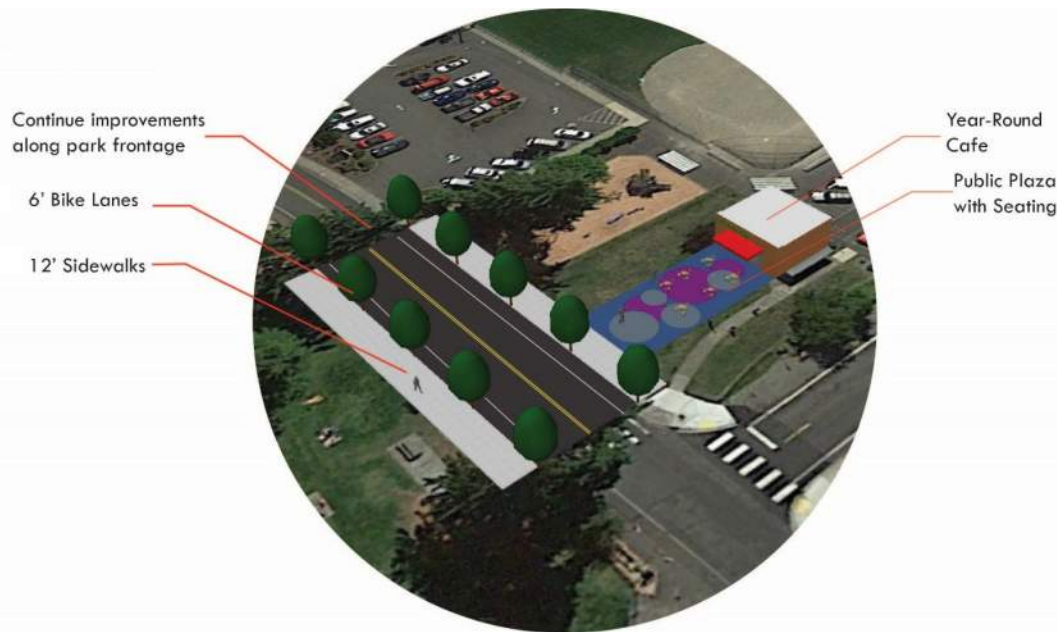


Source: Bonney Lake, 2017

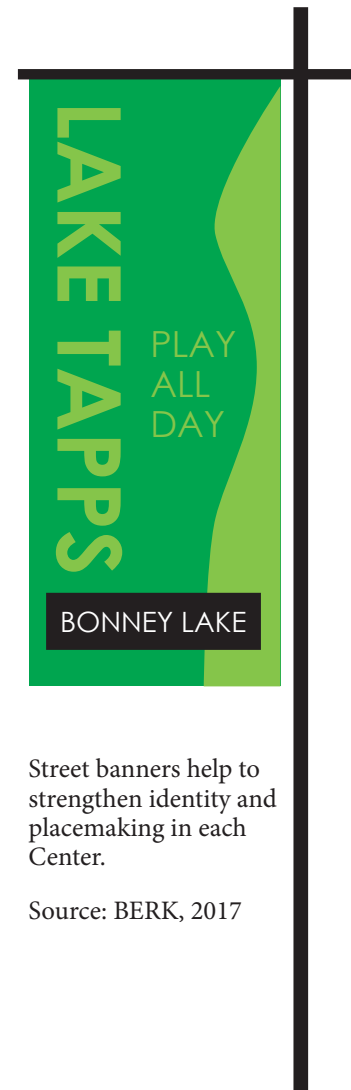
Streetscapes, Parks, Open Space, and Trails

Allan Yorke Park and Lake Tapps are major assets in the center. Streetscape concepts are intended to improve pedestrian and bicycle opportunities and provide a stronger connection across West Tapps Highway E within the Park. Streetscape improvements would allow for multi-modal transportation options to access and enjoy the park and the lake, including bike lanes and expanded sidewalks. Park amenities, such as a year-round café and a public plaza, would create a year-round gathering place within the Park and a community destination for events. Signage and banners for the Lake Tapps center support a stronger identity for the center, improved place-making, and serve as a gateway feature to mark the arrival and departure from the center.

W Tapps Highway E Streetscape and Plaza Concept



Source: BERK, 2017; Google Earth, 2017



Street banners help to strengthen identity and placemaking in each Center.

Source: BERK, 2017

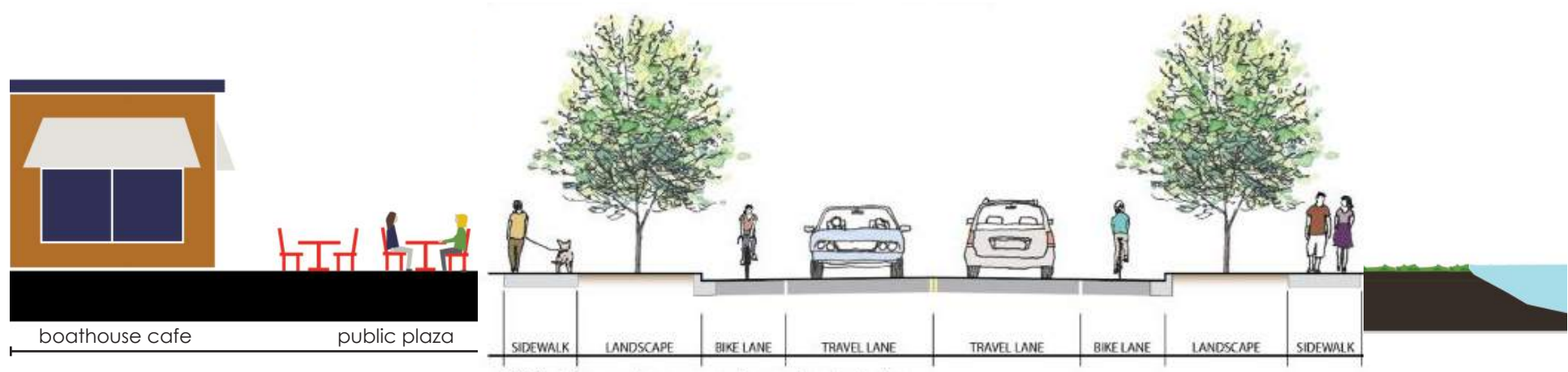
Community Campus

In addition to the recreational uses located within Allan Yorke Park, the City will develop a Community Campus on the property that currently houses the Interim Public Works Center and the Senior Center. Development of a Community Campus is identified in Policies CFS-15.2 and CAH-3.3. The Community Campus will provide facilities and meeting space for non-profits, and act as central location for community cultural and leisure activities. In addition, the City Council has discussed the possibility of the Bonney Lake Food Bank relocating from Downtown to the Community Campus. Finally a community garden is also envisioned to be developed as part of the Community Campus to provide a source of affordable fresh vegetables and opportunities for physical activity.

Commercial Nodes

The Lake Tapps Center concept includes two spaces for commercial nodes. These commercial nodes would be small areas for local commercial development, such as a snack bar, convenience store, or even a small restaurant. Its possible that businesses in these areas could provide seasonal services such as bicycle or boat rentals for recreational use. Such commercial uses could enhance the experience of those that visit the Center for recreation by providing convenient access to goods and services. It could also provide an amenity for local residents year round.

Northerly View of W Tapps Highway Streetscape Concept Section



NOTES: 1. Some roadways may require an optional center lane.
2. Landscaping strip may be replaced with a 10-foot sidewalk with street trees in grates.

Source: BERK, 2017; Bonney Lake 2035

GOALS & POLICIES

The policies and implementation strategies of *Bonney Lake 2035*, and the standards required by the Bonney Lake Municipal Code, apply to the development of Lake Tapps Center. Such policies and regulations address topics such as community mobility, infrastructure development, community facilities, and environmental stewardship. The policies and actions below supplement the goals, policies and implementation actions provided in *Bonney Lake 2035*, providing specific direction for implementing the Lake Tapps vision.

Goal LT-1: Allan Yorke Park supports increased amenities and improved connectivity to the Lake Tapps waterfront.

Policy LT-1.1: Support civic activities and recreational uses in Allan Yorke Park consistent with the approved master plan.

Policy LT-1.2: Provide streetscape and circulation improvements to improve connectivity across W Tapps Highway E to the Lake Tapps waterfront.

Policy LT-1.3: Preserve civic and recreational uses as facilities in Allan Yorke Park are developed and redeveloped. This includes reuse of the Interim Public Works Operations Center.

Policy LT-1.4: Identify revenue source(s) to implement the Allan Yorke Master Plan.

Policy LT-1.5: Develop a Community Campus as part of Allan Yorke Park to promote volunteerism and provide a location for community cultural and leisure activities.



Lake Tapps, Bonney Lake



Lake Tapps, Bonney Lake

Goal LT-2: Development supports the identity of Lake Tapps as a community recreational center.

Policy LT-2.1: Support high-quality neighborhood commercial and mixed use development at designated locations that is integrated with residential and park uses.

