

**PLANNING
COMMISSION**

**NOVEMBER 5, 2025
6:00 P.M.**

AGENDA



www.ci.bonney-lake.wa.us

The City of Bonney Lake's Mission is to protect the community's livable identity and scenic beauty through responsible growth planning and by providing accountable, accessible and efficient local government services.

Location: Public Services Building, 21719 96th Street East, Buckley, Washington.

The public is invited to attend Planning Commission Meetings. Options for attending are provided below.

In-Person: Public Services Building, 21719 96th Street East, Buckley, WA 98321.

Meeting ID: 282 521 469 963 1 Passcode: 9xW6Ej34

By internet: Chrome - [TEAMS Meeting Link](#) (Meeting ID: 282 521 469 963 1)

All public online cameras and microphones will be disabled except during citizen comments. Only staff and presenters will be visible and unmuted during the entire meeting.

I. CALL TO ORDER: Commissioner Grant Sulham, Chair.

II. ROLL CALL: Commissioner Grant Sulham, Commissioner Jessica Bennion, Commissioner Brad Doll, Commissioner Sara Hallstead, Commissioner Debbie Strous-Boyd, Commissioner Ernie Gilmer, and Commissioner Jeffery Wilkins.

III. NEXT MEETING POLL: November 19, 2025; December 3, 2025.

P. 3 **IV. APPROVAL OF MINUTES:** October 1, 2025.

V. PUBLIC COMMENTS AND CONCERNS:

Public comments can be made in-person, by phone or virtually during this portion of the meeting. Comments are limited to 5 minutes. Public mics and video will be enabled-you will need to personally turn them on during this section only. All who comment will be asked to state their name and if you would like, your address for the meeting record.

VI. PUBLIC HEARING:

Public comments can be made in-person, by phone or virtually during this portion of the meeting. Comments are limited to 5 minutes. Public mics and video will be enabled-you will need to personally turn them on during this section only. All who comment will be asked to state their name and if you would like, your address for the meeting record.

1. **None.**

VII. OLD / CONTINUING BUSINESS:

P. 13 A. Draft Safety Action Plan – Ken Gill, City Engineer

VIII. NEW BUSINESS:

- P. 123 A. 2024 Periodic Update – Draft Ordinances – Lauren Balisky, Development Services Manager

IX. FOR THE GOOD OF THE ORDER:

- A. Correspondence.
- B. Staff Comments.
- C. Commissioner Comments.

X. ADJOURNMENT

Anything submitted at the Planning Commission Meeting will be added to the end of the packet the next day.

The City of Bonney Lake encourages everyone to participate in its programs and activities. If you need language assistance, interpretation services, translation, or an auxiliary aid or accommodation to fully participate, please contact Human Resources at 253-862-8062 (TTY 711) or humanresources@bonneylake.gov at least five (5) business days before the meeting; urgent requests will be accommodated when feasible. This notice is available in other languages upon request.

**PLANNING
COMMISSION**

October 01, 2025

6:00 P.M.

MINUTES



www.ci.bonney-lake.wa.us

The City of Bonney Lake's Mission is to protect the community's livable identity and scenic beauty through responsible growth planning and by providing accountable, accessible and efficient local government services.

Location: Public Services Building, 21719 96th Street East, Buckley, Washington.

I. CALL TO ORDER: Commissioner Grant Sulham, Chair, called the meeting to order at 6:00 p.m.

II. ROLL CALL: Commissioner Grant Sulham, Commissioner Jessica Bennion, Commissioner Brad Doll, Commissioner Sara Hallstead, Commissioner Debbie Strous-Boyd, Commissioner Ernie Gilmer, and Commissioner Jeffery Wilkins.

Staff members in attendance at the physical location were Assistant Superintendent of Public Works Lance Johnson, Development Services Manager Lauren Balisky, and Planning Commission Clerk Kennedy Spietz.

Audio starts at: **III. NEXT MEETING POLL:**
00:01:08

By Common Consent, Commissioners agreed to hold the next Planning Commission Meeting on November 05, 2025.

Audio starts at: **IV. APPROVAL OF CORRECTED MINUTES:**
00:01:25

Minutes from August 13, 2025, Planning Commission Meeting were approved with minor corrections.

Audio starts at: **V. PUBLIC COMMENTS AND CONCERNS:** *For efficient use of city resources, comments will be a short summary and not verbatim. An audio recording to the state digital archives if needing a complete review of comments.*
00:02:28

None.

Audio starts at: **VI. PUBLIC HEARING: None.**
00:02:28

Audio starts at: **VII. OLD / CONTINUING BUSINESS: None.**
00:02:33

VIII. NEW BUSINESS:

Audio starts at: **A. Viking Dog Park Discussion – By Chair Sulham**
00:02:37

Chair Sulham gave an overview of his vision of Viking Dog Park after the restoration work is completed. Chair Sulham presented Item 1 for the record. Commission discussed and shared their concerns, including:

- Commissioner Strous-Boyd wanted to know the scope of the restoration work taking place at Viking Dog Park.
- Commissioner Doll wanted to know if stumps were being removed at Viking Dog Park.
- Commissioner Halstead asked Chair Sulham what his vision for the park was.
- Commissioner Gilmer wanted to know if the timber has any sellable value.
- Commissioner Strous-Boyd suggested the stumps be repurposed into sculptures.
- Commissioner Bennion suggested the stumps be repurposed and was for the addition of dog agility features.
- Commissioner Dahl talked about the topography of the park.
- Chair Sulham explained what the park looked like prior to being Viking Dog Park.

Commissioner Hallstead moved to recommend to the City Council of Bonney Lake to develop a plan with equipment, funding, and site design for Viking Dog Park with the assistance of Beautify Bonney Lake. Vice Chair Bennion seconded the motion.

Motion approved 7-0.

Audio starts at:
00:17:36

B. Capital Facilities and Services – By Development Services Manager Balisky.

Development Services Manager Balisky gave an overview of the Capital Facilities and Services Element of the Comprehensive Plan. Commission discussed and shared their concerns, including:

- Commissioner Strous-Boyd has no complaints/concerns.
- Vice-Chair Bennion likes the layout of the element.
- Commissioner Dahl called out two grammar errors.
- Commissioner Hallstead called out a highlighted portion and overall likes the layout.
- Commissioner Doll likes the historical pieces.
- Chair Sulham thanked staff for their work.

Commissioner Hallstead moved to recommend that the review draft of the Capital Facilities Element & Services Element of the 2024 Comprehensive Plan proceeds to the City Council, with planned scrivener corrections and finalization of the CIP list. Commissioner Dahl seconded the motion.

Motion approved 7-0.

Audio starts at:
00:27:52

IX. FOR THE GOOD OF THE ORDER:

A. Correspondence: None.

B. Staff Comments:

Audio starts at:
00:27:53

1. New Agenda/Agenda Packets – By Development Services Manager Balisky

Development Services Manager Balisky reminded commissioners that the Agenda/Agenda Packets system is changing.

Audio starts at:
00:28:55

2. Comprehensive Plan Public Hearing (November 18th or 19th) – By Development Services Manager Balisky

Development Services Manager Balisky asked the commission if they want to hold the Public Hearing for the Comprehensive Plan November 18th or 19th. She also let them know the Implementation Plan will be brought next.

The Commission agreed to hold the Public Hearing for the Comprehensive Plan November 19th, 2025.

Audio starts at:
00:33:01

C. Commissioner Comments: None.**X. ADJOURNMENT**

At 6:34 p.m. the Meeting was adjourned by Chair Grant Sulham, with the common consent of the Commission.

Kennedy Spietz, Assistant Planner

Commissioner Grant Sulham, Chair

Items presented to Commission at the October 01, 2025, Meeting for the record:

1. *Viking Dog Park Ideas* – Chair Sulham.

Note: Unless otherwise indicated, all documents submitted at Planning Commission meetings are added to the back of the packet the next day. For detailed information on agenda items, please view the corresponding Agenda Packets, which are posted on the city website and on file with the City Clerk.

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ITEM 1 - Viking Dog Park Ideas

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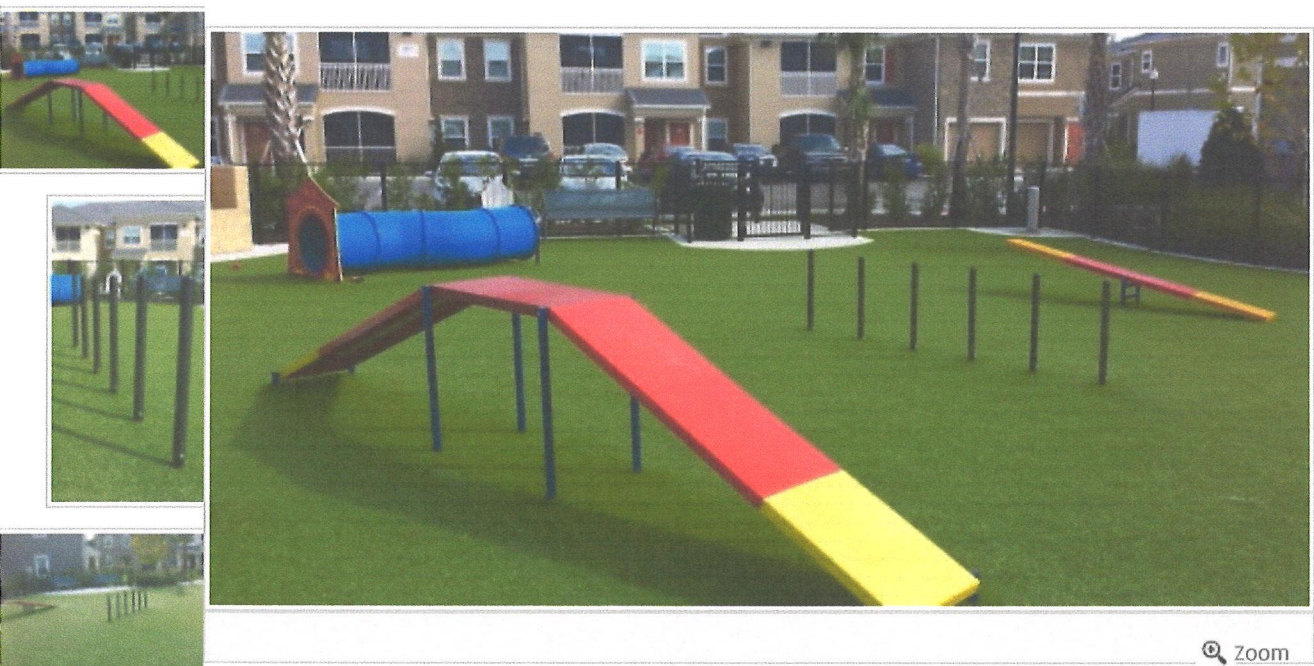
COLONIAL GRAND APARTMENTS

LAKE MARY, FLORIDA DOG PARK

The Colonial Grand Apartments dog park in Lake Mary, Florida, offers a luxurious and well-equipped space for dogs to play and socialize. Situated on top premium artificial grass turf, the park is filled with a variety of **engaging dog playground obstacles** manufactured by Dog-ON-It-Parks that provide dogs with opportunities to run, jump, and develop their agility skills. In addition to the wide array of play features, the park also boasts a **large shade structure**, ensuring that both pets and their owners can seek a break from the hot Florida sun. To further provide users with opportunities to cool off, the park is well equipped with **water fountains**, allowing dogs to stay hydrated during their playtime. The Colonial Grand Apartments dog park provides a safe, enjoyable, and well-maintained environment for dogs and their owners to enjoy quality time outdoors.

 Pause Slideshow

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ITEM 1 - Viking Dog Park Ideas





ITEM 1 - Viking Dog Park Ideas

ITEM 1 - Viking Dog Park Ideas





ITEM 1 - Viking Dog Park Ideas

Safety Action Plan

City of Bonney Lake
Bonney Lake, WA

Prepared For:

City of Bonney Lake

Prepared By:

SCJ Alliance

8730 Tallon Lane NE, Suite 200

Lacey, WA 98516

360.352.1465

October 2025



Safety Action Plan

Project Information

Project: Safety Action Plan

Prepared for: City of Bonney Lake
9002 Main Street E
Bonney Lake, WA 98391

Reviewing Agency

Jurisdiction: City of Bonney Lake

Project Representative

Prepared by: SCJ Alliance
8730 Tallon Lane NE, Suite 200
Lacey, WA 98516
360.352.1465
scjalliance.com

Contact: Anne Sylvester PTE, Senior Consultant
Eric Johnston, PE, Principal
Ryan Shea, PTP, Senior Project Manager

Project Reference: SCJ #23-000330

Path: C:\01-DOCUMENTS\Bonney Lake-610\Safety Action Plan\04 - Dels\Report\2025-1030 Bonney Lake Safety Action Plan.docx

Signature

The technical material and data contained in this document were prepared under the supervision and direction of the undersigned, whose seal, as a professional engineer licensed to practice as such, is affixed below.

Prepared by Ryan Shea, PTP and Anne Sylvester, PTE

Approved by Eric Johnston, PE



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1 EXECUTIVE SUMMARY

Purpose of the Study

The City of Bonney Lake is actively pursuing improvements to reduce crashes and enhance safety for its multimodal transportation system. As part of that effort, the city has prepared this *Safety Action Plan* (SAP) following the risk-based, data-driven analytical procedures outlined in guidance provided by the national Safe Streets and Roads for All (SS4A) program and the Washington State Department of Transportation (WSDOT) Local Programs Division. This guidance is designed to support state and national efforts to implement the U.S. Department of Transportation's National Roadway Safety Strategy with its goal of zero roadway deaths using a Safe System Approach. Guidance also supports achieving *Target Zero* as outlined in the *Washington State Strategic Highway Safety Plan*.

The purpose of this *Safety Action Plan* is to improve safety for different modes of transportation along city streets through the analysis of crash data, identifying and prioritizing risk factors that impact safety, and establishing and prioritizing engineering countermeasures and strategies that reduce the number and severity of crashes in the city.

Overview of Crash Issues and Problems

Historical crash data was obtained for the City of Bonney Lake for the five-year time period from January 1, 2019 through December 31, 2023. WSDOT crash data included all streets within the city limits of Bonney Lake plus portions of SR 410 within the city limits.

During the five-year analysis period, there were a total of 1,206 crashes with 571 crashes occurring on City-operated streets and 635 crashes occurring on SR 410 which are operated by WSDOT. There was one fatal crash in Bonney Lake during the analysis period, and there 19 serious injury crashes. There were a total of 14 pedestrian crashes and 15 crashes that involved bicyclists. Pedestrian crashes were evenly split between SR 410 and city streets, but the majority of bicycle crashes occurred on SR 410.

There were an additional 265 crashes involving either minor or possible injuries. Nearly 21 percent of the crashes occurring on Bonney Lake city streets involved some form of injury while 74 percent involved property damage only. Approximately five percent of city crashes had no level of severity reported.

Rear end crashes comprised about 37 percent of all crashes occurring in the city, but 54 percent of the crashes on SR 410. The predominant crash type on city streets involved angle and/or turning movements which represented 35 percent of all crashes on city streets. Over 58 percent of all crashes in the city occurred at or were related to an intersection or driveway. Significant contributing causes involved failure to grant right of way to another vehicle, driver distraction or following too closely.

Of the 20 severe crashes occurred in the study area 35 percent involved roadway departures, 20 percent involved turns and 10 percent each involved sideswipes, rear end, head on or pedestrian-related crashes. The most significant contributing cause included distraction and/or inattention, with others related to aggressive driving, speeding and fatigue,

Action Strategy

Vision and Goals

Vision Statement

The City of Bonney Lake is committed to improving and maintaining a safe transportation system for all users with the eventual goal of zero roadway fatalities and serious injuries, consistent with WSDOT's Target Zero goal. As part of its 2025 Comprehensive Plan update that city will establish goals to achieve zero roadway fatalities and serious injuries by 2030.

Goals

Safe Access for All Users

Bonney Lake is committed to high-quality transportation facilities that provide safe travel options for all users. The city has developed an ADA compliance plan and has an existing Community Mobility Plan that provides both policy guidance and an action strategy to further improve the safety and quality of the multimodal transportation network for all users.

A Safe Systems Approach

Bonney Lake believes a safe systems approach will best achieve the goal of zero roadway fatalities and serious injuries. The city will prioritize the integration of planning and design and is focused on developing safer roads and safer speeds. This plan identifies several planning studies related to existing speed and traffic operational concerns that will direct specific and targeted countermeasure implementation.

Communication

Bonney Lake believes that clear and effective communication will be important to encouraging safe travel on the transportation system and to ensure that the community's priorities continue to be addressed by the plan. The city conducted in-person and virtual outreach as part of the safety action planning process. This input was used to both identify locations of concern and to prioritize countermeasure implementation.

Summary of Recommendations

Each of the priority locations was evaluated to identify the most appropriate improvement countermeasures that could be implemented to address both spot and systemic corridor improvements. Improvement recommendations were grouped into implementation Tiers reflecting the priorities that were identified above, as well as input received through the community engagement process. Recommended improvements and preliminary cost estimates are summarized in Table ES-1.

Table ES-1. Priority Project Recommendations and Cost Estimates

#	Location	Improvement	Total Cost
Tier 1 – Priority Improvements – Short-Term			
1	SR 410 at 214 th Avenue	Implement intersection improvements based on results of SR 410 corridor study	See Project 15
2	214 th Avenue at 101 st and 103 rd Streets	Implement recommendations of speed zone study and modifications necessary to accommodate future land development on west side of 214th Avenue	See Project 16
3	214 th at 91 st Street	- Consider installation of advance speed reduction signage and indication of multiple curves. - Add sign indicating presence of intersection for southbound traffic. - Consider installation of flashing warning beacon for intersection	\$49,000
4	W Tapps Highway at Church Lake Road	Signalize and reduce vertical curve on westbound approach per Intersection Control Evaluation report	\$837,300 ¹
5	W Tapps Highway at Bonney Lake Boulevard	Modify intersection and relocate W Tapps Highway west of Allan Yorke Park per park master plan transportation study	\$4,286,600 ^{1,2}
6	Angeline Road at Veterans Memorial Drive	Construct roundabout and shared use trail per Intersection Control Evaluation report	\$6,169,300 ^{1,3}
7	Angeline Road between 95 th and 101 st Streets	Add shoulder width for vehicle recovery to reduce roadway departure crashes and provide safety environment for pedestrian and bicycle circulation	\$725,000
8	200 th Avenue Ct E at S Prairie Road	Add additional lane channelization to address 200th Avenue Ct E roadway widening recommendations in CMP	See Project 17
9	SR 410 at S Prairie Road	- Improve intersection to accommodate recommended roadway improvements resulting from 200th Avenue Ct E study - Implement intersection improvements based on results of SR 410 corridor study	See Project 17 See Project 15
10	SR 410 at 192 nd Avenue	Implement intersection improvements based on results of SR 410 corridor study	See Project 15
11	198 th Avenue at 96 th Street	Identify and implement appropriate improvement to reduce incidence of roadway departures in this area	\$149,000
12	Locust Street at Locust Extension	Install illumination	\$113,000
13	SR 410 at 195 th Avenue	- Add crosswalk on east leg of intersection - Install curb extensions to reduce pedestrian crossing distance of state highway - Provide advance green phase for north/south pedestrian movement - Implement other intersection improvements based on results of SR 410 corridor study	\$205,000 See Project 15
14	SR 410 at 198 th Avenue	Implement intersection improvements based on results of SR 410 corridor study	See Project 15
Tier 1 – Studies and Further Evaluation			
15	SR 410 Corridor Study through city	Study to evaluate signal timing and progression, advance	\$250,000

#	Location	Improvement	Total Cost
		signal ahead warning signage and variable speed signage. • Consider any necessary intersection improvements not specifically identified in this Safety Action Plan	
16	214th Avenue at 101st and 103rd Streets	• Conduct speed zone study	\$5,000
17	200 th Avenue Ct E Corridor Study	• S Prairie Road and approximately 104 th Street (Brookside Drive at a minimum) to address and refine 5-lane improvement recommendation in the city's CMP	\$150,000

Note 1: These costs are calculated in 2024 dollars. All other cost estimates are in 2025 dollars.

Note 2: Costs include modifications to existing intersection, construction of the future extension of W Tapps Highway west of Allan Yorke Park and development of a new roundabout intersection on Bonney Lake Boulevard west of the current intersection.

Note 3: Includes new roundabout at the intersection and multiuse pathway.

It should be noted that the foregoing list of projects only includes the Priority 1 improvements which provides program of safety improvements for implementation over the next five or six years. Priority 2 and 3 projects should be considered as adjacent property develops, or other roadway improvements that affect these locations are implemented.

Commitment to Safety and Implementation

Through its *Comprehensive Plan* and *Community Mobility Plan*, the City of Bonney Lake has adopted plans and policies that identify a commitment to transportation safety and implementation of safety improvements. Through the adoption of this Safety Plan, the city makes a further commitment to the goal of zero roadway fatalities and serious injuries (Target Zero) and significant progress towards that goal by 2030. This commitment will be further addressed in the pending update of the City's Comprehensive Plan and Community Mobility Plan through:

- The addition of specific policies that address Target Zero
- The incorporation of safety improvements identified in this plan, as well as projects identified through subsequent monitoring and analysis into the Transportation System Plan and Six Year Transportation Improvement Program for implementation.

On-Going Monitoring of Crashes

The city will continue monitoring crash data on a regular basis, with a focus on locations identified in the Plan. Monitoring will occur through the collection of crash data at three-to-five-year intervals to update the identification and assessment of severe crashes. As needed, further evaluation of improvements to problem locations will be determined. On-going monitoring will be the responsibility of the city's engineering staff with assistance from the Chief of Police or designee.

Also, the city will add the safety projects in this Plan to other City documents to help accelerate their funding and construction. The Safety Plan will be posted on the city's website.

2 INTRODUCTION

The City of Bonney Lake is actively pursuing improvements to reduce crashes and enhance safety for its multimodal transportation system. As part of that effort, the city has prepared this *Safety Action Plan* (SAP) following the risk-based, data-driven analytical procedures outlined in guidance provided by the Washington State Department of Transportation (WSDOT) Local Programs Division. This guidance is designed to support WSDOT's efforts to implement the *Target Zero – Washington State Strategic Highway Safety Plan* which relies on a data-based approach that analyzes crash trends and contributing factors in the development of successful crash reduction strategies. This plan also relies on public and agency staff input to identify deficiencies and development an understanding of risk factors and potential solutions to a variety of systemic transportation safety problems in the community.

Purpose of the Study

The purpose of this plan is to improve safety for different modes of transportation along city streets through the analysis of crash data, identifying and prioritizing risk factors that impact safety, and establishing and prioritizing engineering countermeasures and strategies that reduce the number and severity of crashes in the city.

Analysis Methodology

The analysis approach used in preparation of this *Safety Action Plan* is consistent with the WSDOT Local Road Safety Plan methods and the federal guidance on preparation of Comprehensive Safety Action Plans. In addition, Bonney Lake recently completed a citywide assessment of ADA compliance which is focused on identification of the systemic need for safety improvements serving vulnerable users. Output from both efforts has been used to develop the City's *Safety Action Plan* focusing on spot improvements, where appropriate, and systemic improvements where they would enhance the broader community and state goals of improved transportation safety within the community.

The development of the *Safety Action Plan* followed a multi-step process that relied on five years of crash data (January 1, 2019 through December 31, 2023). The multi-step process includes:

1. Evaluate crash data to identify crashes with a fatality and/or a serious injury. Identify contributing circumstances and characterize crash types and locations.
2. Based on this data, identify key risk factors which contribute to the crashes identified in the city of Bonney Lake and compare these to an average of risk factors for Western Washington in the aggregate.
3. Select the most common risk factors based on their significance in relation to the reported severe crashes.
4. Identify locations experiencing a significant problem based on the risk factors identified.
5. Identify countermeasures to address the types of crashes experienced.
6. Develop a prioritized list of projects including both systemic and spot improvements and cost estimates.

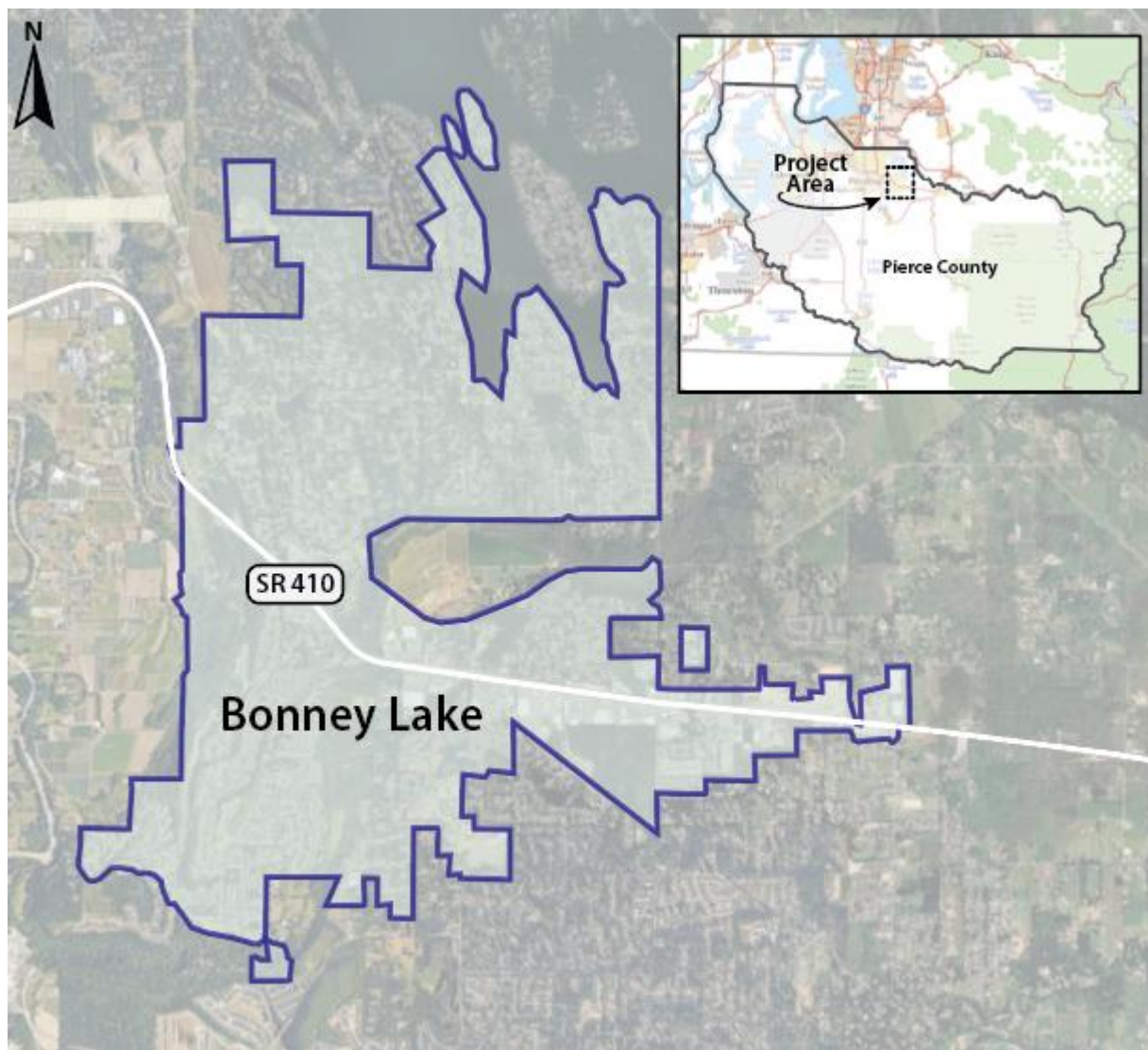


Study Area

Bonney Lake is located in the eastern portion of Pierce County and is bisected by SR 410, the primary route between the Tacoma area and destinations in Central Washington via Chinook Pass. The study area for the Bonney Lake *Safety Action Plan* includes the entire area within the city's corporate limits.

Figure 1 illustrates the boundaries of the City of Bonney Lake, its Urban Growth Area, and its general location in Pierce County. The figure also identifies key roadway corridors which include the SR 410 state highway.

Figure 1. Study Area and Vicinity



The population of Bonney Lake was 17,374 in 2010, growing to 21,780 by 2020¹. This data indicates that the population of Bonney Lake grew by about 25 percent during the ten years between 2010 and 2020. The population of Pierce County in 2010 was 795,225, of which Bonney Lake represented 2.2 percent. By 2020, Pierce County's population increased to 920,393² of which Bonney Lake was 2.4 percent indicating that Bonney Lake is growing more rapidly than Pierce County as a whole.

The 2023 median income in Bonney Lake was \$133,623 which compares to the statewide median income of \$94,605³. The median age in Bonney Lake is 35 years. About 13 percent of Bonney Lake's population is 65 years of age or older, while 29 percent is under 18.⁴

Population growth in Pierce County is expected to rapidly increase to 1,145,753 (middle forecast) by 2045⁵, a total increase of just over 24 percent between 2020 and 2045.

Report Content and Organization

This report is organized into ten chapters and is generally consistent with the structure provided by federal guidance for developing safety action plans. The first chapter of this report is an Executive Summary.

