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1. INTRODUCTION
The City of Bonney Lake needs a Downtown where its residents can meet, bring out-of-town guests, and gather for celebrations. Downtown will be full of restaurants, shops, offices, and streets that are pleasant for walking. It will contain a Main Street and a Civic Center. Its Central Plaza will be Bonney Lake’s most public place. The retail core will be ringed with commercial, residential, office, and mixed-use buildings, some containing multiple floors.

The City’s original, complete Downtown Plan was the Strategic Commercial Districts Plan, the final draft of which was prepared in June 2001. Copies are on file with the Planning and Community Development Department. In early 2004 the city adopted a Downtown Plan consisting of a summary of the Strategic Commercial Districts Plan. In 2006, after adopting interim zoning to implement the Downtown Plan, the City received a state grant to reassess said Plan based on stakeholder involvement, economic analysis, and updated urban design.

2. ECONOMIC ANALYSIS
The 2006 Bonney Lake Downtown Economic and Market Analysis Report (“Economic Analysis”) confirms the basic vision: the Plan is feasible if the City, landowners, and businesses coordinate their efforts, invest in the highest and best uses, and create a strong sense of place through good urban design. The Economic Analysis concludes that:

1. The trade area is affluent, young, and family-oriented.
2. The housing stock lacks variety.
3. Bonney Lake is already a strong retail trade area.
4. Bonney Lake can build on that strength with Downtown “lifestyle” commercial development.
5. Downtown land is inexpensive but in fragmented ownership.
6. The Downtown is of appropriate size.
7. Land values and demand indicate a mix of single- and multi-story buildings, with mostly surface parking but some first-floor or below-grade parking in special instances.

The Economic Analysis envisions three ways in which the Downtown Plan can work (or a combination thereof):

1. City assembles key lands to create a critical mass. (The Downtown Developers Group has also discussed syndication as a means of land assembly.)
2. City catalyzes Downtown development by building infrastructure (including street enhancements and pedestrian corridors), parking, and civic buildings. (The civic buildings may also include office tenants, retail, or even residential uses via public/private partnership.)
3. Large-scale housing catalyzes Downtown development by bringing young singles, young families, empty-nesters, and seniors to the Downtown, 24 hours a day.

In any case, the City will have to provide political leadership and regulatory flexibility if the Plan is to succeed. Financial incentives, such as impact fee exemptions, should also be considered.

The Economic Analysis provides sound development models, or pro-formas, for the following types of Downtown development.

1. Free-standing one-story retail.
3. Retail and housing.
4. Retail and housing with parking offset.
5. Single-use rentals, condos, and offices.

Land owners and developers are urged to study the complete Economic Analysis, which is on file with the Planning and Community Development Department.

3. VISION FOR DOWNTOWN

Figure 1-16 below and images on the following pages illustrate what Downtown could look like in twenty years if development follows the vision. The images exemplify appropriate building configurations and land uses; they are not intended as precise designs. They are taken from a computerized three-dimensional model which visualizes how development will fit into Downtown’s topography. Graphics on the following pages show different areas of Downtown from a range of vantage points. The colors of buildings in each of the perspective images correspond with the legend in Figure 1-16 below (for example, red buildings are commercial/retail).
Bonney Lake’s Downtown has long been a center for commercial and public functions, but its full potential has never been realized. Its prominent central location, existing infrastructure, and diversity of relatively small-scale commercial and public activities makes it the best place to build a Downtown. It has clear natural edges formed by topography and wooded areas. The City designates the area within these boundaries as its Downtown.
Bonney Lake intends that the Puget Sound Council of Governments (PSRC) and Pierce County eventually designate its Downtown a “regional growth countywide center,” that is, to quote PSRC’s Central Puget Sound Regional Growth Centers 2002, a “relatively small area where housing, employment, shopping, and other activities are in close proximity.” Regional growth Countywide centers lend themselves to public transit and are eligible for a broader range of federal transportation funding.