Policy LT-2.2: Limit commercial development to small scale neighborhood commercial and restaurant uses with allowances for mixed use development.

Policy LT-2.3: Allow pockets of high density residential development to support commercial uses and implement the citywide growth strategy to focus new growth in the centers.

Policy LT-2.4: Support the continued use of city-owned facilities for civic uses such as recreation, community gathering space, meeting space, parks, and cultural spaces.

Policy LT-2.5: Develop additional boat moorage to encourage the use of boats to access the recreational uses and commercial use in the Lake Tapps Center.

Policy LT-2.6: Develop the Community Campus to support social and recreational opportunities in the Lake Tapps Center.

Policy LT-2.7: Develop a traffic signal at the intersection of Bonney Lake Blvd and West Tapps Hwy.

IMPLEMENTATION

Goals	Actions	Planning Level Cost Estimate	Timeline
Goal LT-1: Allan Yorke Park supports increased amenities and improved connectivity to the Lake Tapps waterfront.	Action LT-1.1: Create a funding plan for Allan Yorke Park Master Plan.	<i>Not applicable</i>	Short-term
	Action LT-1.2: Master Plan for the Community Campus.	\$60,000	Short-term
	Action LT-1.3: Expand the Senior Center building and parking areas to better serve the community.	<i>To be determined based on outcome of LT-1.5</i>	Long-term
	Action LT-1.4: Design the connection to the trail connection to Fennel Creek Trail.	\$250,000	Mid-term
	Action LT-1.5: Decide on a location for the Senior Center.	<i>Not applicable</i>	Mid-term
	Action LT-1.6: Complete the SEPA Planned Action Ordinance for the Allan Yorke Park Master Plan instead of individual reviews for each phase.	\$50,000	Mid-term
	Action LT-1.7: Construct the connection to the trail connection to Fennel Creek Trail.	\$2.75 Million	Long-term
	Action LT-1.8: Implement the Allan Yorke Park Master Plan along with an update to the snack bar to provide a year-round café to serve park visitors and the neighborhood.	\$25 Million	Long-term
	Action LT-1.9: Complete the design and construction of streetscape improvements for a shared use street along W Tapps Highway E to better connect Allan Yorke Park to the Lake Tapps Waterfront.	\$4 Million	Long-term

Note: Estimated costs will be determined through the capital facilities planning process.

Short-term: Implement within two years after plan adoption.

Mid-term: Begin planning now, implement within five years.

Long-term: Implement within ten or fifteen years.

Goals	Actions	Planning Level Cost Estimate	Timeline
Goal LT-2: Land uses support the identity of Lake Tapps as a community recreational center.	Action LT-2.1: Update the future land use, zoning map, and zoning code to allow neighborhood commercial and mixed used development at the two locations shown on The Lake Tapps Concept Plan.	\$15,000 <i>(cost of code package update for LT-2.1, LT-2.2, and LT-2.4)</i>	Short-term
	Action LT-2.2: Develop new design standards for neighborhood commercial and mixed use development.	<i>See LT-2.1</i>	Short-term
	Action LT-2.3: Hang decorative banners to enhance identity within the Lake Tapps Center.	<i>TBD</i>	Short-term
	Action LT-2.4: Amend the City's Shoreline Code to allow limited commercial uses within a portion of the Center regulated under the Shoreline Management Program.	<i>See LT-2.1</i>	Short-term
	Action LT-2.5: Complete the SEPA Planned Action Ordinance for the Allan Yorke Park Master Plan instead of individual reviews for each phase.	\$50,000	Mid-term

Note: Estimated costs will be determined through the capital facilities planning process.

Short-term: Implement within two years after plan adoption.

Mid-term: Begin planning now, implement within five years.

Long-term: Implement within ten or fifteen years.

CHAPTER 3
**DOWN
TOWN**



DOWNTOWN VISION

Downtown is the civic, cultural, and social heart of the community. People are attracted to its vibrant atmosphere and blend of retail, service, and civic amenities. Well-designed streets, buildings, and community spaces make Downtown a source of identity and pride for Bonney Lake.

DOWNTOWN TODAY

Downtown Bonney Lake today supports a variety of uses, but has not yet achieved the vision laid out in the Downtown Plan. Since 2001, Bonney Lake has sought to develop a community gathering space where residents and visitors can meet, work, shop, and enjoy civic amenities. Planning for Downtown began with the *Strategic Commercial Districts Plan* (Strategic Plan). Planning efforts in 2004 and 2006 resulted in the land use policies and zoning currently in effect. Over the past sixteen years, the City has taken a number of steps to turn the vision into reality which included: adopting Design Guidelines to guide the development of in the area; assembling approximately ninety-percent (90%) of the Downtown Civic Campus; building the Justice & Municipal Center; constructing Main Street; and making improvements to 186th Avenue East and 88th Street East.

In addition to the City's actions, a number of projects have been developed that furthered the City's vision for Downtown, which included the construction of the Sound Transit Park and Ride, Renwood Apartments, Franciscan Medical Center, and Greenwood Heights Apartments. While these achievements have increased the number of people coming and going in the Downtown, the vision of Downtown as a place where people stop and linger has not yet been achieved. The Downtown Center Plan is not meant to replace or change the original vision for Downtown, but has been developed to help the City achieve this vision by further implementing the recommendations of the Strategic Plan and the *Bonney Lake Downtown Economic and Market Analysis Report* (Market Report).



Commercial development in Downtown



Residential development in Downtown



Civic uses - the Bonney Lake Library

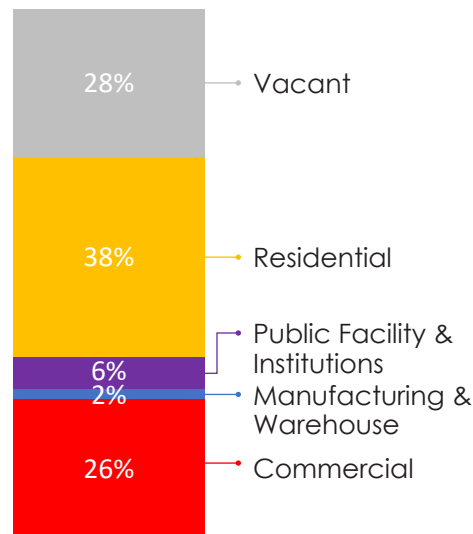
Land Use and Demographics

Commercial development is located adjacent to SR 410 in Downtown and supports retail uses, services, medical offices, and restaurants. According to 2013 data, Downtown contains about 500 jobs, or 15% of total jobs within the City. About half of these are services jobs (49%), and almost a third are government jobs (27%).

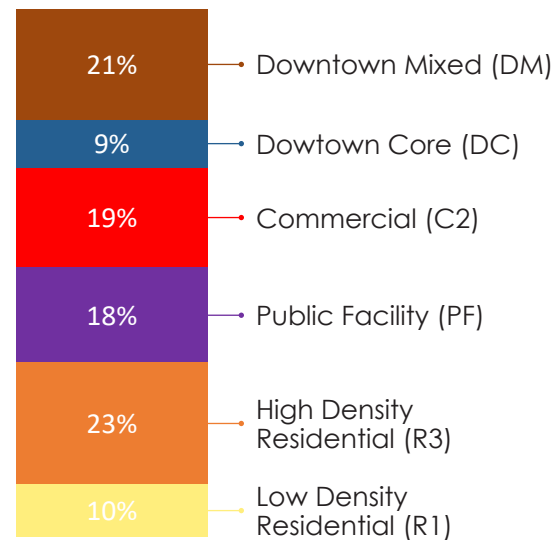
Residential uses include both single-family and multi-family units, located in several pockets within the center boundary. According to 2010 U.S. Census information, 4% of Bonney Lake's population lives in Downtown. Between 2000 and 2010, the City of Bonney Lake as a whole saw tremendous population growth – a 79% increase over the decade. Population growth in Downtown during this time was modest, at about 26%.

Public uses, such as the Justice & Municipal Center, post office, fire station, and library are primarily located in the heart of the center.

