

EASTOWN SUBAREA PLAN

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1. INTRODUCTION

The City of Bonney Lake annexed the Easttown area in 2002 in response to on-going growth and a need for additional undeveloped commercial land. The area described as Easttown is a linear area bisected by SR 410, and is located at the far eastern edge of the City between 219th Avenue East and 233rd Avenue East. The area is largely undeveloped, although it contains scattered commercial developments and is adjacent to several residential neighborhoods. Figure 10-1 below shows the location of Easttown and its relationship to the City of Bonney Lake.

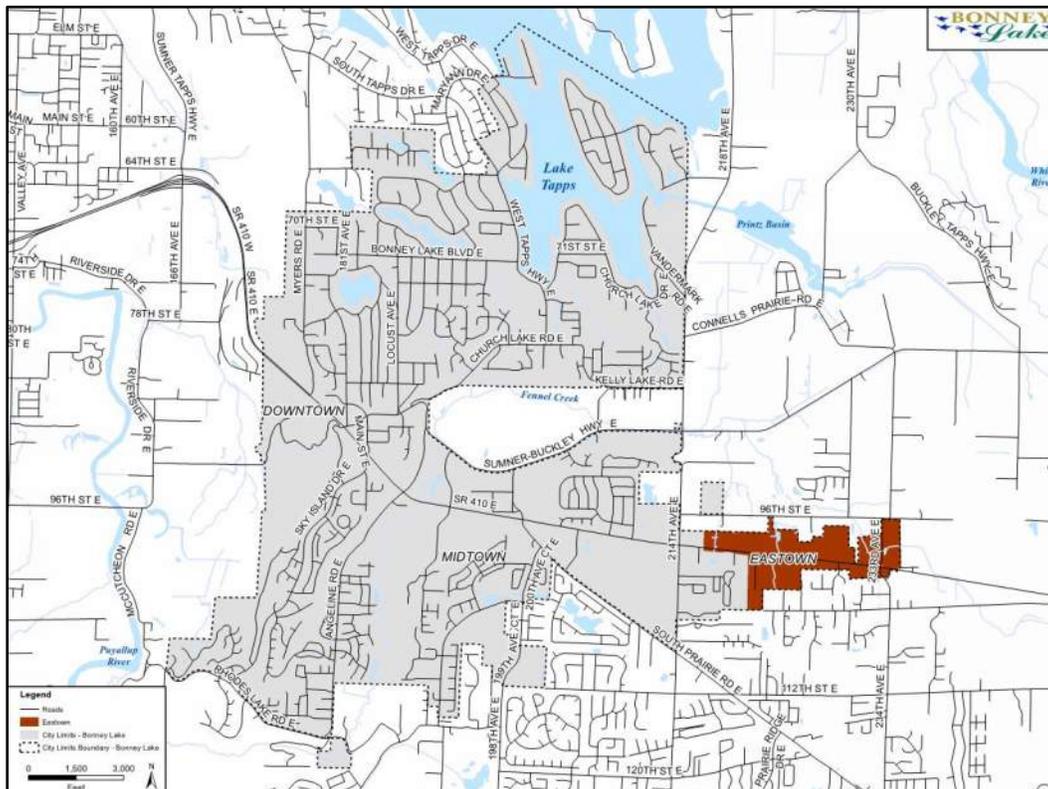


Figure 10-1: Easttown Vicinity Map

Given that the area is largely undeveloped, future development in this area could result in undesirable changes if new projects are constructed without the appropriate infrastructure, urban design standards, and with inadequate consideration given to neighboring land uses. Therefore, the Easttown Subarea Plan serves as a guide for the future development of the area, addressing land use compatibility, access, circulation, and infrastructure improvements. The Easttown Subarea Plan builds upon the goals and policies established in *Bonney Lake 2035* to serve as a guideline for future development. It provides a clear vision for establishing of Easttown as a unique and attractive area, primarily to serving light industrial and manufacturing uses. The objective of the Easttown Subarea Plan 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 fully-developed whole. All elements of the Easttown Subarea Plan are intended to promote orderly, coordinated growth and to provide an attractive living, working and commuting environment.