Chapter 2 introduces the study area and highlights the purpose and general approach to developing a safety action plan for the city.

Chapter 3 outlines the vision and goals for the plan and the planning structure used to develop the plan.

Chapter 4 identifies and discusses existing transportation safety conditions in the City of Bonney Lake with a focus on both historic crash data (2018 through July 2023) and an evaluation of safety risk factors including a correlation of crash severity relative to a variety of potential risks. Crash data analysis highlights what are characterized as "severe" crashes. These include crashes that result in fatalities and/or serious injury. Chapter 3 also presents historic data for bicycle and pedestrian crashes in the city.

Chapter 5 highlights the public engagement effort undertaken as a part of plan development including a description of outreach efforts, community concerns identified through this process and a discussion of how public input was incorporated into the plan.

Chapter 6 documents how equity was incorporated and considered in the development of the plan. This effort focused on people of color, low income populations and elderly populations and relates the identification of priority corridors and improvements on these Environmental Justice (EJ) populations.

Chapter 7 outlines the community planning context for this *Safety Action Plan* including a discussion of planning goals and principles that address safety, as well as suggested modifications to existing policy to enhance efforts towards achieving Target Zero.

¹https://ofm.wa.gov/sites/default/files/public/legacy/pop/census2010/dp1/data/city/wa_2010_dp1_city_16000US5307170.pdf; https://ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

²https://ofm.wa.gov/sites/default/files/public/legacy/pop/census2010/dp1/data/county/wa_2010_dp1_county_05000US53053.pdf; https://ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

³ <https://www.city-data.com/income/income-Bonney-Lake-Washington.html>

⁴ <https://data.census.gov/table/ACSST5Y2023.S0101?q=bonney+lake+wa+median+age>

⁵ <https://ofm.wa.gov/washington-data-research/population-demographics/population-forecasts-and-projections/growth-management-act-county-projections/growth-management-act-population-projections-counties-2020-2050>

Chapter 8 focuses on identifying high priority locations and corridors within the city where spot and/or systemic improvements can be developed based on the risk factor analysis discussed in Chapter 4. This chapter includes a summary of analysis and conclusions from a citywide evaluation of sidewalk compliance with the Americans with Disabilities Act (ADA) which identifies locations where a systemic pedestrian safety problem may exist. This chapter also discusses the identification of countermeasures for each of the priority corridors. This discussion is based on the likely effectiveness of the countermeasure in addressing the relevant types of crashes and risk factors at each location.

Chapter 9 presents a short, medium, and longer-term action strategy for the Bonney Lake *Safety Action Plan*.

Chapter 10 includes a discussion of plan implementation and the effort proposed for on-going monitoring of crashes to measure the overall effectiveness of the plan over time.

Under 23 U.S.Code 148 and 23 U.S.Code 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway - highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

3 LEADERSHIP, GOALS AND PLANNING STRUCTURE

This chapter documents the city's goals for the *Safety Action Plan* and the leadership team at the city that will be tasked with implementing the plan.

Goals and Vision Statement

The City of Bonney Lake is committed to improving and maintaining a safe transportation system for all users with the eventual goal of zero roadway fatalities and serious injuries, consistent with WSDOT's Target Zero goal. As part of its 2025 Comprehensive Plan update that city will establish goals to achieve zero roadway fatalities and serious injuries by 2030.

Safe Access for All Users

Bonney Lake is committed to high-quality transportation facilities that provide safe travel options for all users. The city has developed an ADA compliance plan and has an existing Community Mobility Plan that provides both policy guidance and an action strategy to further improve the safety and quality of the multimodal transportation network for all users.

A Safe Systems Approach

Bonney Lake believes a safe systems approach will best achieve the goal of zero roadway fatalities and serious injuries. The city will prioritize the integration of planning and design and is focused on developing safer roads and safer speeds. This plan identifies several planning studies related to existing speed and traffic operational concerns that will direct specific and targeted countermeasure implementation.

Communication

Bonney Lake believes that clear and effective communication will be important to encouraging safe travel on the transportation system and to ensure that the community's priorities continue to be addressed by the plan. The city conducted in-person and virtual outreach as part of the safety action planning process. This input was used to both identify locations of concern and to prioritize countermeasure implementation.

Planning Structure

A task force was established to develop this *Safety Action Plan*. This task force was involved in the creation of the plan and has been charged with monitoring and implementing the plan. The safety action plan task force includes:

- Planning Commission member
- Public Works staff
- Community Development staff

Through the development of this plan several public works committee meetings devoted time to:

- Development of goals
- Review of existing crash data
- Identification of project locations

- Review of potential countermeasures
- Prioritization of countermeasures

Upon completion and adoption of the plan, the task force will continue to monitor the safety of the transportation system by periodically reviewing roadway crash data. This periodic review will seek to monitor city-wide data for new serious injury or fatality crashes and to evaluate locations with implemented countermeasures to determine if/how the location has improved.

The task force will also work to implement the plan by seeking funds to construct the identified improvements and providing status updates to City Council and the community through open public meetings and on-line communication.

4 SAFETY ANALYSIS

This chapter documents historical crash data in the City of Bonney Lake and highlights severe crashes, as well as crashes affecting vulnerable users.

Analysis of Historic Crash Data

Historical crash data was obtained for the City of Bonney Lake for the five-year time period from January 1, 2019 through December 31, 2023. Crash data is collected by WSDOT from all crash reports completed by responding law enforcement officials. Crash data includes information related to crash circumstances, locations, driver behaviors, contributing factors, and severity including degree of injury. This data can be used to identify the factors that most clearly indicate the reasons why a crash occurred and provide the basis for developing engineering, education, or enforcement countermeasures. WSDOT crash data included all streets within the city limits of Bonney Lake plus portions of SR 410 within the city limits.

During the five-year analysis period, there were a total of 1,206 crashes with 572 crashes occurring on City-operated streets and 634 crashes occurring on SR 410 which are operated by WSDOT. **Figure 2** presents a graphic image of these crashes by location and severity on city streets. **Figure 3** shows crashes by severity along the western portion of SR 410, while **Figure 4** shows the severity of crashes along the east portion of SR 410.

Summary of All Crashes in Bonney Lake

As indicated by the data in **Table 1**, there were zero fatal crashes on city streets in Bonney Lake during the five-year analysis period, and there were six serious injury crashes. There were an additional 114 crashes involving either minor or possible injuries. Just over 21 percent of the crashes occurring on Bonney Lake city streets involved some form of injury while nearly 74 percent involved property damage only. Approximately five percent of city crashes had no level of severity reported.

Table 1. Summary of All Crashes by Severity, 2019-2023

Crash Type	City Streets		SR 410		Totals	
	Number	Percentage	Number	Percentage	Number	Percentage
Fatal	0	0.0%	1	0.2%	1	0.1%
Serious Injury	6	1.0%	13	2.0%	19	1.6%
Minor Injury	34	5.9%	53	8.4%	87	7.2%
Possible Injury	80	14.1%	98	15.4%	178	14.8%
Property Damage Only	422	73.9%	463	72.9%	885	73.4%
Unknown	29	5.1%	7	1.1%	36	3.0%
Total	571	100.0%	635	100.0%	1,206	100.0%

Table 1 also identifies crash severity along SR 410 in Bonney Lake which included one fatal crash and 13 serious injuries. An additional 151 crashes (or 24 percent) on SR 410 involved some form of lesser injury, 463 crashes (or 73 percent) involved property damage only and about 1 percent had no level of severity reported.

Figure 2. Location of Crashes by Severity on City Streets

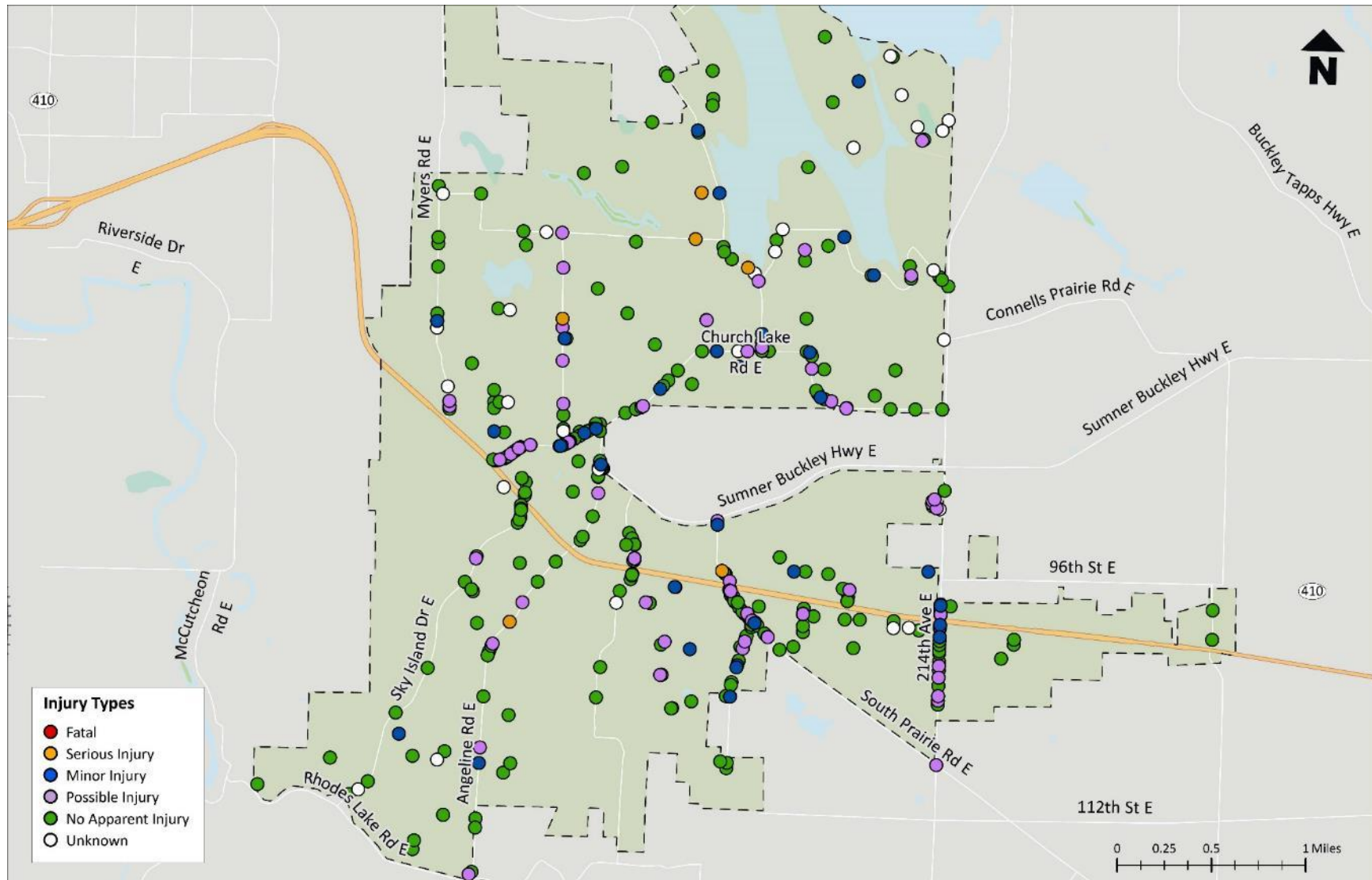


Figure 3. Location of Crashes by Severity on West Portion of SR 410

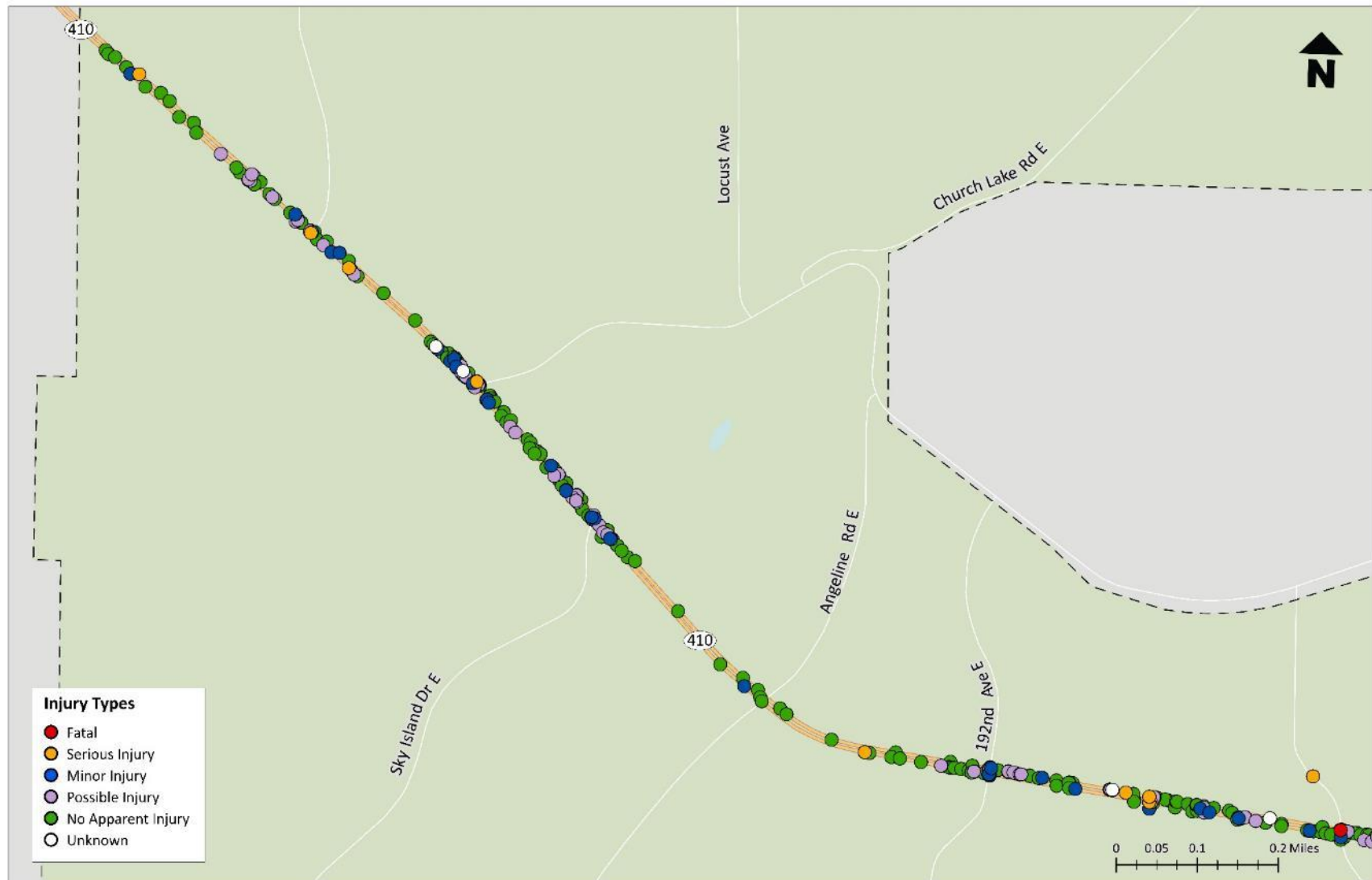


Figure 4. Location of Crashes by Severity on East Portion of SR 410



Figure 5 presents a summary of all Bonney Lake crashes on city streets by type including crashes involving angle collisions, hitting fixed objects, rear end collisions, sideswipes, turns, and a variety of other crash types. Angle crashes typically involve collisions between vehicles that are traveling on paths that cross at right angles from each other. **Figure 6** and **Figure 7** present the same information for the western and eastern portions of SR 410 through the city, respectively.

Table 2 through **Table 8** present a correlation between crash severity and a variety of factors that could potentially affect or contribute to each crash. As indicated in **Table 2**, angle crashes comprised about 23 percent of all crashes occurring in the city, while rear end crashes represented about 19 percent of crashes on city streets, and turns involved about 12 percent of city crashes. Hitting fixed objects off the roadway pavement and other crashes involving leaving the roadway included about 21 percent of city crashes including four severe crashes that were reported during the study period. Severe crashes involved two other crash types including a pedestrian crash (that involved a serious injury) and a turn (which also involved a serious injury).

Table 2. Summary of All Crashes by Type and Severity on City Streets, 2019-2023

Crash Type	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
Animal	0	0.0%	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Angle	0	0.0%	26	22.7%	102	24.2%	2	6.9%	130	22.7%
Fixed Object	3	50.0%	19	16.7%	58	13.8%	20	69.0%	100	17.5%
Head-on	0	0.0%	5	4.4%	3	0.7%	0	0.0%	8	1.6%
Left Roadway	1	16.7%	3	2.6%	15	3.6%	3	10.4%	22	3.9%
Other	0	0.0%	1	0.9%	8	1.9%	2	6.9%	11	1.9%
Overturned	0	0.0%	5	4.4%	3	0.7%	0	0.0%	8	1.4%
Involving Parked Car	0	0.0%	1	0.9%	30	7.1%	0	0.0%	31	5.4%
Pedestrian/Bicyclist	1	16.7%	9	7.9%	0	0.0%	0	0.0%	10	1.7%
Rear End	0	0.0%	23	20.2%	85	20.1%	0	0.0%	108	18.9%
Sideswipe	0	0.0%	7	6.1%	55	13.0%	1	3.4%	63	11.0%
Stopped or Backing	0	0.0%	1	0.9%	8	1.9%	0	0.0%	9	1.6%
Turn	1	16.6%	14	12.3%	54	12.8%	1	3.4%	70	12.2%
Total of All Crashes	6	1.0%	114	20.0%	422	73.9%	29	5.1%	571	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

“Other” includes undefined crash types.

“Left Roadway” includes crashes coded as Ditch or Over Embankment.

Figure 5. Location of Crashes by Type on City Streets

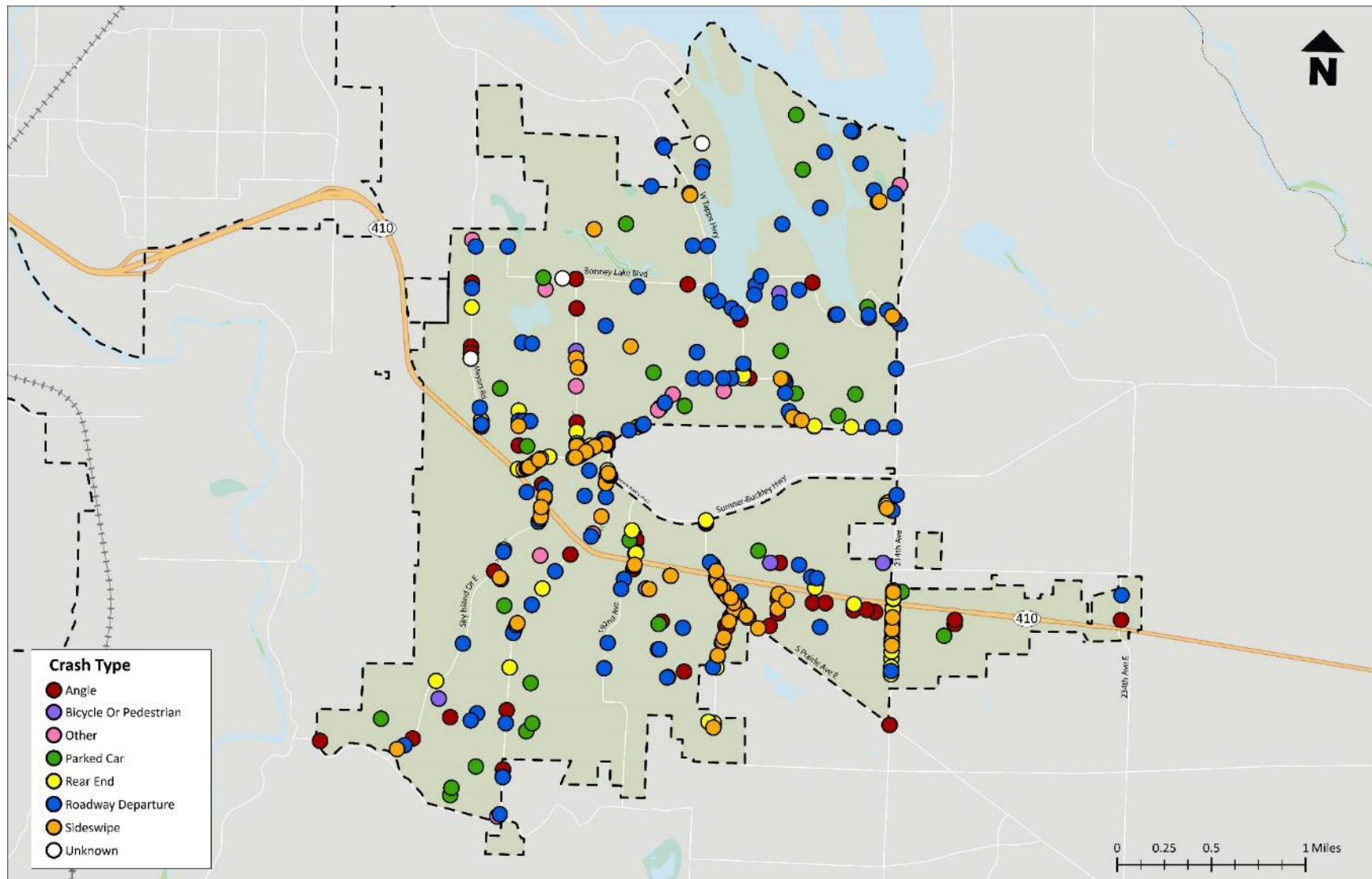


Figure 6. 2019-2023 Crashes by Type on West Portion of SR 410

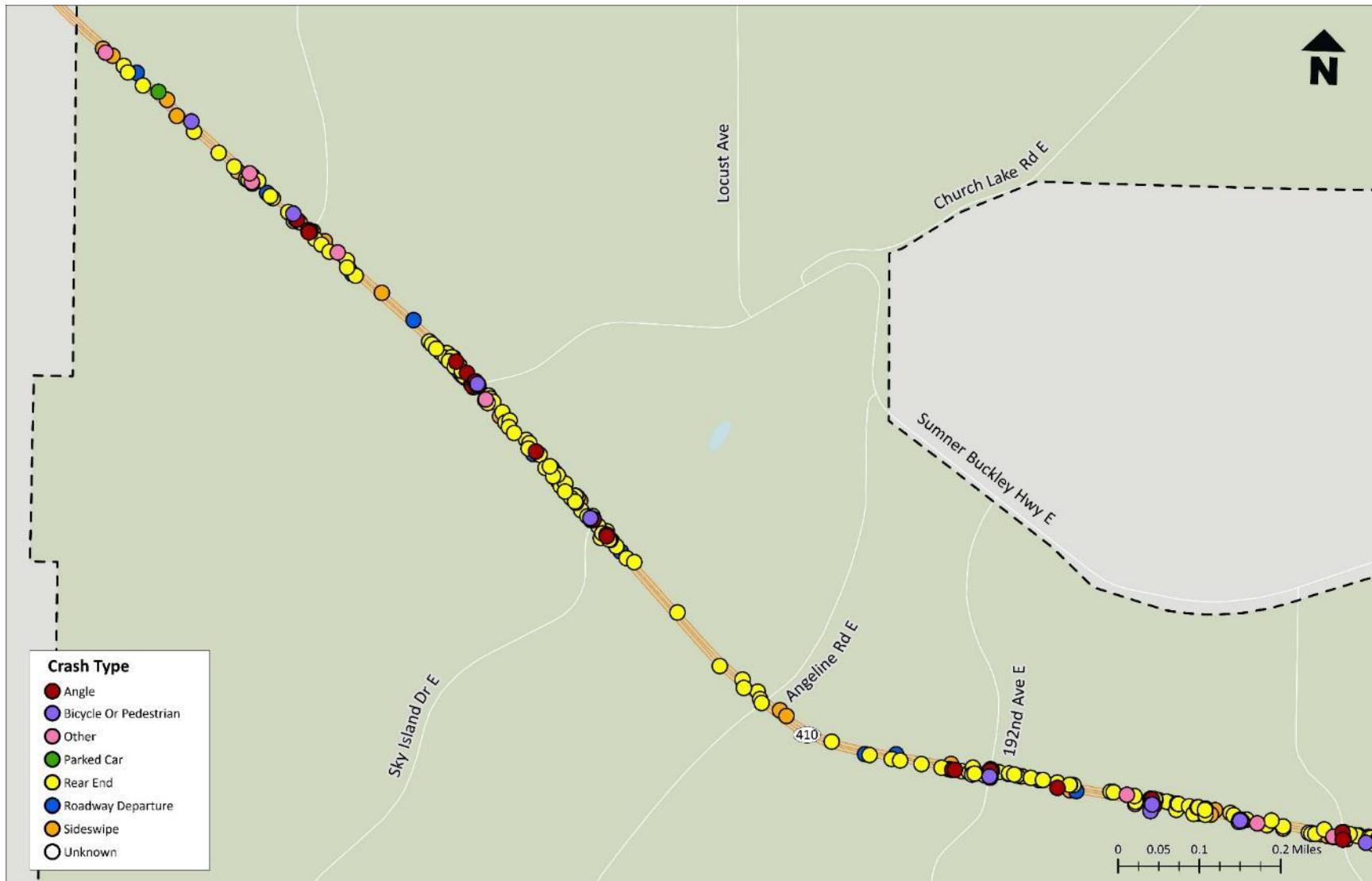


Figure 7. 2019-2023 Crashes by Type on East Portion of SR 410



Table 3 shows a disaggregation of crashes by type and severity on SR 410. As noted, more than one half of all crashes on SR 410 in Bonney Lake involved rear end collisions which is strongly indicative of congestion along this corridor. The second most frequent crash type involved sideswipes which are also often related to congestion. Other significant crash types include angle and turning movement crashes and hitting fixed objects. One crash resulted in a fatality and involved a head-on collision.

Table 3. Summary of All Crashes by Type and Severity on State Highway 410, 2019-2023

Crash Type	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
Animal	0	0.0%	0	0.0%	3	0.6%	0	0.0%	3	0.5%
Angle	0	0.0%	12	7.9%	46	9.9%	0	0.0%	58	9.1%
Fixed Object	3	21.4%	10	6.6%	32	6.9%	4	57.1%	49	7.7%
Head On	2	14.3%	1	0.7%	2	0.4%	0	0.0%	5	0.8%
Left Roadway	0	0.0%	0	0.0%	3	0.7%	0	0.0%	3	0.5%
Other	0	0.0%	4	2.7%	3	0.7%	0	0.0%	7	1.1%
Overturned	1	7.2%	5	3.3%	0	0.0%	0	0.0%	6	1.0%
Involving Parked Car	0	0.0%	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Pedestrian/Bicyclist	1	7.1%	13	8.6%	2	0.4%	0	0.0%	16	2.5%
Rear End	2	14.3%	85	56.3%	253	54.7%	2	28.6%	342	53.8%
Sideswipe	2	14.3%	9	6.0%	78	16.9%	1	14.3%	90	14.2%
Stopped or Backing	0	0.0%	2	1.3%	5	1.1%	0	0.0%	7	1.1%
Turn	3	21.4%	10	6.6%	34	7.3%	0	0.0%	47	7.4%
Total of All Crashes	14	2.2%	151	23.8%	463	72.9%	7	1.1%	635	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

“Other” includes undefined crash types.

“Left Roadway” includes crashes coded as Ditch or Over Embankment.

Table 4 shows that intersection and/or driveway crashes represented nearly 42 percent of all crashes on both city streets and state routes in Bonney Lake, while crashes that did not occur at an intersection and were not related to an intersection represented about 38 percent of all Bonney Lake crashes. These two crash factors dominated the pattern of crashes within the community.

Table 4. Summary of All Crashes by Roadway Junction Type and Severity, 2019-2023

Roadway Junction	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
At Intersection/Driveway & Related	7	1.4%	109	21.6%	386	76.4%	3	0.6%	505	41.9%
At Intersection & Not Related	0	0.0%	12	28.5%	27	64.3%	3	7.1%	42	3.5%
Not at Intersection/Driveway but Related	2	1.0%	48	24.1%	149	74.9%	0	0.0%	199	16.5%
Not at Intersection & Not Related	11	2.4%	96	20.8%	323	70.2%	30	6.5%	460	38.1%
Total of All Crashes	20	1.6%	265	22.0%	885	73.4%	36	3.0%	1,206	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

Table 5 presents data that illustrates actions taken by the largely responsible party in the crash on city streets.