3.1 MAIN STREET (184TH AVE.)

Successful downtowns have a pedestrian-oriented main street. 184th Ave. E. between SR-410 and Sumner-Buckley Hwy. is suited to become Bonney Lake’s “Main Street” because 1) it is located in the center of Downtown, 2) it has excellent access, 3) its traffic flows are small enough to entice pedestrians, 4) when has been extended north of Sumner-Buckley Hwy. to 182nd Ave. E. it will connect with to a large population area, 5) the topography is favorable, the 10-15 foot drop-off immediately to the west making below-grade parking cost-effective, and 6) many of the properties along 184th Ave. E. Main Street have only minimal improvements and are economically redevelopable.
The following illustrations show 184th Ave. E. redeveloped as “Main Street.” It is about 1,000 feet long with shops and restaurants at the street front, offices or residences above, pedestrian accessibility, and a central plaza. This will require right-of-way acquisition, road widening, and many public improvements.
Main Street will be Downtown’s focal point. In addition to off-street parking, it will have on-street parking that is convenient for motorists and buffers the sidewalks from vehicle traffic. Main Street’s storefronts, window displays, weather protection, special light fixtures, street trees, newspaper racks, public telephones, and human-scale building elements will attract pedestrians all day and into the evening. The buildings on the west side of Main Street will have parking below, taking advantage of the grade differential.
3.2 CENTRAL PLAZA

The Central Plaza, adjacent to Main Street, will be Bonney Lake’s most public place. It will serve for casual socializing and formal events with the capacity of holding several thousand people. Bonney Lake Days and farmer’s markets could be held here. It will also connect the retail core to the civic campus. The plaza’s centralized and accessible location with active uses on all four sides will be the key to its success. Effective and ongoing management and programming of the space will also be vital to Downtown’s health and vibrancy.
Figure 10-7: Central Plaza in 2026 and 2035
Figure 10-8: Looking east into the Central Plaza from the Retail Core. The City Hall is in the background.

Figure 10-9: Aerial view of the Central Plaza looking southeast.
Figure 10-10: Aerial view of the Central Plaza looking northwest

Figure 10-11: View from Retail Core east toward the Central Plaza
3.3 RETAIL CORE

The triangular “Retail Core” will redevelop in a vibrant mix of retail and complementary uses. Buildings will be pedestrian-oriented along Main Street and an internal east-west corridor. Landscaping will be emphasized along SR 410. The three corners of the triangle, being particularly visible, will be accentuated via special building and/or landscaping elements. Parking in the retail core will be convenient, well landscaped, and unobtrusive. Businesses will share parking facilities in order to use land efficiently and improve pedestrian circulation. For example, businesses with differing hours of peak parking demand will often be located adjacent to each other. Furthermore, a grade change at Main Street will allow parking to be placed under the buildings adjacent to Main Street without excavating. The City will discourage excessive off-street parking Downtown.

Figure 10-12: Downtown Retail Core in 2026-2035 looking east
The SR 410 and Veterans Memorial /Sumner-Buckley Highway intersection is the most visible entry to Downtown and Bonney Lake in general. The Dairy Queen site will become a highlighted entry. The northwest corner of SR 410 and Main Street is another important gateway to Downtown. Both corners should receive improvements such as accentuated building features, open space, landscaping, artwork, and signage.

An east-west pedestrian corridor will lead from the northwest entry to the Central Plaza. The following illustration shows how it could look.
**3.4 MAIN STREET EXTENSION AND NORTH DOWNTOWN**

Main Street (184th Ave. E) will be has been extended northwesterly from Sumner-Buckley Hwy. to 182nd Ave. E. at 85th St. E. This extension will enhance access to Downtown, reduce conflicts at the dangerous Sumner-Buckley Hwy.-Veterans Memorial Drive/182nd Ave. E. intersection, and enhance development opportunities in the North Downtown area.