1.2 PUBLIC ENGAGEMENT AND PLAN HISTORY

The City has engaged the community to ask about the future of Easttown several times. The Easttown Subarea Plan was initially adopted in 2005. As part of the plan development process, the City established a stakeholder committee which included property owners to guide the development of the plan. The primary focus of the initial Easttown Subarea Plan was the development of infrastructure needed to support future development. Additionally, as part of the development of the plan, stakeholders agreed that left turns from SR 410 should be limited, and that shared entrances to multiple businesses would eliminate constant slowdowns of traffic. Other comments included an interest in encouraging more mixed-use development in the area, the possible establishment of a Local Improvement District, Utility Latecomer Agreement, or other mechanisms to help fund construction of sewer and water extensions into Easttown.

In 2009, the City formed an ad hoc Easttown Subcommittee, which consisted of Councilmembers, City Staff, the Design Commission Chair, the Planning Commission Chair, and private property owners. The goal of the subcommittee was to review the Easttown Subarea Plan, the Easttown Design Standards, and the zoning for the area. During this review it was recommended that the area be maintained as an industrial area with zoning regulations similar to the City of Sumner's industrial zoning. In 2009, the City also established a process for Latecomer Agreements to share the costs of road construction between different property owners and developers.

In 2016 the City included Easttown in its Centers Planning effort. During that process, participants valued Easttown's quiet and rural character and expressed a desire for more parks and trails. On-going challenges that were identified related to access from SR 410 and the need for sewer extensions. One outcome of the Centers Planning effort was a decision to update the Easttown Subarea Plan, but not to include Easttown in the *Bonney Lake Centers Plan*. As a subarea, Easttown plays unique role in the City and should continue to be a Center of Local Importance for industrial and commercial uses.

2. EXISTING CONDITIONS

2.1 LAND USE

Easttown is an area that is transitioning from a rural to urban character and there are a wide variety of development types are found there. The entire subarea is currently zoned Easttown (E), a zone that allows the diverse mixture of uses seen in this area. About a third of Easttown is currently used for residential uses and about a third of the parcels are undeveloped. The rest are a mix of commercial, manufacturing, and open space uses. There are a number of older homes and hobby farms interspersed among storage facilities, auto repair shops, and some small industrial uses. There are about 200 housing units in Easttown

and about 250 jobs. More intense commercial/industrial development, while allowed under the current zoning, has been limited by the lack of sewer availability in the area.

Fennel Creek crosses the northeast portion of Eastown. Many parcels in Eastown contain wetlands and tributaries to Fennel Creek that limit development potential.

2.2 CIRCULATION

Eastown is served by the following public roadways:

State Route 410

SR 410 bisects Eastown and serves as the primary transportation link for through-traffic. The Washington State Freight and Goods Transportation System has classified the portion of SR 410 within the City as a T-2 freight corridor. The Washington State Department of Transportation (WSDOT) has designated it as a class two highway, with signalized intersections allowed no closer than one every half mile. WSDOT widened SR 410 in Eastown in 2011; added a travel lane in the East-West directions; installed landscaped, raised center median islands; installing curb, gutter and some sidewalks; installed street lights; and, constructed new stormwater facilities. Additionally, a future intersection was partially developed for the future 225th Avenue East, which in the future will be the only other lighted intersection between 214th Avenue East and 233rd/234th Avenue East. As part of the WSDOT SR 410 widening project, the curb returns of the new roadway were constructed on the northern side of this intersection. Developers on the north and south sides will be required to construct this signalized intersection as part of their development.

233rd/234th Avenue East

233rd/234th Avenue East is a two-lane minor arterial that runs south between 96th Street East on the north and South Prairie Road on the south. The road is narrow and rural in character. As part of the 2011 WSDOT widening project, intersection improvements occurred to improve safety by aligning 233rd/234th Avenue East and adding a traffic signal.

