

DOWNTOWN CENTER PLAN

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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 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.
2. Mixed use retail/office.
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 Community Development Department.

3. VISION FOR DOWNTOWN

Figure 10-1 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 10-1 below (for example, red buildings are commercial/retail).

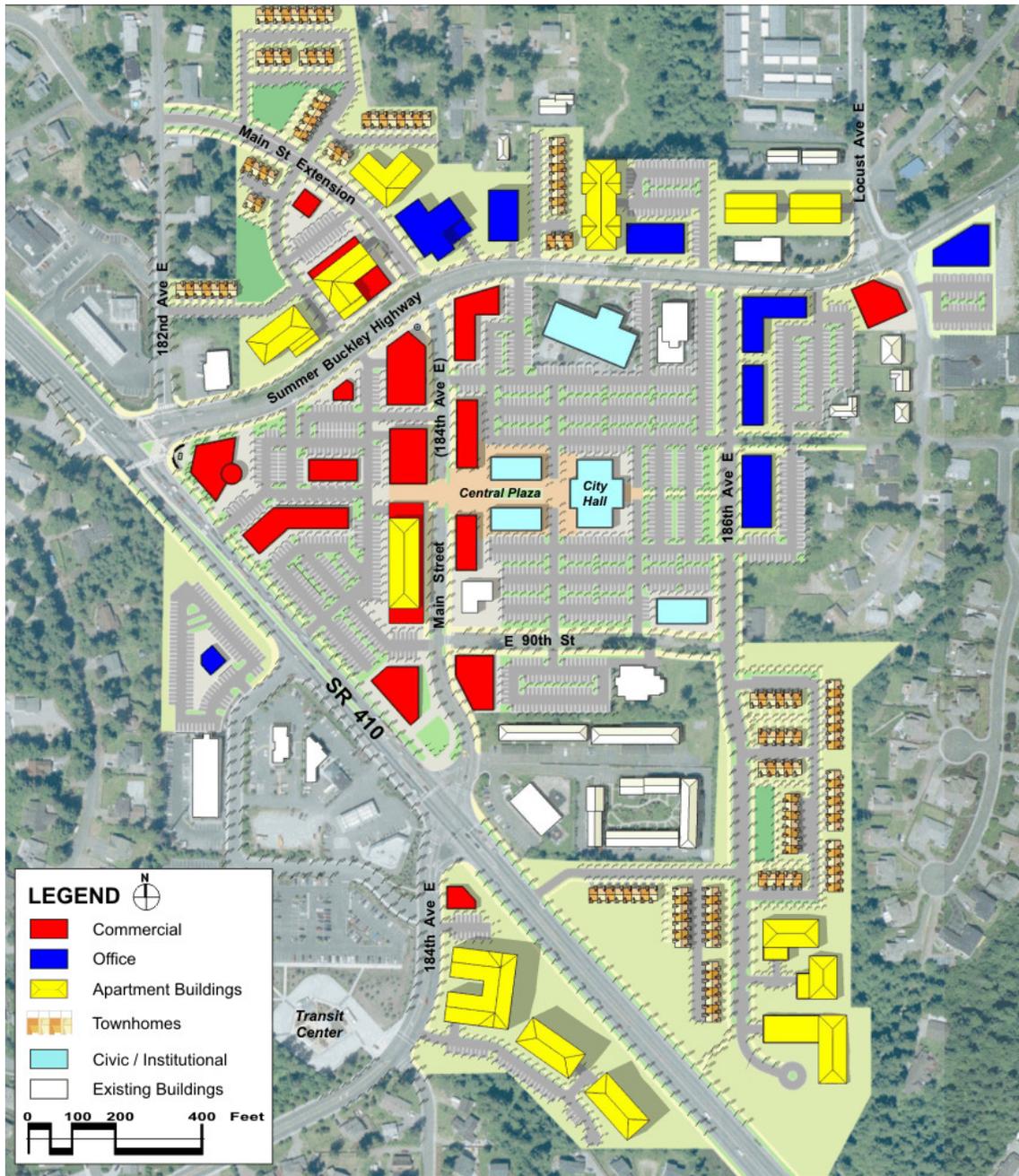


Figure 10-1 Vision for Downtown in 2035

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 “countywide center.” Countywide centers lend themselves to public transit and are eligible for a broader range of federal transportation funding.