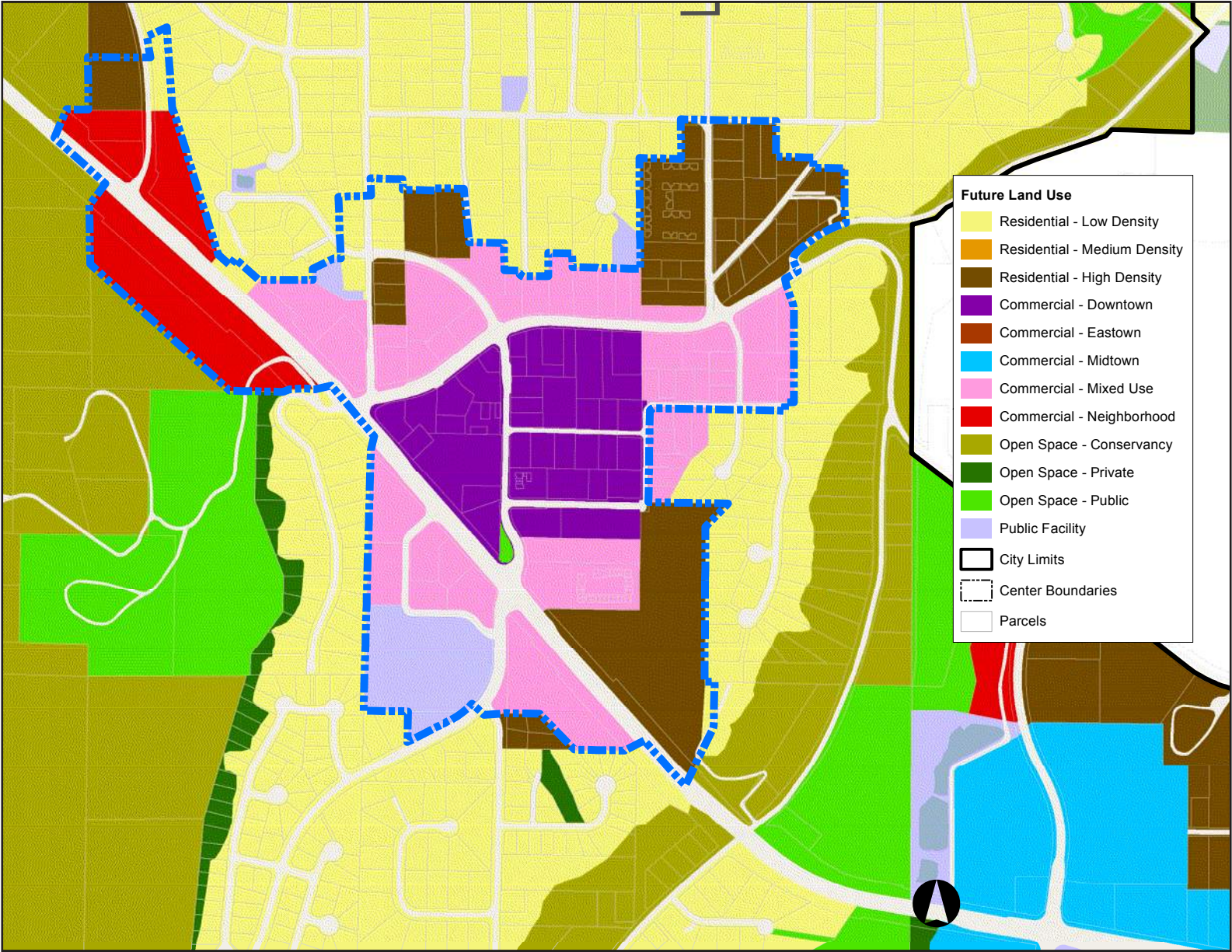
Current Land Use



Zoning



Current Future Land Use Map in Downtown



Source: BERK, 2016; Pierce County, 2016; City of Bonney Lake, 2016

City-Owned Properties in Downtown

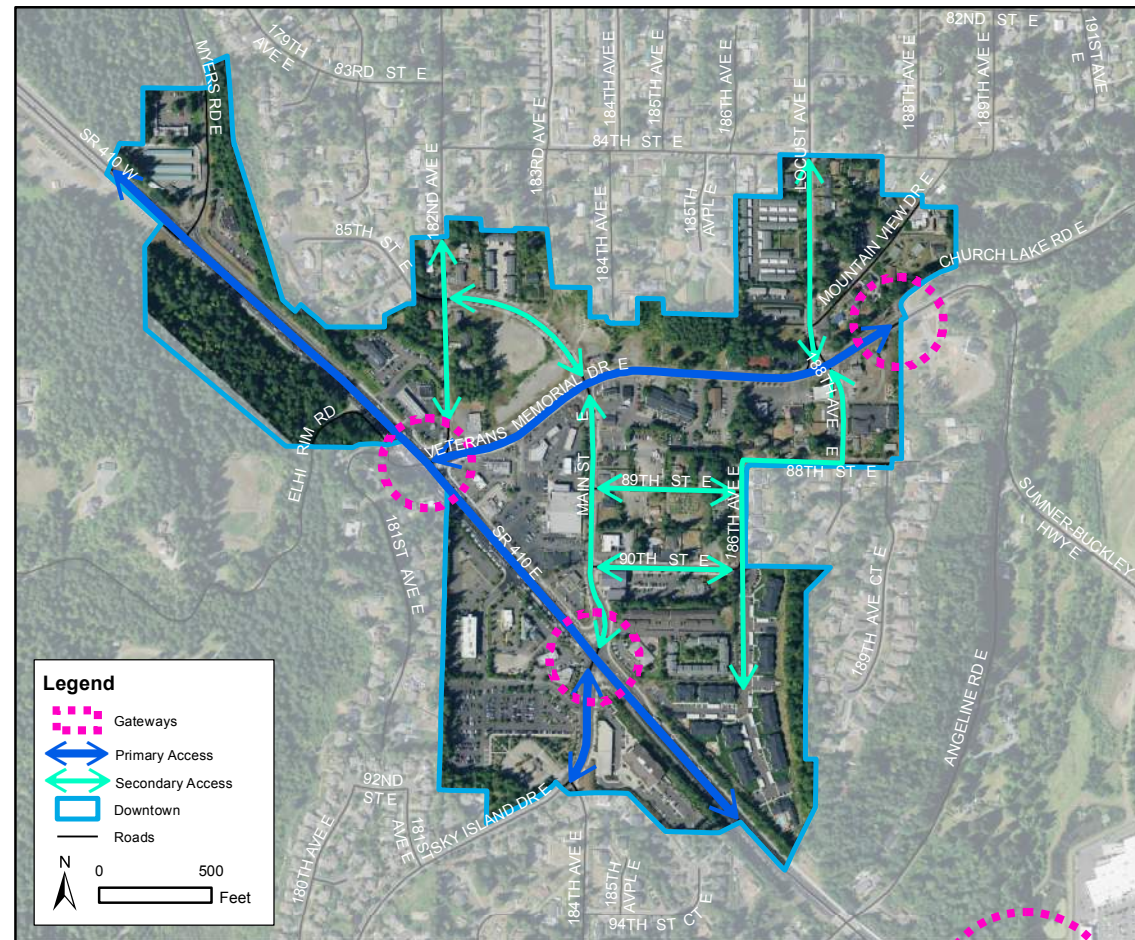


Source: City of Bonney Lake, 2017

Circulation

SR 410 is the main route serving Downtown, but it also divides the center into two distinct parts. Northeast of SR 410 there are major intersections at Veterans Memorial Way and Main Street. A handful of roads provide local vehicular access in this part of Downtown, but a grade change west of Main street limits connections. Southwest of SR 410 there is only one major intersection with Sky Island Drive, all other vehicular circulation occurs within parking lots and drive aisles. Pedestrian infrastructure is fragmented in the Downtown with sidewalks on both sides of some roads, sidewalks on one side of other roads, and a number of roads do not have sidewalks on either side. Bicycle lanes allow for through traffic on SR 410.

Current Circulation in Downtown



Source: City of Bonney Lake, 2017

DOWNTOWN CENTER PLAN

Creating a vibrant environment in the Downtown Core is important to Downtown's success. Jobs, civic facilities, and public spaces will bring people to this area, but more is needed to get them to stay and use it as a community gathering space. Features such as street-level retail, an attractive pedestrian environment, and well-designed public spaces will help create an attractive, comfortable environment for people to enjoy. In addition to providing shade and creating a welcoming environment, street trees will add environmental, economic, and aesthetic benefits.

LAND USE

The Downtown Center should continue to include a variety of uses, and work toward the vision originally identified in the Strategic Plan and the Market Report. Its prominent central location, existing infrastructure, and the diversity of relatively small-scale existing commercial and public activities makes it the best place to build a Downtown. The Downtown Center has three district areas within it, given that the Downtown is divided by two primary roadways: SR 410 and Veterans Memorial Drive. These areas are generally defined as North Downtown, South Downtown, and the Downtown Core.



Commercial development in Bonney Lake



Residence in Bonney Lake

North Downtown

This area should include a vibrant mix of multi-family residential, office, and small scale retail uses that will complement the Downtown Core. East Pierce Fire and Rescue has purchased the property at the northwest corner of Main Street and Veterans Memorial Boulevard for the construction of a Headquarters building. The other buildings will need to be two to five stories to take advantage of Mt. Rainier views and unique topographic conditions. Buildings will be oriented towards the street, with parking located to the rear or side. Street trees, landscaping, and building orientation will be configured to provide an attractive transition between the Downtown Core and the single-family residential neighborhoods to the north. Furthermore, pedestrian connections will be installed between the residential areas to the north and Downtown.

Residential developments will include a mix of townhouses, multi-story apartment buildings, and mixed-use buildings (apartments over retail or office). Buildings will be clustered along streets and around common open spaces, and will employ design techniques to reduce the apparent scale and add visual interest. A heavy emphasis will be placed on landscaping elements to enhance the neighborhood setting. The combination of hilly terrain and greater intensity of development will allow parking to be placed within or underneath residential structures. With good design, Downtown condominiums and apartments can create delightful neighborhoods with urban levels of stimulus and amenities. In the future, Downtown residents should not need rely on automobiles. Retail uses should be allowed only if secondary to office or residential uses on the same or adjoining sites.