Table 5. Summary of All Crashes by Vehicle 1 Action and Severity on City Streets, 2019/2023

Vehicle 1 Action	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
Backing	0	0.0%	3	2.6%	18	4.3%	0	0.0%	21	3.7%
Changing Lanes	0	0.0%	1	0.9%	23	5.4%	0	0.0%	24	4.2%
Going Straight	4	66.7%	60	52.6%	184	43.6%	19	65.6%	267	46.8%
Making Left Turn	0	0.0%	29	25.5%	107	25.3%	0	0.0%	136	23.8%
Making Right Turn	0	0.0%	7	6.1%	24	5.7%	2	6.9%	33	5.8%
Making U-Turn	0	0.0%	1	0.9%	2	0.5%	0	0.0%	3	0.5%
Merging	0	0.0%	0	0.0%	2	0.5%	0	0.0%	2	0.4%
Negotiating a Curve	0	0.0%	7	6.1%	18	4.2%	1	3.4%	26	4.6%
Other	2	33.3%	0	0.0%	7	1.7%	6	20.7%	15	2.6%
Overtaking and Passing	0	0.0%	1	0.9%	7	1.7%	1	3.4%	9	1.6%
Slowing	0	0.0%	1	0.9%	6	1.4%	0	0.0%	7	1.2%
Starting from Parked Position	0	0.0%	1	0.9%	5	1.2%	0	0.0%	6	1.0%
Starting from Traffic Lane	0	0.0%	0	0.0%	12	2.8%	0	0.0%	12	2.1%
Stopped in Roadway	0	0.0%	3	2.6%	7	1.7%	0	0.0%	10	1.7%
Total of All Crashes	6	1.0%	114	20.0%	422	73.9%	29	5.1%	571	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

As shown, about 47 percent of drivers were going straight at the time the crash occurred, while just under 24 percent were making a left turn. 74 percent involved property damage only, 20 percent involved minor or possible injuries and one percent were severe crashes.

Table 6 presents data that illustrates actions taken by the largely responsible party in the crash on the state highway in Bonney Lake. As indicated, at 63 percent, the majority of actions leading to a crash involved vehicles that were traveling straight ahead. This was followed by vehicles that were changing lanes at 10.4 percent and right turns at 8.9 percent.

Table 6. Summary of All Crashes by Vehicle 1 Action and Severity on State Highway 410, 2019/2023

Vehicle 1 Action	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
Backing	0	0.0%	2	1.3%	4	0.9%	0	0.0%	6	0.9%
Changing Lanes	1	7.2%	11	7.3%	54	11.7%	0	0.0%	66	10.4%
Going Straight Ahead	7	50.0%	99	65.5%	288	62.1%	7	100.0%	401	63.2%
Making Left Turn	4	28.4%	11	7.3%	25	5.4%	0	0.0%	40	6.3%
Making Right Turn	1	7.2%	14	9.3%	42	9.1%	0	0.0%	57	8.9%
Making U-Turn	0	0.0%	0	0.0%	5	1.1%	0	0.0%	5	0.8%
Other	1	7.2%	1	0.7%	3	0.6%	0	0.0%	5	0.8%
Overtaking and Passing	0	0.0%	0	0.0%	5	1.1%	0	0.0%	5	0.8%
Starting from Parked Position	0	0.0%	1	0.7%	0	0.0%	0	0.0%	1	0.2%
Slowing	0	0.0%	4	2.6%	11	2.4%	0	0.0%	15	2.3%
Starting from Traffic Lane	0	0.0%	4	2.6%	13	2.8%	0	0.0%	17	2.7%
Stopped in Roadway	0	0.0%	3	2.0%	13	2.8%	0	0.0%	16	2.5%
Wrong Way	0	0.0%	1	0.7%	0	0.0%	0	0.0%	1	0.2%
Total of All Crashes	14	2.2%	151	23.8%	463	72.9%	7	1.1%	635	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

Table 7 summarized contributing causes that were reported for crashes on city streets in Bonney Lake. As indicated, about 18 percent were related to distraction of the driver and 11 percent were related to inattention. Nearly 17 percent involved driver failure to grant right of way to another motorist. Ten percent made an improper maneuver such as a right or left turn or merging action.

Table 8 presents data that illustrates contributing causes that resulted in crashes on the state highway in Bonney Lake. As indicated, 18 percent of all state highway crashes involved distracted drivers. This was followed by drivers who failed to yield right of way to another motorist (representing just under 17 percent of crashes on the state highway) and improper maneuvers (such as left/right turns and merges) that resulted in about 10 percent of all state highway crashes.

Table 7. Summary of All Crashes by Contributing Causes and Severity on City Streets, 2019/2023

Roadway Surface Conditions	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
Defective Equipment	0	0.0%	2	0.3%	8	1.4%	0	0.0%	10	1.7%
Did Not Grant Right of Way to Non-Motorist	0	0.0%	1	0.2%	0	0.0%	0	0.0%	1	0.2%
Did Not Grant Right of Way to Motorist	0	0.0%	19	3.3%	76	13.3%	0	0.0%	95	16.6%
Disregarded Stop Sign Signal	0	0.0%	1	0.2%	3	0.5%	0	0.0%	4	0.7%
Distracted	1	0.2%	24	4.2%	74	12.9%	4	0.7%	103	18.0%
Driving Under Influence	0	0.0%	8	1.4%	29	5.0%	1	0.2%	38	6.7%
Fatigued/Ill	0	0.0%	3	0.5%	5	0.9%	0	0.0%	8	1.4%
Following too Closely	0	0.0%	2	0.3%	30	5.3%	0	0.0%	32	5.6%
Improper Maneuver	0	0.0%	8	1.4%	48	8.4%	1	0.2%	57	10.0%
Inattention	1	0.2%	7	1.3%	25	4.4%	0	0.0%	33	5.8%
None Listed	3	0.5%	26	4.6%	89	15.6%	19	3.3%	137	24.0%
Other	0	0.0%	0	0.0%	3	0.5%	1	0.2%	4	0.7%
Overcorrecting	0	0.0%	0	0.0%	3	0.5%	0	0.0%	3	0.5%
Reckless Aggressive	0	0.0%	1	0.2%	4	0.7%	0	0.0%	5	0.9%
Speed	1	0.2%	12	2.1%	25	4.4%	3	0.5%	41	7.2%
Total of All Crashes	6	1.1%	114	20.0%	422	73.8%	29	5.1%	571	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

Table 8. Summary of All Crashes by Contributing Causes and Severity on State Highway 410, 2019/2023

Roadway Surface Conditions	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
Defective Equipment	0	0.0%	3	0.5%	11	1.7%	0	0.0%	14	2.2%
Did Not Grant Right of Way to Non-Motorist	1	0.1%	4	0.6%	0	0.0%	0	0.0%	5	0.8%
Did Not Grant Right of Way to Motorist	0	0.0%	9	1.4%	38	6.0%	0	0.0%	47	7.4%
Disregarded Stop Sign Signal	0	0.0%	3	0.5%	11	1.7%	0	0.0%	14	2.2%
Distracted	4	0.6%	49	7.7%	105	16.5%	0	0.0%	158	24.9
Driving Under Influence	1	0.2%	7	1.1%	22	3.5%	0	0.0%	30	4.7%
Fatigued/Ill	2	0.3%	3	0.5%	10	1.6%	1	0.2%	16	2.5%
Following too Closely	0	0.0%	24	3.7%	74	11.7%	0	0.0%	98	15.4%
Improper Maneuver	1	0.2%	3	0.5%	34	5.3%	0	0.0%	38	6.0%
Inattention	1	0.2%	12	1.9%	31	4.9%	1	0.1%	45	7.1%
None Listed	1	0.2%	26	4.1%	90	14.2%	4	0.6%	121	19.1%
Other	0	0.0%	1	0.2%	3	0.5%	0	0.0%	4	0.6%
Overcorrecting	0	0.0%	0	0.0%	5	0.8%	0	0.0%	5	0.8%
Reckless/Aggressive	2	0.3%	1	0.2%	4	0.6%	0	0.0%	7	1.1%
Speed	1	0.1%	6	0.9%	25	3.9%	1	0.2%	33	5.2%
Total of All Crashes	14	2.2%	151	23.8%	463	72.9%	7	1.1%	635	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

Corridor Crashes

The analysis of crash data included identification of the street corridors within the city where the most crashes occurred. Analysis included both city streets and SR 410 which were evaluated separately.

City Streets

Table 9 summarizes this data for city streets including both crashes by type with an indication of severity and density (crashes/mile), and a description of key corridor characteristics such as segment length, functional classification, and posted speed limit. As shown in the table, the most common crash types in the highest crash corridors include angles, rear end, left turns, sideswipe, and hitting a fixed object. Other crashes in these corridors included head-on collisions, right turns, pedestrians, hitting parked cars, bicyclists (pedal cyclists) and “other”. Two of the six severe crashes that occurred on city streets in the City of Bonney Lake happened at locations along these corridors.

214th Avenue E led the list of corridors with the highest number of crashes – 98 in five years or an average of nearly 20 per year over its 1.09-mile length between Sumner-Buckley Highway and 103rd Street E. Density of crashes along the 1.09-mile corridor is estimated at 89.9 crashes per mile for the five year period. This street is designated as a Minor Arterial with posted speeds varying from 25 mph to 35 mph depending on location. There were no severe crashes in the corridor but 29 crashes involving minor or possible injuries. There were two pedestrian crashes that occurred in this corridor – one at the signalized intersection with SR 410 that involved an eastbound right left turning vehicle hitting a pedestrian in the crosswalk whose driver was inattentive, and the other at the intersection with the Home Depot Thruway where a southbound through driver did not yield to a pedestrian in the street. The driver was cited for distraction and aggressive behavior, and the pedestrian was noted as inattentive.

Veterans Memorial Drive between SR 410 and Angeline Road experienced 72 crashes over five years with about 14 crashes per year. This corridor is designated as Minor Arterial and has a total of 0.71 miles in length and an average of 101.4 crashes per mile. The roadway is signed for 25mph speeds. There were no severe crashes in the corridor but 15 crashes involving minor or possible injuries. There were no crashes in this corridor that involved vulnerable users.

S. Prairie Road between SR 410 and 214th Avenue E experienced 45 crashes over the five-year study period, which translates to nine crashes per year. The road is designated as a Minor Arterial for a total of 1.21 miles and an average of over 37 crashes per mile. The posted speed along this corridor varies from 25 to 35 mph depending on location. There were no severe crashes in the corridor but eight crashes involving minor or possible injuries. There were no crashes in this corridor that involved vulnerable users.

Church Lake Road between Veterans Memorial Drive and Kelly Lake Road experienced 31 crashes over five years with about six crashes per year. The road is designated as a Minor Arterial for a total of 1.50 miles and an average of nearly 21 crashes per mile. The posted speed along this corridor is 25 mph. There were no severe crashes in the corridor but eight crashes involving minor or possible injuries. There were no crashes in this corridor that involved vulnerable users.

192nd Avenue E between the Target store driveway and SR 410 experienced 30 crashes over five years with about six crashes per year. The road is designated as a Collector for a total of 0.14 miles and an

Table 9. Summary of Data for Highest Crash Corridors on City Streets

Corridor	Segment	Segment Length (Miles)	Functional Classification	Speed Limit	Crashes/ Mile	Existing Crashes by Type											Total (Severe)
						Rear-end	Sideswipe	Right Turn	Left pr U- Turn	Parked Vehicle	Head On	Angle	Fixed Object	Pedestrian	Pedal cyclist	Other	
214th Avenue E	Sumner Buckley Hwy – 103 rd Street Ct E	1.09	Minor Arterial	35 mph	89.9	19	8	1	31	0	2	28	3	2	0	4	98
Veterans Memorial Drive	SR 410 – Angeline Rd	0.71	Minor Arterial	25 mph	101.4	25	16	0	7	0	1	14	5	0	0	4	72
S Prairie Road E	SR 410 – 214 th Avenue E	1.21	Minor Arterial	25/35 mph	37.2	15	15	1	4	0	0	5	3	0	0	2	45
Church Lake Rd E	Veterans Memorial – Kelly Lake Rd	1.50	Minor Arterial	25 mph	20.7	4	1	1	2	0	1	3	13	0	0	6	31
192 nd Avenue E	Target – SR 410	0.14	Collector	25 mph	214.8	3	0	0	7	1	0	16	2	0	0	1	30
Angeline Road E	Veterans Memorial – Rhodes Lake Rd	2.04	Collector	25 mph	13.2	2	3	1	2	0	1	3	11(1)	0	0	4	27(1)
200 th Avenue Ct E	SR 410 – 104 th Avenue E	1.20	Minor Arterial	25 mph	19.2	6	4	0	2	0	1	7	1	0	1	1	23
Sky Island Drive E	SR 410 – 111 th St E	1.56	Minor Arterial	25 mph	9.0	2	2	0	0	0	0	4	5	0	0	1	14
W Tapps Hwy	64 th Street E - Church Lake Rd	1.11	Minor Arterial	25 mph	12.6	4	1	0	0	0	0	2	5(1)	1	0	1	14(1)
Total Crashes	-	-	-	-	-	80	50	4	55	1	6	82	48	3	1	24	354 (2)

Note: Numbers in brackets are severe crashes

“Other” includes roadway departures, stopped or backing, overturned vehicle or general undefined crash.

average of nearly 214 crashes per mile. The posted speed along this corridor is 25 mph. There were no severe crashes in the corridor but two crashes involving minor or possible injuries. There were no crashes in this corridor that involved vulnerable users.

Angeline Road between Veterans Memorial Drive and Rhodes Lake Road experienced 27 crashes over five years with about 5.4 crashes per year. The road is designated as a Collector for a total of 2.04 miles and an average of over 13 crashes per mile. The posted speed along this corridor is 25 mph. There was one severe crash in the corridor which resulted in a serious injury. This crash involved a northbound vehicle leaving the road and hitting a tree near the intersection with 101st Street E. There was no contributing cause identified but it was after dark and was snowing with an icy roadway. There were an additional seven crashes involving minor or possible injuries. There were no crashes in this corridor that involved vulnerable users.

The remaining high crash corridors included:

- **200th Avenue Ct E** – This minor arterial had 23 total crashes, none of which were severe. There was an average of about 4.5 crashes per year, and 19.2 crashes per mile throughout the 1.2-mile corridor. The highest location for crashes in this corridor occurred at the intersection with Brookside Drive E, followed by 102nd Street E and S. Prairie Road.
- **Sky Island Drive E** – This minor arterial had a total of 14 crashes, none of which was severe. There was an average of just under three crashes per year, and 9.0 crashes per mile over the 1.56-mile-long corridor. Reported crashes on this highway within the city were distributed among eight different locations led by three crashes at or near SR 410, two each at or near intersections with 111th Street E and 95th Street E. All other crashes represented the only crash at or near a specific intersection.
- **W Tapps Highway** – This minor arterial had 14 crashes, one of which was severe and involved a serious injury. This crash occurred near the intersection with Church Lake Drive and involved hitting a tree along the roadway edge. There was an average of just under three crashes per year, and 12.6 crashes per mile along this 1.11-mile corridor. Five of the crashes in this corridor occurred at or near the intersection with Church Lake Drive, followed by three each at or near the intersections with Bonney Lake Boulevard and Church Lake Road.

State Route 410

Table 10 summarizes corridor crash data for various segments of SR 410 including both crashes by type with an indication of severity and density (crashes/mile), and a description of key corridor characteristics such as segment length, functional classification, and posted speed limit. As shown in the table, the most common crash types in the highest crash corridors include angles, rear end, left turns, sideswipe, and hitting a fixed object. Other crashes in these corridors included head-on collisions, right turns, pedestrians, hitting parked cars, bicyclists (pedal cyclists) and “other”. All of the severe crashes that occurred on a state highway in the City of Bonney Lake happened at locations along this corridor.

Table 10. Summary of Crash Data for Segments of SR 410 (Milepost 12.76 to 16.86)

Corridor	Segment	Segment Length (Miles)	Functional Classification	Speed Limit	Crashes/ Mile	Existing Crashes by Type											Total (Severe)
						Rear-end	Sideswipe	Right Turn	Left pr U- Turn	Parked Vehicle	Head On	Angle	Fixed Object	Pedestrian	Pedal cyclist	Other	
SR 410 (MP 12.76-13.76)	West city limit – east of Sky Island Drive	1.00	Principal Arterial	40 mph	227.0	132(1)	30	1	14(2)	1	1	17	18(1)	3	1	9	227(4)
SR 410 (MP 13.83-14.78)	West of Angeline Rd OC – East of S Prairie Rd	0.95	Principal Arterial	40 mph	202.1	112	27(1)	4	10	0	3 (2)	11	8(1)	1(1)	5	11 (1)	192(6)
SR 410 (MP 14.85-15.78)	West of 202 nd Avenue E – east of 216 th Avenue E	0.93	Principal Arterial	40 mph	186.0	89(1)	25(1)	4	12	0	0	24	6	3	2	8	173(2)
SR 410 (MP 15.88-16.86)	West of 219 th Avenue E – 234 th Avenue Ct E	0.98	Principal Arterial	45 mph	43.9	10	7	0	2(1)	1	1	6	15(1)	0	1	0	43(2)
Total Crashes	-	4.10	-	-	154.9	343(2)	89(2)	9	38(3)	2	5(2)	58	47(3)	7(1)	9	28(1)	635 (14)

Note: Numbers in brackets are severe crashes

“Other” includes roadway departures, stopped or backing, overturned vehicle or general undefined crash.

SR 410 between the western city limits and Sky Island Drive (milepost 12.76-13.76) experienced 227 crashes over five years with over 45 crashes per year. The highway segment is 1.0 miles long and an average of 227 crashes per mile. The posted speed along this corridor is 40 mph. There were four severe crashes in the corridor, each of which resulted in a serious injury. These crashes occurred at the city limits (westbound vehicle hitting a utility pole), at the intersection with Myers Road (eastbound vehicle making a left turn in front of on-coming traffic), east of Myers Road (eastbound rear end crash) and at the intersection of 181st (eastbound vehicle making a left turn). There were an additional 66 crashes involving minor or possible injuries. There were also three pedestrian crashes in this highway segment and one crash involving a bicyclist. All resulted in either no or possible/minor injuries.

SR 410 between west of the Angeline Road overcrossing and east of S Prairie Road (milepost 13.83-14.78) experienced 192 crashes over five years with over 38 crashes per year. The highway segment is 0.95 miles long and an average of 202 crashes per mile. The posted speed along this corridor is 40 mph. There were six severe crashes in the corridor including one fatality and five serious injuries. The fatality occurred at the intersection with S Prairie Road and involved a head-on crash where the eastbound driver went over the centerline into an on-coming car. The crash happened on 5/5/2019 at about 5:30 pm on a clear and sunny day. The serious injury crashes occurred east of the Angeline Road overcrossing (eastbound vehicle hit the guardrail), west of 195th Avenue E (eastbound vehicle involved in head-on crash with on-coming westbound vehicle), and three crashes at the intersection with 195th Avenue (northbound left turn hit a pedestrian, westbound vehicle sideswiped another westbound vehicle, and a northbound left-turning vehicle overturned). There were an additional 37 crashes involving minor or possible injuries. There was one pedestrian crash in this highway segment (resulting in the serious injury discussed above) and five crashes involving bicyclists (resulting in minor or possible injuries).

SR 410 between west of the 202nd Avenue E and east of 216th Avenue E (milepost 14.85-15.78) experienced 173 crashes over five years with over 34 crashes per year. The highway segment is 0.93 miles long and an average of 186 crashes per mile. The posted speed along this corridor is 40 mph. There were two severe crashes in the corridor, both of which involved serious injuries. One of these crashes occurred near a shopping center entrance (eastbound vehicle that sideswiped another vehicle) and the other occurred approaching the intersection with 214th Avenue E (westbound rear end crash). There were an additional 38 crashes involving minor or possible injuries. There were also three pedestrian crashes in this highway segment and two crashes involving bicyclists, none of which resulted in a serious injury.

SR 410 between west of 219th Avenue E and 234th Avenue Ct E (milepost 15.88-16.86) experienced 43 crashes over five years with nearly nine crashes per year. The highway segment is 0.98 miles long and an average of nearly 44 crashes per mile. The posted speed along this corridor is 45 mph. There were two severe crashes in the corridor, both of which involved serious injuries. One of these crashes occurred near a shopping center entrance (eastbound vehicle making a left turn) and the other occurred west of the intersection with 219th Avenue E (westbound hit guardrail). There were an additional ten crashes involving minor or possible injuries. One of these crashes involved a bicycle which resulted in a minor injury.

Systemic Themes in Corridor Crashes

Key safety-related themes that emerge from the analysis of existing crashes in Bonney Lake include:

- On the basis of crash experience, the nine top-ranking city street corridors comprise about 62 percent of the total crashes occurring on city streets.
- About 40 percent of the crashes occurring in these corridors involved angle or turning collisions, with 23 percent involving rear end collisions.
- Most of the high crash corridors included higher volume minor arterial streets. Speeds on these streets vary from 25 mph to 35 mph.
- None of the crashes on city streets involved fatalities.
- Two of the six severe crashes that occurred in the city were experienced in these corridors.
- Four of the ten crashes on city streets that involved pedestrians or bicyclists occurred along these corridors.

Severe Crashes

Of the 1,206 total crashes on Bonney Lake streets (including state highways), there was one fatality and 19 serious injury crashes, representing a total of 1.7 percent of all crashes. Fatalities represent a total of 0.06 percent of all crashes in the city, while serious injuries represent a total of 0.8 percent of citywide crashes. Fatal and serious injury crashes, referred to in this report as severe crashes, are the focus of the *Safety Action Plan*. Of the 20 total severe crashes occurring within the city limits, 14 occurred on state highways including the one fatality. Six serious injury crashes occurred on city streets within the city limits. **Figure 8** shows the location of the 20 severe collisions during the five-year study period.

Only one severe crash on city streets occurred at an intersection (a driveway on Bonney Lake Boulevard) and it involved a turning vehicle. The remaining five severe crashes occurred between intersections and were not related to an intersection. Four involved roadway departures including three hitting fixed objects and one over an embankment where there was no guardrail. None of the six intersections experienced more than one severe crash during the 2019-2023 study period.

Severe crashes on SR 410 were split evenly between those that occurred at or were related to an intersection and those that occurred away from an intersection. Three each involved hitting fixed objects or turning vehicles, two each involved rear end, sideswipe or head-on crashes, and one each involved a pedestrian or an overturned vehicle. One location experienced three of the 14 crashes that occurred on SR 410 – the intersection with 195th Street. There was one additional crash that occurred just west of this intersection.

Descriptive information related to the severe crashes is presented in **Table 11**.

Systemic Themes with Severe Crashes

Predominate risk factors affiliated with the 20 severe crashes include:

- 35 percent involved roadway departures including hitting fixed objects (3) and one going over an embankment where there was no guardrail (1)
- 20 percent involved turning crashes (4)
- 10 percent each involved pedestrians, rear end collisions, sideswipes or head-on crashes

Figure 8. 2019-2023 Severe Crashes in Bonney Lake

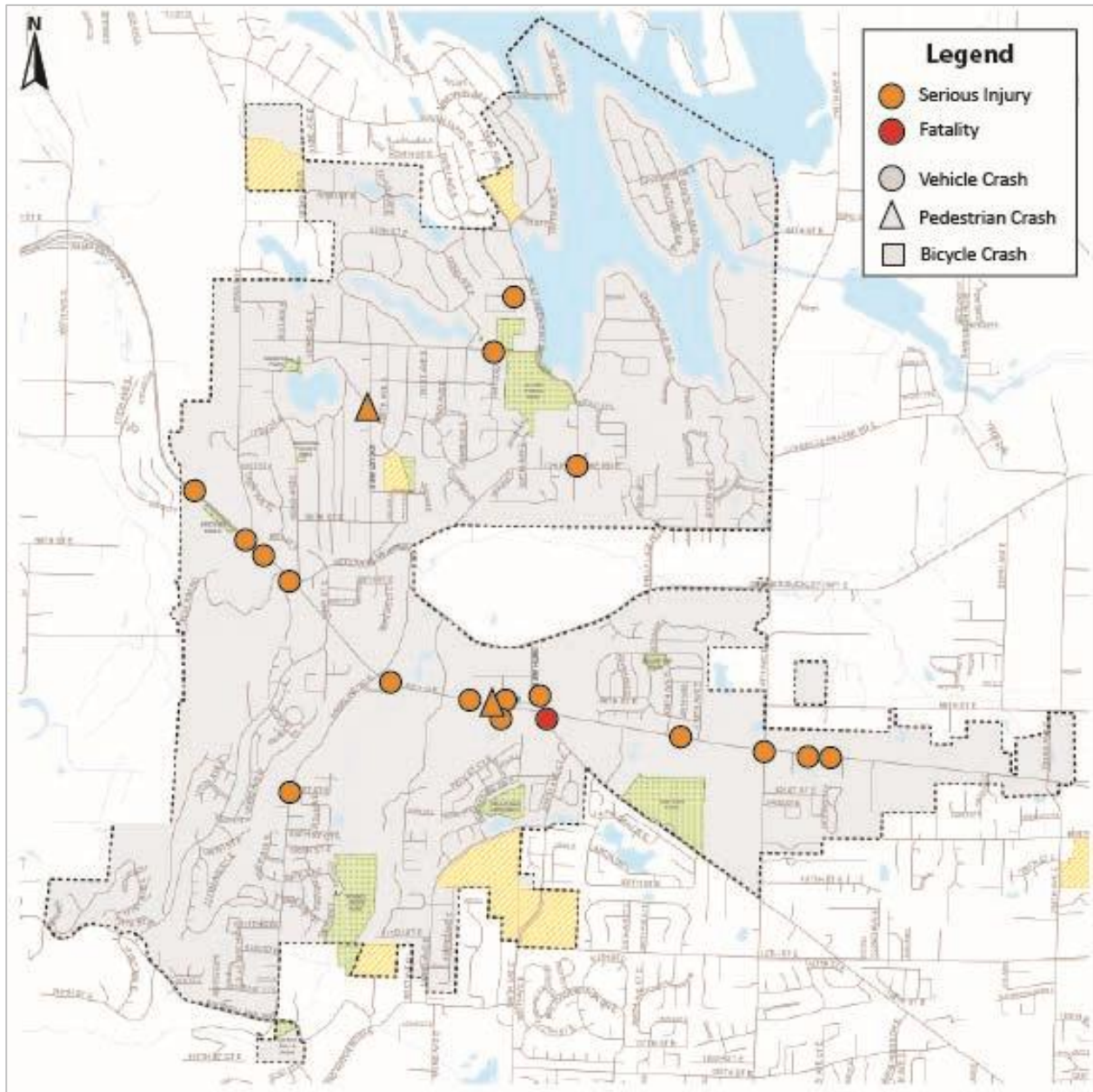


Table 11. Characteristics of Severe Crash Locations

Corridor	Location	Milepost	Functional Classification	Number of Travel Lanes	Speed Limit	Fatal	Serious Injury	Crash Type	Contributing Cause	Weather	Roadway Surface	Lighting
<u>City Streets</u>												
195 th Avenue E	At intersection with 67 th Street Ct E-stop	--	Local	2	25		1	Fixed Object	Inattention	Raining	Wet	Dark with Street Lights
198 th Avenue E	At intersection with 96 th Street E-stop	--	Minor Arterial	2	25		1	Over Embankment-No Guardrail	Distraction	Clear	Dry	Daylight
Angeline Rd	At intersection with 101 st Street E-stop	--	Collector	2	25		1	Fixed Object	Not Listed	Snowing	Ice	Dark with Street Lights
Bonney Lake Blvd	At intersection with 194 th Avenue E-stop	--	Collector	2	25		1	Turn	Speeding	Clear	Ice	Daylight
Locust Avenue E	At intersection with Locust Ext E-stop	--	Collector	2	25		1	Pedestrian	Not Listed	Raining	Wet	Dark no Street Lights
West Tapps Hwy E	At intersection with Church Lake Drive E-stop	--	Minor Arterial	2	25		1	Fixed Object	Not Listed	Clear	Wet	Dark with Street Lights
City Street Totals							6					
<u>State Routes</u>												
SR 410	City Limits	12.81	State Highway	4 thru, divided	40		1	Fixed Object	Driving Aggressively	Overcast	Dry	Daylight
SR 410	At intersection with Myers Road-stop RIROLI	13.11	State Highway	4 thru & Lefts	40		1	Turn	Distraction	Clear	Dry	Daylight
SR 410	East of Myers Road	13.17	State Highway	4 thru & Lefts	40		1	Rear End	Speeding	Raining	Wet	Dark with Street Lights
SR 410	At intersection with 181 st Avenue E-signal	13.37	State Highway	4 thru & Lefts	40		1	Turn	Distraction	Clear	Dry	Dark with Street Lights
SR 410	East of Angeline Road Overcrossing	14.04	State Highway	4 thru & Lefts	40		1	Fixed Object	Driving Under Influence	Clear	Dry	Dark with Street Lights

Corridor	Location	Milepost	Functional Classification	Number of Travel Lanes	Speed Limit	Fatal	Serious Injury	Crash Type	Contributing Cause	Weather	Roadway Surface	Lighting
SR 410	West of 195 th Avenue E	14.37	State Highway	4 thru & Lefts	40		1	Head-on	Asleep/DUI	Overcast	Dry	Dark with Street Lights
SR 410	At intersection with 195 th Avenue E-signal	14.40	State Highway	6 thru & Lefts	40		1	Pedestrian	Turning vehicle did not Yield to Non-motorist	Clear	Wet	Dark, No Street Lights
SR 410	At intersection with 195 th Avenue E-signal	14.40	State Highway	6 thru & Lefts	40		1	Overtaken Vehicle	Not Listed	Clear	Dry	Daylight
SR 410	At intersection with 195 th Avenue E-signal	14.40	State Highway	6 thru & Lefts	40		1	Sideswipe	Improper Lane Change	Clear	Dry	Dark with Street Lights
SR 410	At intersection with 198 th Avenue E-signal	14.64	State Highway	5 thru & Lefts	40	1		Head-on	Distraction/ Over Centerline	Partly Cloudy	Dry	Daylight
SR 410	Near Shopping Center Entrance	15.22	State Highway	5 thru & Lefts	40		1	Sideswipe	Fatigue	Clear	Wet	Dark with Street Lights
SR 410	At intersection with 214 th Avenue E-signal	15.62	State Highway	4 thru & Lefts	40		1	Rear End	Driving Aggressively	Clear	Dry	Daylight
SR 410	At Shopping Center Entrance-stop	15.88	State Highway	4 thru, divided	45		1	Turn	Inattention	Partly Cloudy	Dry	Daylight
SR 410	Near intersection with 219 th Avenue Ct E	15.91	State Highway	4 thru, divided	45		1	Fixed Object	Not Listed	Clear	Dry	Daylight
State Route Totals						1	13					
AREA TOTALS						1	19					

Note: RIROLI means intersection allows right turns in, right turns out and left turns in only

- While there was no predominate contributing cause to the severe crashes 20 percent involved distraction (4), and 10 percent each involved inattention (2), speeding (2), driving aggressively (2), and driving under the influence (2).
- Seven (35 percent) occurred at intersections and 13 (65 percent) occurred at non-intersection locations.
- Both of the severe ped crashes occurred after dark in an area without streetlights.
- Fourteen (70 percent) of the severe crashes occurred on SR 410 (with one fatality and 13 serious injury crashes).
- Six of the severe crashes occurred on a city street (all of which involved serious injuries). Two occurred on minor arterials, three on collectors and one on a local street.