Figure 10-2: Aerial perspective of Downtown in 2035

3.1 MAIN STREET

Bonney Lake’s “Main Street” is 1) located in the center of Downtown, 2) has excellent access, 3) traffic flows are small enough to entice pedestrians, 4) has been extended north of Sumner-Buckley Hwy. to 182nd Ave. E. to connect with a large population area, 5) topography favorable, the 10-15 foot drop-off immediately to the west making below-grade parking cost-effective, and 6) many of the properties Main Street have only minimal improvements and are economically redevelopable.

The following illustrations show a redeveloped “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.

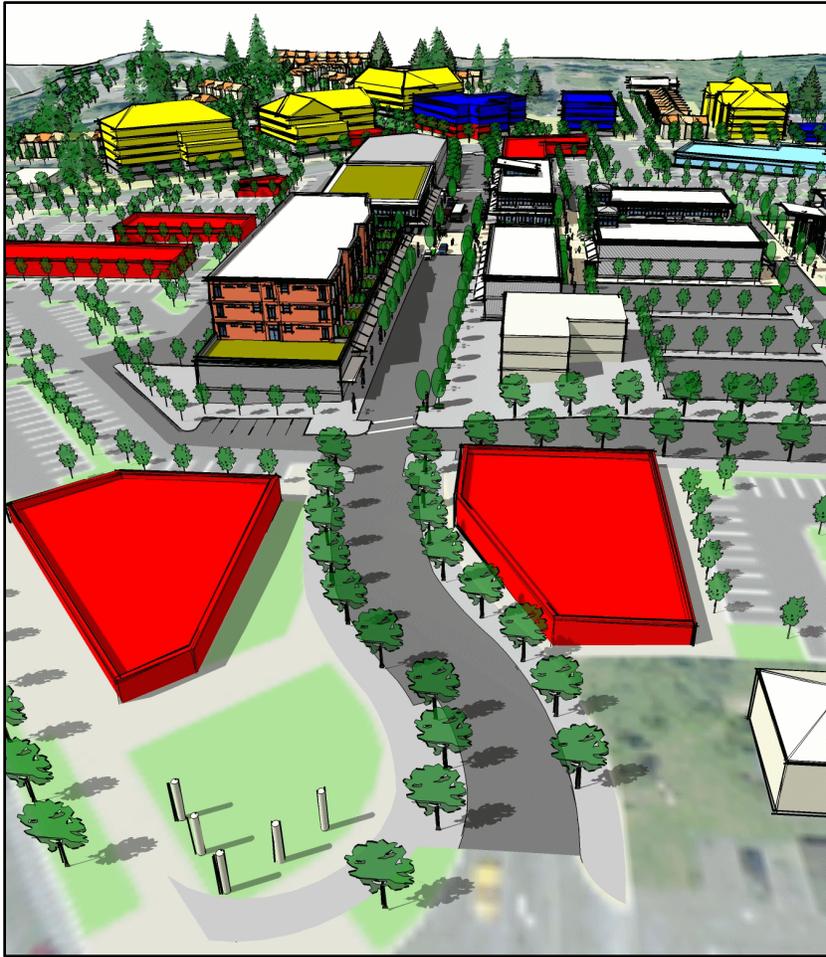


Figure 10-3: Main Street aerial perspective in 2035



Figure 10-4 Main Street in 2035

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.



Figure 10-5: An example of a “main street”

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.

