

MIDTOWN

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Executive Summary

“Midtown” is Bonney Lake’s commercial center of gravity. It is automobile-oriented but has potential for higher-diversity and human-scale development in the areas that remain undeveloped, especially in those portions that will be served by side streets and frontage streets. Pedestrian-orientation can also be incorporated as redevelopment occurs. As the Community Character element of this Plan states, Downtown is intended to be pedestrian-oriented, Easttown is intended to be auto-oriented, and Midtown is intended to be a gradient between the two.

The western boundary of Midtown is Fennel Creek and eastern boundary is 214th Avenue. The north and south boundaries follow those properties zoned Medium Density Residential (R-2), High Density Residential (R-3), Public Facilities (PF) and Commercial (C-1, C-2, C-2/C-3) within Midtown.

The Midtown 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 Midtown as a unique and attractive area. As property in Midtown develops, the necessary infrastructure will be installed, including construction of new roadways and extension of water and sewer lines.

SR 410 through Midtown experiences significant congestion, which will intensify as development increases. Developed properties currently access directly onto SR 410, and there is little cross-connection between north-south roadways. The Midtown Development Plan illustrates a grid network of interconnected streets. As commercial property develops, property owners will be required to set aside right-of-way or construct their portion of the necessary grid system roadways.

The City has adopted access management standards in order to provide access for land development while preserving the safety, capacity and speed of travel on SR 410. Access points are identified by category based on the volume of traffic predicted to use the proposed driveway. These standards are required by WSDOT to manage traffic on SR 410.

The current boundaries of Midtown are served by the City of Bonney Lake municipal water system. At this time, the City of Bonney Lake has adequate water system infrastructure to support development in Midtown as outlined in the City's Comprehensive Water Plan referenced in Chapter 8, Capital Facilities. Future construction of water systems in Midtown are anticipated to be funded by the private development they will ultimately serve.

Establishing a future road network capable of serving future development is critical to the buildout of Midtown. Equally important is establishment and implementation of design standards. To that end, the Midtown Development Plan establishes land use and development standards to provide for coordinated site development, including interconnected parking, complementary site design, and a logical infrastructure. This development configuration will help create an attractive corridor along SR 410 and encourage drivers to slow down, appreciate the area's character and patronize the businesses within Midtown. Pedestrian and bicycle linkages shall be provided between adjacent developments, and within large parking fields.

1. Introduction

The area described as Midtown, as the name suggests, is centrally located in the City of Bonney Lake. It is generally bounded by 214th Avenue to the east, and Fennel Creek to the west. The area is largely developed as the main commercial corridor of the City.

The objective of the Midtown 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 Midtown 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 design of Future Development, the Plan addresses needed improvements to access and circulation throughout Midtown 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.

1.2 Existing Conditions

At present, Midtown is largely developed with a commercial corridor along SR 410 flanked to the north and south by single family residential that is zoned for more dense housing. There are pockets of undeveloped and underdeveloped land including the area formerly known as the WSU demonstration forest and approximately 15 acres of land north of and adjacent to the Target shopping area.

1.2.1 Natural Environment

Pockets of wetlands are scattered throughout Midtown although most have already been identified and protected as mitigation measures of past development projects.

The portion of the area formerly known as the WSU Demonstration Forest that is now owned by the City remains in its natural state until the City goes through future planning for that area.

1.2.2 Zoning

Most of the Commercial Area in Midtown is currently zoned Commercial (C-2), with some pockets of Combined Retail-Commercial, Warehousing & Light Manufacturing (C-2/C-3) and a two parcel area zoned C-1. The intent of the C-2 zone, as stated in the Bonney Lake Municipal Code, is to provide located areas for office uses, retail stores and service establishments offering commodities and services required by residents of the city and its surrounding market area. Office uses, major retail stores and service establishments are allowed. The purpose of C-1 is to provide certain commercial and service uses which are compatible with neighborhoods and principally oriented to serve adjacent residential areas and neighborhoods. A C-1 district is intentionally limited in area. The number of businesses in any one C-1 area shall be generally limited to one of each type.

In addition to commercial uses, zoning in Midtown allows a variety of residential uses in the Medium Density Residential (R-2) and High Density Residential (R-3) zones. One area of Midtown also includes an R-3 zoning overlay that allows for some flexibility from the underlying R-3 zoning.