South Downtown

This area is the portion of the Downtown Center located south of SR 410 and is primarily developed with auto-oriented uses. The area includes a Transit Center owned by Sound Transit, which serves as a park-and-ride facility primarily in support of the Sumner Sounder Station. The area between the Transit Center and SR 410 is already developed and will likely not redevelop in the next twenty years. The businesses in this area are primarily auto related, and will likely continue to be auto-oriented businesses given the proximity to SR 410. Therefore, in order for the Transit Center to serve its intended purpose, development in the Downtown Core will need to be “transit-oriented development” (TOD), which is intensive development that emphasizes pedestrian walkways and public transportation. A transit center and a nearby TOD are mutually supportive. The City will need improve the pedestrian connections between the Downtown Core and the Transit Center through the auto-oriented business area in order to maximize the effective benefits of the existing transit center.

Downtown Core

In the long term the City envisions that the triangular retail area bounded by Main Street, SR 410, and Veteran’s Memorial will develop into a vibrant mix of retail and complementary uses. Given the existing development pattern and ownership diversity, redevelopment of this area will likely not occur until after the Downtown Civic Campus, the heart of the Downtown Core, is completed. Therefore, the City’s efforts should be focused on the development of the Civic Campus rather than targeting the central triangle.

The Civic Campus will consolidate a variety of city and civic uses such as a city hall, police station, library, senior center, and a large plaza, park, or other open space capable of hosting social and civic events. The central gathering space will be Bonney Lake's most public place, with year-round community events and programming. Landscaped parking areas will serve both the Civic Campus and Main Street.

The Civic Campus plan has been updated to reflect development around the area over the last decade which include the improvements to 186th Avenue East, construction of the Justice & Municipal Center and the development of the Renwood Apartment complex. The essential elements of the civic campus remained unchanged.



However, to fully realize the vision for Downtown, a specific master plan should be developed for the Civic Campus since development of the campus will serve as a catalyst for development in other parts of the Downtown Center. During this master planning process, the City should explore expanding non-civic land use beyond the two new retail buildings along Main Street. Building types, such as mid-rise office buildings, high density residential buildings, and mixed use buildings are important to activating the civic campus and community gathering space. Mixed use development would combine first floor retail and service uses with residential or office development above. Placing residents and office workers above the retail core will support the businesses in the retail core and create a sense of vibrancy. High density residential uses will add people and activity to Downtown that extends beyond the work day. Design standards will ensure that new buildings are designed to be attractive, functional, welcoming, and distinctive.

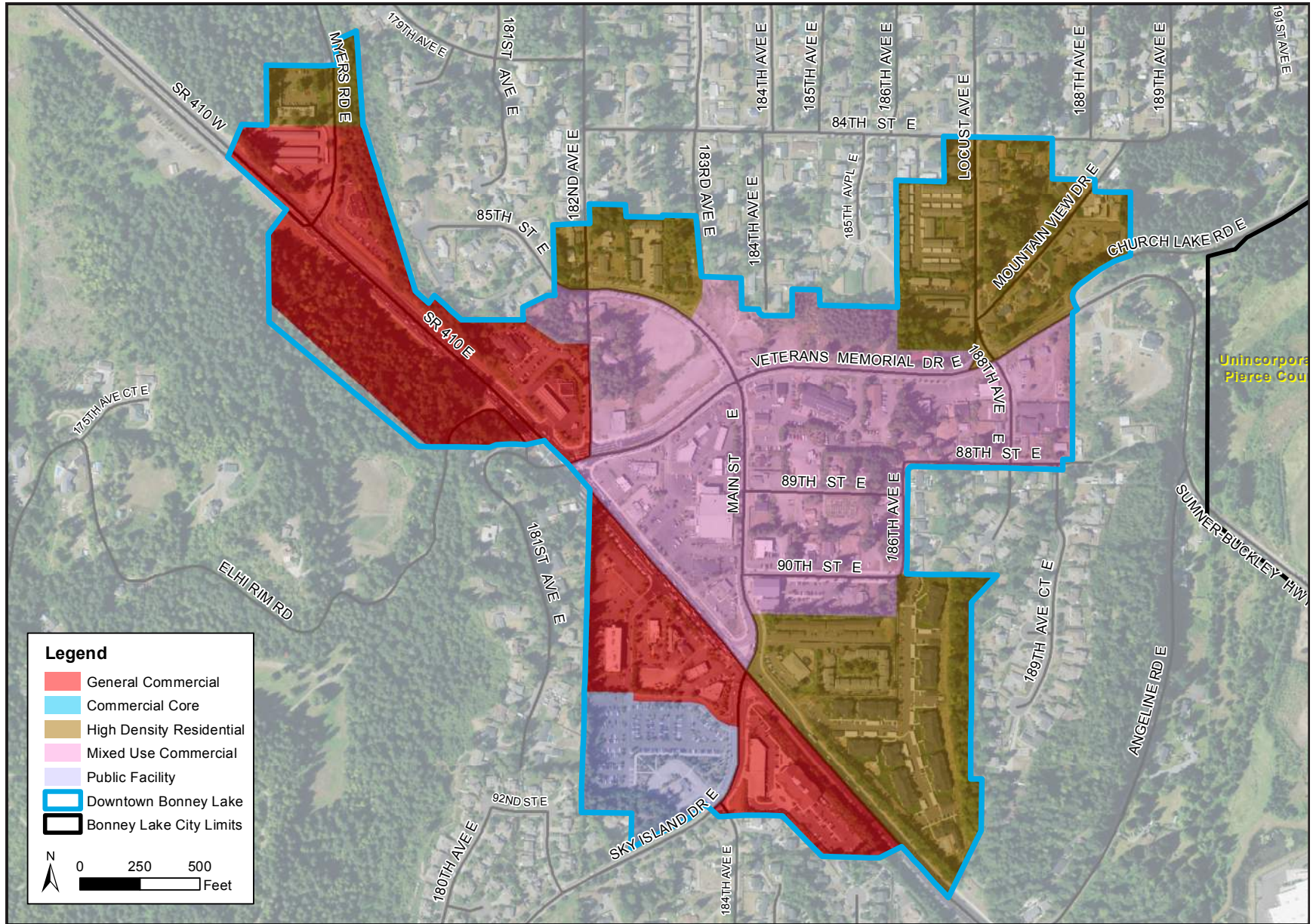
In order to provide for these additional uses and facilitate the development of the different elements, the City should explore creating parcels for each use that could be developed independently of the City Hall. While there are several options, an example of how this could be done is illustrated to the right.

Under this option, each parcel would be required to provide parking; however, on-street parking using perpendicular stalls would also be provided to maximize the amount of developable area on each lot.

Incorporating these types of uses in the Civic Campus will further implement the recommendations of the Market Study to spur development within the Downtown: City Land Assembly, a Catalytic Event, and a Large Scale Hosing Development. Additionally since the City is the land owner, the City would have greater ability to guide development in the area, setting the stage for future development in the Downtown Center.