216th Avenue East, 219th Avenue East, and 229th Avenue East

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

2.3 UTILITIES

Eastown is served by three separate water systems: the City of Bonney Lake municipal system, Tacoma Public Utility (TPU) Water, and Valley Water District. The existing City of Bonney Lake water main infrastructure supports mains ranging from 8 inches to 12 inches, and provides service from the western boundary of Eastown to 225th Avenue East on the north side of SR 410, and 218th Avenue East on the

south side. Existing infrastructure for Valley Water District’s system within the Eastown area is located primarily in the southwest portion of the Eastown area, and east of 225th Avenue East on the north side of SR 410. Valley Water’s main sizes range from 6 inches to 12 inches in diameter. Tacoma Public Utility’s water system contains 12 and 16-inch water mains in 96th Street East between 230th Avenue East and 233rd Avenue East, extending north on 230th Avenue East and south in 233rd/234th Avenue East. These mains are Tacoma Water’s route to serve developments along 230th Avenue East further to the north and west.

There is currently no sewer system within the Eastown area. In order to meet the future demand for sewer system infrastructure, the City constructed a new sewer lift station adjacent to 96th Street East and extended the force main sewer to the existing main in 214th Avenue East. The Eastown sewer lift station design and construction costs were financed through public-private funding. Ultimately, the City shall be fully reimbursed for public funding expended to develop the Eastown sewer system. This reimbursement may take the form of a Utility Latecomer Agreement (ULA) or a Utility Local Improvement District (ULID).

3. EASTOWN PLAN

The Eastown Subarea Plan establishes clear parameters for land uses and infrastructure improvements in Eastown to set the framework for attractive, high quality private development. The ultimate result will be an area that offers an attractive entry into the City from the east, and that provides a pleasant area for doing business. As Eastown continues to transition from a rural to an urban area and parcels within it are developed or redeveloped, the construction of new roadways and extension of sewer will occur.

3.1 LAND USE

The intent of the Eastown Subarea Plan is to establish a framework for an economically viable and unique area to conduct business in the City. An abundance of large and vacant parcels provide a great opportunity for the City to diversify the City’s economic base and add family-wage jobs through the development of industrial, manufacturing, and outdoor storage use types that do not fit in other areas of the City. The development of these uses will distinguish Eastown as a special subarea in the City, and further the goals of PSRC’s 2015 Industrial Lands Report, Multi-County Wide Planning Policy EC-1, and Pierce County Countywide Planning Policy EC-1. The City is already experiencing some of this light industrial growth with the development of the Fennel Creek Industrial Park and the Auburn Commercial Development currently under development. Given that Fennel Creek runs through a portion of Eastown and there are a number of wetlands, as development occurs developers will continue to be required to conduct delineations to determine the location and extent of those critical areas in order to preserve the functions and values of these natural resources. Protection of these critical areas will be required component of future development in Eastown.

Goal E-1 Eastown is developed with light industrial and manufacturing uses.

Policy E-1.1: All land uses that may not be suitable within the Downtown, Midtown, or Lake Tapps Centers because of space or buffering requirements.

Policy E-1.2: Provide opportunities for business development and employment that may not be allowed in other zones in the City.

Policy E-1.3: Provide and maintain gateways to the City that distinguish Bonney Lake from its neighboring cities and provide a sense of place (234th Avenue East/SR 410).

3.2 CIRCULATION

An efficient transportation network is a critical element to developing the area; therefore, the locations of new roads, locations of intersections, number of traffic signals, spacing of driveways, types of turn lanes and provisions for bicyclists and pedestrians are considerations to be planned in advance of development. Given that the City cannot predict the number and type of businesses to be constructed, the design and development standards must be flexible enough to accommodate incremental growth, yet consider the function of the fully-developed system as a whole. The goal is development of a uniform traffic circulation system rather than a piecemeal approach.