This area north of Sumner Buckley Hwy.-Veterans Memorial Drive will be a vibrant mix of multi-family residential, office, and small scale retail uses that will complement Main Street and the Retail Core. Most buildings will 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 Retail Core and single-family residential neighborhoods to the north. Furthermore, pedestrian connections will be installed between Meyers Rd. 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 employ design techniques that reduce their perceived 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. Downtown
residents needn’t rely on automobiles. Retail uses should be allowed only if secondary to office or residential uses on the same or adjoining sites.

Figure 10-16: Aerial perspective of North Downtown looking north

Figure 10-17: Examples of the type of development in North Downtown in 2026, 2035
3.5 CIVIC CAMPUS AND EAST DOWNTOWN

A Downtown civic center is proposed for the area east of Main Street to improve service delivery, build civic identity, and anchor East Downtown. The Civic Campus will be in one of two locations. Option A shows the campus in a centralized location bordered by Main Street, Sumner-Buckley Hwy, Veterans Memorial Drive, 186th Ave. E, and 90th St. E. Option B splits the civic functions with some existing facilities adjacent to Sumner-Buckley Hwy. and other facilities occupying the current Bonney Lake branch library site and sites to the east/southeast. Under Option B, the site identified in Option A will eventually become commercial or mixed-use.

The Civic Campus will house city administration, courts, senior and/or community center, police and fire, library, post office, and a central plaza. Most of these facilities will require new construction or expansions. Some civic facilities will be linked to the Central Plaza, particularly the more active uses such as the library and performing arts center, if any. Landscaped parking areas will serve both the Civic Campus and Main Street. Expansions of 90th Street East and 186th Avenue East will provide circulation. A pathway along 186th Ave. E, installed as part of the Renwood Apartment project will connect to 186th Street East and will lead to a pedestrian overpass over underpass under SR-410 constructed as part of the Fennel Creek trail project.

![Figure 10-18: East Downtown with Civic Campus Option A](image)
Option A (see Figure 1-33 on previous page and Figure 1-34 below) has the advantage of a more centrally located Civic Campus. A large Central Plaza will be located adjacent to Main Street at the eastern terminus of the pedestrian corridor through the Retail Core triangle. It also places the Civic Campus close enough to the Retail Core to help serve as a magnet. Retail uses will be integrated with civic uses both along Main Street and surrounding the Central Plaza, contributing greater pedestrian activity to the area. The size, centralized location, and mix of active surrounding uses will make the Central Plaza a popular location for events and seasonal festivals. Due to the close proximity, parking within the Civic Campus will also serve the Retail Core, providing an efficient use of space and allowing greater intensities of commercial and residential uses on adjacent private-sector parcels. As an interim step in implementing Option A, the City will construct a temporary City Hall on City-owned property adjacent to Main Street, immediately west of the library. This structure will begin the transformation of 184th Ave E. to “Main Street.” Once the permanent City Hall is built, the building will be sold or leased as a mixed-use building, complementing Main Street activities.

Figure 1-35 Temporary City Hall structure on Main Street—which will eventually become a mixed-use building with ground floor retail and office above.

In Option B (see Figure 1-36) the civic functions are less centralized. The Central Plaza and Library will be on Main Street but not connected to the corridor through the Retail Core triangle. They will be squeezed between single family residences to the north (or whatever private developments replace those residences) and Heatherwood Apartments to the south. This will restrain their ability to function as a prime activity center. The City Administration building would be located east and south of the library along 186th Ave. E. The unusual shape of the civic campus (L-shaped or C-shaped, wrapping around Heatherwood Apartments, the Townhomes at Bonney Lake, and Kinder Care, none of which are expected...
to be redeveloped within the planning horizon) will further reduce its visibility and utility. Since the acreage of the entire C shape is greater than necessary for the Civic Campus, the southern portion is shown as high-density residential, as in Option A.

Option B would relieve the City of having to acquire approximately twelve properties, mostly single-family residences, which occupy the land shown as the Civic Campus in Option A. However, private developers may also find it difficult to acquire enough contiguous lots to make redevelopment possible. In Option B the single-family residences that exist where Option A would put the Civic Campus may remain as an enclave surrounded by incompatible, high-intensity land uses. If redeveloped, this area would include a combination of retail, office, and residential uses.