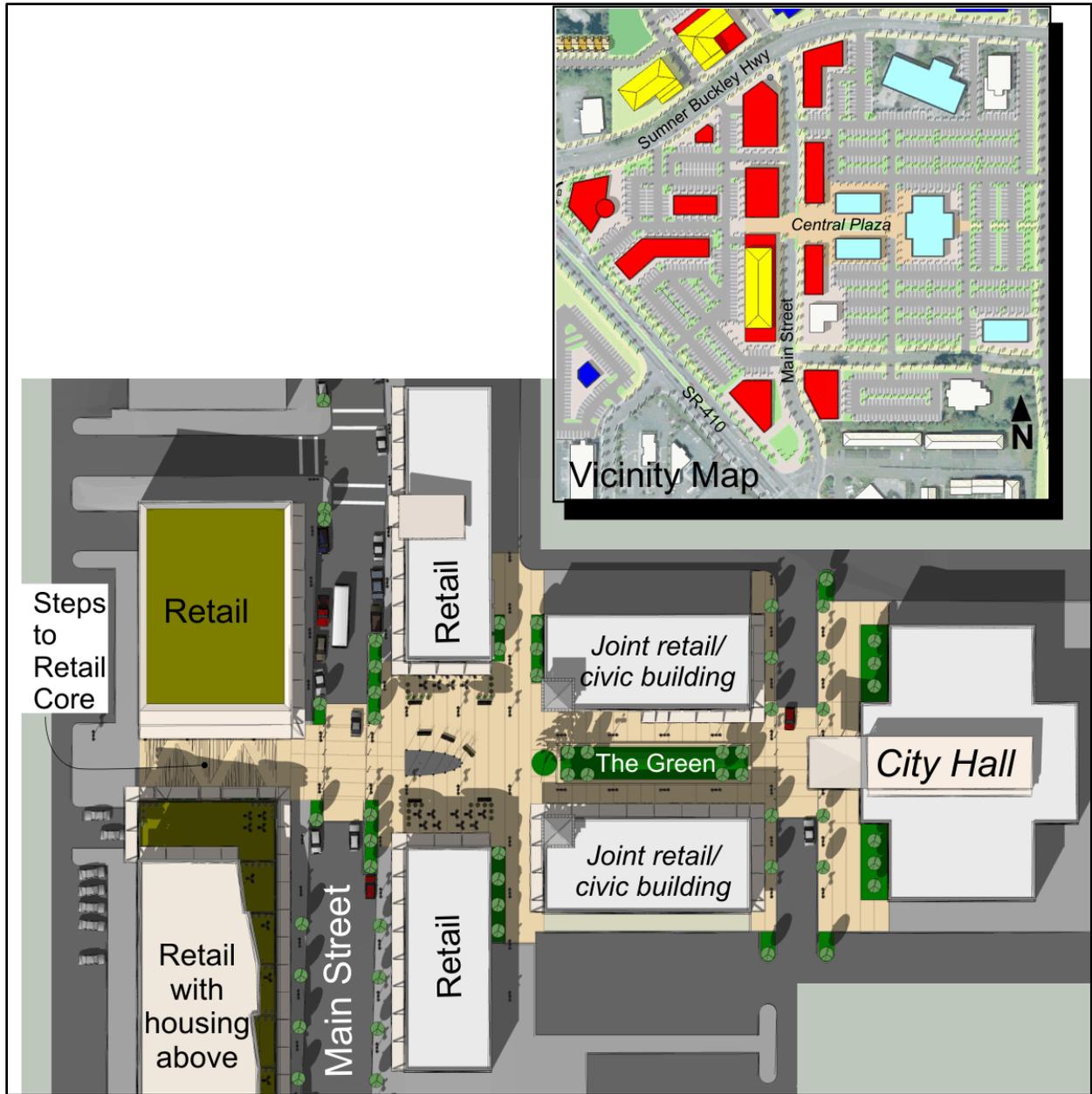


Figure 10-6: Central Plaza in 2035



Figure 10-7: Central Plaza from the Retail Core.