Pedestrian and Bicycle Crashes (Vulnerable Users)

The term vulnerable user is defined in the Revised Code of Washington (RCW 46.61.526) as a user of the public right of way including “(i) A pedestrian; (ii) A person riding an animal; or (iii) A person operating or riding any of the following on a public way: (A) A farm tractor or implement of husbandry, without an enclosed shell; (B) A bicycle; (C) An electric-assisted bicycle; (D) An electric personal assistive mobility device; (E) A moped; (F) A motor-driven cycle; (G) A motorized foot scooter; or (H) A motorcycle”. When a crash occurs, people walking, bicycling, and riding motorcycles are much more likely to be killed or seriously injured than people driving vehicles, hence the identification as a “vulnerable” user.

There were 26 total crashes in Bonney Lake during the study period which involved a pedestrian or bicyclist. Nearly eight percent (2), of these crashes resulted in a serious injury, both affecting pedestrians. This high percentage out of severe pedestrian crashes compares to the lower percentage that severe crashes represent out of total citywide crashes – about 1.2 percent. This high pedestrian percentage is indicative of the much higher level of risk assumed by vulnerable people as they use the multimodal transportation system.

Figure 9 shows the location of all pedestrian and bicycle crashes. The locations where serious vulnerable user crashes occurred on city streets or along SR 410 are:

- **Locust Avenue E at Locust Extension E**– crash resulted in serious injuries to a pedestrian on the east side of Locust Avenue who was hit by a northbound vehicle. There is a sidewalk in this location, but it is unclear from the data whether the pedestrian was attempting to cross the street at the crosswalk provided. Pedestrian distraction was indicated as the primary contributing cause for the crash. The driver was not cited.
- **SR 410 at the intersection with 195th Avenue E** – crash resulted in serious injuries to a pedestrian who was using the crosswalk to cross SR 410 in a northbound direction on the east side of 195th Avenue E. The pedestrian was hit by a northbound right-turning driver who was cited for failure to yield to a non-motorist.

Table 12 presents a summary of vulnerable user crashes including those that involved serious injuries.

Systemic Themes for Vulnerable User Crashes

Predominate risk factors affiliated with the 26 vulnerable user crashes include:

Figure 9. 2019-2023 Bicycle and Pedestrian Crashes in Bonney Lake

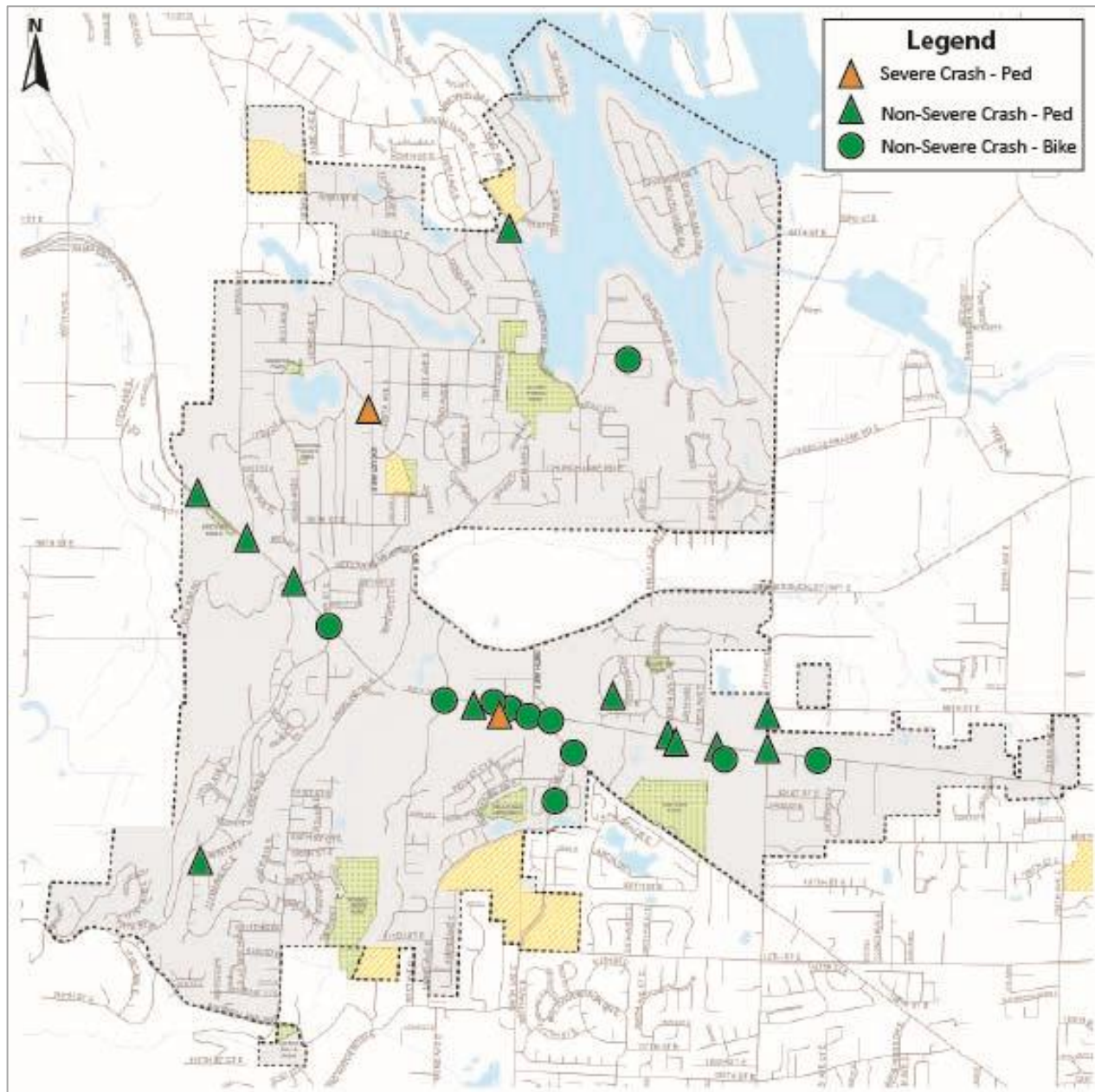


Table 12. Characteristics of Vulnerable User Crash Locations

Corridor	Location	Functional Classification	Number of Travel Lanes	Crosswalks	Sidewalks	Speed Limit	Fatal	Serious Injury	Other Injury	No Injury	Crash Type	Contributing Cause	Weather	Roadway Surface	Lighting
<u>City Streets</u>															
Wal-Mart Entrance-signal	At SR 410	Local	2 thru & Lefts	Y	Y	25			1		Ped	Inattention by Turning Vehicle	Partly Cloudy	Dry	Daylight
214 th Avenue E-signal	At SR 410	Principal Arterial	2 thru & Lefts	Y	N	35			1		Ped	Inattention by Turning Vehicle	Partly Cloudy	Dry	Daylight
214 th Avenue E-signal	Near Home Depot Entrance	Principal Arterial	2 thru & Lefts	N	P	35			1		Ped	Driver Distraction	Clear	Dry	Daylight
96 th Street E-stop	Near 203 rd Avenue E	Local	2 thru	N	N	25			1		Ped	Driver Distraction	Clear	Dry	Daylight
W Tapps Hwy-stop	Near 64 th Street E	Minor Arterial	2 thru	N	P	25			1		Ped	Ped did Not Grant ROW	Partly Cloudy	Dry	Daylight
Locust Avenue E-stop	Near Locust Extension E	Collector	2 thru	Y	P	25		1			Ped	Ped Distraction	Raining	Wet	Dark, No Street Lights
107 th Street Ct E-stop	Near 176 th Avenue E	Local	2 thru	N	Y	25			1		Ped	Vehicle Backed into Ped	Partly Cloudy	Dry	Dark with Street Lights
200 th Avenue Ct E-signal	At S. Prairie Road	Local	2 thru & Lefts	Y	Y	25			1		Bike	Vehicle did Not Grant ROW to Bike	Partly Cloudy	Dry	Dark, No Street Lights
203 rd Avenue E-no traffic control	At 72 nd Street E	Local	2 thru	N	Y	25			1		Bike	Bike did Not Grant ROW to Vehicle	Partly Cloudy	Dry	Daylight
102 nd Street E	At 200 th Avenue Ct E	Local	2 thru	Y	P	25			1		Bike	Driver Distraction	Clear	Dry	Dark, No Street Lights
City Totals-PED								1	6	0					
City Totals-BIKE								0	3	0					
<u>State Routes</u>															
SR 410 (MP 12.90)	Bonney Lake City Limits	State Highway	4 thru, divided	N	N	40				1	Ped	Ped Under the Influence	Cler	Dry	Dark with Street Lights
SR 410 (MP 13.08)	Near Myers Road E-stop	State Highway	4 thru & Lefts	N	N	40			1		Ped	Driver Distraction	Clear	Dry	Daylight

Corridor	Location	Functional Classification	Number of Travel Lanes	Crosswalks	Sidewalks	Speed Limit	Fatal	Serious Injury	Other Injury	No Injury	Crash Type	Contributing Cause	Weather	Roadway Surface	Lighting
SR 410 (MP 13.37)-signal	At 181 st Street E	State Highway	4 thru & Lefts	Y	N	40			1		Ped	Ped did Not Grant ROW	Raining	Wet	Dark with Street Lights
SR 410 (MP 13.60)-signal	At Main Street E	State Highway	4 thru & Lefts	Y	N	40			1		Bike	Driver Distraction	Overcast	Dry	Daylight
SR 410 (MP 14.20)-signal	At 192 nd Avenue E	State Highway	4 thru & Lefts	Y	P	40			1		Bike	Bike did Not Grant ROW	Overcast	Wet	Dusk
SR 410 (MP 14.40)-signal	At 195 th Avenue E	State Highway	6 thru & Lefts	Y	P	40		1			Ped	Vehicle did Not Grant ROW to Ped	Clear	Wet	Dark, No Street Lights
SR 410 (MP 14.40)-signal	At 195 th Avenue E	State Highway	6 thru & Lefts	Y	P	40			1		Bike	Bike on Wrong Side of Road	Partly Cloudy	Dry	Daylight
SR 410 (MP 14.40)-signal	At 195 th Avenue E	State Highway	6 thru & Lefts	Y	P	40			1		Bike	Bike Disregarded Signal	Partly Cloudy	Dry	Daylight
SR 410 (MP 14.51)-stop RIRO	At Lake Tapps Shopping Mall	State Highway	5 thru & Lefts	N	N	40			1		Bike	Driver Distraction	Overcast	Dry	Daylight
SR 410 (MP 14.67)-signal	At S. Prairie Road	State Highway	4 thru & Lefts	Y	Y	40			1		Bike	Bike Distraction	Raining	Wet	Daylight
SR 410 (MP 15.17)-signal	At 208 th Avenue E	State Highway	5 thru & Lefts	Y	P	40			1		Ped	Vehicle did Not Grant ROW to Ped	Raining	Wet	Dark with Street Lights
SR 410 (MP 15.18)-signal	At 208 th Avenue E	State Highway	5 thru & Lefts	Y	P	40			1		Ped	Vehicle did Not Grant ROW to Ped	Partly Cloudy	Dry	Dark with Street Lights
SR 410 (MP 15.39)-signal	At 211 th Avenue E	State Highway	5 thru & Lefts	Y	P	40			1		Ped	Improper Turn	Clear	Dry	Daylight
SR 410 (MP 15.39)-signal	At 211 th Avenue E	State Highway	5 thru & Lefts	Y	P	40			1		Bike	Vehicle did Not Grant ROW to Bike	Raining	Wet	Daylight
SR 410 (MP 15.72)-stop RIRO	At Shopping Center Entrance	State Highway	4 thru & Lefts	Y	N	45				1	Bike	Right Turning Vehicle-None Listed	Clear	Dry	Daylight

Corridor	Location	Functional Classification	Number of Travel Lanes	Crosswalks	Sidewalks	Speed Limit	Fatal	Serious Injury	Other Injury	No Injury	Crash Type	Contributing Cause	Weather	Roadway Surface	Lighting
Shopping Center Thruway-stop	At SR 410	Local	2 lanes	N	N	25			1		Bike	Vehicle did Not Grant ROW to Bike	Clear	Dry	Daylight
State Totals-PED								1	5	1					
State Totals-BIKE								0	8	1					
Area Totals-PED								2	11	1					
Area Totals-BIKE								0	11	1					

Note 1: P means partial sidewalk or crosswalk.

Note 2: "Presence of a crosswalk" references availability for the movement impacted by the crash.

- Two of the vulnerable user crashes involved a serious injury and affected pedestrians. One of these crashes occurred on a city street and the other on SR 410. There were no serious injuries involving bicyclists. There were no fatalities among vulnerable users.
- Ten vulnerable user crashes occurred on city streets, of which seven involved pedestrians and three involved bicyclists.
- Sixteen vulnerable user crashes occurred on SR 410, of which seven involved pedestrians and nine involved bicyclists.
- Half of the vulnerable crashes on city streets occurred at intersections or involved crossing the street. There were crosswalks in most of these locations.
- Fourteen of the 16 vulnerable user crashes on SR 410 (87.5 percent) occurred at intersections. There were crosswalks in most of these locations.
- Both of the severe pedestrian crashes occurred after dark in an area with no streetlights.

While there was no predominate contributing cause to the severe crashes 23 percent each involved a distracted driver (six) or failure of a vehicle to grant right of way to a non-motorist (six). Eight percent each (or two crashes) involved inattention, pedestrian or bicyclist failure to grant right of way, and improper turn.

Comparison with Western Washington

The aggregate of all crashes and the shortlist of severe crashes in Bonney Lake were reviewed to identify and characterize the risk factors associated with them. Based on available data from the records of the 1,206 total and 20 severe crashes reported in Bonney Lake, key crash factors were identified. In developing the list of crash factors that were most significant for city streets, consideration was given to both contributing causes and other features included in the crash record and on characteristics of the crash location. These risk factors for all streets are included in **Table 13** along with comparable information on the presence of these same risk factors averaged for the locations of all urban crashes in Western Washington.

As shown in the table, in comparison with Western Washington Cities, crashes in Bonney Lake involve:

- Significantly higher rear end crashes than other westside cities
- Higher roadway departure and sideswipe crashes
- Much more problem with distraction

Table 13. Comparison of Crash Factors Present for All Crashes

Crash Risk Factors	City of Bonney Lake	Western Washington Cities
<i>By Crash Type</i>		
Entering at Angle	188 (15.6%)	40,780 (27.4%)
Roadway Departure	174 (14.4%)	20,921 (14.0%)
Rear End	450 (37.3%)	25,870 (17.4%)
Turn	117 (9.7%)	16,742 (11.2%)
Sideswipe	153 (12.7%)	12,069 (8.1%)
<i>By Junction Relationship</i>		
Not at Intersection & Not Related	460 (38.1%)	49,461 (33.2%)
At Driveway	141 (11.7%)	17,375 (11.7%)
At Intersection & Related	344 (28.5%)	61,616 (41.3%)
Not at Intersection but Related	185 (15.3%)	9,906 (6.6%)
<i>By Contributing Circumstances</i>		
Distraction	261 (21.6%)	31,038 (10.4%)
Did Not Grant ROW to Vehicle	95 (7.9%)	30,204 (10.1%)
Improper Maneuver (turn, pass, etc.)	57 (4.7%)	19,307 (6.4%)
<i>By Vehicle Action</i>		
Going Straight	668 (55.4%)	178,622 (50.0%)
Making Left Turn	136 (11.3%)	47,074 (13.2%)

Bold = Higher than the rest of Western Washington cities.

Table 14 summarizes the crash factors present in severe crashes in comparison to the same risk factors averaged for the locations of all urban crashes in Western Washington. As indicated in bold, many of the key crash factors in Bonney Lake occurred at higher levels than other Western Washington cities.

Table 14. Comparison of Crash Factors Present for Severe Crashes

Crash Risk Factors	City of Bonney Lake	Western Washington Cities
<i>By Crash Type</i>		
Roadway Departures	7 (35.0%)	806 (18.2%)
Turn	4 (20.0%)	415 (9.4%)
Rear End	22 (10.0%)	189 (4.3%)
Sideswipe	22 (10.0%)	130 (2.9%)
<i>By Junction Relationship</i>		
Not at Intersection & Not Related	11 (55.0%)	1,775 (40.1%)
At Intersection & Related	5 (25.0%)	1,912 (43.2%)
<i>By Contributing Circumstance</i>		
Distraction	5 (25.0%)	813 (10.0%)
Reckless or Aggressive	2 (10.0%)	315 (3.9%)
Asleep/Fatigued	2 (10.0%)	50 (0.6%)
<i>By Vehicle Action</i>		
Going Straight Ahead	11 (55.0%)	5,649 (61.1%)
Making Left Turn	4 (20.0%)	1,377 (14.9%)
<i>By Light Condition</i>		
Daylight	9 (45.0%)	227 (51.0%)
Dark - Street Lights On	8 (40.0%)	168 (37.8%)

Bold = Higher than the rest of Western Washington cities.

Selection of Most Common Risk Factors

Based on the data in Tables 13 and 14, a series of major risk factors can be identified for the street and highway system in the city as a whole. **Table 15** illustrates these risk factors in relation to the various categories of crash severity on streets and highways in Bonney Lake.

Review of crash data in Tables 2 through 8 also allows for a summary of the major risk factors affecting all types of crashes within the city regardless of crash severity. This summary is presented in the bullets below and includes crashes by type, roadway junction characteristics, contributing causes, actions of the vehicle 1 driver (primary responsible party), and lighting, roadway surface, and weather condition. Review of this data and the identification of primary risk factors make it possible to narrow the study focus onto the highest priorities for potential improvements.

- Crashes by Type:
 - Roadway departure crashes = 35 percent of all severe injury crashes
 - Turn Crashes = 30 percent of all severe injury crashes
 - Rear End Crashes = 10 percent of all severe injury crashes, 41 percent of non-severe injury crashes, and 37 percent of total crashes
 - Angle Crashes = 14 percent of all non-severe injury crashes and 16 percent of total crashes
- Crashes by Roadway Junction:
 - Not related to intersection = 55 percent of severe injury crashes, 36 percent of non-severe injury crashes, and 38 percent of total crashes
 - At or related to intersection = 62 percent of all crashes

Table 15. Summary of Priority Risk Factors

Crash Severity	Number of Crashes	Risk Factor	Risk Factor % of All Crashes in Category
<u>Severe Crashes</u>	20		
Type	7	Roadway Departures	35.0%
	4	Turn	20.0%
	2	Rear End	10.0%
Location (Junction)	11	Not at Intersection or Related	55.0%
	5	At Intersection & Related	25.0%
Contributing Cause	5	Distraction	25.0%
Vehicle 1 Action	11	Going Straight	55.0%
	4	Making Left Turn	20.0%
Lighting Condition	9	Daylight	45.0%
	8	Dark with Street Lights	40.0%
Roadway Condition	12	Dry Pavement	60.0%
	6	Wet Pavement	30.0%
Weather Condition	12	Clear	60.0%
<u>Other Injury Crashes</u>	265		
Type	108	Rear End	40.8%
	37	Angle	14.0%
Location (Junction)	96	Not at Intersection or Related	36.2%
	77	At Intersection & Related	29.1%
Contributing Cause	65	Distraction	24.5%
	29	Did Not Grant ROW to Vehicle	10.9%
Vehicle 1 Action	159	Going Straight	60.0%
	40	Making Left Turn	15.1%
Lighting Condition	173	Daylight	65.3%
	61	Dark with Street Lights	23.0%
Roadway Condition	200	Dry Pavement	75.5%
	63	Wet Pavement	23.8%
Weather Condition	106	Clear	40.0%
	76	Clear or Partly Cloudy	28.7%
	48	Raining	18.1%
<u>All Crashes</u>	1,206		
Types	450	Rear End	37.3%
	188	Angle	15.6%
Location (Junction)	460	Not at Intersection or Related	38.1%
	344	At Intersection & Related	28.5%
Contributing Cause	261	Distraction	21.6%
	142	Did Not Grant ROW to Vehicle	11.8%
Vehicle 1 Action	668	Going Straight Ahead	55.4%
	176	Left Turn	14.6%
Lighting Condition	812	Daylight	67.3%
	268	Dark with Street Lights	22.2%
Roadway Condition	841	Dry Pavement	69.7%
	329	Wet Pavement	27.3%
Weather Condition	449	Clear or Partly Cloudy	37.2%
	334	Clear	27.7%
	209	Raining	17.3%

- Crashes by Contributing Causes:
 - Distracted driver = 25 percent of severe and non-severe injury crashes, and 22 percent of total crashes
 - Failure to yield right of way to Vehicle = 11 percent of non-severe injury crashes, and 12 percent of total crashes
- Crashes by Vehicle 1 Action:
 - Vehicle moving straight = 55 percent of severe injury crashes, 60 percent of non-severe injury crashes, and 55 percent of total crashes
 - Making a left turn = 20 percent of severe injury crashes, 15 percent of non-severe injury crashes, and 14 percent of total crashes
- Crashes by Lighting Condition:
 - Daylight = 45 percent of severe crashes, 65 percent of non-injury crashes, and 67 percent of total crashes
- Dark with Street Lights = 40 percent of severe crashes, 23 percent of non-severe injury crashes, and 22 percent of total crashes
- Crashes by Roadway Surface Condition:
 - Dry roadway = 60 percent of severe injury crashes, 76 percent of non-severe injury crashes, and 70 percent of total crashes
 - Wet roadway = 30 percent of severe injury crashes, 24 percent of non-severe injury crashes, and 27 percent of total crashes
- Crashes by Weather Condition:
 - Clear = 60 percent of severe injury crashes, 40 percent of non-severe injury crashes, and 32 percent of total crashes
 - Clear or Partly Cloudy = 29 percent of non-severe injury crashes, and 33 percent of total crashes
 - Raining = 33 percent of severe injury crashes, 18 percent of non-severe injury crashes, and 17 percent of total crashes

Based on guidance found in WSDOT's Target Zero – Washington Strategic Highway Safety Plan, the primary risk factors found in severe crashes were grouped into priority levels one and two. The levels are based on the percentage of traffic fatalities and serious injuries associated with each factor.

- **Priority Level 1:** Contributing risk factors that are involved in 25 percent or more of fatal or serious injury crashes
- **Priority Level 2:** Risk factors that are involved in less than 25 percent of fatal or serious injury crashes

From the data analysis, patterns arose showing several factors that were present in the fatal and serious injury collisions. The risk factors for Priority Levels 1 and 2 are listed below.

Priority Level 1: As indicated from the data in Table 15 supplemented by Tables 2 through 8, risk factors that represent 25 percent or more of the severe crashes within the city include:

- Roadway departure
- At intersections and related

- Not at intersection and not-related
- Driver distraction

Priority Level 2: All other crash types and potential risk factors identified in Table 17 including:

- Turning crashes (both left and right)
- Failing to yield to non-motorist
- Rear-end crashes

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5 ENGAGEMENT AND COLLABORATION

As part of the safety action planning process, both in-person public engagement meetings and virtual outreach through an online survey were performed to provide insight into how the community views transportation safety issues. In addition, the planning process was guided by an Advisory Committee whose membership included both city staff and representatives of the public. This section documents the efforts undertaken and the feedback received. This information provides helpful guidance to augment the data-driven assessment of problem locations and general systemic safety improvement needs.

In-Person Public Engagement

To provide multiple opportunities for the public to participate in the safety action planning process several public meetings were held including:

- April 18, 2025 SAP Advisory Committee meeting
- July 18, 2025 SAP Advisory Committee meeting
- August 13, 2025 Planning Commission meeting
- August 19, 2025 Community Development Committee meeting

Meetings were posted on the City's website. In total, several members of the community attended and provided input on roadway safety concerns. In addition to receiving public comments, the Planning Commission and City Council members themselves were able to both share their own concerns and provide feedback from community members. Overall, the main concerns involved:

- Speeding on specific roadways including Angeline Road, W Tapps Highway E, Rhodes Lake Road and Sky Island Drive
- Potential actions to address speeding including auto-cameras and increased enforcement
- Potential to address signal timing, particularly on SR 410 with a high number of rear end crashes
- Illegal left turns across SR 410
- Need to prioritize improvements on W Tapps Highway, Myers Road and Church Lake Road. A particular concern was acceleration from Myers Road onto westbound SR 410.

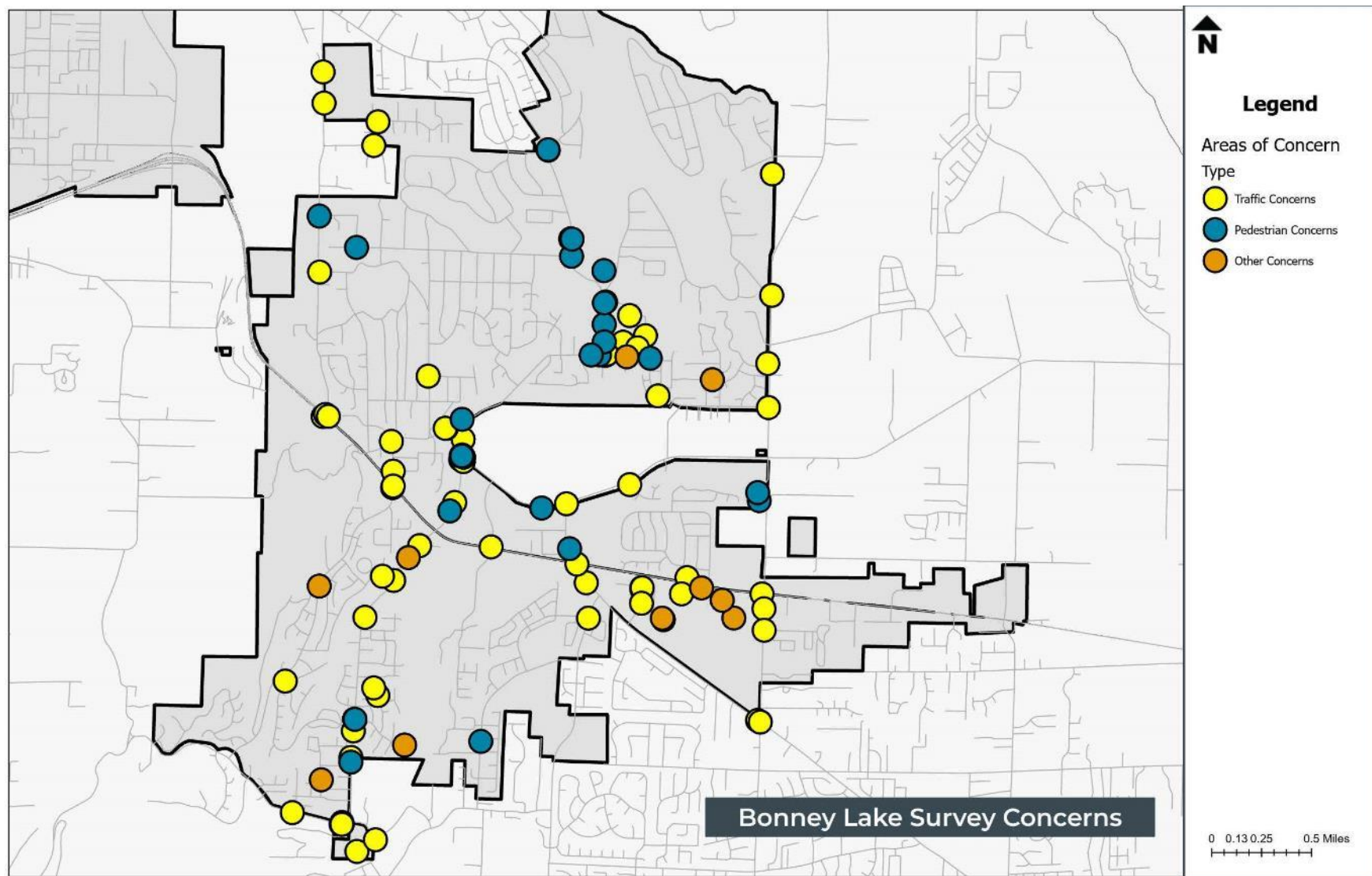
Online Survey

In addition to providing multiple in-person opportunities for the public to share their concerns, an online survey was also created to solicit feedback. The survey was prepared using the Social Pin Point platform and was posted from June 23rd through July 14th of 2025. Overall, the survey had 47 respondents and identified several areas of concern. The survey allowed respondents to express concerns for specific locations in three categories:

- Automobile/Traffic Safety Concerns
- Pedestrian/Bicycle Safety Concerns
- Other Concerns

The location of these concerns is illustrated in **Figure 10**.