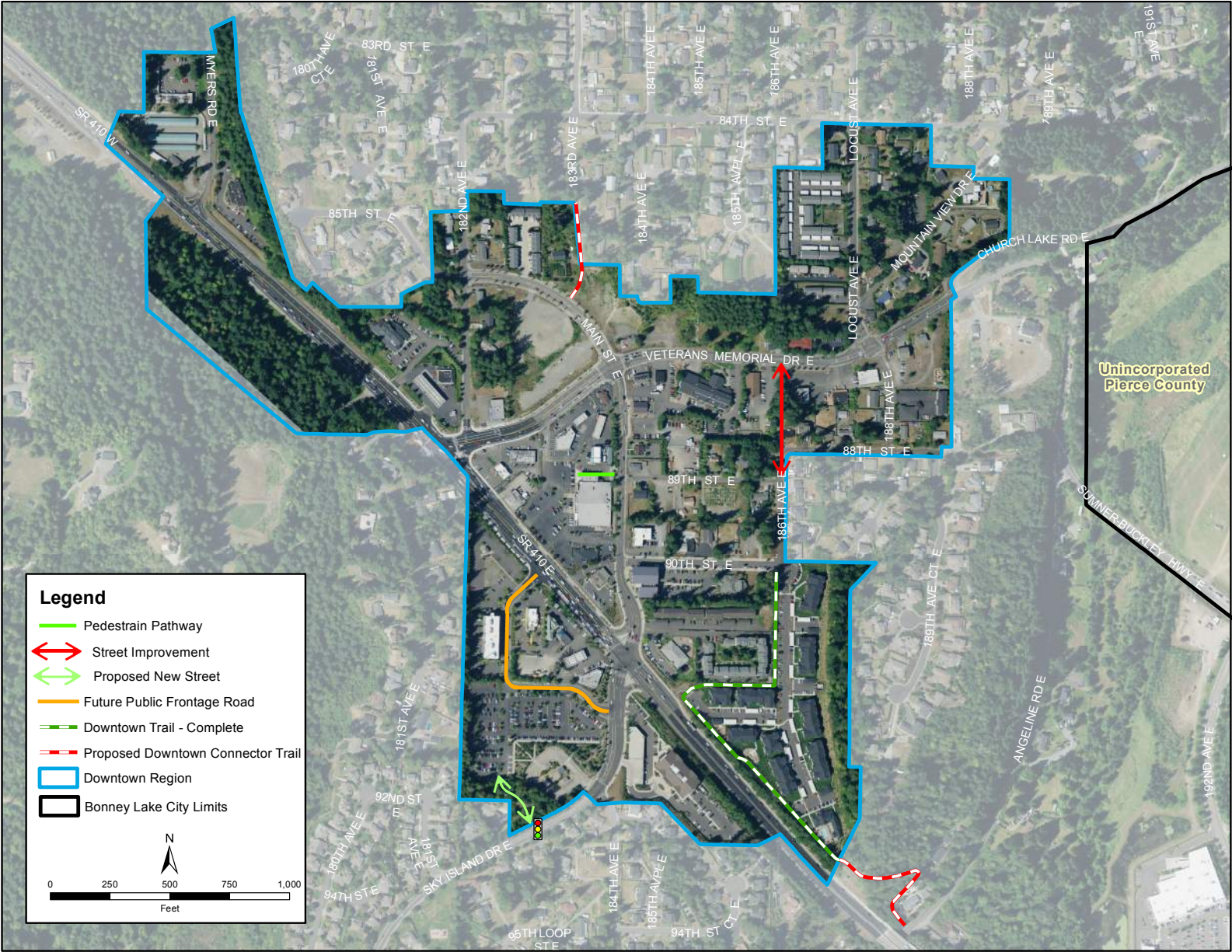


Downtown Land Use Concept



Source: City of Bonney Lake, 2017

Downtown Core Circulation Concept



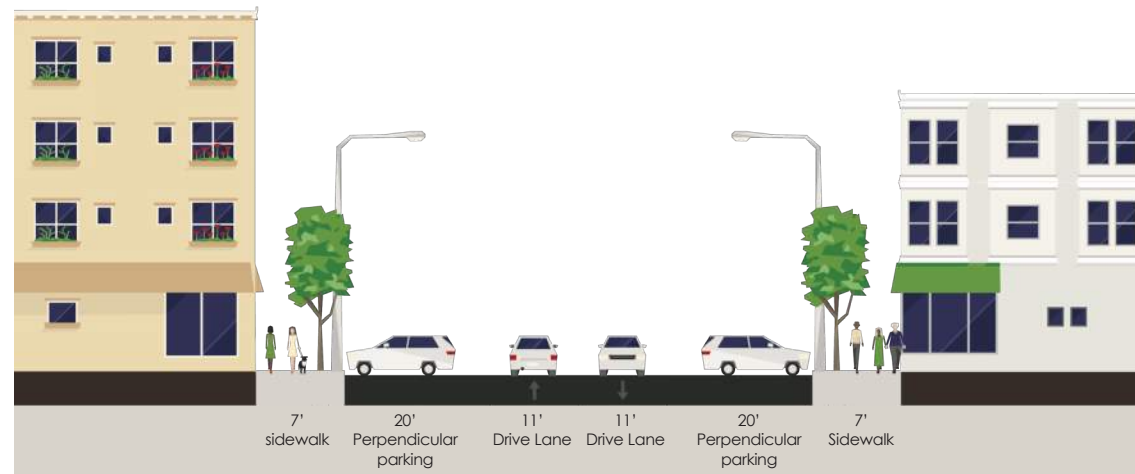
Source: City of Bonney Lake, 2017

CIRCULATION

Traffic circulation in the Downtown Core would be enhanced by the addition of new streets and the creation of a walkable street grid. This would help to create a series of pedestrian-friendly streets with plenty of space for on-street parking. The circulation concept plan shows where streets could be constructed to create this walkable street grid. A trail connection will eventually connect Downtown to the Fennel Creek Trail providing non-motorized connections to the Lake Tapps and Midtown Center.

The development of well-designed complete streets in the Downtown Core would help meet the needs of pedestrian, bicycle, and automobile traffic. Design features could include wide sidewalks, street trees, parking, and two travel lanes that could support special markings (sharrows) for bicyclists. Pedestrian activity is especially important in creating the desired environment in Downtown. Walkways should include weather protection, street trees and other landscaping, and street furniture to encourage a comfortable, usable space.

Downtown Core Street Use Concept



Source: BERK, 2017

GOALS & POLICIES

Citywide Comprehensive Plan policies, and the standards required and encouraged by the Bonney Lake Municipal Code, apply to the development of Downtown. Such policies and regulations address topics such as community mobility, access management, infrastructure development, frontage requirements, environmental stewardship, and community design. The policies and actions below supplement citywide guidance, providing specific direction for implementing the Downtown vision.

Goal D-1: Downtown has a mix of land uses that support lively shopping streets, office buildings, residences, public facilities, and community gathering spaces.

Policy D-1.1 Allow residential, commercial, office, and civic uses in the Downtown Center.

Policy D-1.2 Adopt a master plan for a civic campus that consolidates and co-locates public services in the Downtown Core.

Policy D-1.3 Consider the use of development incentives to encourage new mixed use development in the Downtown Core that includes first floor retail or service uses and residential or office uses above.

Policy D-1.4 Consider development regulations that establish minimum building heights in addition to maximum building heights.

Policy D-1.5 Work to have Downtown classified as a Countywide Center under the Pierce County Countywide Planning Policies.

Policy D-1.6 Develop the Downtown with the highest level of land use diversity, architectural interest, pedestrian orientation, and human-scale design. New buildings should have their facades at the sidewalk edge except in certain cases along SR 410.

GOAL D-2: Public spaces in Downtown are attractive and welcoming.

Policy D-2.1 Plan and develop a community gathering space in the Downtown Core that can host community events.

Policy D-2.2 Program the community gathering space year-round with events, activities, and festivals that draw residents and visitors.

Policy D-2.3 Sidewalks, as important public spaces, should be designed with trees, landscaping, and street furniture to make them comfortable and attractive.

Policy D-2.4 Use design guidelines to support new development that is oriented toward the street to encourage pedestrian activity.

GOAL D-3: The Downtown Center street network supports all modes of travel.

Policy D-3.1 Develop a complete streets network in the Downtown Center to support safe travel for bicycles, pedestrians, and automobiles.

Policy D-3.2 Develop the Downtown Core with a street grid to support additional transportation connections.

Policy D-3.3 Improve non-motorized connections to the residential neighborhoods adjacent to the Downtown.

Policy D-3.4 Connect Downtown to the Fennel Creek Trail.

Actions in the table below include those generated through the Centers Planning process as well as actions carried over from the previous Downtown Plan. Those that were carried over retain their original numbering provided in parentheses for tracking purposes.

Goals	Actions	Planning Level Cost Estimate	Timeline
GOAL D-1: Downtown supports a mix of uses.	Action D-1.1: Review land use and zoning in the Downtown Core.	\$15,000 <i>(cost of code package update for D-1.1 and D-2.1)</i>	Short-term
	Action D-1.2 (LU-4): Develop incentives for mixed use development in the Downtown Core.	<i>Not applicable</i>	Short-term
	Action D-1.3: Develop a master plan to support a Civic Campus in the Downtown Core.	\$60,000	Long-term
	Action D-1.4 (LU-2): Create a State Environmental Policy Act (SEPA) Planned Action Ordinance for Downtown.	\$35,000–\$40,000	Mid-term
	Action D-1.5 (LU-5): Encourage the post office and library to remain and expand.	<i>Not applicable</i>	Short-term
GOAL D-2: Public spaces in Downtown are attractive and welcoming.	Action D-2.1 (LU-1): Review and update the Downtown Design Guidelines.	<i>See D-1.1</i>	Short-term
	Action D-2.2 (P-5a): Develop a civic green as a gathering space in the Downtown Core.	\$2.1 million	Mid-term
	Action D-2.3: Create year-round programming for the civic gathering space.	<i>Not applicable</i>	Long-term
	Action D-2.4: Support development of the Veteran's Memorial in Downtown.	<i>Not applicable</i>	Long-term
	Action D-2.5 (P-3): Develop temporary City Hall structure on City owned land adjacent to Main Street.	<i>Completed</i>	Completed
	Action D-2.6 (P-4): Develop new City Hall and associated parking.	\$17 million–\$20.5 million	Long-term
	Action D-2.7 (P-5b): Build an off-site stormwater facility serving Downtown.	<i>Completed</i>	Completed

Note: Estimated costs will be determined through the capital facilities planning process.

Short-term: Implement within two years after plan adoption.

Mid-term: Begin planning now, implement within five years.

Long-term: Implement within ten or fifteen years.