Figure 10-8: Aerial view of the Central Plaza

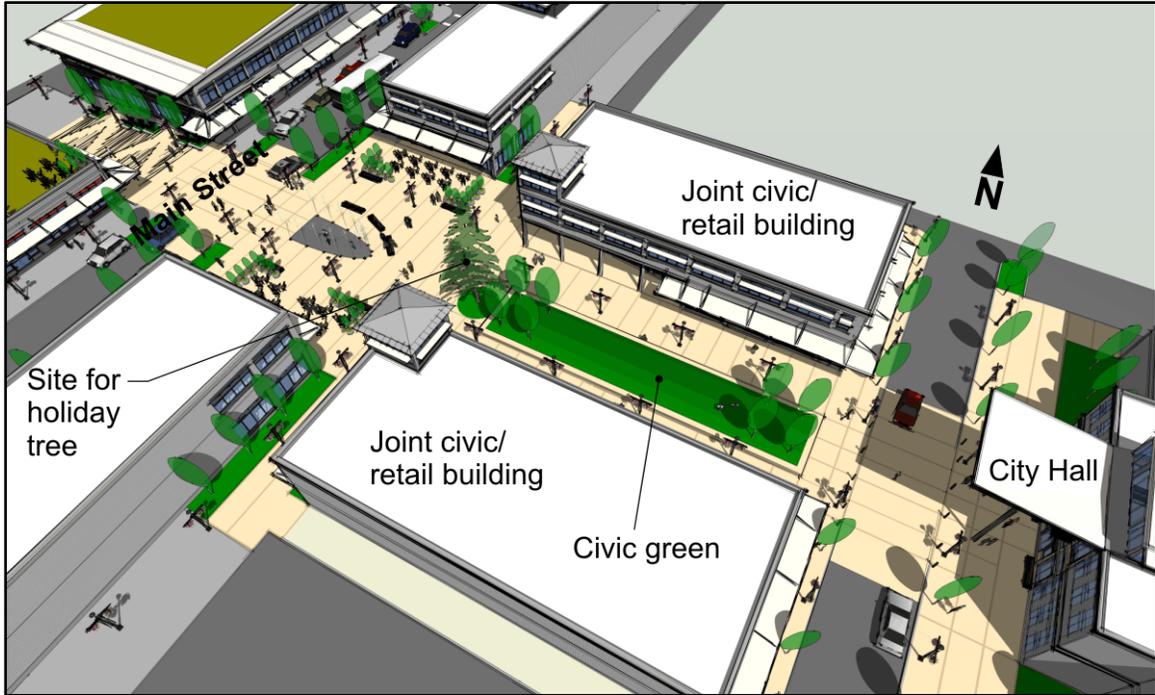


Figure 10-9: Aerial view of the Central Plaza

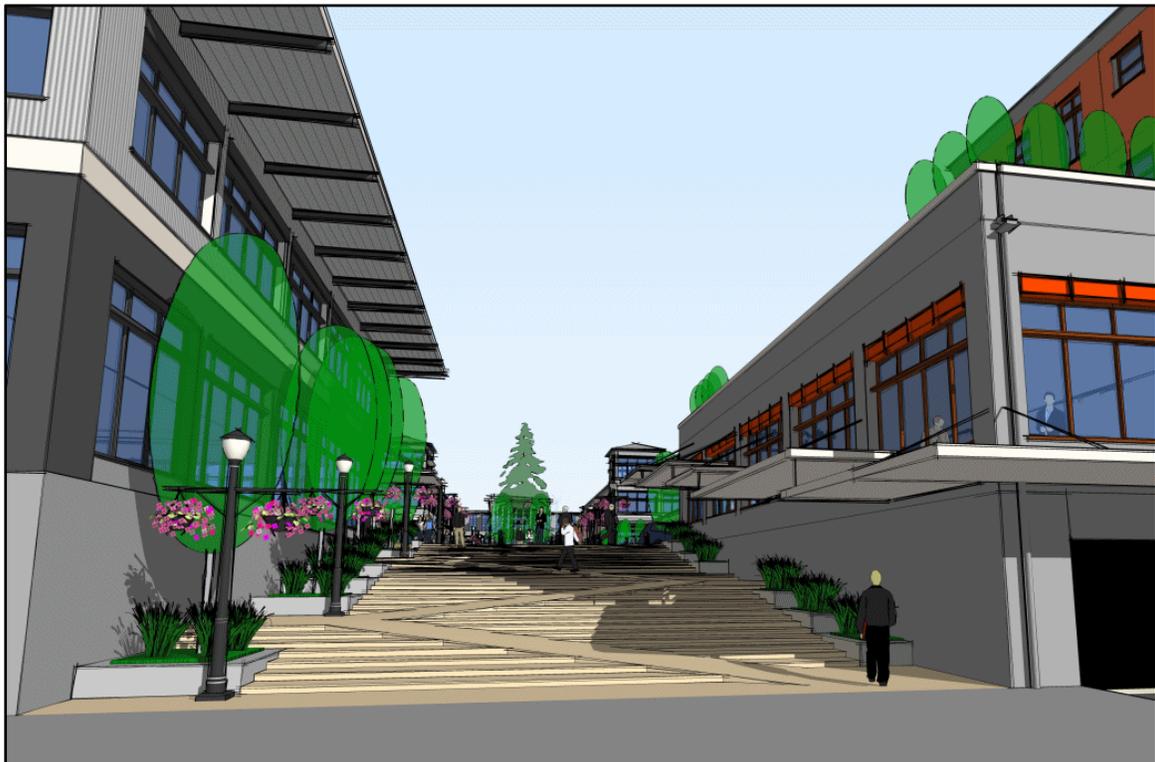


Figure 10-10: View from Retail Core looking toward the Central Plaza

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 10-11: Downtown Retail Core in 2035

The SR 410 and Veterans Memorial 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.