Figure 10. Location of Public Transportation Safety Concerns from Online Survey



As indicated in the figure, transportation safety concerns a spread throughout the city and include both SR 410 and a wide variety of city streets. A brief summary of these concerns includes the following.

Streets and Highways

A total of 89 comments were received with some respondents indicating concerns at multiple locations. Top concerns included:

- Difficult/congested turns (28) and limited sight distance (20).
- Speeding was also a concern (11), as were issues specifically related to the type of traffic control at an intersection (9).
- Key locations of concern included:
 - Angeline Road (23)
 - Rhodes Lake Road (11)
 - Church Lake Road (8)
 - SR 410 (6)



Angeline Road

Bicycle and Pedestrian Issues

A total of 27 comments were received the top concerns including:

- Lack of sidewalks (15) and
- Perceived unsafe street crossings (total of 7 with the Allan Yorke Park area mentioned several times)
- Speeding was also a concern (4)
- Key locations of concern included:
 - W Tapps Highway (7)
 - Angeline Road (3)
 - Church Lake Road (3)
 - Sumner-Buckley Highway (3)



W Tapps Highway

Summary of Community Concerns

Overall, between the in-person meeting and the online survey, safety concerns were raised by the community in several specific areas. These included:

Pedestrian/Bicycle Concerns

- Requests were made for sidewalks along Angeline Road
- Requests that visibility and protection for pedestrians to be improved on Bonney Lake Boulevard, with particular emphasis on school children
- Requests for sidewalks along Church Lake Road. Pedestrian use is becoming more frequent, and cars are required to swerve out of their lanes to provide a safe distance for pedestrians.
- Requests for sidewalks along Sumner-Buckley Highway

- Requests for sidewalks, crosswalks, and increased protection and visibility for pedestrians along W Tapps Highway. Cars speeding in the area are a concern and a desire was expressed for an improved connection from the neighborhoods to Allan Yorke Park. There is also a need for crossing protection, particularly for schoolchildren to accommodate a complete trip.

Vehicular Traffic Safety Concerns

- Request for improvement of traffic control at the intersection of Angeline Road with Veterans Memorial/Sumner-Buckley Highway due to limited visibility and perceived unsafe intersection issues. Respondent requested signalization or the addition of turning lanes for leaving Angeline Road due to the high volume of traffic and excessive speeding on the highway. Improvement to this intersection to install a roundabout are underway.
- There are visibility and speeding concerns at the intersection of Angeline Road/Rhodes Lake Road. Left turns onto Rhodes Lake Road are perceived as becoming unsafe due to drivers going too fast, limited visibility (“blind curve on left, shrubs on right”), and a higher volume of traffic.
- The intersection of Church Lake Road/W Tapps Highway has visibility issues. Trees and hedges block visibility of eastbound traffic making left turns from W Tapps Highway.
- Fred Meyer/Costco shopping center access is perceived as unsafe. Request for the connection of Fred Meyer and Costco parking lots to improve traffic on SR 410, as well as signalization at 204th Avenue and 98th Avenue intersections due to difficulty making safe traffic movements, specifically left turns.
- Perception of excessive speeding and unsafe intersection at 204th Avenue/98th Avenue. Request that a 4-way stop, or other forms of increased traffic control be installed.
- Perceived unsafe intersections along S Prairie Road and 214th Avenue with a request made for signalization to protect left turns.
- SR 410 has issues with excessive speeding and running red lights, as well as a permitted left turn at Myers Road. Elimination of the eastbound left turn from SR 410 to Myers Road was requested due to the perception that the location has a high number of crashes.

This public input was used to establish specific project locations and inform the countermeasure selection. This input was also used to help develop project prioritization.

Additional Public Concerns

In addition to comments received through the online survey and in-person engagement, the city has also received multiple comments from individual citizens about existing safety concerns. Below is a summary of the comments received during the safety action planning process.

Emerald Elementary School Pedestrian Access

A local resident reached out to share concerns regarding the safety of children walking to and from Emerald Elementary School. This was specifically related to the safety of the crosswalk at W Tapps Drive. Concerns about vehicle speeds, sight distance, and compliance for vehicles travelling on W Tapps Highway were shared.



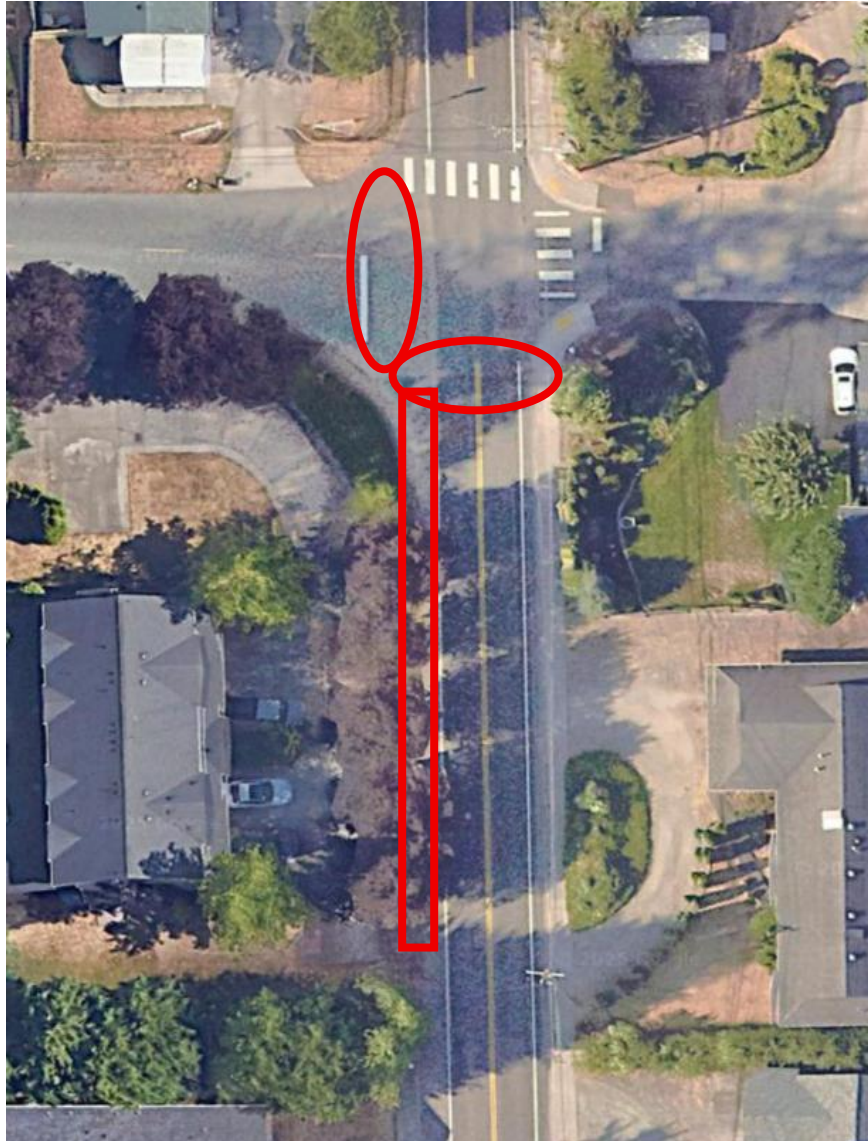
62nd Avenue E

A local resident contacts city staff to express concerns about the existing 62nd Avenue E corridor and specifically the western end, where it makes a 90 degree turn to the south and merges with 182nd Avenue. The sight distance through the curve, speeding, and usage of the road were all raised as concerns. The roadway surface currently does not provide stripe delineation for lanes. This corridor is also adjacent to Lakeridge Middle School and vehicles have been observed parking on this curve to pick up students. The city has committed to installing a speed limit sign in the vicinity to help with vehicle speeds.



Locust Avenue Pedestrian Safety

A local resident reached out to City staff to express concerns about pedestrian safety along Locust Avenue near 84th Street. There is currently sidewalk along the east side of Locust Avenue, but on the west side the sidewalk ends approximately 175 feet south of 184th Street. West Lake Tapps Condominiums is located on the west side of Locust Avenue and walking north along Locust Avenue to 184th Street or to Bonney Lake Elementary School, is challenging with the missing sidewalk link. Additionally, there is no striped crosswalk for pedestrians at the Locust Avenue/184th Street intersection on the west or south legs.



6 EQUITY CONSIDERATIONS

Comparison with Community Demographics

Federal regulations and guidance address the fair treatment of disadvantaged populations; new projects must ensure potential project impacts are not disproportionately burdensome to these populations. An analysis of environmental justice (EJ) populations within the City of Bonney Lake was performed to ensure the effects of crash risk factors do not disproportionately affect disadvantaged populations and that proposed transportation projects are equitably allocated.

Demographic statistics on race and poverty status, as well as overall study area characteristics, are used to evaluate EJ effects. EJ populations include people of color and low-income populations, defined as follows:

- **People of color:** The percent of individuals in a block group⁶ who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word “alone” in this case indicates that the person is of a single race, not multiracial.
- **Low-income:** The percent of a block group’s population in households where the household income is less than or equal to twice the federal “poverty level.”⁷
- **Limited English speaking:** Percent of people in a block group living in limited English-speaking households. A household in which all members aged 14 years and over speak a non-English language and also speak English less than “very well” (have difficulty with English) is considered to be limited English-speaking.

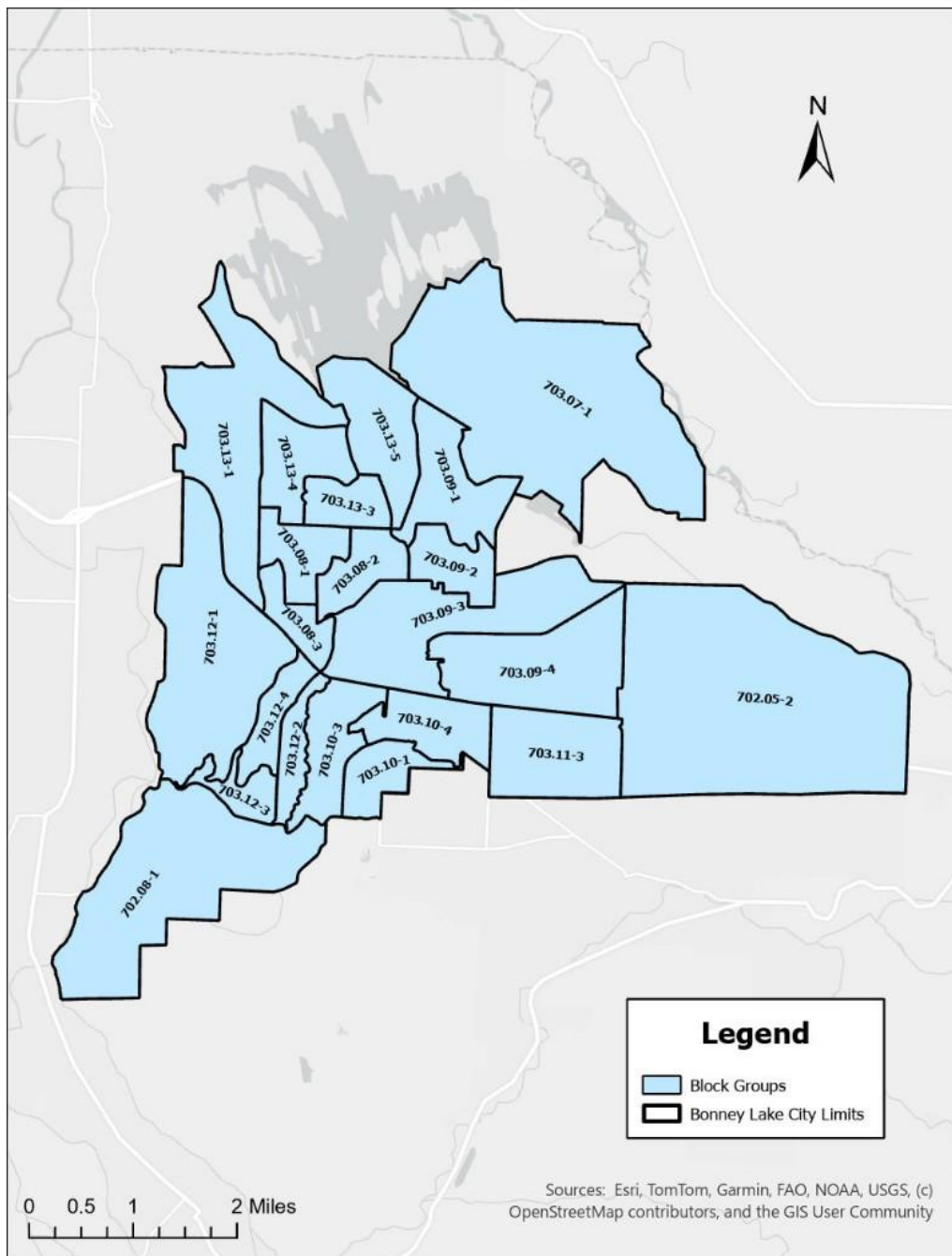
Census data was gathered using EPA’s Environmental Justice Screening and Mapping Tool (EJScreen)⁸, which uses official U.S. Census Bureau 2017-2021 American Community Survey (ACS) 5-Year Estimates provided at the block group level. Twenty-two census block groups lie either fully or partially within the city limits, as shown in **Figure 11**.

To determine whether disparate impacts exist among EJ populations, ACS population data was gathered for each block group as well as for the City of Bonney Lake as a whole. Based on WSDOT guidance, the EJ populations within the city overall were used as a comparison group. The comparison group percentage was divided by the percentage of EJ population in each block group to determine disparate impact; a resulting ratio of less than 0.80 indicates a disparate impact on that population.

⁶ Block groups are geographic units used for data collection by the U.S. Census Bureau. A block group generally has a population of 600 to 3,000 and is the smallest geographic unit for which the Census Bureau publishes sample data.

⁷ “Overview of Socioeconomic Indicators in EJScreen,” <https://www.epa.gov/ejscreen/overview-socioeconomic-indicators-ejscreen>

⁸ EPA EJScreen Mapping Tool, <https://ejscreen.epa.gov/mapper/>

Figure 11. Block Groups in the City of Bonney Lake

The results of the disparate impact analysis were then compared with the crash locations in the City of Bonney Lake to ensure there is no disproportionately high and adverse effect on any EJ population. The analysis is summarized below.

People of Color

Within the City of Bonney Lake, People of color make up 14.3 percent of the population. Among the City's 22 block groups, people of color comprise between 4 percent and 47 percent of the population. Using the

methodology described above, this analysis found disparate impact among people of color for 11 of the 22 block groups within the City of Bonney Lake (see **Table 16**).

Table 16. People of Color, City of Bonney Lake

Geography	People of Color as % of Total Population	Disparate Impact Ratio*	Disparate Impact?
City of Bonney Lake (Comparison Group)	14.3%	-	
Tract 702.05, Block Group 2	4%	3.6	No
Tract 702.08, Block Group 1	32%	0.4	Yes
Tract 703.07, Block Group 1	13%	1.1	No
Tract 703.08, Block Group 1	19%	0.8	No
Tract 703.08, Block Group 2	13%	1.1	No
Tract 703.08, Block Group 3	26%	0.6	Yes
Tract 703.09, Block Group 1	15%	1.0	No
Tract 703.09, Block Group 2	31%	0.5	Yes
Tract 703.09, Block Group 3	22%	0.7	Yes
Tract 703.09, Block Group 4	16%	0.9	No
Tract 703.10, Block Group 1	19%	0.8	No
Tract 703.10, Block Group 3	21%	0.7	Yes
Tract 703.10, Block Group 4	25%	0.6	Yes
Tract 703.11, Block Group 3	26%	0.6	Yes
Tract 703.12, Block Group 1	15%	1.0	No
Tract 703.12, Block Group 2	20%	0.7	Yes
Tract 703.12, Block Group 3	13%	1.1	No
Tract 703.12, Block Group 4	47%	0.3	Yes
Tract 703.13, Block Group 1	21%	0.7	Yes
Tract 703.13, Block Group 3	26%	0.6	Yes
Tract 703.13, Block Group 4	12%	1.2	No
Tract 703.13, Block Group 5	10%	1.4	No

To determine disparate impact: divide **comparison group percentage by **block group** percentage; if result is less than 0.80, there is disparate impact.*

Low-Income Populations

Within the City of Bonney Lake as a whole, low-income households make up 10.96 percent of the population. Among the City's 22 block groups, the low-income population ranges from zero to 23 percent. This analysis found disparate impact among low-income people of seven of the 22 block groups within the City of Bonney Lake (See **Table 17**).

Table 17. Low-Income Population, City of Bonney Lake

Geography	Low-Income Pop. as % of Total Population	Disparate Impact Ratio*	Disparate Impact?
City of Bonney Lake (Comparison Group)	10.96%	-	
Tract 702.05, Block Group 2	22%	0.50	Yes
Tract 702.08, Block Group 1	4%	2.74	No
Tract 703.07, Block Group 1	13%	0.84	No
Tract 703.08, Block Group 1	19%	0.58	Yes
Tract 703.08, Block Group 2	12%	0.91	No
Tract 703.08, Block Group 3	13%	0.84	No
Tract 703.09, Block Group 1	22%	0.50	Yes
Tract 703.09, Block Group 2	6%	1.83	No
Tract 703.09, Block Group 3	11%	1.00	No
Tract 703.09, Block Group 4	0%	-	No
Tract 703.10, Block Group 1	2%	5.48	No
Tract 703.10, Block Group 3	10%	1.10	No
Tract 703.10, Block Group 4	11%	1.00	No
Tract 703.11, Block Group 3	17%	0.64	Yes
Tract 703.12, Block Group 1	2%	5.48	No
Tract 703.12, Block Group 2	23%	0.48	Yes
Tract 703.12, Block Group 3	2%	5.48	No
Tract 703.12, Block Group 4	8%	1.37	No
Tract 703.13, Block Group 1	14%	0.78	Yes
Tract 703.13, Block Group 3	6%	1.83	No
Tract 703.13, Block Group 4	13%	0.84	No
Tract 703.13, Block Group 5	14%	0.78	Yes

*To determine disparate impact: divide **comparison group** percentage by **block group** percentage; if result is **less than 0.80**, there is disparate impact.

Limited English-Speaking Households

Within the City of Bonney Lake as a whole, limited English-speaking households make up 1.65 percent of the population. Among the City's 22 block groups, the percentage of limited English-speaking households ranges from zero to 6 percent. The analysis found disparate impact among limited English-speaking populations for five of the 22 block groups within the City of Bonney Lake (see **Table 18**).

Table 18. Limited English-Speaking Population, City of Bonney Lake

Geography	Limited English-Speaking Pop. as % of Total Population	Disparate Impact Ratio*	Disparate Impact?
City of Bonney Lake (Comparison Group)	1.65%	-	
Tract 702.05, Block Group 2	0%	-	No
Tract 702.08, Block Group 1	0%	-	No
Tract 703.07, Block Group 1	0%	-	No
Tract 703.08, Block Group 1	5%	0.33	Yes
Tract 703.08, Block Group 2	0%	-	No
Tract 703.08, Block Group 3	0%	-	No
Tract 703.09, Block Group 1	0%	-	No
Tract 703.09, Block Group 2	3%	0.55	Yes
Tract 703.09, Block Group 3	0%	-	No
Tract 703.09, Block Group 4	0%	-	No
Tract 703.10, Block Group 1	0%	-	No
Tract 703.10, Block Group 3	0%	-	No
Tract 703.10, Block Group 4	6%	0.275	Yes
Tract 703.11, Block Group 3	6%	0.275	Yes
Tract 703.12, Block Group 1	0%	-	No
Tract 703.12, Block Group 2	0%	-	No
Tract 703.12, Block Group 3	0%	-	No
Tract 703.12, Block Group 4	0%	-	No
Tract 703.13, Block Group 1	0%	-	No
Tract 703.13, Block Group 3	4%	0.4125	Yes
Tract 703.13, Block Group 4	0%	-	No
Tract 703.13, Block Group 5	0%	-	No

*To determine disparate impact: divide **comparison group** percentage by **block group** percentage; if result is **less than 0.80**, there is disparate impact.

Effects on EJ Populations

EJ population concentrations were compared with crash locations to determine whether existing crash risk factors have a disproportionately high and adverse effect on any EJ population in the City of Bonney Lake. The percentage of EJ populations within each block group is represented graphically in **Figure 12** through **Figure 14** with crash locations overlaid on the census data. Rear end collisions were the most common crash type throughout the city, with higher concentrations along the length of SR 410.

For people of color, there was a disparate impact related to crash concentrations across 11 block groups, which are generally concentrated in the southern and central parts. These block groups typically experience a high concentration of crashes. Specifically, block groups along SR 410 consistently show a high concentration of crashes and should be prioritized during project allocation.

Figure 12. Percentage of People of Color by Block Group as Compared to Crash Location

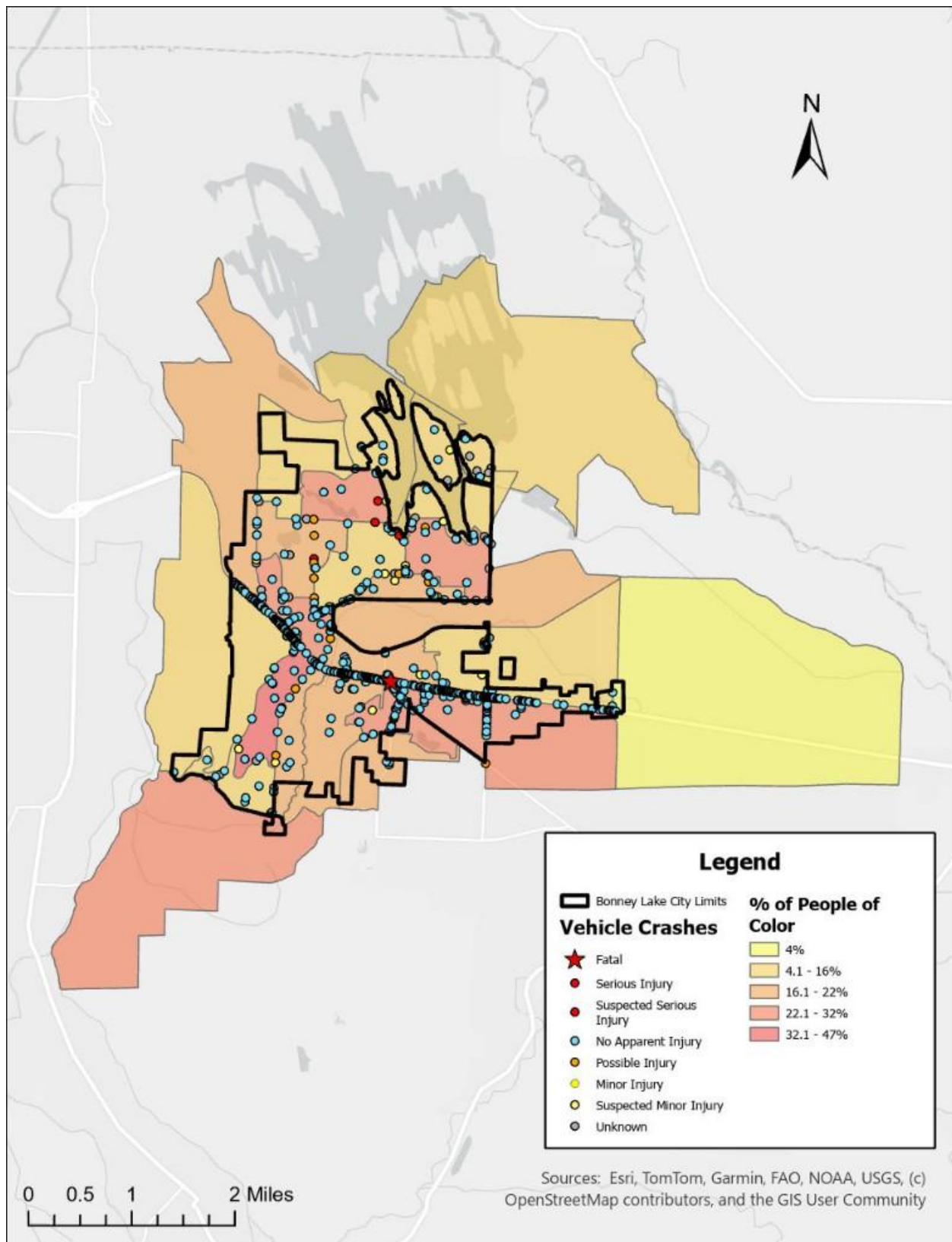


Figure 13. Percentage of Low-Income Population by Block Group as Compared to Crash Locations

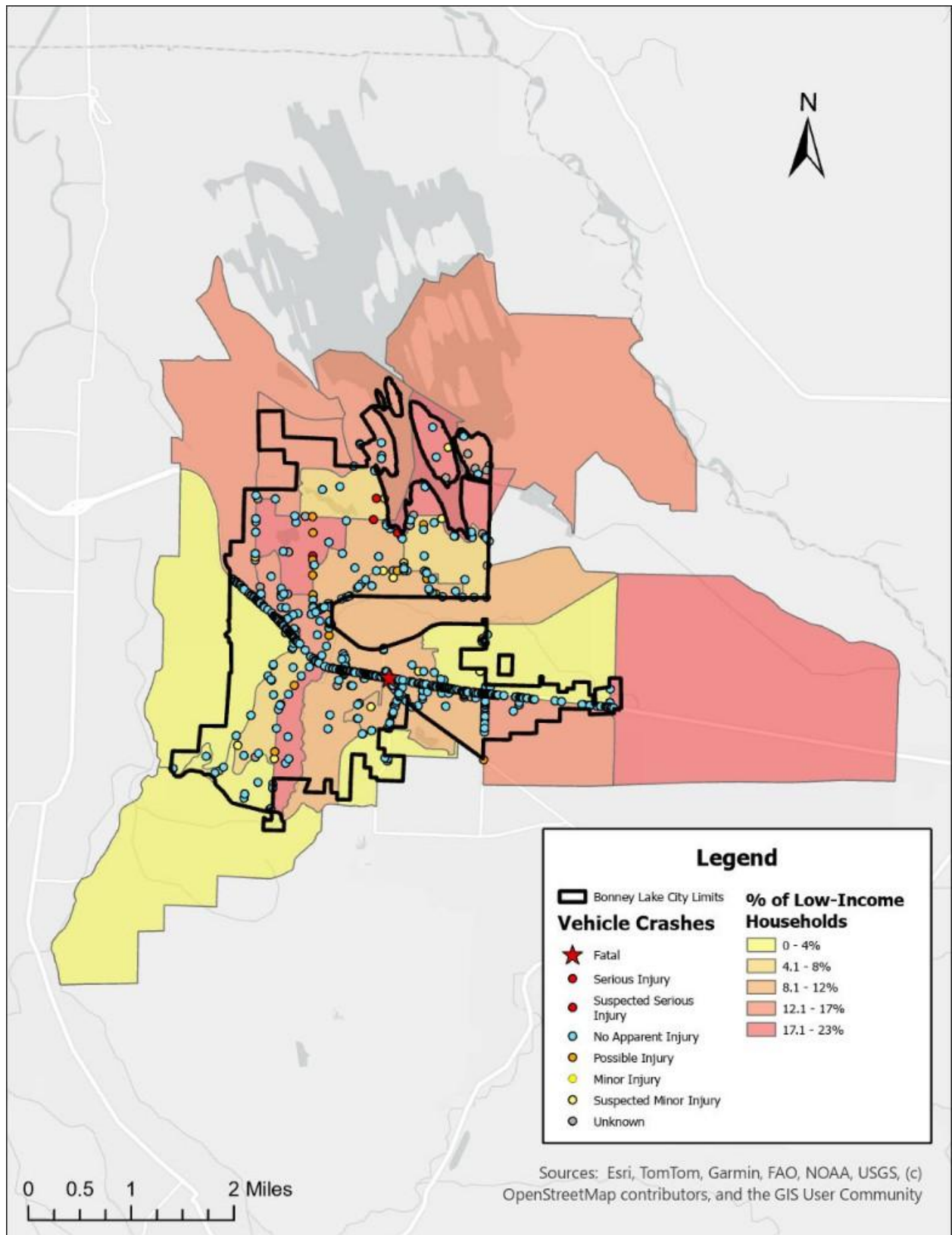
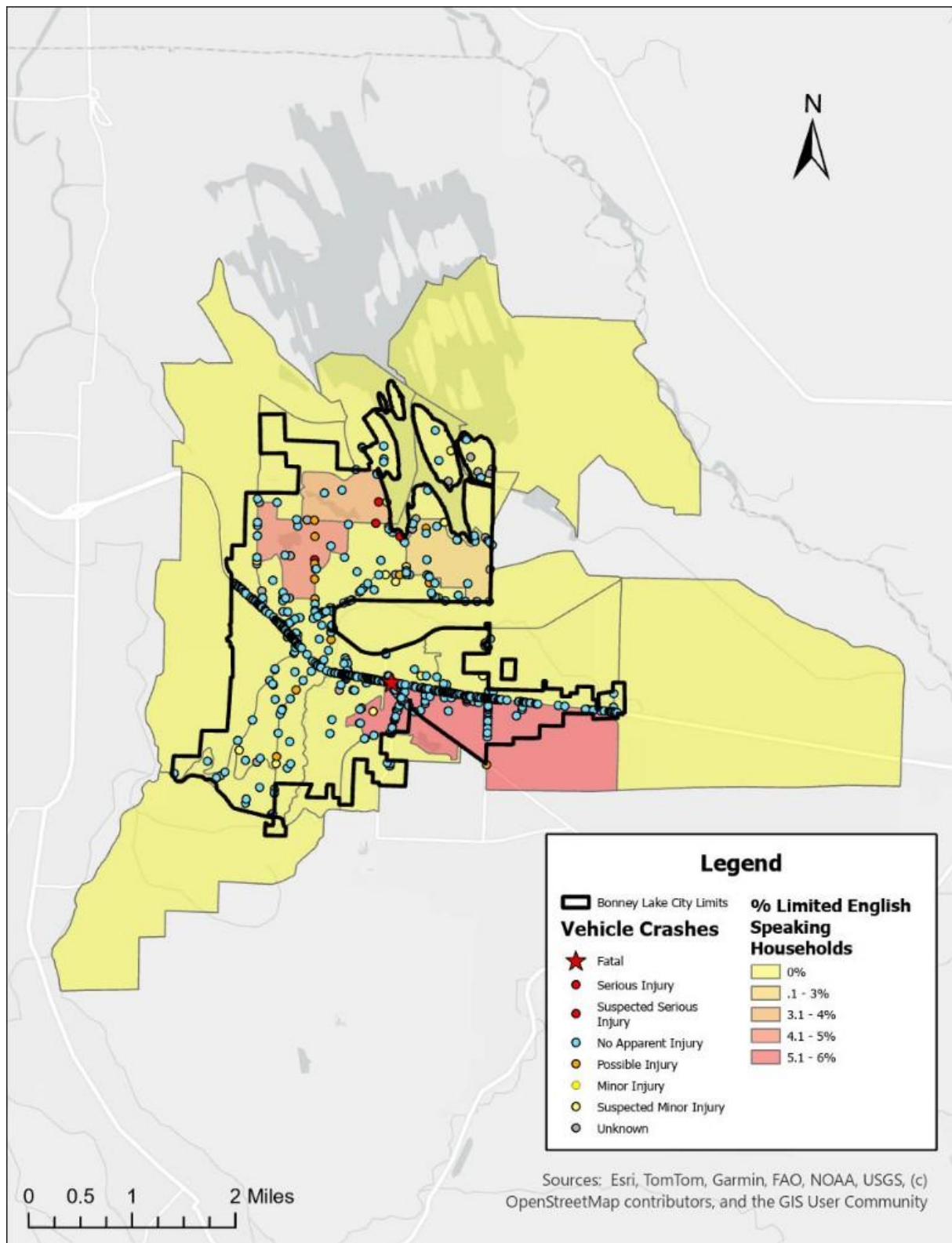


Figure 14. Percentage of Limited English Speaking by Block Group as Compared to Crash Locations



For low-income populations, a disparate impact was observed in seven block groups, which are generally concentrated in the northwest and eastern parts of the city. While these block groups typically have a lower concentration of crashes, block groups along SR 410 and Veterans Memorial Drive still exhibit a significant number of crashes and warrant consideration during project allocation.