Goals	Actions	Planning Level Cost Estimate	Timeline
GOAL D-3: The Downtown Center street network supports all modes of travel.	Action D-3.1: Develop a plan for an alternative street grid for the Downtown Core.	<i>Included in master plan estimate (see D-1.3)</i>	Short-term
	Action D-3.2: Construct a connection to the Fennel Creek Trail.	<i>TBD</i>	Long-term
	Action D-3.3 (P-1): Improve SR 410 / Sumner-Buckley Hwy. intersection.	<i>Completed</i>	Completed
	Action D-3.4 (P-2): Extend Main Street (184th Ave. E) northward from Sumner Buckley Hwy.	<i>Completed</i>	Completed
	Action D-3.5 (P-6): Complete Main Street improvements between Sumner-Buckley Hwy. and SR 410, including gateway feature at south end.	\$6 million	Mid-term
	Action D-3.6 (P-7): Completion of streetscape improvements on SR 410 and Sumner-Buckley Hwy. (mostly from Main Street eastward) including crosswalk improvements.	<i>Completed</i>	Completed
	Action D-3.7 (P-9): Improve 90th St. and extend it to 186th Ave.	<i>Completed</i>	Completed
	Action D-3.8 (P-10): Toward the end of the planning horizon, when land prices have risen, consider building a parking garage in the retail core or Civic Center.	\$17,500 per stall	Long-term
	Action D-3.9 (P-11): Construct a pedestrian overpass across SR 410.	<i>TBD</i>	Long-term

Note: Estimated costs will be determined through the capital facilities planning process.

Short-term: Implement within two years after plan adoption.

Mid-term: Begin planning now, implement within five years.

Long-term: Implement within ten or fifteen years.

This Page Intentionally Left Blank

CHAPTER 4

MID TOWN



MIDTOWN VISION

Midtown is the economic center of the entire Bonney Lake Plateau. People come here as a regional destination to shop, dine, and be entertained in a district defined by its green spaces and framed with a view of Mt. Rainier. Although defined by its commercial core, nearby residential areas provide options for residents to live closer to where they work and shop.

MIDTOWN TODAY

Bonney Lake's Midtown Center serves as a regional retail center for East Pierce County offering a variety of options for goods, services, and dining in a district located in close proximity to residential neighborhoods. As Bonney Lake has grown, so has Midtown adding major national retailers and local establishments. Future development in Midtown will be more challenging as residential growth in Bonney Lake and surrounding areas continues. New development and redevelopment needs to plan for future growth in a way that accommodates more people, better circulation, and enhances community character.



Commercial space in Midtown



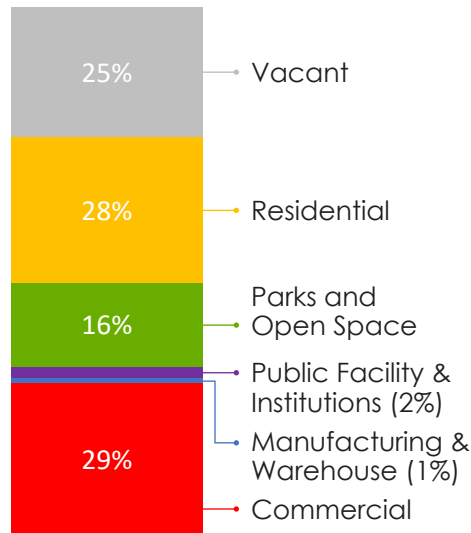
Parking lot pedestrian circulation

Land Use and Demographics

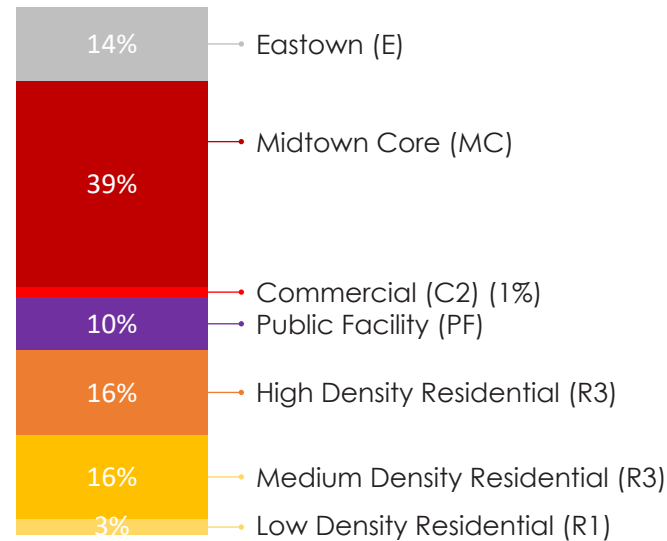
Commercial uses account for 29% of the current land uses in this center. The big box retail and commercial strips that line both sides of SR 410 are only 3% of the City’s land area, but they generate most of the sales tax revenue and support 64% of Bonney Lake’s employment. Well-landscaped parking lots and corporate architecture mark this area as a place designed for people to come and go. With the development of Mountain View Market Place, part of the former Washington State University (WSU) demonstration forest, the community will add more big box retail, office and commercial buildings. The remaining portions of the WSU Forest will be developed as a residential neighborhood, and a public park in Midtown.

Midtown also has a strong residential presence with twenty eight percent (28%) land use for residential development and more than a third of the area zoned for residential uses. There are 1,543 people living within the Midtown Center in a variety of housing types: mobile homes, single-family homes, and duplexes.