Figure 10-12: Example of corner entry feature

An east-west pedestrian corridor will lead from the northwest entry to the Central Plaza. The following illustration shows how it could look.



Figure 10-13: East-west pedestrian corridor example

3.4 NORTH DOWNTOWN

Main Street 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 Veterans Memorial Drive/182nd Ave. E. intersection, and enhance development opportunities in the North Downtown area.

This area north of 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.



Figure 10-14: North Downtown in 2035

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.

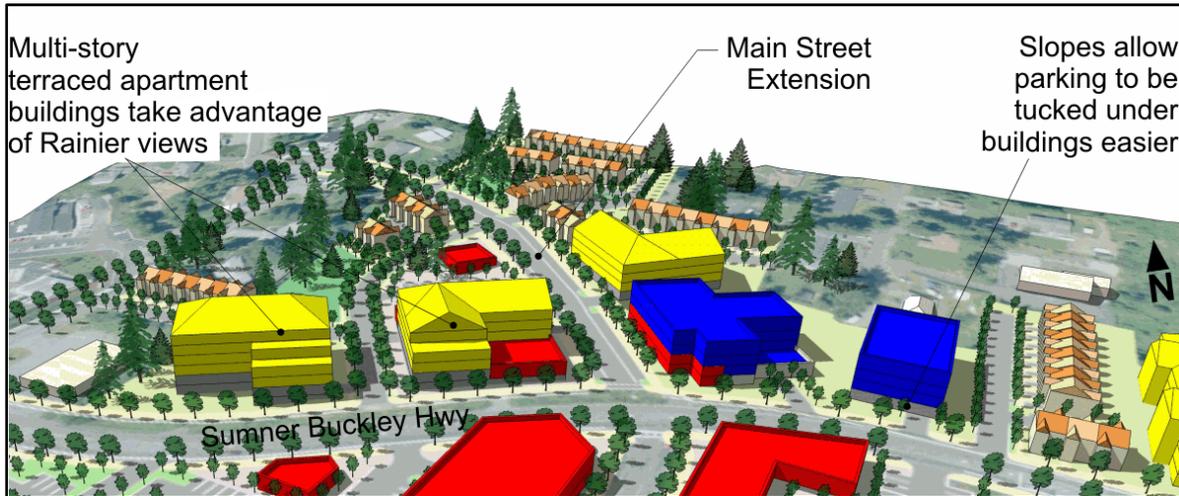


Figure 10-15: Aerial perspective of North Downtown



Figure 10-16: Examples of the type of development in North Downtown in 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 a centralized location bordered by Main Street, Veterans Memorial Drive, 186th Ave. E, and 90th Street East.

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 installed as part of the Renwood Apartment project will connect to 186th Street East and will lead to a pedestrian underpass under SR 410 constructed as part of the Fennel Creek trail project.