For limited English-speaking populations, there was a disparate impact for five block groups, which are grouped in the central north and central east portions of the city. The central east block groups, which are adjacent to SR 410, show a concentration of crashes and should be prioritized during project allocation.

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7 PLANNING CONTEXT

This chapter addresses the planning and policy context within which the *Safety Action Plan* was developed and will be monitored and maintained over time. Specific topics that are discussed include:

- An assessment of current policies, plans, guidelines and/or other standards that provide opportunities to improve how transportation safety issues are identified, and improvements are developed and prioritized.
- Identification of revised policies, guidelines or standards that address the implementation of transportation safety improvements.

City Plans and Policies Related to Transportation Safety

The existing Bonney Lake *Comprehensive Plan* establishes a vision, goals and policies that prioritize the protection of public safety as a key responsibility of the city. As an integral part of the City's *Comprehensive Plan*, the Bonney Lake *Community Mobility Plan* includes a broad vision for a transportation system that meets the requirements of Washington's Growth Management Act. This vision identifies a system that *"consists of interconnected, safe, sufficiently lit, and well- maintained streets that adequately carry traffic North, South, East, and West. Corridors are easily accessible and sized to accommodate growth. Sidewalks, trails, and other aspects of the non-motorized transportation system are inviting and pedestrian friendly."*

The *Community Mobility Plan* (CMP) reflects a long-term commitment to enhancing multimodal safety. In 2007, the city adopted its first plan to improve non-motorized transportation, the *Bonney Lake Non-Motorized Plan*, whose goal was *"to promote mobility without the aid of motorized vehicles to encourage healthy recreational activities, reduce vehicle demand on City roadways, and enhance safety within the community."* The 2015 CMP adopted a policy structure to support and encourage multimodal transportation safety. Within this structure, there are specific goals and policies that address the development of a safer transportation system including:

*Policy CM-2.1: Design major streets to balance the needs of automobiles with the needs of pedestrians, bicyclists, and transit users. Over time, key Bonney Lake's corridors should evolve into multi-modal streets that **offer safe and attractive choices** among different travel modes. (emphasis added)*

*Policy CM-2.4: Improve the **safety of pedestrians and bicyclists** throughout Bonney Lake through design, signage, capital projects, pavement maintenance, street sweeping, pavement striping, and public education.*

*Goal CM-3: **Ensure the safe, efficient movement of goods** to support the local and the regional economy, with minimal impacts on residential neighborhoods and local traffic patterns.*

*Goal CM-4: Maintain and preserve the City's existing transportation system in order **to provide a safe multi-modal system**, protect the investment in the existing system, and lower overall life-cycle costs.*

*Policy CM-7.4: Establish an integrated transportation system with connectivity to the regional transportation system and to the local street networks in adjacent communities, **which safely and conveniently accommodates all users**: motorists, pedestrians, bicyclists, and transit riders.*

*Policy CM-9.5: **Allocate resources to the Capital Improvement Plan (CIP) and Transportation Improvement Plan (TIP) in the following ranked priority: 1) projects that address existing/future***

transportation safety issues; 2) projects that address existing capacity, operational, or maintenance issues; 3) projects that provide capacity or operational enhancement to meet the long-term level of service; 4) projects that support economic development and enhances City appearance; 5) projects that promote multi-mode travel; and 6) projects that promote connectivity and community circulation.

The *Safety Action Plan* relies on the goal and policy statements provided by the *Comprehensive Plan* and CMP for guidance in the development and implementation of improvements. Moving from the more generalized statements in the Plan, a specific action strategy has been developed in this *Safety Plan* based on the data that was collected and analyzed, and recommended improvements were identified and prioritized. As shown in the data, key problem locations include intersections with rear end and angle crashes, as well as crashes involving fixed objects, turns or sideswipes. The lack of or substandard condition of pedestrian facilities within the community is also considered a systemic problem.

In 2020, the City of Bonney Lake conducted an in-depth evaluation of its transportation system to ascertain compliance with the Americans with Disabilities Act (ADA) and adopted an ADA Transition Plan to correct existing deficiencies. Through adoption of this plan the city recognizes that compliance with ADA is critical to a healthy and safe community. The ADA Plan provides a solid framework for the identification and prioritization of pedestrian accessibility and safety improvements focusing on sidewalks, curb ramps, driveway approaches, and pedestrian signals. Development of the Plan included community input through two online surveys. The feedback the city received was used to provide direction on priorities for ADA investments and development of the Transition Plan. The Transition Plan is intended to be a living document that will be updated regularly to track ongoing progress toward compliance. It provides a sound framework for identifying and prioritizing pedestrian accessibility and safety improvements that have been incorporated into the Safety Action Plan.

The City of Bonney Lake has also adopted Street Standards which guide the development and improvement of safe transportation infrastructure within the community. These standards will guide the development and implementation of all safety-related improvements made by the city.

Suggested Modifications to Safety Policy

As noted above, the City of Bonney Lake has adopted plans, policy statements and standards that address the importance of transportation safety in the city's governance process. The city is currently in the process of updating its *Comprehensive Plan* and the supportive *Community Mobility Plan* to provide guidance for safe transportation system development into the foreseeable future. As part of that Plan development specific actions are recommended as part of this Safety Action Plan:

- Adopt this *Safety Action Plan* through City Council resolution.
- Continue ongoing implementation of the *ADA Transition Plan* that includes a prioritized list of improvements and a process for community input into the identification and selection of improvements.
- Consider adoption of a Complete Streets Policy that establishes policy guidance to support the prioritized improvements identified in the updated CMP to enhance the travel safety of vulnerable users including bicyclists and pedestrians.
- Develop a process within the city with supportive policy guidance that establishes a complaint procedure to address safety concerns within the city, particularly as they affect vulnerable users and high priority improvement locations.

Some of the guidance provided by the CMP and the ADA Plan includes locations for sidewalk replacement, safer pedestrian crossings, intersection control improvements and integration of trails all of which have a strong correlation to the spot and systemic problems identified in the *Safety Action Plan*.

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8 STRATEGY AND PROJECT SELECTION

The City of Bonney Lake experienced 1,206 recorded crashes over the five-year period of January 1, 2019 and December 31, 2023. These crashes were divided fairly equally between city streets and SR 410, which runs east/west through the middle of the city. Given the different characteristics of SR 410 compared to all of the local roads, a separate evaluation of SR 410 has been conducted, providing high priority locations and countermeasure recommendations specific to the corridor.

Identification of High Priority Locations

The identification of high priority locations considered multiple factors, including each of the recorded severe and vulnerable user crashes, locations with clusters or a high density of crashes, presence of high risk factor crashes, proximity to locations that attract traffic, particularly vulnerable users (such as commercial areas, schools or parks), Mobility Plan priorities, and local concerns. Below is a summary of these factors for Bonney Lake streets and the SR 410 corridor.

City Streets

There were six recorded severe crashes on the city street during five-year study period. Of these, three were fixed object crashes and a fourth involved a vehicle going over an embankment. These four crashes all result from vehicles leaving the roadway, and represent 67 percent of the recorded severe crashes, making this a high priority risk factor.

As shown in Figure 8, all six severe crashes occurred in different areas of the city but were largely concentrated along major roadway corridors with only one crash (on 198th Avenue) occurring close to the cluster of severe crashes that occurred along SR 410. As presented in Figure 9, there were 10 vulnerable user crashes on city streets which were also spread throughout the community. Seven of these crashes involved pedestrians and three involved bicyclists.

Nine corridors in the city were identified as having a high number or a relatively high density of crashes including many rear end and departure crashes that were identified as the higher type of risk factor resulting in crashes in Bonney Lake.

Based on the foregoing analysis of crash data, the *Safety Action Plan* will focus on nine major travel corridors within the city, and six specific intersection locations. For a variety of reasons related to crash history, the functional importance of each corridor within the community, as well as stakeholder and public input these have been identified as priorities for consideration in the development of spot and/or systemic improvements within the city. The corridors include:

- 214th Avenue between Sumner-Buckley Highway and 103rd Street
- Veterans Memorial Drive between SR 410 and Angeline Road
- S Prairie Road E between SR 410 and 214th Avenue E
- Church Lake Road between Veterans Memorial Drive and Kelly Lake Road
- 192nd Avenue between Target store driveway and SR 410
- Angeline Road E between Veterans Memorial Drive and Rhodes Lake Road
- 200th Avenue Ct E between SR 410 and 104th Avenue E
- Sky Island Drive between SR 410 and 111th Street E
- W Tapps Highway between 64th Street E and Church Lake Road

The identification of key intersections for evaluation in this *Safety Action Plan* focused on locations with severe and/or vulnerable user crashes and crash frequency. These spot improvement locations include:

- 195th Avenue at 67th Street Ct
- 198th Avenue at 96th Street E
- Angeline Road at 101st Street E
- Bonney Lake Boulevard at 194th Avenue
- Locust Street at Locust Extension E
- W Taps Highway at Church Lake Drive E

Further discussion of spot and systemic safety improvement needs along these corridors is presented in the following sections.

SR 410

Along SR 410 there were 14 severe crashes recorded with the city limits of Bonney Lake. These crashes included multiple instances of the following types:

- Fixed Object (3)
- Rear End (2)
- Sideswipe (2)
- Turn (3)
- Head-On (2)

This distribution of crash types does not provide a single clear community deficiency, however several of these crash types are commonly associated with roadway congestion, which is a known condition on SR 410 through the city.

The contributing causes for these high occurrence crashes are strongly correlated to roadway congestion. Factors such as “not at intersection or related”, “going straight”, and “rear end” illustrate this correlation.

The crashes were also reviewed based on physical location. The 14 severe crashes occurred all along SR 410, with one notable cluster of crashes near the intersection with 195th Avenue. This cluster included three crashes, with an additional three in close proximity.

Due to its length and the concentration of crashes along its alignment through the city, SR 410 was divided into four segments to focus the evaluation and prioritization of safety improvements. These segments included:

- SR 410 between the west city limit and Sky Island Drive
- SR 410 between the Angeline Road undercrossing and S Prairie Road
- SR 410 between 202nd Avenue and 216th Avenue
- SR 410 between 219th Avenue and 234th Avenue near the eastern city limits

High crash intersections along SR 410 were also identified as candidates for potential spot improvements. These intersections include locations with severe and/or vulnerable user crashes and a high density of total crashes and high-risk factor crashes involving rear end or roadway departures. These spot improvement locations include:

- SR 410 at the west city limits (MP 12.91)

- SR 410 at Myers Road (MP 13.11)
- SR 410 east of Myers Road (MP 13.17)
- SR 410 at 181st Avenue (MP 13.37)
- SR 410 east of Angline Road crossing (MP 14.04)
- SR 410 at 192nd Avenue (MP 14.20)
- SR 410 at 195th Avenue (MP 14.40)
- SR 410 at 198th Avenue (MP 14.64)
- SR 410 at 208th Avenue (MP 15.17)
- SR 410 near shopping center access (MP 15.22)
- SR 410 at 211th Avenue (MP 15.39)
- SR 410 at 214th Avenue (MP 15.62)
- SR 410 at Shopping center access (MP 15.88)
- SR 410 near 219 Avenue Ct (MP 15.91)

Further discussion of spot and systemic safety improvement needs along these corridors is presented in the following sections.

Corridor Prioritization

The travel corridors and high priority locations identified above and the local concerns within Bonney Lake as expressed through an online survey and other input were prioritized for safety improvements based on criteria identified by city staff. These criteria included consideration for:

- Corridors with severe or vulnerable user crashes (severe crashes are weighted by five and vulnerable users by three)
- Corridors with an overall high number of crashes (sorted and scored by number of crashes)
- Corridor crashes per mile (sorted and scored by number of crashes)
- Preponderance of key risk factor crashes (sorted and scored by number of rear end and/or departure crashes)
- Service to the commercial areas (qualitative score from 3 to 0)
- Near a school or park (qualitative score from 3 to 0)
- Priority corridor as identified in the city' Community Mobility Plan (yes or no scoring)
- Local concerns as identified through an online survey conducted for the Plan and other input

These criteria and their relative weighting factors are summarized in **Table 19**.

Table 19. Bonney Lake Prioritization Criteria

Category	Scoring Range	Weighting	Purpose
Severe Crashes	5 points per crash	High	Values the top priority crashes in a Safety Plan
Vulnerable User Crashes	3 points per crash	High	Values an additional crash type with potentially significant effects on community safety
Total Crashes	1-3 Points	Medium	Ranks a location by the magnitude of crashes experienced
Key Risk Factor Crashes	1-3 points	Medium	Values crash types that seem to predominate in a community
Commercial Area	1-3 points	Low	Values access to a key destination
Near School or Park	1-3 points	Medium	Values access to a key destination, particularly for bike/ped
Mobility Plan Priority	1-3 points	Medium	Location already identified as an improvement priority
Local Concern	1-3 points	Medium	Provides for community input on priority needs

Prioritization of Corridor Improvement Locations

Table 20 presents the results of the scoring analysis and includes the total score for the high-crash city street corridors and the four SR 410 segments. Locations are rated by the extent to which they satisfy each of the criteria in comparison with each other.

Based on application of the scoring criteria and a general ranking of prioritized safety improvement needs, locations were grouped into three priority levels reflecting both the importance of the proposed improvements and their urgency. Corridors by priority level are shown in **Figure 15** and summarized below.

Priority Level 1

Six locations are included under Priority Level 1, which focuses on the most important corridors with the most urgent need for improvement. These locations include five city streets and one segment along SR 410 as follows:

- 214th Avenue E, Sumner Buckley Hwy to 103rd Street
- W Tapps Hwy, 64th Street E to Church Lake Road
- Angeline Road E, Veterans Memorial to Rhodes Lake Road
- Veterans Memorial Drive, SR 410 to Angeline Road
- S Prairie Road E, SR 410 to 214th Avenue E
- SR 410 between the Angeline Road undercrossing and S Prairie Road

Table 20. Prioritization of Corridors

Location	Severe Crashes ¹	Vulnerable User Crashes ¹	Total Crashes ²	Crashes/ Mile ³	Key Risk Factor Crashes ⁴	Commercial Area ⁵	Near School or Park ⁵	Mobility Plan Priority ⁶	Local Concern ⁷	Score
City Streets										
214th Avenue E, Sumner Buckley Hwy to 103rd St	0 (0)	6 (2)	3 (98)	3 (89.9)	3 (17)	2	0	3	1	21
Veterans Memorial Drive, SR 410 to Angeline Road	0 (0)	0 (0)	3 (72)	3 (101.4)	2 (15)	2	1	2	3	16
S Prairie Road E, SR 410 to 214th Avenue E	0 (0)	0 (0)	2 (45)	2 (37.2)	2 (14)	3	2	3	2	16
Church Lake Road E, Veterans Memorial to Kelly Lake Road	0 (0)	0 (0)	2 (31)	2 (20.7)	3 (18)	0	3	2	2	14
192 nd Avenue E, Target to SR 410	0 (0)	0 (0)	2 (30)	3 (214.8)	1 (6)	3	1	1	1	12
Angeline Road E, Veterans Memorial to Rhodes Lake Road	5 (1)	0 (0)	2 (27)	1 (13.2)	3 (19)	0	2	2	3	18
200 th Avenue Ct E, South Prairie Road-104 th Avenue E	0 (0)	1 (3)	2 (23)	1 (19.2)	1 (4)	1	3	3	1	13
Sky Island Drive E, SR 410 to 111 th Street E	0 (0)	0 (0)	1 (14)	1 (9.0)	1 (9)	1	1	1	1	7
W Tapps Hwy, 64th Street E to Church Lake Road	5 (1)	3 (1)	1 (14)	1 (12.6)	1 (8)	0	3	3	2	19
SR 410										
SR 410, west city limit to Sky Island Drive	20 (4)	12 (4)	3 (227)	3 (227.0)	3 (78)	2	1	2	2	48
SR 410, Angeline Road to S Prairie Road	30 (6)	18 (6)	3 (192)	3 (202.1)	3 (61)	3	1	1	1	63
SR 410, 202 nd Avenue to 216 th Avenue	10 (2)	15 (5)	3 (173)	3 (186.0)	3 (43)	3	1	3	1	42
SR 410, 219 th Avenue to 234 th Avenue	10 (2)	3 (1)	1 (43)	1 (43.9)	3 (23)	2	1	0	1	22

1 Weighted by five for each severe crash and by three for each vulnerable user crash. The number in brackets is the actual reported crash experience.

2 Sorted and scored by number of incidents. >50 = 3, 30-50 = 2, <30 = 1

3 Sorted and scored by magnitude of crashes/mile. $\geq 30 = 3$, 20-30 = 2, < 20 = 1

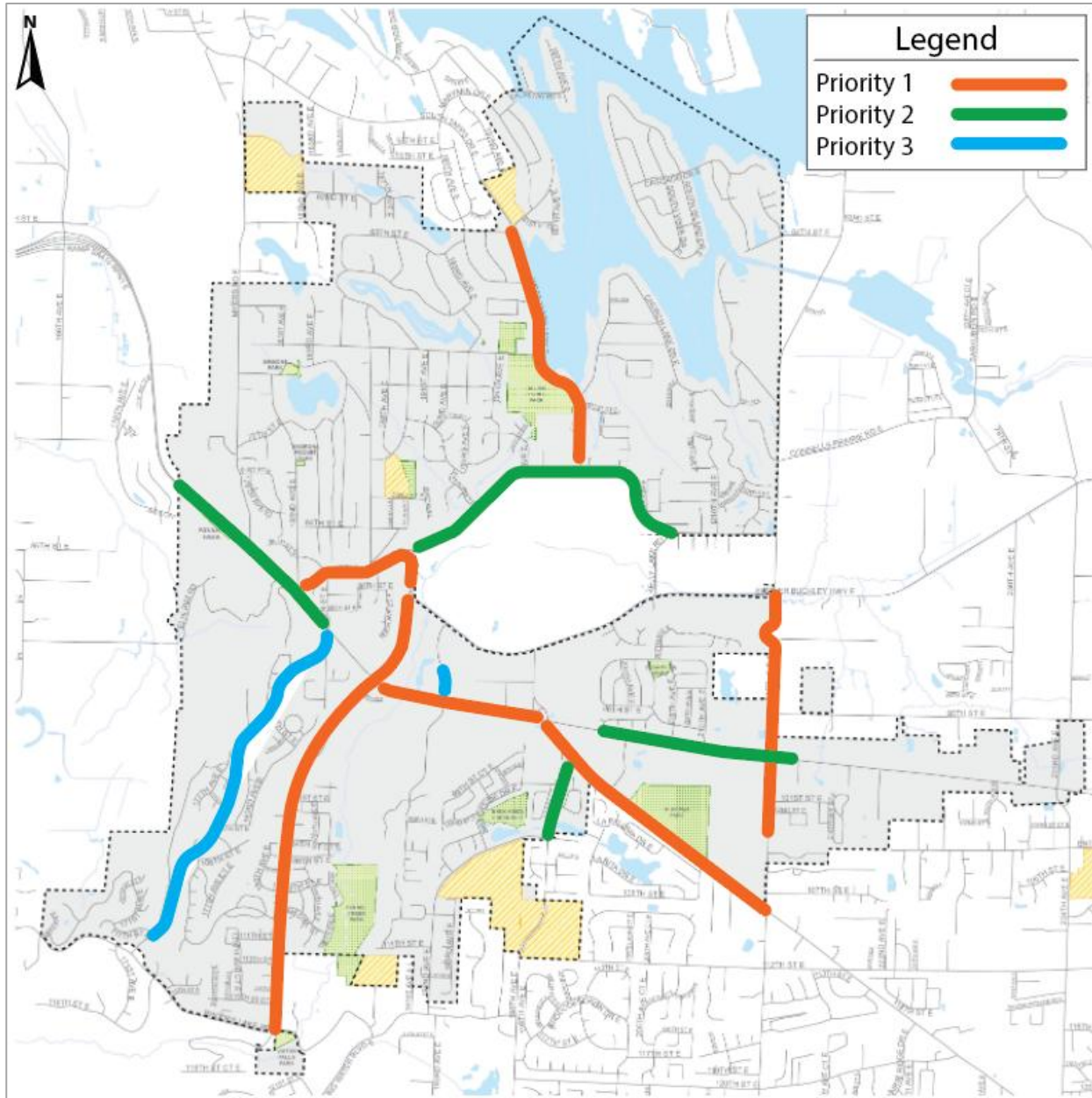
4 Rear end or departure crashes. Scored by number of key risk factor crashes. $\geq 15 = 3$, 10-15 = 2, <10 = 1

5 Qualitative evaluation = 3 - High Priority, 2 - Medium Priority, 1 - Low Priority, 0 – No Effect/Relevance

6 2 points if located on a priority corridor, 0 points if not on a priority corridor.

7 Scoring based on number of mentions by the public in online survey conducted for the Plan. >15 comments = 3 points, ≥ 5 -15 = 2, <5 = 1

Figure 15. High Priority Corridors



Priority Level 2

Four Priority Level 2 locations have been identified which are important from the standpoint of improving multimodal transportation safety within the community but are less urgent than Priority Level 1. These locations include:

- Church Lake Road between Veterans Memorial Drive and Kelly Lake Road
- 200th Avenue Ct E between South Prairie Road and 104th Avenue

- SR 410 between the west city limits and Sky Island Drive
- SR 410 between 202nd Avenue and 216th Avenue

Priority Level 3

Three Priority Level 3 locations have been identified which are important from the standpoint of improving multimodal transportation safety within the community but are less urgent than Priority Levels 1 or 2. These locations include:

- 192nd Avenue between the Target store driveway and SR 410
- Sky Island Drive between SR 410 and 111th Street E

Prioritization of Spot Improvement Locations

Table 21 presents the results of the scoring analysis and includes the value averaged score for each location in the city that experienced a severe crash or a crash involving a vulnerable user (bicyclist or pedestrian). Locations are rated by the extent to which they satisfy each of the criteria in comparison with each other. Non-corridor spot improvement locations by priority level are shown in **Figure 16**.

Priority Level 1

Six locations are included under Priority Level 1, which focuses on the most important locations with the most urgent need for improvement. These locations include:

- 198th Avenue at 96th Street E
- Locust Avenue at Locust Extension E
- W Tapps Highway at Church Lake Drive E
- SR 410 at 195th Avenue (MP 14.40)
- SR 410 at 198th Avenue (MP14.54)
- SR 410 at 214th Avenue (MP 15.62)

Priority Level 2

Six Priority Level 2 locations have been identified which are important from the standpoint of improving multimodal transportation safety within the community but are less urgent than Priority Level 1. These locations include:

- 195th Avenue at 67th Street Ct
- SR 410 at Myers Road (MP 13.11)
- SR 410 east of Myers Road (MP 13.17)
- SR 410 at 181st Avenue (MP 13.37)
- SR 410 at 192nd Avenue (MP 14.20)

Priority Level 3

Eight Priority Level 3 locations have been identified which are important from the standpoint of improving multimodal transportation safety within the community but are less urgent than Priority Levels 1 or 2. These locations include:

- Angeline Road at 101st Street E
- SR 410 east of western city limits (MP 12.81)

Table 21. Prioritization of Spot Locations

Location	Severe Crashes ¹	Vulnerable User Crashes ¹	Total Crashes ²	Key Risk Factor Crashes ³	Commercial Area ⁴	Near School or Park ⁴	Mobility Plan Priority ⁵	Local Concern ⁶	Score
City Streets									
195 th Avenue at 67 th Street Ct	5 (1)	0 (0)	1 (1)	1 (1)	3	0	0	0	10
198th Avenue at 96th Street E	5 (1)	0 (0)	1 (4)	1 (2)	1	3	0	0	11
Angeline Road at 101 st Street E	5 (1)	0 (0)	2 (6)	1 (5)	0	1	0	0	9
Bonney Lake Blvd at 194 th Avenue	5 (1)	0 (0)	1 (1)	1 (1)	0	3	0	0	10
Locust Avenue at Locust Extension E	5 (1)	3 (1)	1 (1)	0	0	2	0	0	11
West Tapps Hwy at Church Lake Drive E	5 (1)	0 (0)	2 (5)	1 (2)	0	3	0	0	11
SR 410									
SR 410 at west city limits (MP 12.81)	5 (1)	0 (0)	1 (2)	1 (2)	0	0	0	0	7
SR 410 at Myers Road (MP 13.11)	5 (1)	0 (0)	2 (12)	1 (4)	1	0	3	3	15
SR 410 east of Myers Road (MP 13.17)	5 (1)	0 (0)	1 (2)	1 (2)	0	0	0	2	14
SR 410 at 181 st Avenue (MP 13.37)	5 (1)	0 (0)	3 (41)	3 (22)	3	0	0	0	14
SR 410 east of Angline Road crossing (MP 14.04)	5 (1)	0 (0)	1 (1)	1 (1)	2	2	0	2	13
SR 410 at 192 nd Avenue (MP 14.20)	0	3 (1)	3 (36)	3 (23)	2	2	0	1	14
SR 410 at 195th Avenue (MP 14.40)	15 (3)	3 (1)	2 (13)	1 (5)	3	0	0	0	24
SR 410 at 198th Avenue (MP 14.64)	5 (1)	0 (0)	3 (24)	2 (1)0	3	3	2	0	18
SR 410 at 208 th Avenue (MP 15.17)	0	6 (2)	2 (19)	1 (7)	3	0	0	0	12
SR 410 near shopping center access (MP 15.22)	5 (1)	0 (0)	2 (6)	1 (5)	3	0	0	0	11
SR 410 at 211 th Avenue (MP 15.39)	0	6 (2)	2 (11)	1 (2)	3	0	0	0	12
SR 410 at 214th Avenue (MP 15.62)	5 (1)	0 (0)	3 (27)	3 (15)	3	0	3	1	18
SR 410 at Shopping center access (MP 15.88)	5 (1)	0 (0)	1 (1)	0	3	0	0	0	9
SR 410 near 219 Avenue Ct (MP 15.91)	5 (1)	0 (0)	1 (1)	1 (1)	2	0	0	0	9

1 Weighted by five for each severe crash and by three for each vulnerable user crash. The number in brackets is the actual reported crash experience.