**Figure 1-36 East Downtown with Civic Campus Option B**

In any case, new office and multi-family developments will be built along an upgraded 186th Ave E. corridor. Office uses will be the primary emphasis north of 90th St. E., and multi-family residential uses will predominate to the south. They will cluster around a series of landscaped open spaces. Housing, emphasized along the southern portion of the 186th Ave. E. corridor, will include a combination of townhouses and multi-story apartment buildings, including affordable senior housing. See the Housing Element for a discussion of senior housing needs, including Policy 3-2g. Both 90th St. E. and 186th Ave. E. will be upgraded to include sidewalks, planting strips with street trees, and on-street parking.

![Diagram of East Downtown with Civic Campus Option B](image-url)
3.6 SOUTH DOWNTOWN

The Transit Center will anchor South Downtown. To make the most of the Transit Center, it should be surrounded as much as possible by transit-oriented development (TOD), that is, intensive development that emphasizes pedestrian walkways and public transportation. A transit center and its nearby TOD are mutually supportive. The Transit Center attracts TOD while the TOD further increases ridership, thus reducing auto congestion. The area between the Transit Center and SR-410 will fill in with offices and businesses. Not all projects will be pedestrian-oriented, however, as SR 410 will continue to attract auto-oriented businesses as well.

The large vacant at the southeast corner of 184th Ave. Sky Island Drive and SR 410 will have a large-scale mixed-use development, with emphasis on residential uses. Street level retail uses will be oriented towards Main Street. Multi-story residential buildings will be clustered around open spaces and take advantage of Mt Rainier views. The development will be heavily landscaped to minimize impacts from SR 410 and to adjacent single family residential uses.

3.7 SR 410

Coming from Sumner, Mount Rainier dramatically appears at the top of the hill. In the future it will be framed by a double row of trees. Highlighted entry treatments composed of architectural and/or landscaping features located at each end of the Retail Core will further announce Downtown.
While heavy traffic flows will prevent SR 410 from becoming a pedestrian-oriented street, a landscaped median, street trees, planting strips, wide sidewalks, and attractive lighting will dramatically improve the character of this corridor. The City will continue to work with the Washington State Department of Transportation (WSDOT) to improve SR 410. To improve safety and traffic flow, curb cuts will be limited. The pedestrian crossing of SR–410 at 184th Ave.–Main Street/Sky Island Drive has been enhanced. The response time for pedestrian activation of traffic signal will be reasonably short.

Development configurations along SR 410 will also enhance the character of the corridor. Whereas store fronts will focus primarily on the east-west pedestrian corridor through the Retail Core, buildings will also have attractive facades along SR 410. Parking lots, while visible from SR 410, will be landscaped and sized to reduce negative visual impacts.
Pedestrian-connectivity and orientation is central to the success of the Downtown Plan. Building entries, public open spaces, and parking lots need to be carefully connected with walkways and crosswalks. Walkways in commercial areas will include weather protection, lighting, and street furniture. The following figure shows the future pedestrian network that will result from coordinated public and private development.
3.9 IMPLEMENTATION / CAPITAL FACILITIES PLAN

In 2005 the City adopted zoning regulations to implement the Downtown Plan. (Exception: the civic campus area was not rezoned because the City was not prepared to begin acquiring those properties.) This zoning was “interim” pending the 2006-07 reassessment. The reassessment resulted in an evolution...
and elaboration of the plan without major departures. The evolution of the plan resulted in minor changes to the texts of the Downtown Zoning districts and to preparation of detailed Downtown Design Standards.

Much of the burden and rewards of redeveloping Downtown will fall to property owners, developers, and local businesses. Implementing this vision will depend largely on those people and on organizations other than the City, such as the Washington Department of Transportation. Building the Downtown will take many years and will require large investments. The owners may choose to form a business improvement district for some of the necessary improvements, or to collectively manage marketing, cleaning, and supplemental security.