3.2.1 EASTOWN FUTURE ROAD NETWORK

Eastown is bisected by SR 410, which presents challenges to the smooth flow of people and goods. Because it is a major transportation route, SR 410 will continue to carry heavy traffic loads. However, the needs of property owners, potential customers, local residents, and through-traffic commuters must all be considered in order to create a successful roadway network. The Eastown Future Public Roads map illustrates a grid network of interconnected streets. It identifies a new network of secondary roads that will be constructed to facilitate convenient access to, from, and between businesses. This network will allow drivers additional alternatives to traveling SR 410 to access establishments in the Eastown area. The network will help to preserve the capacity of SR 410 and minimize congestion on the corridor. Smaller local roads also have slower traffic speeds, a more pleasant driving environment, and are ideal bicycle and pedestrian routes. As commercial property develops, property owners will be required at a minimum to set aside right-of-way for future public streets. With these proposed improvements, acceptable Level of Service conditions for future traffic volumes can be achieved.

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3.2.2 SR 410 CORRIDOR ACCESS

Access points to SR 410 will be installed as shown on the Easttown Future Public Roads map. The locations of the agreed-upon signal and left turn openings are shown on Figure 10-3.



Figure 10-3: Street Lights and Left Turn Locations on SR 410 in Easttown

Access to SR 410 will only be allowed via one of the proposed roadways as indicated on the Easttown Future Public Roads map. If a secondary access is not available or cannot be constructed, as determined jointly by WSDOT and the City, a temporary access may be allowed. Such an access must be closed once an alternative access route reaches the property line of that parcel. Costs incurred to connect to the internal roadway system and the decommissioning of the SR 410 access and roadway structure in such a case will be the responsibility of the developer. At the time a new roadway is constructed and/or a secondary access is available to the site, existing accesses and new temporary access points to SR 410 will be required to be closed, or if spacing is sufficient may be converted to a right out only.

Non-conforming access permits may be issued if no other access is feasible for topographical reasons. Variance permits may be allowed in accordance with WAC 468-51-105, if topographical conditions warrant, and if the applicant demonstrates to the satisfaction of the City that capacity on SR 410 is not reduced or increased safety risks will not be created.

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

Eastown Future Road Network. Additionally, connection to an internal roadway shall not be required until that parcel is redeveloped or developed.

3.2.3 STREET DEVELOPMENT STANDARDS

Street standards address the aesthetic elements of the Eastown area, and can create a unique neighborhood with a clear sense of place that encourages development and investment in the area and attracts customers to businesses.

Cross-sectional details for the roads in Eastown are based on the Functional Classification identified in Figure 5-25 of the Mobility Element of *Bonney Lake 2035* and each cross-section adopted for that classification is provided in Figures 5-22 and 5-22 in the Mobility Element.

The Eastown Plan envisions future frontage improvements including, but not limited to, construction of sidewalks, installation of street lighting, planting of landscaping and street trees, and placement of utilities underground. All new development will be required to construct the adjacent frontage improvements along SR 410 and the connector and collector roads shown on the Eastown Future Public Roads map.

GOAL E-2: A network of roads built as development occurs will provide access to businesses and support an attractive business environment.

Policy E-2.1: Ensure that new roads are constructed in accordance with the Eastown Future Public Roads map as development occurs.

Policy E-2.2: Comply with WSDOT access management standards for SR 410 by limiting access points and left turn locations.

Policy E-2.3: Ensure that private development pays its own way by establishing mechanisms for the City to be reimbursed for infrastructure investments through latecomers agreements or local improvement districts.

Policy E-2.4: Require new development or redevelopment to provide frontage improvements on all public streets that include sidewalks, street lights, landscaping, and undergrounding of utilities.

3.3 UTILITIES

3.3.1 SANITARY SEWER

Development within Eastown is primarily dependent upon extension of sewer services to the area. The proposed sewer system shows that all properties west of approximately 219th Avenue East are to be served by gravity mains extending from the existing sewer system. Due to topography, all properties west of 219th Avenue East are shown to be served by the City's Eastown sewer lift station that is located on the north side of 96th Street East at approximately 225th Avenue East.

Owners of properties within Easttown that desire to undertake development will be required to either connect to the existing sewer once it becomes available. On a temporary basis, new development may install on-site sewage treatment, as approved by Pierce County, but in these cases the developer must install dry mains and agree to connect when sewer services becomes available. Some properties may be required to install sewer mains in both the north-south and east-west directions in compliance with the Easttown Future Sewer System plan. Property owners that pay the cost to install the portions of the proposed sewer system may pursue cost-sharing options (Latecomers Agreement), so that all property owners that eventually use the new system pay their pro-rata share of the cost of the system.