2 Sorted and scored by number of incidents. >20 = 3, 5-20 = 2, <5 = 1. Five equates to one crash per year.

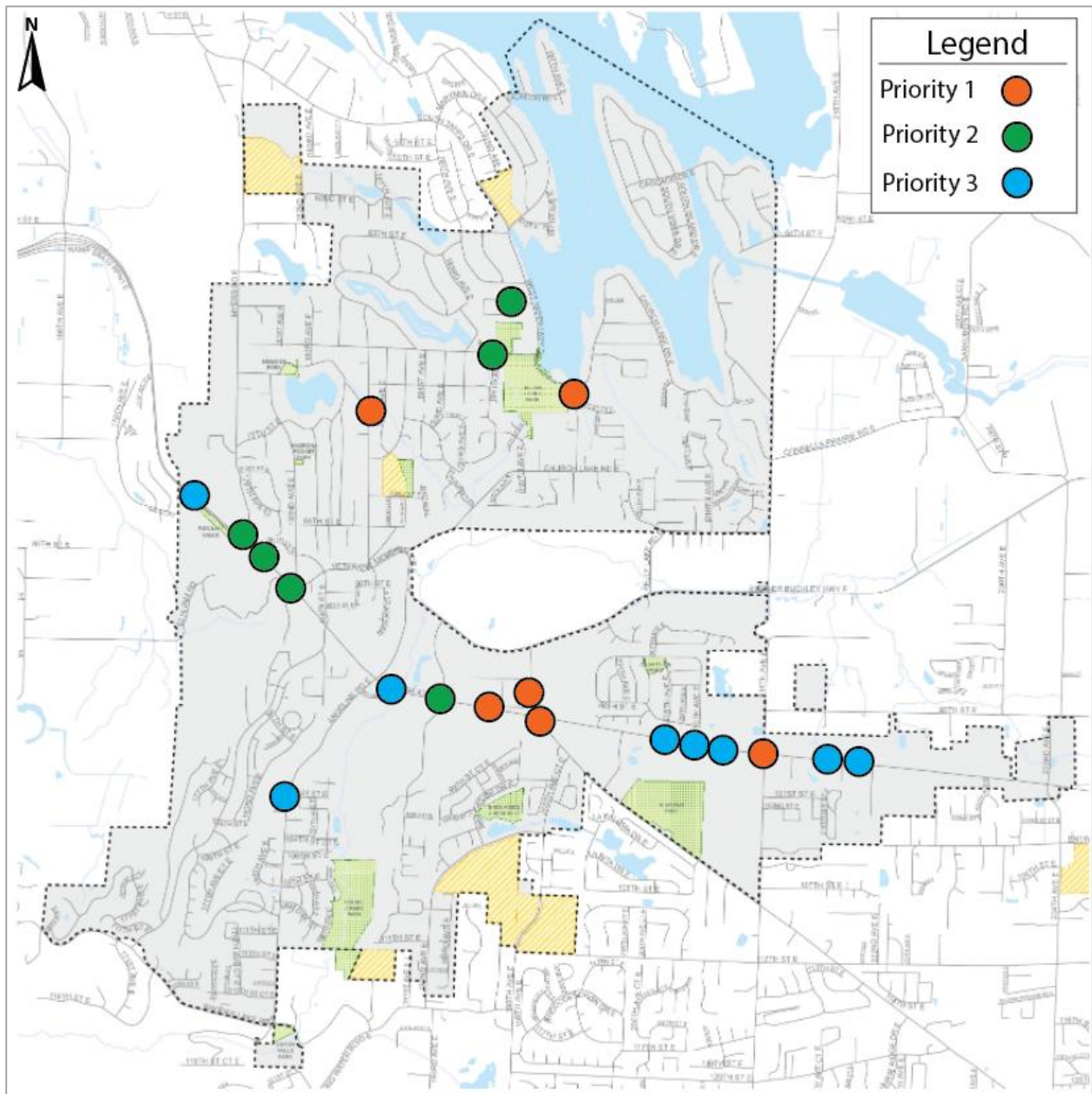
3 Rear end or departure crashes. Scored by number of key risk factor crashes. ≥15=3, 10-15=2, <10=1

4 Qualitative evaluation = 3 - High Priority, 2 - Medium Priority, 1 - Low Priority, 0 – No Effect/Relevance

5 2 points if located on a priority corridor, 0 points if not on a priority corridor.

6 Scored based on total number of mentions through public outreach.

Figure 16. High Priority Spot Locations



- SR 410 east of Angeline Road crossing (MP 14.04)
- SR 410 at 208th Avenue (MP 15.17)
- SR 410 near shopping center access (MP 15.22)
- SR 410 at 211th Avenue (MP 15.39)
- SR 410 near shopping center access (MP 15.88)
- SR 410 near 219th Avenue Ct (MP 15.91)

Assessment of Priority One Crash Corridors

Priority Level 1 crash corridors are presented and discussed in this section. Six corridors are included – five focused on city streets and one involving a segment of SR 410 as it passes through the city. Priority level 1 focuses on the most important corridors with the most urgent need for improvement. The discussion that follows is presented separately for city streets and for SR 410.

City Streets

Priority Level 1 corridors on city streets include:

- 214th Avenue E, Sumner Buckley Hwy to 103rd Street
- W Tapps Hwy, 64th Street E to Church Lake Road
- Angeline Road E, Veterans Memorial to Rhodes Lake Road
- Veterans Memorial Drive, SR 410 to Angeline Road
- S Prairie Road E, SR 410 to 214th Avenue E

Key issues and concerns with respect to each city corridor are presented below.

214th Avenue E, Sumner Buckley Highway – 103rd Street

214th Avenue E experienced a total of 98 crashes between Sumner-Buckley Highway and 103rd Street during the five-year analysis period. Two vulnerable user crashes occurred in this corridor, one at the intersection with SR 410 and one at the Home Depot Thruway both of which involved a vehicle hitting a pedestrian and incurring a suspected minor injury. Review of data also indicates that there were a cluster of 74 crashes around the intersection of State Street (SR 410) including rear end, sideswipe and turning collisions. The most significant crash types at this intersection are left turn (31), angle (25) and rear end (nine) collisions. A total of 60 percent of the crashes along 214th Avenue involved angle or turning collisions. There was also a cluster of crashes around the intersection with 91st Street E (six crashes), 101st Street E (nine crashes), and 103rd Street Ct E (five crashes). There were nearly 90 crashes per mile along this slightly over one-mile roadway segment.

W Tapps Highway, 64th Street E – Church Lake Road

Fourteen crashes occurred along W Tapps Highway between 64th Street E and Church Lake Road. One vulnerable user crash occurred in this corridor at the intersection with 64th Street E which involved a vehicle hitting a pedestrian and incurring a suspected minor injury. The pedestrian was cited as not yielding to the vehicle. One serious injury occurred along this street near the intersection with Church Lake Drive which involved a vehicle leaving the roadway and hitting a tree. The two most prevalent crash types along this street involved hitting fixed objects or rear end collisions. Over 60 percent of the crashes along W Tapps Highway involved one of these two crash types. Approximately 12.6 crashes per

mile occurred along this 1.1-mile segment. It should be noted that an additional serious injury crash occurred on July 11, 2025 at the intersection with Bonney Lake Boulevard.

Angeline Road E, Veterans Memorial Drive – Rhodes Lake Road

Twenty-seven crashes occurred along Angeline Road E between Veterans Memorial Drive and Rhodes Lake Road, one of which resulted in a serious injury. The serious injury collision occurred near the intersection of 101st Street E and involved a single vehicle leaving the roadway during dark icy conditions. Over 50 percent of the collisions along this street involved vehicles leaving the roadway and/or hitting fixed objects (mailboxes, trees, fences, etc.). There were about 13.2 crashes per mile along this roadway segment.

Veterans Memorial Drive, SR 410 to Angeline Road

Seventy-two crashes occurred along Veterans Memorial Drive between SR 410 and Angeline Road, none of which involved a serious injury or fatality. Fifteen of the crashes in this corridor resulted in a suspected minor or possible injury. Nearly 57 percent of all crashes in this corridor involved rear end or sideswipe collisions which is indicative of congested traffic conditions. Just over 101 crashes per mile occurred along this roadway segment.

S Prairie Road, SR 410 – 214th Avenue

Forty-five crashes occurred along S Prairie Road between SR 410 and 214th Avenue E. Approximately 56 percent of the crashes along this corridor occurred at or in the vicinity of 200th Avenue Ct E, three of which resulted in a possible injury. Of the crashes that occurred near the intersection of 200th Avenue Ct E, 68 percent were reported as intersection related. The most prevalent type of crash along this street includes rear end (at 33 percent) and sideswipe (at 33 percent) collisions. Over 37 crashes per mile occurred along this 1.2-mile corridor.

State Route Segments

For this Safety Action Plan, SR 410 was divided into four segments for analysis and prioritization. The highest priority segment in this corridor extended from the Angeline Road crossing to the intersection with S Prairie Road.

SR 410, Angeline Road to S Prairie Road

One hundred and ninety-two crashes occurred along SR 410 between Angeline Road and S Prairie Road (milepost 13.83-14.78) during the five-year analysis period. There were six severe crashes recorded in the corridor, one fatality and five serious injury collisions. The fatality involved a head-on collision near the intersection with S Prairie Road. The serious injury collisions involved head-on, fixed object, overturned, sideswipe, and pedestrian collisions. The serious injury collisions occurred at or near Angeline Road and 195th Avenue. There were six vulnerable user crashes along this corridor, one involved a pedestrian, resulting in a serious injury, and five involved bicyclists resulting in minor or possible injuries. Over half the crashes on this street were rear end collisions. The corridor segment averaged 102 crashes per mile over the five-year analysis period.

Summary

Due to the relatively low number and concentration of recorded severe and vulnerable user crashes, the analysis in this report has focused on the need for systemic improvements along the priority corridors in addition to focused spot improvements.

The analysis of crash history in this chapter was augmented by a comprehensive survey of intersections and pedestrian crossings throughout the city to identify locations where Americans with Disabilities (ADA) standards are not met. This process and its conclusions were included in the evaluation and weighting of pedestrian facilities and crossings conducted as part of the City's Comprehensive Mobility Plan (CMP) and were not specifically addressed in this Safety Plan analysis.

Assessment of Priority One Crash Locations

In addition to the discussion of Priority One Crash Corridors, high priority spot locations were also identified and advanced for improvement consideration. As with the corridor review, the following discussion focuses separately on city streets and SR 410 as it passes through the city.

City Streets

Three spot locations were identified as priority one crash locations.

198th Avenue at 96th Street

Four crashes occurred at this intersection during the five-year study period of which one involved a suspected serious injury. This crash occurred in the vicinity of the intersection and involved a distracted driver going over an embankment where there was no guardrail. The crash occurred during daylight hours when the weather was clear, and the pavement was dry. Half of the crashes at this location involved vehicles entering the intersection at an angle, one involved a rear end collision, and one involved a roadway departure. The predominate cause of crashes at this location involved a distracted driver.

Locust Avenue at Locust Extension

One crash occurred at this intersection over the five-year period, and it involved a serious injury in which a motor vehicle hit a pedestrian. The crash occurred after dark in an area with no streetlights. It was raining and the pavement was wet.

W Tapps Highway at Church Lake Drive

A total of five crashes occurred at this intersection, one of which involved a suspected serious injury. This crash involved a motorist leaving the road and hitting a tree. The crash occurred after dark in an area with streetlights but with wet pavement. 60 percent of the crashes at this intersection involved entering at an angle while making a left turn. The remaining 40 percent included roadway departures and collision with a fixed object. These crashes involved a vehicle either traveling straight or negotiating a curve.

State Route Intersections

Three locations on SR 410 were identified as Priority One intersections.

SR 410 at 195th Avenue (MP 14.40)

A total of 13 crashes occurred at this intersection, three of which involved a serious injury. One of the serious injury crashes involved a right-turning vehicle that hit a pedestrian. The driver was cited for failure to grant right of way to a non-motorist. Another serious injury crash involved a vehicle that overturned while making a left turn, while the third involved a vehicle that sideswiped another vehicle while changing lanes on the state highway. The pedestrian crash occurred after dark while no streetlights were on, and the pavement was wet. The overturned vehicle crash occurred during the day when the pavement was dry. The sideswipe crash occurred after dark while streetlights were on, and the pavement was dry. Three other crashes occurred at this intersection that involved suspected minor or possible injuries. Two of the minor or possible injury crashes involved a bicyclist. In total there were five rear end crashes, three turning crashes, one sideswipe, one overturned vehicle and three crashes involving vulnerable users. Predominate contributing causes for the crashes involved inattention or distraction, failure to grant right of way, improper turn and following too closely.

SR 410 at 198th Avenue (MP 14.64)

Twenty-four crashes occurred at this intersection over the five-year analysis period of which there was one fatality and no serious injuries. The fatality involved a head-on collision during the daytime when the pavement was dry and was caused by a distracted driver crossing over the highway centerline. No serious injury crashes occurred at this location but there were four suspected minor or possible crashes. In total there were eight rear end crashes, four sideswipe crashes, four turning crashes, two crashes involving hitting fixed objects, two head-on crashes, two angle crashes, and one crash each involving an overturned vehicle or other event. Predominate contributing causes involved inattention or distraction, speeding, and disregard of the traffic signal.

SR 410 at 214th Avenue (MP 15.62)

A total of 27 crashes occurred at this intersection, one of which involved a serious injury. There were no fatalities at this location and one each involving a minor or possible injury. The serious injury crash involved a rear end collision where an aggressive driver hit a westbound vehicle stopped at the intersection. The crash occurred during daylight hours when the pavement was dry. In total there were 15 rear end collisions, five turning crashes, five angle crashes, one sideswipe and one involving a stopped or backing vehicle. Predominate contributing causes included driver distraction or inattention, following too closely, and failure to grant right of way.

Identification of Countermeasures

Table 22 summarizes potential countermeasures⁹ that could be implemented at intersections or along roadway segments in the priority corridors. These countermeasures address the key risk factors that were identified in the crash analysis discussed earlier in this report. These risk factors have been presented as objectives to be accomplished through the implementation of this *Safety Action Plan* and include:

⁹ Crash countermeasures are actions taken to reduce the danger or threat of a particular type of crash. The effectiveness of various countermeasures are identified through Crash Modification Factors (CMFs) that indicate the proportion of crashes that would be expected to change after implementation of a countermeasure. FHWA provides an extensive database of CMFs in its online Crash Modification Factors Clearinghouse.

- Reducing rear end and sideswipe collisions which are about 50 percent of all crashes in the city and 20 percent of all severe crashes. These crashes are particularly prominent along SR 410.
- Reducing roadway departure crashes including hitting fixed objects. Constituting about 12 percent of all crashes in Bonney Lake, fixed objects include signposts, utility poles and streetlights, fences, trees, mailboxes, and buildings. Other roadway departure crashes include driving off the road into a ditch or driving over an embankment. Together with fixed objects these crashes represent about 14 percent of all crashes in the city and 35 percent of all severe injury crashes.
- Improving pedestrian and bicyclist safety including addressing the one such fatal crash recorded in the city, as well as the extensive deficiencies in sidewalk/crosswalk condition and connectivity within the community as identified in the City's Community Mobility Plan and the ADA Transition Plan. These systemic deficiencies can adversely affect the potential for future pedestrian-related crashes. Pedestrian crashes represent 10 percent of all severe crashes in the city and about 17 percent of severe crashes on city streets alone.
- Reducing intersection angle or turning crashes which represent 25 percent of all crashes in the city as well as 20 percent of all severe crashes.

Table 22. Potential Countermeasures to Address Priority Deficiencies in Urban Areas

Objectives for Prevalent Crash Types or Vulnerable Users	Potential Countermeasures
Reduce rear-end or sideswipe crashes	• Reduce operating speeds • Add right or left turn lanes when warranted • Add deceleration lanes where warranted by volumes and speeds • Widen paved shoulders
Reduce roadway departures	• Install continuous milled-in shoulder rumble strips (rural or quasi-rural applications) • Speed management including dynamic speed feedback signs • Improve safety edge • Clear zone improvements and maintenance • Improved signage, particularly in horizontal curves • Install wider edge lines (from 4 to 6 inches) •
Reduce incidence of hitting fixed objects	• Clear vegetation to improve visibility in clear zone • Install protective barriers such as curbs or guardrails • Remove/relocate objects in hazardous locations out of the clear zone • Improve illumination
Improve pedestrian safety	• Install curb extensions to shorten crossing distance and improve visibility • Install active pedestrian warning signage (RRFBs) at location with a higher level of pedestrian activity such as near schools, parks or other major pedestrian trip generators • Pedestrian hybrid signal • Install high visibility crosswalk markings and/or advance pedestrian warning signage at locations with a higher level of pedestrian activity • Install advance pedestrian signal phase to allow peds to enter crosswalk ahead of motor vehicles

Objectives for Prevalent Crash Types or Vulnerable Users	Potential Countermeasures
	• Right turn on red restrictions where there is a lot of pedestrian crossing activity • Install pedestrian refuges at areas with higher activity to reduce speed and make pedestrian more visible • Improve sidewalk connectivity and comfort by addressing needs identified in local plans • Improve ADA compliance for curb ramps
Improve bicycle safety	• Install traffic calming techniques such as mini-circles, chicanes, visual narrowing or speed tables/humps/cushions to reduce traffic speeds • Traffic diversion to reduce volumes on bike priority street • Install on-street bicycle facilities including lanes, buffered lanes, sharrows • Install multimodal shared use paths • Increased pavement delineation to identify presence/priority of bike movements such as bike boxes or intersection guidance striping • Create bike boulevards on low volume, low speed streets • Improve intersections to clarify bicycle street crossings locations • Install signals, signage, and markings to improve awareness of and control of bicycle activity • Implement road diets to provide/enhance bicycle facilities
Reduce intersection angle or turning crashes	• Install/upgrade signing and delineation (such as “Cross-traffic Does Not Stop” signs) • Improve sight distance • Convert to roundabout, traffic signal or all way stop • Install mini-roundabout or traffic circle • Restrict on-street parking near intersections where visibility is an issue • Add turn lanes • Provide “stop ahead” pavement marking for rural applications • Centerline delineation • Improve illumination

Application of Countermeasures

Table 23 summarizes potential countermeasures that could be implemented at intersections or along roadway segments in the Priority Level 1 corridors. These countermeasures address the key risk factors that were identified in the crash analysis discussed earlier in this report. These risk factors have been presented as objectives to be accomplished through implementation of this *Safety Action Plan* a

A review of each priority crash location and/or corridor was performed to identify potential safety countermeasures that could be applied. These countermeasures were selected based on a review of the specific crash data and existing roadway conditions, consultation with City staff, public input, and a review of safety countermeasure resources from WSDOT and FHWA.

Table 24 presents a list of project corridors and specific locations that were ranked as priority level 1 and relates this list to the potential countermeasures that are recommended for consideration. Following the table is a description of each identified priority corridor or location, the issues specific to that corridor, and a discussion of selected countermeasures for either spot or systemic improvements.

Table 23. Application of Countermeasures for Priority Level 1 Locations

Location	Countermeasures to Address Prevalent Crash Types by Location					Score
	Angle/Turn Crashes	Rear End	Pedestrian Safety	Roadway Departures	Sideswipe	
PRIORITY LEVEL 1						
<u><i>Corridors</i></u>						
214th Avenue, Sumner Buckley to 103rd Street						21
W Tapps Hwy, 64th Street to Church Lake Road						19
Angeline Road, Veterans Memorial to Rhodes Lake Road						18
S Prairie Road, SR 410 to 214th Avenue						16
Veterans Memorial Drive, SR 410 to Angeline Road						16
SR 410, Angeline Road to S Prairie Road						63
<u><i>Intersections</i></u>						
198th Avenue at 96th Street						11
Locust Avenue at Locust Extension						11
W Tapps Hwy at Church Lake Drive						11
SR 410 at 195th Avenue (MP 14.40)						24
SR 410 at 198th Avenue (MP 14.64)						18
SR 410 at 214th Avenue (MP 15.62)						17

Roadway departures include hitting fixed objects as well as traveling off the edge of the roadway area.



Primary countermeasure type



Secondary countermeasure type

Corridor Improvements

Six corridors are included under Priority Level 1, five city street corridors and one state route segment. Priority level 1 focuses on the most important corridors with the most urgent need for improvement. The discussion that follows identifies potential improvements that could be made within each identified corridor. The discussion is accompanied by an aerial photograph that illustrates the corridor's location.

214th Avenue E, Sumner Buckley Highway – 103rd Street E

Figure 17 illustrates the location and limits of the 214th Avenue E corridor and highlights the specific intersections with a concentration of crashes. As noted in the data discussion above, four intersections are of particular concern including SR 410, 91st Street, 101st Street and 103rd Street. Additionally there was a minor injury pedestrian crash at the intersection with the Home Depot entrance. The majority of crashes along the 214th Avenue corridor occurred at the intersection with SR 410 (74 total crashes) followed by 101st Street (nine crashes), 91st Street (six crashes) and 103rd Street (five crashes).

Potential Countermeasures

Intersection with SR 410

About 75 percent of the 74 crashes that occurred at this intersection involved angle or turning movement collisions, with the latter predominately involving left turns. Six of the crashes involved suspected minor injuries and 14 involved possible injuries. This intersection is currently traffic signal-controlled and has left turn lanes in all directions. Right turn lanes are also provided in the southbound, eastbound and westbound directions with a shared through/right lane in the northbound direction.

Evaluation of the crash data indicates that the conflict between southbound through traffic and northbound left turning traffic is a significant issue at this location. Conflicts between northbound through and westbound lefts is also a significant issue. The major contributing cause for these issues is failure to yield right of way which implies that vehicles may be running red lights. Consideration should be to extending yellow and/or all red time at this intersection, particularly for the north/south movement.

Consideration should also be given to evaluating signal timing and progression along SR 410 through the city to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require

Figure 17. 214th Avenue between Sumner Buckley Highway and 103rd Street E



reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

Intersection with 101st Street

Four of the nine crashes that occurred at this intersection involved rear end collisions, predominately for vehicles traveling northbound through the intersection. Primary contributing cause is distraction. One of the crashes involved a possible injury. The intersection is stop-controlled on the side street and has a single approach lane. There is a continuous left turn lane along 214th Avenue. Consideration should be given to conducting a speed zone study with the objective of reducing northbound travel speeds entering the developed area along 214th Avenue. As this area is slated for further development along the west side of the road, the timing of this study might coincide with land development activity that would affect the 101st Street intersection.

Intersection with 91st Street

All six reported crashes at this location involved vehicles traveling from the south to the north. Four of the six crashes that occurred at this intersection happened while a motorist was negotiating the curve with contributing causes involving speeding, improper passing, distraction and following too closely. These crashes resulted in rear end collision, a sideswipe and an overturned vehicle. The two other crashes involved a roadway departure (hitting a tree) and a head-on collision. Four of the crashes involved possible injuries.

The existing intersection is stop-controlled for the side street movement which has a single approach lane. There are also single directional lanes along 214th Avenue. Review of the existing roadway alignment indicates that there is limited sight distance for vehicles traveling through the two curves in the vicinity of this intersection – one at the intersection with 91st Street and one immediately to the north. Consideration should be given to adding advance speed reduction signage and signage indicating presence of multiple turns through the area in both directions. Advanced warning signage for the 91st Street intersection should also be considered for southbound vehicles. As appropriate, a flashing beacon could be considered to reinforce the need for reduced speed, as well as creation of a narrow-striped median through the curves.

Intersection with 103rd Street

Four of the five crashes at this intersection involved rear end collisions including two northbound and two southbound. The vehicles hit were stopped to make a turn onto 103rd Street. Primary contributing causes included distracted driver and following too closely. There were two possible injuries. The intersection is stop-controlled for the side street movement which accesses a manufactured housing complex. 214th Avenue has two through lanes and a continuous left turn lane at this location. As with the intersection of 101st Street, consideration should be given to conducting a speed zone study to potentially reduce travel speeds through this intersection, particularly as new development occurs along the west side of 214th Avenue.

W Tapps Highway, 64th Street E – Church Lake Road

Figure 18 illustrates the location and limits of the W Tapps Highway corridor and highlights the specific intersections with a concentration of crashes. Three intersections are of particular concern including Church Lake Drive, Church Lake Road and Bonney Lake Boulevard.

Out of a total of 14 crashes along the W Tapps Highway corridor, these key intersections included 11 collisions. Crashes were nearly evenly split at the three intersections with four at Church Lake Drive, four at Church Lake Road and three at Bonney Lake Boulevard. One crash involving a pedestrian occurred at the intersection with 64th Street. The crash involved a suspected minor injury, and the pedestrian was cited as failing to yield to a motor vehicle. The two most prevalent crash types along this street involved hitting fixed objects or rear end collisions. Over 60 percent of the crashes along W Tapps Highway involved one of these two crash types.

Potential Countermeasures

Intersection with Church Lake Drive

Two of the four crashes at this intersection involved angle collisions and two involved hitting fixed objects off the roadway. Each crash involved a different direction of travel and there was no single, predominate contributing cause. W Tapps Highway has a single travel lane in each direction with stop control for the side street movement on the east leg (Church Lake Drive). The west leg of the intersection provides access to a soccer field and is also stop-controlled at W Tapps Highway. No specific recommendation is made for this location.

Intersection with Church Lake Road

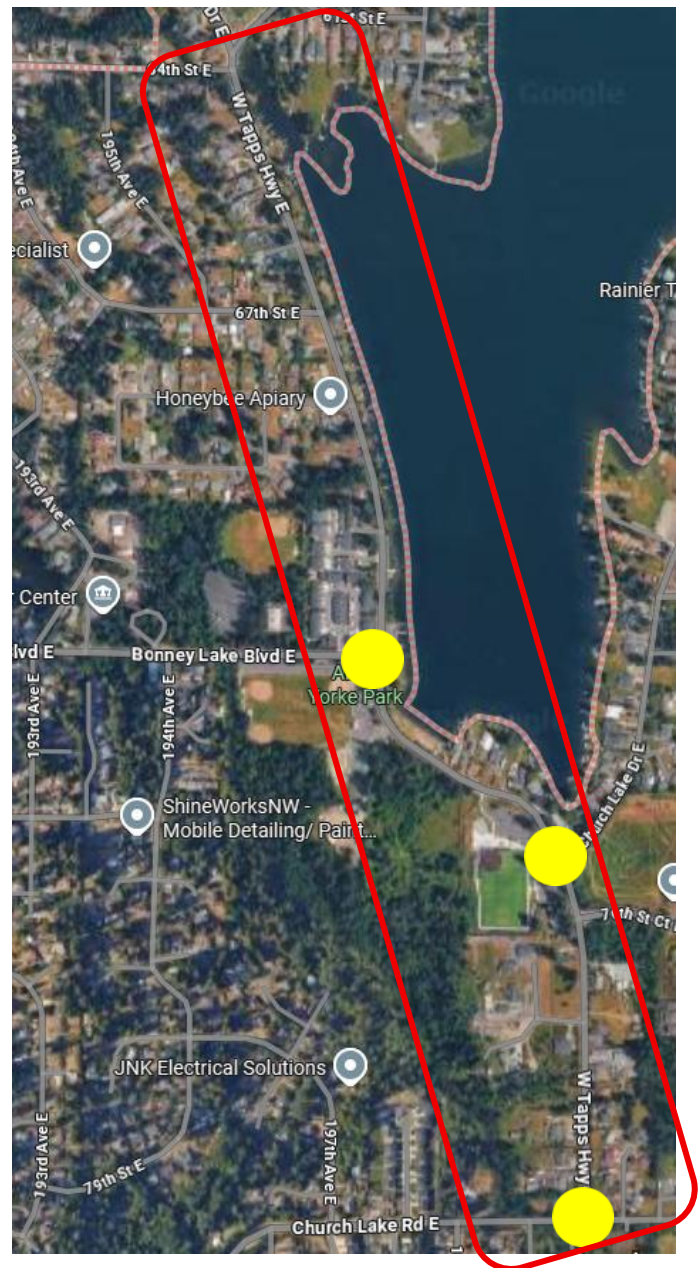
Three of the four crashes at this intersection involved rear end collisions and one involved hitting a fixed object. Two of the rear end collisions involved vehicles traveling south on W Tapps Highway which did not stop for a stationary vehicle at the intersection. One of the rear end crashes involved an eastbound vehicle approaching the intersection where a turning vehicle was stopped.