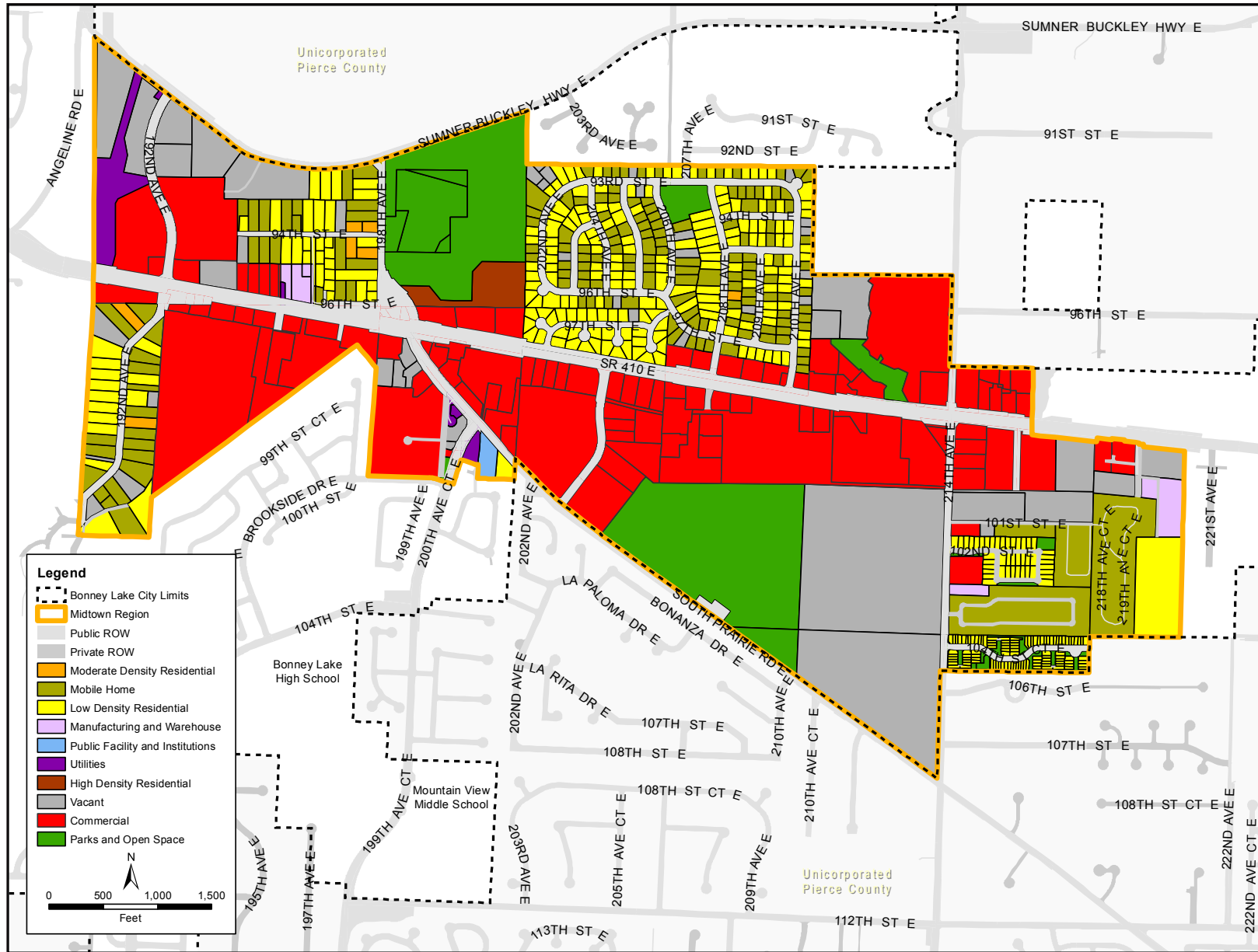
Current Land Use



Zoning



Current Land Use Map in Midtown

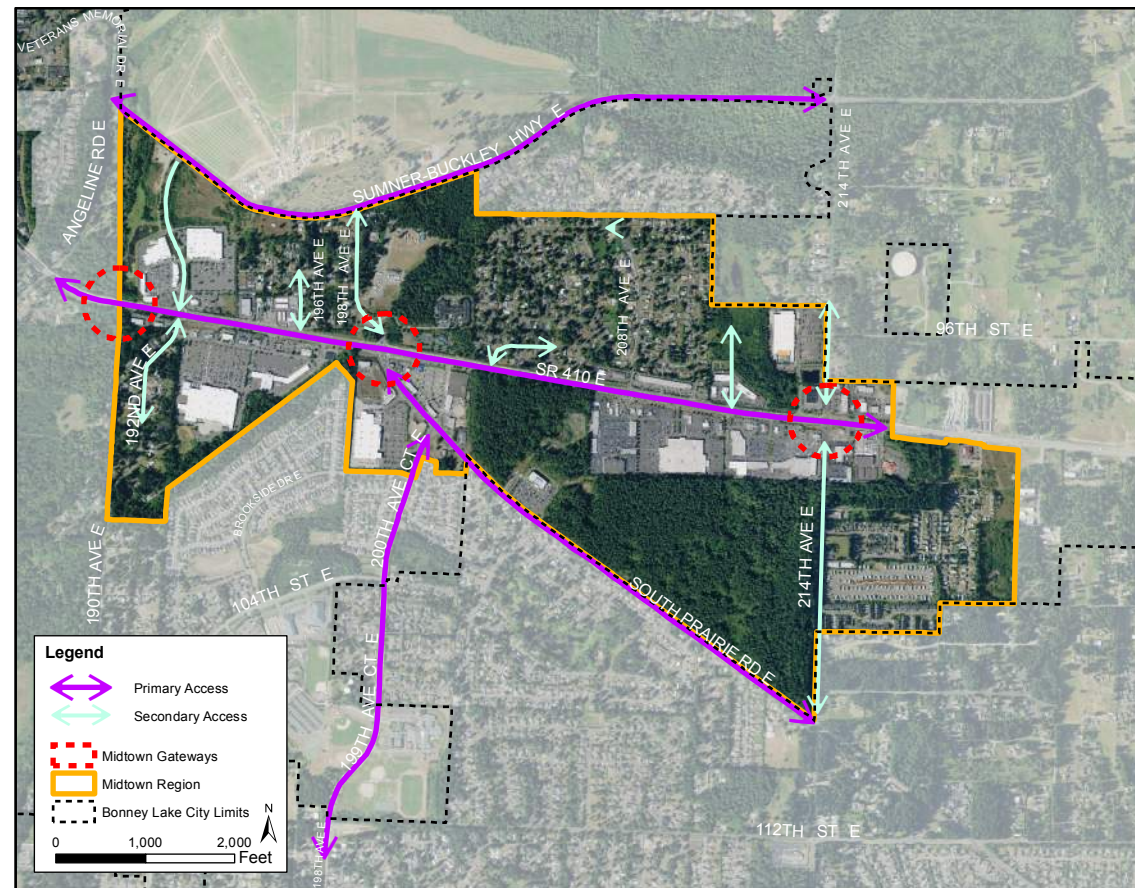


Source: City of Bonney Lake, 2017

Circulation

Currently, Midtown is an automobile-dominated landscape, oriented to SR 410 and separated from most nearby neighborhoods by vegetation and topography. State highway standards limit access along SR 410, especially for left turns. With few major intersections and limited alternative routes, the highway can become extremely congested. Sidewalks and bicycle lanes are inconsistent and do not offer vegetation or other buffering features to create a comfortable non-motorized travel experience. Under current policy, the City requires new development to reserve land for an alternative public street network intended to simplify local circulation and support pedestrian and bicycle travel in the future. Implementation of the Fennel Creek Trail Plan will also provide future opportunities for multi-modal travel.

Current Circulation in Midtown



Source: City of Bonney Lake, 2017

MIDTOWN CENTER PLAN

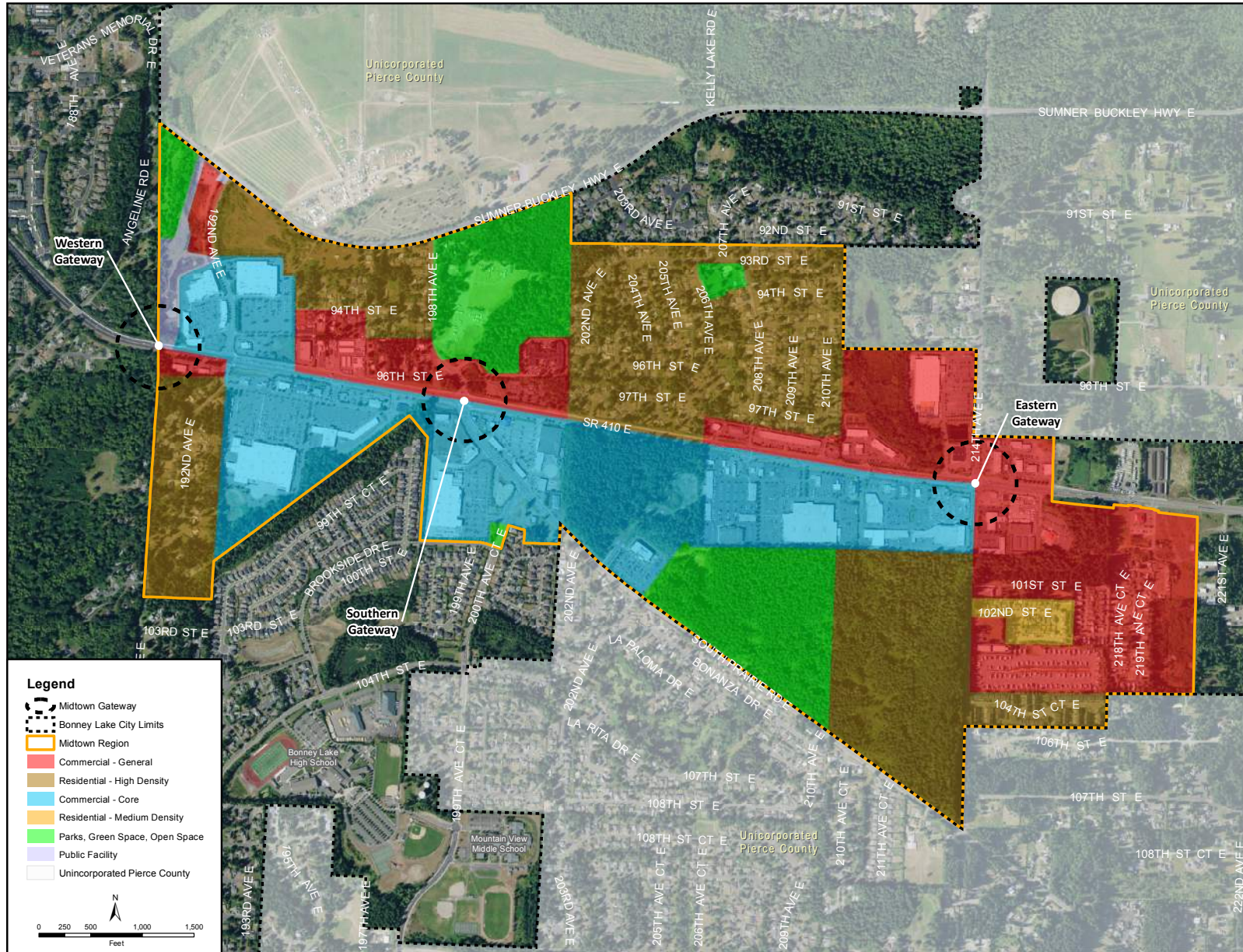
Midtown will remain the regional retail center for the Plateau and East Pierce County. However, as the area grows, better designed development and more efficient transportation networks will be needed.

Land Use and Demographics

Continued commercial development and redevelopment will take place in Midtown. The heart of the commercial core is along SR 410 between 192nd Avenue East and 214th Avenue East. Future development in this area should pay special attention to site layout, building design, landscaping, green spaces, and public spaces to ensure a functional, well-designed environment. Surface water facilities are integrated into streetscapes, parking lots, and public spaces as amenity features. Signage and banners for the Midtown center can support the center's identity, improve place-making, and serve as a gateway feature to signal the arrival and departure from Midtown.

The Midtown Center Plan also supports residential uses outside of the commercial core. Allowing medium densities in these areas will support a greater diversity of housing choices and bring new residential opportunities within walking or biking distance of the commercial core. It also provides the opportunity for housing within walking distance of Bonney Lake's largest employment area.