GOAL E-3: Development in Easttown is served by an efficient sanitary sewer system paid for by development.

Policy E-3.1: Extend sewer service to all users within the City and the City's sanitary service area consistent with state and local regulations and to the limitations of the sewer collection system.

Policy E-3.2: Allow onsite sewage disposal (septic systems) approved by Pierce County as a temporary measure in Easttown until the sewer system is extended to a property.

Policy E-3.3: Require commercial developments in Easttown to connect to a municipal sewer line within a year of sewer availability.

Policy E-3.4: Ensure that new developments or new customers pay an equitable share for service extension by using tools such as late comer agreements or capital facilities charges.

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EASTOWN PROPERTIES CURRENTLY WITHOUT BONNEY LAKE SEWER SERVICE

Overlaid on Eastown Future Sewer Projects and Roads Base Map

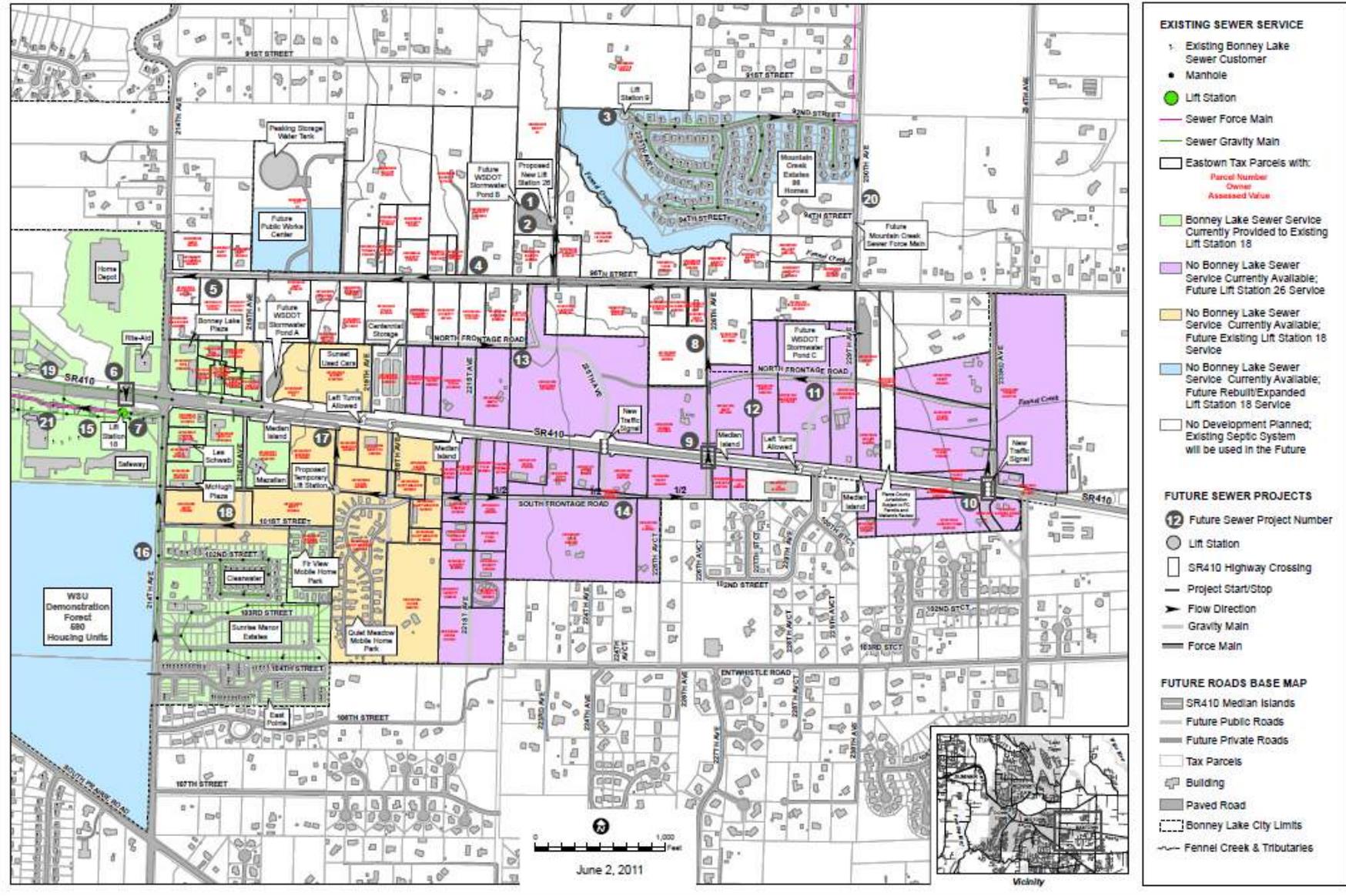


Figure 10-4: Eastown Sewer System Plan

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3.3.2 STORMWATER POLICIES

More information and details about stormwater requirements can be found in the Watershed Protection Plan.

GOAL E-4: Stormwater in Eastown in managed on-site or through sub-regional systems.

Policy E-4.1: Allow commercial development parcels in Eastown to direct collected stormwater to detention/infiltration ponds located on property the outside City limits.

Policy E-4.2: Restrict use of the three public stormwater ponds built by WSDOT to runoff from public roads and do not allow them to be utilized for stormwater runoff from private property.

Policy E-4.3: Release stormwater at a controlled rate that is no greater than would have occurred when the land was in a natural, undeveloped state when it cannot be managed onsite.

Policy E-4.4: Require annual city inspection of privately constructed and maintained stormwater ponds in accordance with NPDES permit requirements.

7. IMPLEMENTATION

Design and development standards provide for coordinated site development, which is a crucial element in the creation of the Eastown business district with interconnected parking, complementary site design, and a logical infrastructure. Policies and standards that will be used to implement the Eastown Subarea Plan can be found in the following documents:

Bonney Lake 2035 (Comprehensive Plan)