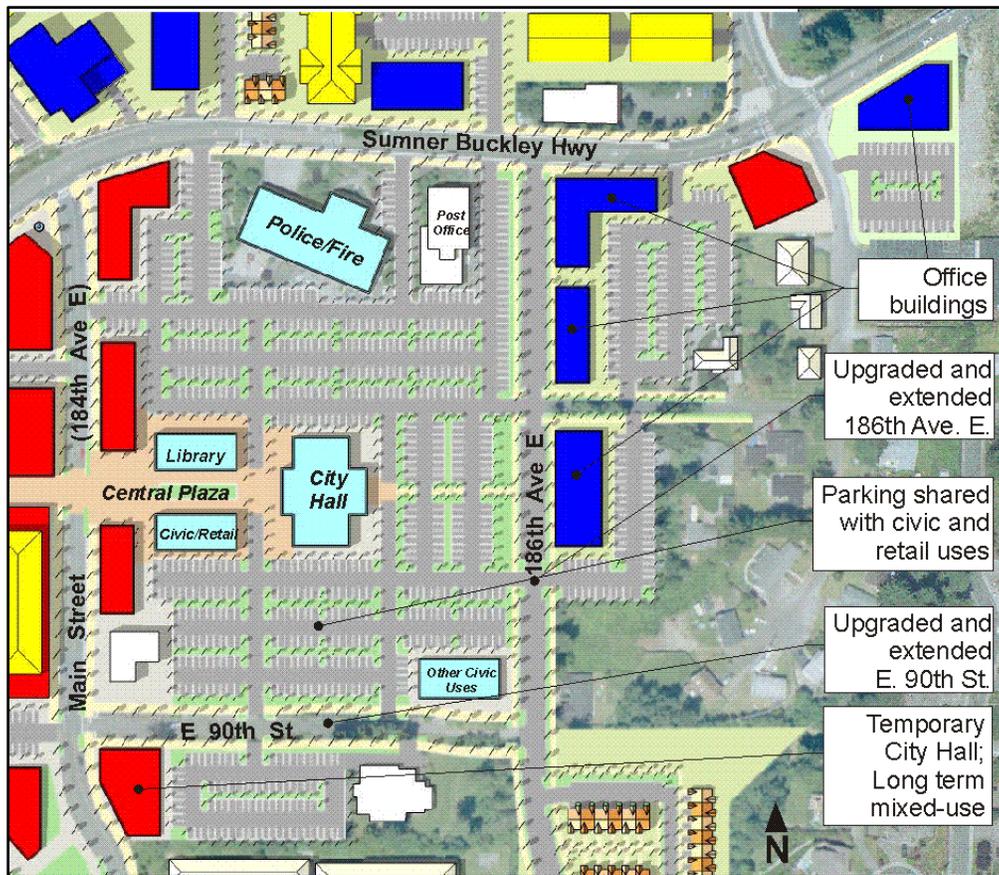


Figure 10-17: East Downtown with Civic Campus

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, the City will construct a temporary City Hall on City-owned property adjacent to Main Street, immediately west of the library. Once the permanent City Hall is built, the building will be sold or leased as a mixed-use building, complementing Main Street activities.



Figure 10-18: City Hall and the Central Plaza

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. Both 90th St. E. and 186th Ave. E. will be upgraded to include sidewalks, planting strips with street trees, and on-street parking.

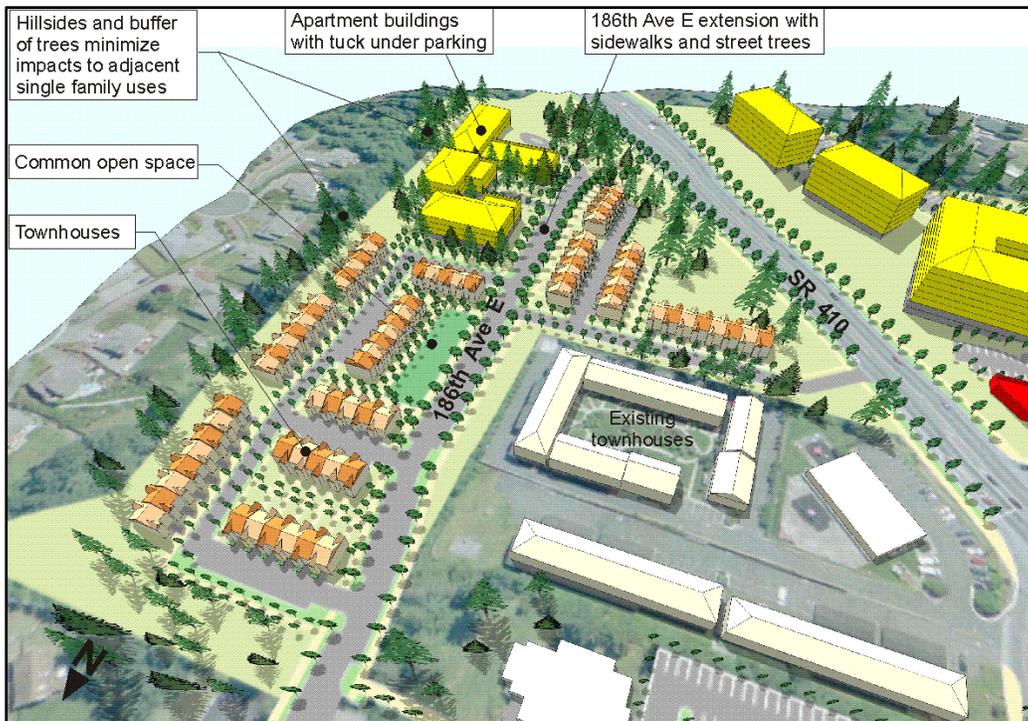


Figure 10-19: Multi-family developments in East Downtown

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 Sky Island Drive and SR 410 has been developed with a medical center with structured parking. 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.