MIDTOWN CONCEPT PLAN



Source: City of Bonney Lake, 2017

Circulation and Gateways

Although Midtown will always be a place most people get to by car, other modes of travel need to be incorporated into the local circulation system to make travel within and through Midtown more efficient. Design standards should ensure that pedestrians feel safe and comfortable walking in Midtown. Streets that feed directly from SR 410 or other major arterials will bring cars to parking, but local streets will accommodate all modes of travel. The Bonney Lake Municipal Code requires development to reserve land for a future network of local access streets in Midtown. This alternative circulation system is intended to move local automobile trips off SR 410. It also supports complete streets to safely allow pedestrians and bicycles to move around Midtown without a car. Similar street improvements should be made to ensure safe and efficient connections with nearby neighborhoods, adjacent development, the Fennel Creek trail system, Bonney Lake High School, and Midtown Park. Streets internal to the commercial core prioritize pedestrian travel, but include options for automobile travel as well.

Three neighborhood gateways along the major entry points into the Center will help create a distinctive identity for Midtown. There will be visual and aesthetic features to help mark the gateways such as banners, monuments, or landscaping. These points are located along SR 410 at the eastern and western boundaries of Midtown, and at the intersection with South Prairie Road.

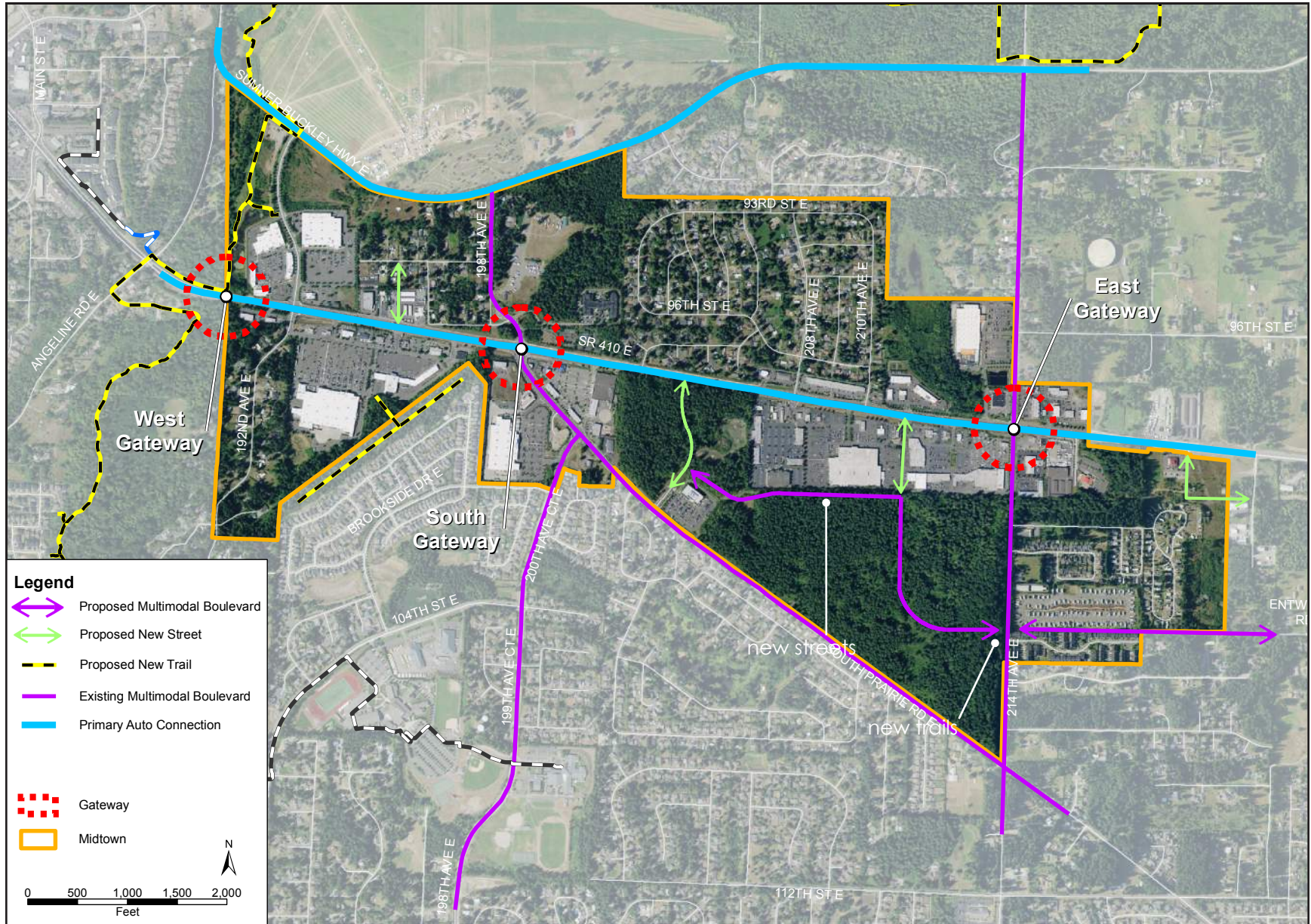


Bonney Lake



Bonney Lake

MIDTOWN CIRCULATION



Source: City of Bonney Lake, 2017

GOALS & POLICIES

Citywide Comprehensive Plan policies, and the standards required and encouraged by the Bonney Lake Municipal Code, apply to the development of Midtown. Such policies and regulations address topics such as community mobility, access management, infrastructure development, frontage requirements, and environmental stewardship. The policies and actions below supplement citywide guidance, providing specific direction for implementing the Midtown vision.

Goal M-1: Midtown is a well-designed regional commercial destination with a distinct identity.

Policy M-1.1: Respect the existing built environment by providing graceful transitions between the commercial core of Midtown and nearby residential development.

Policy M-1.2: Enhance the character and comfort of Midtown by integrating trees, plants, and other natural features into Midtown through landscaping and development standards.

Policy M-1.3: Design Midtown's commercial core to include gateway features such as archways, enhanced landscaping, and/or public art.

Policy M-1.4: Locate surface water facilities with landscaping features, streetscapes, and public spaces to create attractive amenities.

Policy M-1.5: Apply design guidelines within the commercial core that support human-scale design, prioritize pedestrian travel, and preserve scenic views.

Goal M-2: Midtown supports a variety of uses.

Policy M-2.1: Reserve the core area between 192nd Avenue East and 214th Avenue East for future commercial development to maintain Midtown as a regional commercial destination.

Policy M-2.2: Allow residential development in areas adjacent to the commercial core.

Policy M-2.3: Develop a Mixed Residential zone that allows a mix of multi-family and single-family uses.

Goal M-3: Circulations systems in Midtown support automobile, pedestrian, and bicycle traffic.

Policy M-3.1: Support the safe and efficient flow of automobile traffic on SR 410.

Policy M-3.2: Provide local access to Midtown through a network of local access streets, sidewalks, and trails that connect the commercial core with nearby residential development and civic amenities.

Policy M-3.3: Reserve land for the development of local access streets in accordance with the Bonney Lake Municipal Code.

Policy M-3.4: Design multi-modal local access streets that include street trees, median plantings, lighting, buffered sidewalks, prominent crosswalks, and decorative paving patterns.

Goals	Actions	Planning Level Cost Estimate	Timeline
Goal M-1: Midtown is a well-designed regional commercial destination with a distinct identity.	Action M-1: Develop Design Standards for Midtown	\$15,000 <i>(cost of code package update for M-1 and M-3)</i>	Short-term
	Action M-2: Prepare Center-specific marketing materials	<i>Not applicable</i>	Short-term
	Action M-3: Review land use matrix and only allow uses in the commercial core portion of Midtown that generate sales tax revenue.	<i>See M-1</i>	Short-term
Goal M-2: Midtown supports a variety of uses.	Action M-3: Develop a Mixed Residential zone to replace the R-3 overlay	<i>See M-1</i>	Short-term
	Action M-4: Prepare Master Plan for Midtown Park	\$60,000	Short-term
	Action M-5: Implement Midtown Park Plan	<i>To be determined based on outcome of master plan in M-4</i>	Long-term
Goal M-3: Circulations systems in Midtown support automobile, pedestrian, and bicycle traffic.	Action M-6: Update the Mobility Element of the Comprehensive Plan to reflect planned motorized and non-motorized transportation networks for Midtown	<i>\$1.9 Million</i>	Short-term
	Action M-7: Construct Fennel Creek Trail	<i>TBD</i>	Short-term
	Action M-8: Improve 214th Intersection	<i>\$750,000</i>	Mid-term
	Action M-9: Construct Entwhistle Extension	<i>\$3.2 Million</i>	Long-term
	Action M-10: Construct 192nd Avenue Extension	<i>\$7.5 Million</i>	Long-term
	Action M-11: Develop a trail plan for Midtown—connecting the Fennel Creek Trail and WSU Forest	\$50,000	Short-term

Note: Estimated costs will be determined through the capital facilities planning process.

Short-term: Implement within two years after plan adoption.

Mid-term: Begin planning now, implement within five years.

Long-term: Implement within ten or fifteen years.