The following chart shows what the City will do to implement the Plan. This chart constitutes a Capital Facilities Plan for the Downtown which shall be an integral part of the Bonney Lake Comprehensive Plan’s Capital Facilities Plan. The chart also contains implementation actions that do not pertain to public infrastructure. The “Timing” notes mean as follows:

Ongoing – Actions with no definite end time.
Phase I – Implement within two years after plan adoption.
Phase II – Begin planning now, implement within five years.
Phase III – Implement within ten or fifteen years.
Long Term – Due to high costs, may be beyond the 20-year horizon of this Plan.

<table>
<thead>
<tr>
<th>Action</th>
<th>Timing</th>
<th>Planning Level Cost Estimates (at 2007$)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PUBLIC INFRASTRUCTURE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P-2. Extend Main Street (184th Ave. E) northward from Sumner Buckley Hwy.</td>
<td>Phase I Complete</td>
<td>$1.2 million for road construction plus an additional $300,000 to complete ROW acquisition (City estimate). Makers estimate: $1.7 million for construction of 750lf of 2-lane roadway with parallel on-street parking, 10' wide sidewalks, lighting, street trees, and furniture on both sides. Makers estimate based on $2,300/lf cost, but does not include sales tax and land acquisition cost.</td>
<td>Negotiations are in progress for the ROW acquisition. Complete</td>
</tr>
<tr>
<td>Project</td>
<td>Phase</td>
<td>Description</td>
<td>Cost Details</td>
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<tr>
<td>P-3. Develop temporary City Hall structure on City owned land adjacent to Main Street.</td>
<td>Phase I</td>
<td>Complete</td>
<td>$5.7 million for construction of 2-story, 21,000sf building shell, tenant improvements, and soft costs. Estimate assumes $145/SF for the shell, $35/SF for tenant improvements, and extra 50% allowance for soft costs.</td>
</tr>
<tr>
<td>P-4. Develop new City Hall and associated parking.</td>
<td>Phase II</td>
<td></td>
<td>$13.5 to $15.8 million ($450-525/sf) for construction of 2-story, 30,000sf city hall based on the cost of other recent city hall costs in the region. $3.5 to $4.5 million to acquire the remaining land needed for the civic center complex.</td>
</tr>
<tr>
<td>P-5. Develop central plaza space.</td>
<td>Phase II</td>
<td></td>
<td>$2.1 million for construction of 17,000sf plaza with hardscape, landscaping, and signature art or water feature.</td>
</tr>
<tr>
<td>P-5. Build an off-site stormwater facility serving Downtown.</td>
<td>Phase II</td>
<td>Complete</td>
<td>Cost depends on level of soil permeability and type of roadway construction. The costs for permeable paving materials (for roadways) are comparable to those of traditional paving materials, though they require continued maintenance to retain long term permeability.</td>
</tr>
<tr>
<td>P-6. Complete Main Street (184th Ave. E.) improvements between Sumner-Buckley Hwy. and SR 410, including gateway feature at south end.</td>
<td>Phase II</td>
<td></td>
<td>$2.6 million for construction of 1,150lf of 2-lane roadway with on-street parallel parking, 12’ sidewalks with lighting, street trees, and furniture on both sides. Estimate based on $2,300/lf cost, but does not include sales tax and land acquisition cost. $420,000 for gateway/art feature.</td>
</tr>
<tr>
<td>Action</td>
<td>Phase</td>
<td>Cost Details</td>
<td>Notes</td>
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<tr>
<td>P-7. Completion of streetscape improvements on SR 410 and Sumner-Buckley Hwy. (mostly from Main Street eastward) including crosswalk improvements.</td>
<td>Phase II or III</td>
<td>$2,332/lf for a 4-lane roadway with planting strips and 6' sidewalks within a 120' ROW. Cost does not include sales tax and land acquisition costs, if applicable.</td>
<td>Preferably these improvements will occur with Action P-6. Otherwise, these improvements could be timed with adjacent development or pushed back to Phase III. This project will be completed during the summer of 2015.</td>
</tr>
<tr>
<td>P-8. Improve 186th Ave. and extend it to Sumner-Buckley Highway</td>
<td>Phase II and/or III</td>
<td>$3.2 million for construction of 1,800lf of 2-lane roadway with on-street parallel parking, planting strip, sidewalk, street trees, and lighting on each side. Cost estimate/lf = $1,764. Cost does not include sales tax and land acquisition costs.</td>
<td>Either private parties (in conjunction with development of adjacent parcels) and/or the City (in conjunction with Action P-4) could initiate this action. Depending on the nature of Civic Campus development, the project could be completed in phases.</td>
</tr>
<tr>
<td>P-9. Improve 90th St. and extend it to 186th Ave.</td>
<td>Phase I/II</td>
<td>$1.1 million for construction of 650lf of 2-lane roadway with on-street parallel parking, planting strip, sidewalk, street trees, and lighting on each side. Cost estimate/lf = $1,764. Cost does not include sales tax and land acquisition costs.</td>
<td>The City is likely to initiate in conjunction with Actions P-3 and P-4. Private redevelopment of other adjacent properties could assist with costs.</td>
</tr>
<tr>
<td>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.</td>
<td>Phase III or Long Term</td>
<td>$17,500/parking stall for multi-level above ground parking structure; $10,000/parking stall for a one level deck over surface parking.</td>
<td>A parking garage could be a public or private venture. Structured parking would allow for an increase in the intensity of land uses in the Retail Core. The design of such a facility should be coordinated with adjacent businesses and circulation system.</td>
</tr>
<tr>
<td>P-11. Construct a pedestrian overpass across SR 410.</td>
<td>Long Term</td>
<td>Not available.</td>
<td>Demand for an overpass may materialize as the southeastern portion of Downtown gets built. Meanwhile, the City should ensure that the design of new development is conducive to the overpass.</td>
</tr>
</tbody>
</table>