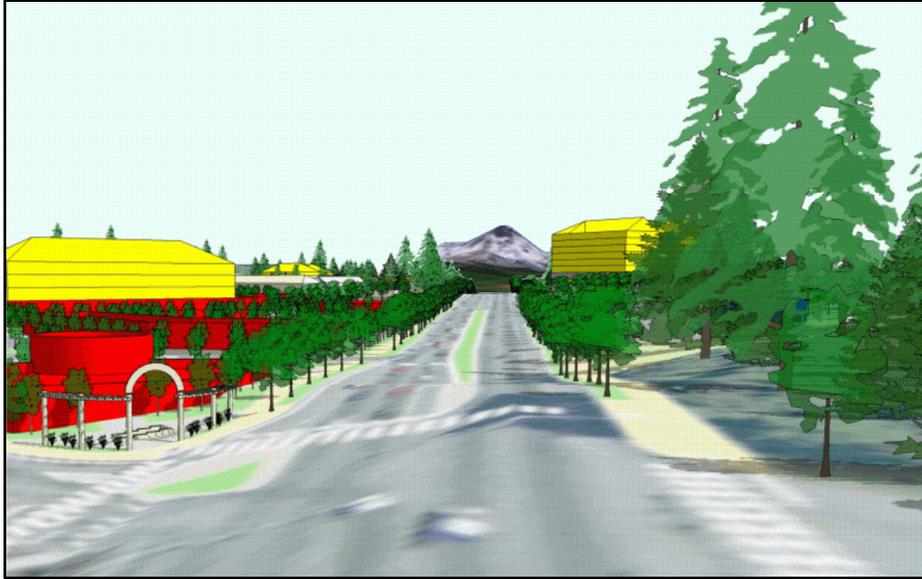


Figure 10-20: SR-410 Corridor in 2035

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 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.

3.8 PEDESTRIAN WALKWAYS AND CONNECTIVITY

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.