The Community Development Element lays out a land use framework for the city, including Eastown.

The Economic Vitality Element calls for the establishment of a diverse and supportive business climate in goal EV-5.

The Community Mobility Element supports the development of the Eastown Future Public Roads network, establishes a typology for future roadway functional classification, identifies road-way cross-sections, and identifies financing options.

The Community Services Element establishes policies for securing an adequate supply of water (Goal CFS-8) and a safe and healthy sanitary sewer system (Goal CFS-9).

The Environmental Stewardship Element establishes policies to control stormwater (Goal ES-3).

Other City Plans

The Comprehensive Sewer System Plan identifies future needs for sanitary sewers in Bonney Lake, system policies (including those related to system expansion, finance, and supply), and facility design criteria.

The Comprehensive Water System Plan identifies future needs for water service in Bonney Lake, system policies (including those related to system expansion, finance, and supply), and facility design criteria.

The Watershed Basin Plan identifies specific stormwater control needs for Eastown.

Design and development standards for Eastown have been adopted as Chapter 18.33 of the Bonney Lake Municipal Code.

Bonney Lake Municipal Code

Chapter 12.04 Municipal Public Works Construction Standards includes adopted specifications for street design.

Chapter 12.28 Street Lighting contains standards for illumination.

Chapter 12.30 Mapped Streets includes requirements for access management and construction of the Eastown Future Public Roads, including financing.

Title 13 Public Services includes chapters with regulations on the extension, design, connection, and rates and fees associated with water and sewer utility services.

Chapters 15.13 Stormwater Management and 15.14 Stormwater Utility include information on stormwater requirements and utility rates and charges.

Chapter 15.28 contains sign regulations.

Title 16 which includes chapters on environmental protection, landscaping, clearing and native vegetation preservation.

Title 18 which includes the zoning regulations for the City.

State Regulations and Guidance

RCW 35.91, RCW 35.92, and RCW 35.43 are state regulations regarding utilities financing and cost sharing options.

WAC 468-52-030 to 468-52-050 Access Management