**LAND USE, COMMUNITY DESIGN, AND PROGRAMMATIC ACTIONS**

<table>
<thead>
<tr>
<th>Action</th>
<th>Phase</th>
<th>Cost Details</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU-1. Prepare Downtown design guidelines.</td>
<td>Complete</td>
<td>$13,000 consultant budget for project underway.</td>
<td>This will help ensure that new development conforms to the Plan. Design guidelines can clarify the requirements and provide a higher level of predictability for all parties.</td>
</tr>
<tr>
<td>LU-2. Create a State Environmental Policy Act (SEPA) Planned Action Ordinance for Downtown.</td>
<td>Phase I or II</td>
<td>Not available.</td>
<td>This would boost development by relieving individual developers of SEPA requirements. Other ways to fast-track Downtown development permits may also be considered.</td>
</tr>
</tbody>
</table>


| LU-3. Restrict commercial zoning in other areas of the City. | Ongoing | Not applicable. | Commercial development in Midtown and Eastown has reduced the demand for retail uses Downtown. Restricting further commercial zoning expansion will help Downtown. |
| LU-4. Update the Downtown Center Plan to reflect changes since it original adoption | Phase I | $35,000 - $40,000 | The City’s design guidelines may be need to be updated at the same time. |
| LU-4. Development incentives to encourage development in the Downtown. Reduce impact fees for new development. | Phase II | Not available. | Study the potential impacts and benefits of such an incentive. |
| LU-5. Encourage the post office and library to remain and expand. | Ongoing | Not applicable. | The library’s integration with the Civic Campus is a top priority. |

Table 10-1: Implementation / Capital Facilities Plan-Chart

4. GOALS AND POLICIES

The goals and policies of this Downtown section of the Comprehensive Plan are implicit in the above text and illustrations. Text and figures may be cited as representing intent in the same manner as a goal or policy is cited. Sentences using such words as “will,” “must,” and “should” imply City goals and policies.