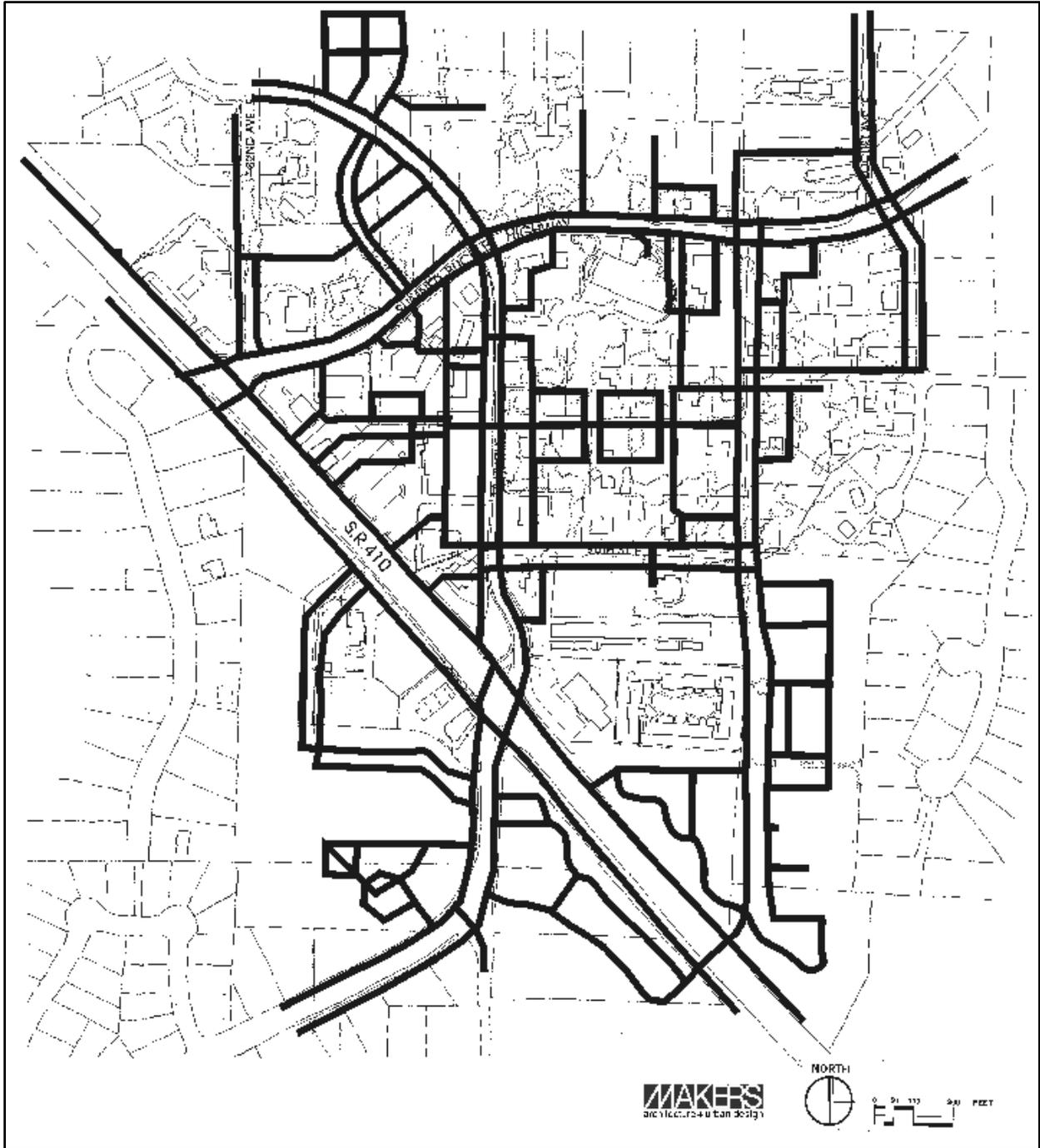


Figure 10-21: Pedestrian circulation network in 2035

3.9 IMPLEMENTATION / CAPITAL FACILITIES PLAN

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. 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.

ACTION	TIMING	PLANNING LEVEL COST ESTIMATES	COMMENTS
P-1. Improve SR 410 / Sumner-Buckley Hwy. intersection.	Phase I		Construction will be completed by the end of 2015.
P-2. Extend Main Street (184 th Ave. E) northward from Sumner Buckley Hwy.	Complete		
P-3. Develop temporary City Hall structure on City owned land adjacent to Main Street.	Complete		
P-4. Develop new City Hall and associated parking.	Phase II	\$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.	The City is pursuing Civic Campus and have purchased some of the property needed for the campus. The City is engaging in discussions with other applicable properties owners. The site plan anticipates that the City will engage in a public/private partnership with developers/ property owners to share cost of parking and infrastructure for the Civic Campus. The Civic Campus will also require improvement of 90 th St. and 186 th Ave. adjacent to the campus.

ACTION	TIMING	PLANNING LEVEL COST ESTIMATES	COMMENTS
P-5. Develop central plaza space.	Phase II	\$2.1 million for construction of 17,000sf plaza with hardscape, landscaping, and signature art or water feature. The cost does not include land acquisition – but a substantial portion of the plaza may be within the public right-of way (E 89 th ST).	As part of Civic Campus, the City is pursuing the centrally located site for the plaza.
P-5. Build an off-site stormwater facility serving Downtown.	Complete		
P-6. Complete Main Street improvements between Sumner-Buckley Hwy. and SR 410, including gateway feature at south end.	Phase II	\$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.	As Main Street improvements will require additional right-of-way, immediate planning on the alignment and the nature of implementation should be determined in order to provide some predictability to adjacent property owners. The City could initiate this action or share cost with a developer(s).
P-7. Completion of streetscape improvements on SR 410 and Sumner-Buckley Hwy. (mostly from Main Street eastward) including crosswalk improvements.	Phase I		This project will be completed during the summer of 2015.
P-9. Improve 90 th St. and extend it to 186 th Ave.	Phase I/II	\$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.	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.

ACTION	TIMING	PLANNING LEVEL COST ESTIMATES	COMMENTS
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.	Phase III or Long Term	\$17,500/parking stall for multi-level above ground parking structure; \$10,000/parking stall for a one level deck over surface parking.	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.
P-11. Construct a pedestrian overpass across SR 410.	Long Term	Not available.	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.
LU-1. Prepare Downtown design guidelines.	Complete		
LU-2. Create a State Environmental Policy Act (SEPA) Planned Action Ordinance for Downtown.	Phase I or II	Not available.	This would boost development by relieving individual developers of SEPA requirements. Other ways to fast-track Downtown development permits may also be considered.
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..	Phase I	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 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.