1.2.3 Development

Because the area is urban in nature, a wide variety of development types are currently allowed and built within Midtown. The areas available for development are primarily the Commercial and Residentially zoned portions of the area formerly known as the WSU Demonstration Forest as well as approximately 15 acres at the southwest corner of 192nd Ave. E. and Sumner-Buckley Highway. However, Zoning in the Cedar Grove and Cedarview areas would allow for more dense Residential development dependent on the availability of sewer.

1.2.4 Road Network

Midtown is bounded on the north by Sumner-Buckley Highway, which is a Pierce County owned and maintained right-of-way. State Route 410 bisects Midtown and on the southern end the major road is South Prairie. The primary north-south connectors between Sumner-Buckley highway and SR 410 roads are 192nd Ave. E, 198th Ave. E. and 214th Ave. E.

South of SR 410, Angeline Road connects residential development to Sumner Buckley Highway and Rhodes Lake Road. South Prairie Road connects SR 410 to 214th Ave. E. and 192nd Ave. E. flows through a Medium Density Residential Area and dead ends. 200th Ave. E. leads from South Prairie Road south and dead ends at an intersection connecting Mountain View Middle School and Bonney Lake High School.

These two dead-end roads are anticipated to be connected south dependent on funds available. The connection of 200th Ave. E. south to Rhodes Lake Road is dependent and funded in part by the Cascadia development.

2. Goals and Policies

The Midtown 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.

2.1 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 Midtown.

2.1.1 Service Area Policies

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.

2.1.2 Financial Policies

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

2.1.3 Facility Policies

1. Requirement to construct public roads (BLMC 12.30.030). All new development will be required to construct public roads identified on the current version of the current Midtown 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.

2.2 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 Midtown planning effort:

- Develop the Midtown as a mixed use district with the highest possible level of architectural interest, pedestrian orientation, and human-scale design consistent with the fact that 1) much of it is already built and 2) pedestrian traffic alongside and across the highway will suffer due to high vehicular traffic. Wherever possible, developments should reach deeply into the adjoining commercial land, provide local access streets as dictated by the Transportation Element, and place their building facades at the edge of the sidewalk adjoining said local access streets.
- Define a pattern of urban development, which is recognizable, provides an identity, and reflects Bonney Lake values and opportunities;
- Promote design standards, building design and site design that provide appropriate transitions between dissimilar uses and intensities that are respectful of natural conditions;
- Utilize site design that encourages pedestrian access and transit use;
- 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 (as covered by BLMC 15.32), colorful plantings, prominent crosswalks, decorative paving patterns and public art.
- Enhance the Appearance and Identity of Midtown. Encourage a concentration of retail, entertainment, and service along major 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.
- Protect existing neighborhoods from development-related impacts.

3. The Future of Midtown

Installation of infrastructure in Midtown, 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 Midtown Development 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 Midtown planning effort are described below.

3.1 Create Alternative Routes for Local Traffic

As Midtown 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 Midtown 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.

3.2 Establish Identity for the Midtown Area

The sparsely developed state of Midtown 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, Midtown has the opportunity to set itself apart as a unique section of Bonney Lake.

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. Such improvements on SR 410 are subject to the WAC.

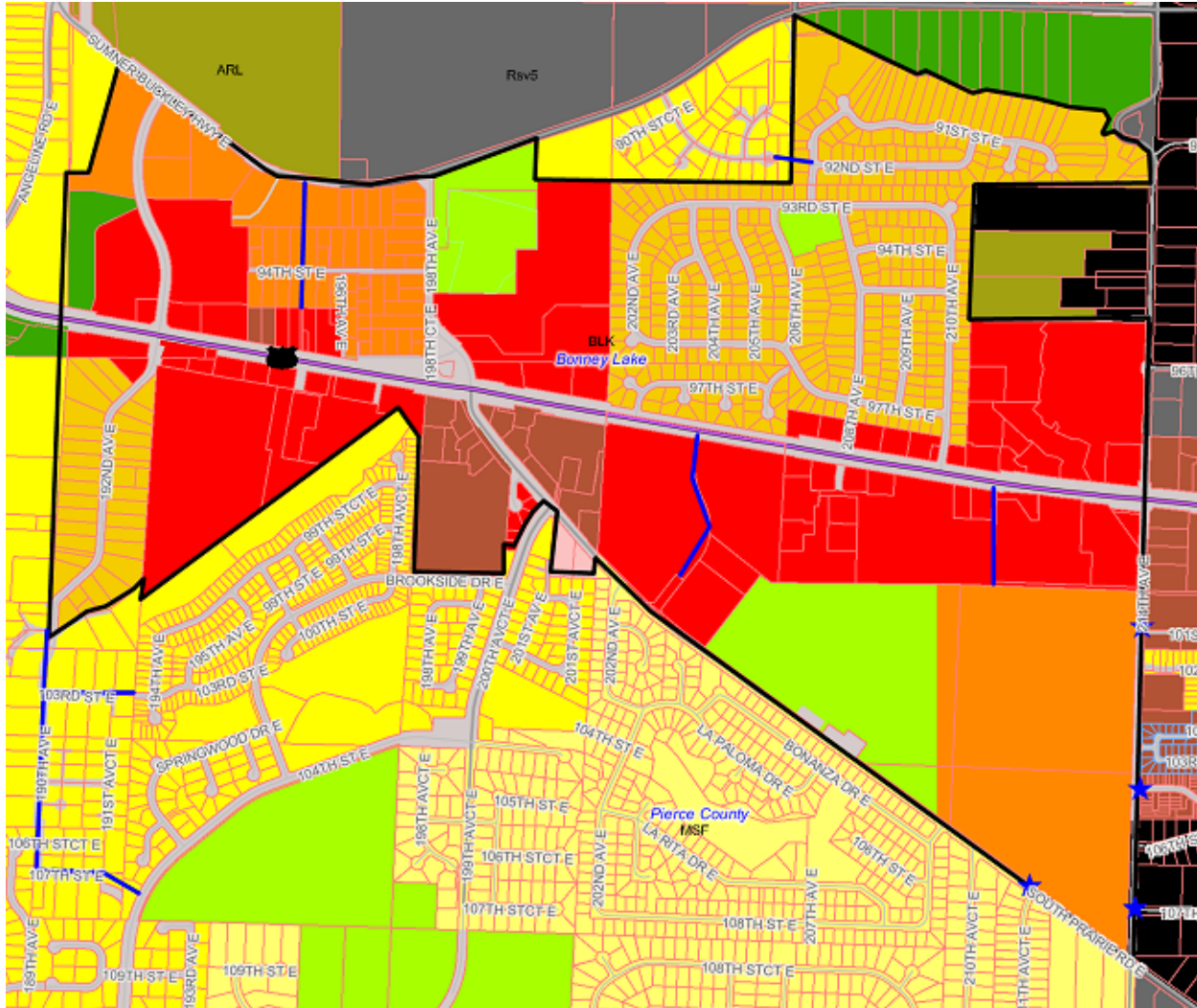
4.1 Future Road Network

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 Development Plan 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. Road locations shown above will be adjusted as topography and property ownership and development warrants and once the extent of existing wetlands or other site constraints is determined.

Figure 2 below shows the proposed location of future roads in Midtown:

Figure 11-2 - Midtown Future Road Network



4.2 Design Standards

Design speeds for all roads in Midtown with the exception of SR 410 are 25 mph. Streets in Midtown are subject to the 2005 Bonney Lake Public Works design standards.

4.3 Non-motorized Facilities

As the Midtown corridor develops, employees and customers of the new commercial uses will walk and bicycle through the neighborhood if and when safe and comfortable facilities are provided. Safe and attractive pedestrian walkways and bicycle routes are a priority.

4.4 Transit

SR 410 has served as the primary east-west transit route between Bonney Lake, Buckley and Enumclaw to the east and between Bonney Lake, Sumner, Puyallup and Tacoma to the west. Bus stops in Midtown may be added on SR 410 as determined at time of development by Pierce Transit.

5. Water

The Midtown area is located entirely within the City of Bonney Lake public water system. New development proposals submitted within the City's current water service boundary will require installation of portions of the proposed water main network to service the specific development if unavailable. 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.

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

6. Sewer

Sewer systems in Midtown are services provided entirely by the City of Bonney Lake. Sewer capacity in Bonney Lake is "first come, first serve." While there is capacity for more development in the City in general, sewer treatment capacity could not serve all land currently available to be developed. New development proposals submitted within the City's current sewer service boundary will require installation of portions of the proposed sewer network to service the specific development. This could include extensions of sewer lines from beyond the development property boundaries and / or sewer lift stations.

Property owners within the current Bonney Lake Sewer System boundary that pay the cost to install the portions of the proposed sewer system beyond their own property, may pursue cost sharing options so that all property owners using the new system pay their pro-rata share of the cost of the system.