This stop-controlled intersection has recently been studied by the city to identify a preferred improvement option. A recommended project has been identified and included in the Community Mobility Plan and incorporated into this Safety Plan by reference.

Intersection with Bonney Lake Boulevard

There were three crashes at this intersection during the five-year analysis period, two involving hitting fixed objects and one rear end collision. The crashes primarily involved vehicles that

Figure 18. W Tapps Highway between 64th Street E and Church Lake Road



were traveling north/south on W Tapps Highway. As noted previously, there was an additional crash at this intersection in July of 2025 which involved a pick-up truck hitting two pedestrians and seriously injuring a child. A recent master planning study for the adjacent Allan Yorke Park identified the need to modify this stop-controlled intersection to improve the safety of persons walking between the facilities in the park and the Lake Tapps beach shoreline. This study would involve closing W Tapps Highway south of Bonney Lake Boulevard and re-routing traffic to a new W Tapps Highway alignment that would pass along the west side of the park and then reconnect to the existing street alignment south of the park. This improvement is included in the city's CMP and incorporated into this Safety Plan by reference.

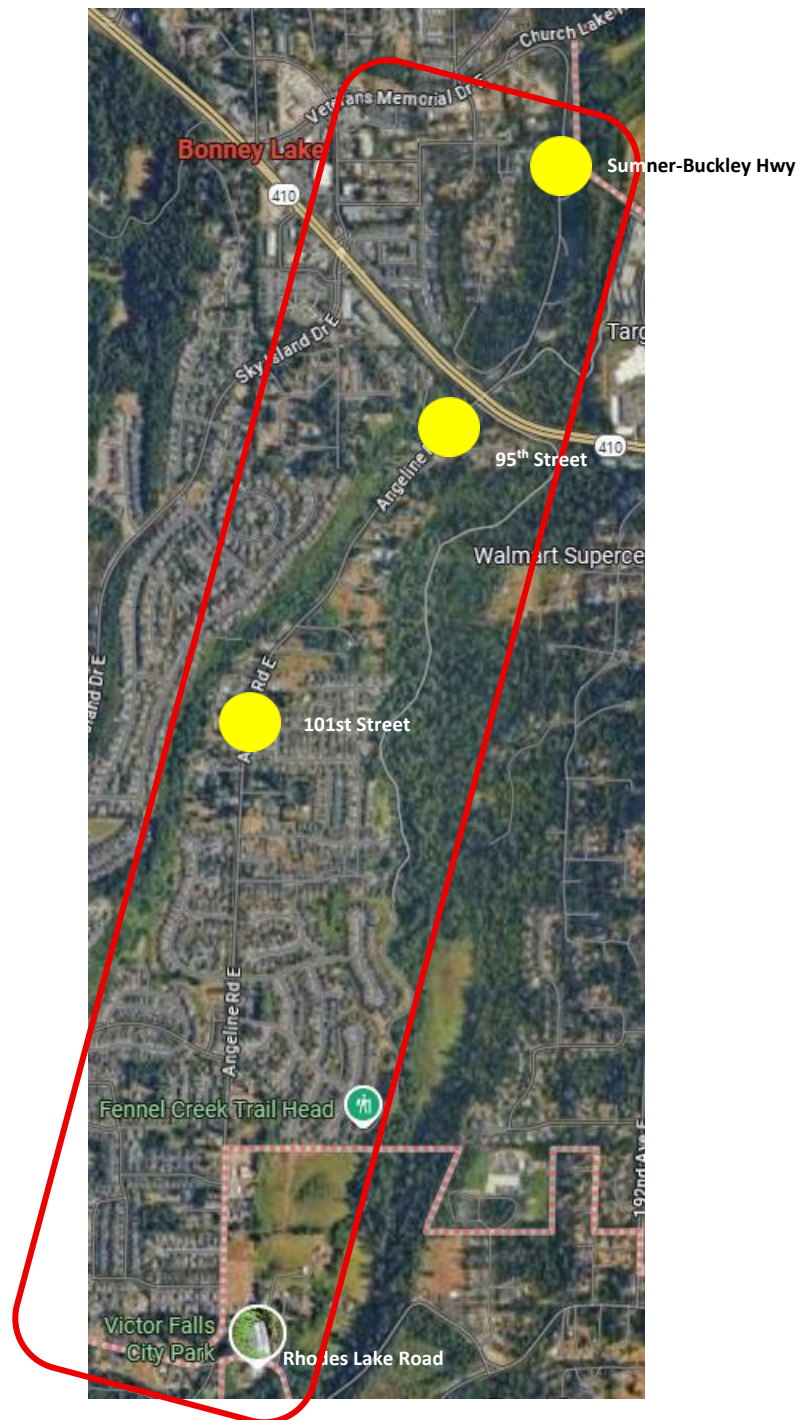
Angeline Road E, Veterans Memorial Drive – Rhodes Lake Road

Figure 19 illustrates the location and limits of the Angeline Road corridor and highlights the specific intersections with a concentration of crashes. As noted in the data discussion above, three intersections are of particular concern including Old Sumner-Buckley Highway, 101st Street, and 95th Street.

Out of a total of 27 crashes along the Angeline Road corridor, there was one serious injury that occurred near the intersection of 101st Street E and involved a single vehicle leaving the roadway during dark icy conditions. A cluster of crashes occurred near the intersections with Sumner-Buckley Highway/Veterans Memorial Drive (eight), 101st Street E (six) and 95th Street (three). Over 50 percent of the crashes along this street involved vehicles leaving the roadway or hitting fixed objects (mailboxes, trees, fences, etc.).

Crashes involving hitting fixed objects were the most significant crash type in this corridor involving eleven collisions or 41 percent of the total. Other significant crash types included sideswipes, turns and angle collisions, each of which involved three crashes or 11 percent of the total. In sum, nearly $\frac{3}{4}$ of all crashes in this corridor involved these four types of collisions.

Figure 19. Angeline Road between Veterans Memorial Drive and Rhodes Lake Road



Potential Countermeasures

Intersection with Veterans Memorial/Old Sumner-Buckley Highway

The eight crashes at this intersection were distributed among a variety of crash types including angle (three), hitting fixed objects (two), driving over an embankment (two) and sideswipe (one). Most crashes involved vehicles that were moving between Angeline Road and destinations to/from the west on Veterans Memorial Drive. There was one suspected minor injury and four possible injuries.

The intersection is currently stop-controlled for the side street movement (Angeline Road). There are limitations to sight distance in the vicinity and speeding has been identified as an issue. The city recently completed an in-depth study of this intersection and recommended improvement through installation of a roundabout. Trail improvements would also be made along the northeast side of Veterans Memorial Drive, crossing at the roundabout to continue east on Old Sumner-Buckley Highway to connect with the Fennel Creek Trail. This improvement is included in the city's CMP and incorporated into this Safety Plan by reference. Final design for the improvement should address issues related to roadway departure to ensure that motorists are adequately protected from the adjacent ditch on the northeast side of the intersection.

Intersection with 101st Street

There were six crashes at this intersection over the five-year planning period, five of which involved roadway departure, and one involved a sideswipe. Most of the crashes involved vehicles that were traveling north/south along Angeline Road. There was one serious injury and one possible injury. The serious injury crash involved a northbound roadway departure and hitting a tree. The crash happened after dark on an icy road.

The roadway cross-section along Angeline Road is narrow and lacks shoulders or sidewalks in most locations. As improvements are made to this road, consideration should be given to providing added shoulders and/or curb/gutter/sidewalks to provide added protection from roadway departure crashes.

Intersection with 95th Street

There were three crashes at this intersection, one each involving rear end, fixed object, and turning movement collisions. The rear end collision involved a possible injury. All crashes occurred while vehicles were traveling north/south along Angeline Road. There does not appear to be any sight distance issues that could be corrected to improve safety at this intersection. As with the intersection at 101st Street, as improvements are made to this road, consideration should be given to providing added shoulders and/or curb/gutter/sidewalks to provide added protection from roadway departure crashes.

S Prairie Road, SR 410 – 214th Avenue

Figure 20 illustrates the location and limits of the S Prairie Road corridor and highlights the specific intersections with a concentration of crashes. As noted in the data discussion above, two intersections are of particular concern including 200th Avenue Ct E and SR 410.

Out of a total of 45 crashes along the S Prairie Road corridor, these key intersections included 41 collisions or 91 percent of all crashes in the corridor. Crash history was dominated by the intersection with 200th Avenue which had a total of 26 collisions or nearly 60 percent of all corridor crashes. Fifteen crashes occurred at the intersection with SR 410. Crashes predominately involved rear end collisions with a total of 12, and five each involving turning, angle and sideswipe crashes.

Potential Countermeasures

Intersection with 200th Avenue Ct E

Nearly half (12) of the 26 crashes that occurred at this intersection involved rear end collisions, predominately affecting east/west through movements. Other significant crash types included turning and/or angle crashes (10 out of 26) which predominately involved left turns, and sideswipe crashes (5 out of 26). There was one suspected minor injury and three possible injuries. Key contributing causes included distraction, failure to yield right of way and following too closely.

The intersection is currently traffic signal-controlled and has two westbound through lanes on S Prairie Road, one eastbound through lane on S Prairie Road, left turns in each direction, and an eastbound right turn lane. The 200th Avenue Ct E approach has a left/through-left and right turn lane. North of the intersection is a local access road to private development which has two approach legs to the intersection. During development of the CMP, concern was expressed about westbound traffic queuing at the intersection and the potential for overlapping travel paths between westbound left turns and northbound movements. The intersection currently operates at LOS F and will require improvement to address both traffic operations and safety issues.

This intersection needs more detailed study as part of an improvement program for 200th Avenue Ct E between S Prairie Road and at least Brookside Drive or 104th Street as the larger area develops and is annexed to the city. This study was identified in the CMP and is incorporated by reference into this Safety Plan.

Intersection with SR 410

Two-thirds (ten) of the 15 crashes that occurred at this intersection in the S Prairie Road corridor involved sideswipe movements, while three crashes involved rear end collisions. There were two possible injuries. The bulk of these crashes were caused by drivers changing lanes as they approached the intersection under congested conditions. Distraction, inattention and failure to yield right of way were the predominant contributing causes. The foregoing information only includes crashes occurring within the S Prairie Road corridor and not the

Figure 20. South Prairie Road between SR 410 and 214th Avenue E



entire intersection. For a more complete and total intersection discussion see the section on spot intersection improvements.

The intersection is currently traffic signal-controlled with three westbound through lanes, two eastbound through lanes, east/west left turn lanes, and east/west right turn lanes. In the northbound direction there is a triple left turn lane with a single through/right lane. In the southbound direction there is a left turn lane and a through/right lane. The intersection currently operates at a borderline LOS D/E. Improvements to the intersection could be considered in conjunction with the S Prairie Road study for the intersection with 200th Avenue Ct E.

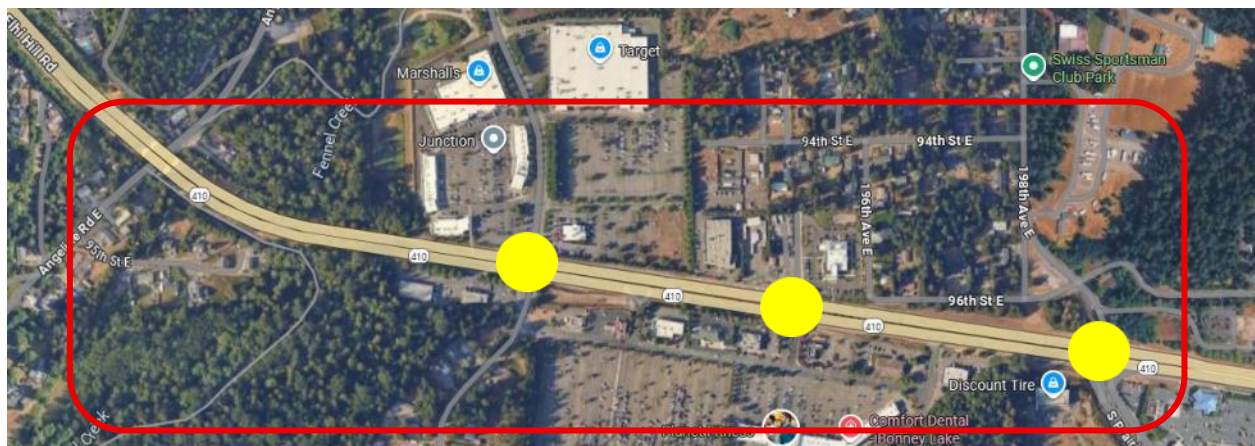
As discussed elsewhere in this section, consideration should also be given to evaluating signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

SR 410, Angeline Road to South Prairie Road

One hundred and ninety-two crashes occurred along SR 410 between Angeline Road and S Prairie Road (milepost 13.83-14.78) during the five-year analysis period. There were six severe crashes recorded in the corridor, one fatality and five serious injury collisions. The fatality involved a head-on collision near the intersection with S Prairie Road. The serious injury collisions involved head-on, fixed object, overturned vehicle, sideswipe, and pedestrian collisions. The serious injury collisions occurred at or near the Angeline Road overcrossing or the 195th Avenue intersection. There were six vulnerable user crashes along this corridor, one involved a pedestrian resulting a serious injury and five involved bicyclists resulting in minor or possible injuries. Over half the crashes (58 percent) on this roadway involved rear end collisions. Sideswipe crashes, largely along the highway away from intersections, represented about 14 percent of all crashes, which angle and turning crashes represented another 13 percent of all crashes.

This highway segment has two to three travel lanes in each direction with traffic signalized intersections at 192nd Avenue, 195th Avenue, and 198th Avenue/S Prairie Road. Left turn lanes are provided at these intersections with right turn lanes at selected locations. As shown in **Figure 21**, each of these intersections has been identified as a location of concern within this corridor segment.

Figure 21. SR 410 between Angeline Road and South Prairie Road



Out of a total of 192 crashes along the S Prairie Road corridor, these key intersections included 63 collisions or one-third of all crashes in the corridor. The majority of crashes within the corridor occurred away from intersections (107 or 56 percent) but of those 48 (25 percent) were related to the presence of an intersection even though the crash did not occur at the intersection. This is potentially indicative of the effects of traffic queuing back from an intersection. The remainder (59 or 31 percent) were completed unrelated to an intersection or driveway. The significant majority of crashes away from intersections involved rear end collisions that were related to upstream vehicle queuing or generally (and often unexpected) slowing of traffic movement.

The intersection of 192nd Avenue had a total of 36 collisions or nearly 20 percent of all corridor crashes. Twenty-four crashes occurred at the intersection with 198th Avenue/S Prairie Road, and 13 occurred at the intersection with 195th Avenue. The largest number of crashes at each intersection involved rear end collisions with a combined total of 34 for all three locations. This represents about 18 percent of all crashes in the corridor. Eighteen crashes in the corridor involved angle and turning movement collisions at the three intersections.

Potential Countermeasures

Intersection with 192nd Avenue

A total of 36 crashes occurred on SR 410 at this intersection over the five-year period. Fifty-eight percent (21) of all crashes at this intersection involved rear end collisions followed by a total of ten angle and turning crashes for a total of 28 percent. Eight percent involved sideswipe crashes, and one involved a bicyclist (who received a minor injury). There were no severe crashes at this location and only four crashes involved possible or minor injuries. Eighty-nine percent resulted in Property Damage Only.

One third of these crashes were caused by distracted or inattentive. The next leading cause of crashes involved following too closely and disregarding the existing traffic signal.

The intersection is currently traffic signal-controlled with two east/west through lanes, east/west left turn lanes, east and westbound right turn lanes, a left turn lane and through/right turn lane in the northbound direction, and left, through and right turn lanes in the southbound direction. The intersection currently operates at LOS C but with a volume/capacity ratio of 1.0 indicating highly congested conditions.

As discussed elsewhere in this section, consideration should also be given to evaluating signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

Intersection with 198th Avenue/S Prairie Road

See discussion under Spot Improvements

Intersection with 195th Avenue

See discussion under Spot Improvements

Spot Improvements

Six spot locations were identified as Priority 1 improvement needs. Three of these locations are located on city streets and three on SR 410. They include:

- 198th Avenue at 96th Street
- Locust Avenue at Locust Extension
- W Tapps Hwy at Church Lake Drive (see discussion under W Tapps Highway corridor)
- SR 410 at 195th Avenue
- SR 410 at 198th Avenue/S Prairie Road
- SR 410 at 214th Avenue

198th Avenue at 96th Street

Figure 22 shows the intersection of 198th Avenue at 96th Street. This is a three-way T-intersection. 96th Street E is a one-lane road that terminates at a stop sign where it meets 198th Avenue E. 198th Avenue E is a continuous north/south Minor Arterial road that provides one travel lane in each direction. There are no turning lanes at the intersection and a StreetView assessment of sight distance does not indicate that this is a concern. Much of the traffic travelling along 198th Ave E is going to SR-410, which is very close to this intersection.

Four vehicle collisions have been recorded at this location. One was a serious injury crash involving a vehicle traveling south to north that went over an embankment. It was noted that the absence of a guardrail may have contributed to the severity of this collision. Two of the remaining crashes were angle collisions related to the intersection. The fourth was a rear-end collision caused by a vehicle following too closely.

Potential Countermeasures

The following countermeasures were identified for consideration to improve safety at this intersection:

- Evaluate need for enhanced safety to address roadway departures. This could include a widened shoulder and/or guardrail as appropriate.

Locust Avenue E at Locust Extension E

Figure 23 shows the intersection of Locust Ave E and Locust Extension E. This is a three-way intersection, also known as a T-intersection with stop control on Locust Extension E. Both streets provide for two-way traffic in single directional travel lanes, with Locust Extension E terminating where it meets Locust Avenue E. Just to the south of the intersection there is a marked pedestrian crosswalk.

Figure 22. 198th Avenue at 96th Street



There has been one collision recorded at this location. This collision caused a serious injury and resulted when a vehicle struck a pedestrian. This collision occurred when it was dark and raining. There is no streetlight at this intersection.

It is not clear from the crash records if the pedestrian was walking along the street where there is a sidewalk on the east side of the street or on the west side where there is none. It is also not clear if the pedestrian was using the available crosswalk.

Potential Countermeasures

The following countermeasures were identified for consideration to improve safety at this intersection:

- Install illumination for the crosswalk and sidewalk area in the vicinity of the intersection

SR 410 at 195th Avenue (MP 14.40)

Figure 24 presents the layout of the intersection of SR 410 with 195th Avenue. This is a four-legged, signalized intersection with three travel lanes in each direction on SR 410 with left turn lanes. In the northbound direction, this intersection serves a large commercial development and has a through/left turn lane and a separate right turn lane. In the southbound direction there is a separate left turn lane and a shared through/right lane. There are crosswalks on the north, south and west legs of the intersection.

Over the five-year period there were 13 crashes at the intersection, three of which involved serious injuries. Of the serious injury crashes, one involved a pedestrian who was hit by a northbound right-turning vehicle while in a crosswalk. The crash occurred on wet pavement and there apparently was no on-street illumination available. The driver was cited for failing to yield to the non-motorist. The other serious injury crashes involved an overturned vehicle and a sideswipe. There were also two possible injury crashes and one that involved minor injuries. The minor injury and one of the possible injury crashes involved bicyclists. Both of the bicycle crashes also involved collisions with northbound right-turning vehicles. The intersection currently operates at LOS C.

Figure 23. Locust Avenue at Locust Extension



Figure 24. SR 410 at 195th Avenue



Potential Countermeasures

The following countermeasures were identified for consideration to improve safety at this intersection:

- Consider installation of curb extensions to reduce pedestrian crossing distance.
- Consider installation of crosswalk on the east leg of the intersection where all of the pedestrian and bicycle crashes occurred.
- Consider providing advance green for pedestrian and/or bicycle movement for highway crossings on 195th Avenue.
- Provide signage on side streets noting the need to yield for pedestrians and bicyclists.

As discussed earlier in this section, consideration should also be given to evaluating signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

SR 410 at 198th Avenue (MP 14.64)

Figure 25 presents the layout of the intersection of SR 410 with 198th Avenue/S Prairie Road. This is a four-legged, signalized intersection with three travel lanes in the westbound direction on SR 410 and two in the eastbound direction. There are both left and right turn lanes in each direction. In the northbound direction, there are three left turn lanes and a single through/right lane. In the southbound direction there is a separate left turn lane and a shared through/right lane. There are crosswalks on the north, south and east legs of the intersection.

Over the five-year period there were 24 crashes at the intersection, including one fatality. This fatality involved a head-on collision between an eastbound distracted driver who crossed over the centerline and hit a westbound vehicle adjacent to the intersection. This fatality occurred during daylight hours with clear weather and dry pavement. There were no other severe crashes at the intersection, but there were two possible injuries and three suspected minor injuries. One-third of all crashes (eight) at this intersection involved rear end collisions, with a further four crashes involving sideswipe movements. Both of these crash types are strongly corrected with heavy traffic conditions and/or unstable traffic flow. One-quarter of the total crashes (six) involved angle or turning collisions, the bulk of which involved left turns. The most significant movements at the intersection that resulted in crashes included east/west through movements and westbound movements into stopped vehicles.

Figure 25. SR 410 at 198th Avenue/S Prairie Road



Potential Countermeasures

Consideration should be given to evaluating signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

SR 410 at 214th Avenue (MP 15.62)

Figure 26 shows the layout of the intersection of SR 410 with 214th Avenue. This is a four-legged, signalized intersection with two through travel lanes, left turn and right turn lanes in each direction on SR 410. In the northbound direction, this intersection has two left turn lanes and a separate through/right turn lane. In the southbound direction there are separate left turn, through and right turn lanes. There are crosswalks on all approach legs of the intersection.

Twenty-seven crashes occurred at this intersection over the five-year period of which one involved a serious injury. This crash involved a westbound vehicle driving aggressively and hitting a stopped vehicle at the intersection. Fifty-six percent of the crashes at the intersection (15) involved rear end collisions. A further 37 percent of crashes (10) involved either angle or turning movement collisions. Half of these involved right-turning movements. The dominate crash characteristics involved vehicles traveling either eastbound or westbound into the intersection and hitting stopped vehicles. The intersection currently operates at LOS D with a volume-to-capacity ratio of 0.91 which indicative of heavy congestion and potentially unstable traffic flow.

Figure 26. SR 410 at 214th Avenue



Potential Countermeasures

The following countermeasures were identified for consideration to improve safety at this intersection:

- As noted earlier in this section, consideration should be to extending yellow and/or all red time at this intersection, particularly for the north/south movement.
- Consideration should also be given to evaluating signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

Priority Level 2

Table 24 presents a list of project corridors and specific locations that were ranked as priority level 2 and relates this list to the potential countermeasures that are recommended for consideration.

Table 24. Application of Countermeasures for Priority Level 2 Locations

Location	Countermeasures to Address Prevalent Crash Types by Location					Score
	Angle/Turn Crashes	Rear End	Pedestrian Safety	Roadway Departures	Sideswipe	
PRIORITY LEVEL 2						
<u>Corridors</u>						
Church Lake Road, Veterans Memorial to Kelly Lake Road						14
200 th Avenue Ct E, SR 410 to 104 th Street E						13
SR 410, west city limits to Sky Island Drive						48
SR 410, 202 nd Avenue to 215 th Avenue						72
<u>Intersections</u>						
195 th Avenue at 67 th Street Ct						10
Bonney Lake Blvd at 194 th Avenue						10
SR 410 at Myers Road (MP 13.11)						15
SR 410 east of Myers Road (MP 13.17)						14
SR 410 at 181 st Avenue (MP 13.37)						14
SR 410 at 192 nd Avenue (MP14.20)						14

Roadway departures include hitting fixed objects as well as traveling off the edge of the paved lanes and shoulder area.



Primary countermeasure type



Secondary countermeasure type

Priority Level 3

Table 25 presents a list of project corridors and specific locations that were ranked as priority level 3 and relates this list to the potential countermeasures that are recommended for consideration.

Table 25. Application of Countermeasures for Priority Level 3 Locations

Location	Countermeasures to Address Prevalent Crash Types by Location					Score
	Angle/Turn Crashes	Rear End	Pedestrian Safety	Roadway Departures	Sideswipe	
PRIORITY LEVEL 3						
<u>Corridors</u>						
192 nd Avenue, Target to SR 410						12
Sky Island Drive E, SR 410 to 111 th Street E						7
SR 410, 219 th Avenue to 234 th Avenue						22
<u>Intersections</u>						
Angeline Road at 101 st Street E						9
SR 410 east of Angeline Road undercrossing (MP 14.04)						13
SR 410 at 208 th Avenue (MP 15.17)						12
SR 410 at 211 th Avenue (MP 15.39)						12
SR 410 near Shopping Center Access (MP 15.22)						11
SR 410 at Shopping Center Entrance (MP 15.88)						9
SR 410 near 219 th Avenue (MP 15.91)						9
SR 410 at west city limits (MP 12.81)						7

Roadway departures include hitting fixed objects as well as traveling off the edge of the paved lanes and shoulder area.



Primary countermeasure type



Secondary countermeasure type

Summary of Recommended Studies

The discussion of spot and systemic improvements included above noted the need for further investigation of appropriate solutions to identified problems in the following areas:

- **SR 410- Signal Timing** – Conduct study to evaluate signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway. This would require reconsideration of overall traffic signal timing at signalized intersections in the corridor. Consideration should also be given to advance warning signage for a red light ahead and variable speed signage based on average corridor speeds under congested conditions, and other potential strategies as identified during the study.
- **214th Avenue at 101st Street and 103rd Street** – Conduct speed zoning study to determine feasibility of reduction in posted speed as 214th Avenue enters the developed area of the city to reduce crash potential.

- 200th Avenue Ct E Corridor Study – As identified in the City’s Community Mobility Plan, conduct study of this corridor between S Prairie Road and approximately 104th Street (Brookside Drive at a minimum). Initial recommendations should be reconsidered in light of Tehaleh development in about six years and coordinated with intersection analysis of S Prairie Road with 200th Avenue Ct E and SR 410.
- 198th Avenue at 96th Street – Conduct engineering study to identify optimal solution to roadway departures at this location.

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9 RECOMMENDATIONS

Based on the detailed evaluation of the corridors and spot locations, as well as expressed local concerns, recommended spot and systemic countermeasures were assessed, and a prioritization was established. This chapter summarizes key recommendations for both short-term/immediate implementation (Tier 1).

Tier 1 - Short-Term Improvement Recommendations

High priority improvement recommendations include the following:

- **Intersection of SR 410 and 214th** - Improvements should include modifications to existing signal timing to provide for extended yellow and all red phases in the north/south direction. Consider additional improvements at this location based on results of the recommended SR 410 corridor operational study.
- **Intersection of 214th Avenue at 101st and 103rd Streets** – Conduct speed zone study to reduce travel speeds on 214th Avenue entering the developed area. Timing for this study should be consistent with additional urban development and/or annexation along this corridor.
- **Intersection of 214th at 91st Street** - Consider installation of advance speed reduction signage and indication of multiple curves. Add sign indicating presence of intersection for southbound traffic. Consider installation of flashing warning beacon for intersection.
- **Intersection of W Tapps Highway at Church Lake Road** – Implement roadway and traffic control improvements as identified in the Intersection Control Evaluation report prepared for this location and included as a recommended project in the city’s Community Mobility Plan.
- **Intersection of W Tapps Highway at Bonney Lake Boulevard** - Implement roadway and traffic control improvements as identified in the intersection and roadway modifications report prepared for this location as part of the Allan Yorke Park master plan. This project is included as a recommended project in the city’s Community Mobility Plan.
- **Intersection of Angeline Road at Veterans Memorial Drive/Old Sumner-Buckley Highway** – – Implement roadway and traffic control improvements as identified in the Intersection Control Evaluation report prepared for this location and included as a recommended project in the city’s Community Mobility Plan.
- **Angeline Road between 95th and 101st Streets** – Consider improvements to this corridor to add shoulder width for vehicle recovery and increased protection for roadway departure crashes. Alternately consider installation of curb/gutter and sidewalk to improve safety and multimodal mobility in the corridor.
- **Intersection of S Prairie Road at 200th Avenue Ct E** – The city’s Community Mobility Plan (CMP) includes a project to widen 200th Avenue Ct E up to five lanes with curb, gutter, sidewalk, bike lanes, landscaping, and stormwater facilities to address expected operational deficiencies. However, it is suggested that this recommendation be reconsidered with the advent of additional land development in the area which would affect potential improvements at this intersection. Safety enhancements to address existing problems should be incorporated into any final design recommendations at this location.

- **Intersection of S Prairie Road at SR 410** – As noted above, the city’s CMP includes a widening project along the 200th Avenue Ct E corridor which could impact traffic operations and safety at the intersection of S Prairie Road with SR 410. As appropriate, operational and safety improvements at this location should be considered as part of the 200th Avenue Ct E corridor study.
- **Intersection of SR 410 at 192nd Street** – Based on recommended study for the SR 410 corridor, address specific improvements to enhance operations and safety at this location.
- **Intersection of 198th Avenue at 96th Street** – Evaluate potential improvements to reduce potential for roadway departures at this location. This could include a widened shoulder and/or guardrail as appropriate.
- **Intersection of Locust Street at Locust Extension** - Recommend adding illumination to this intersection to improve pedestrian safety at the existing crosswalk.
- **Intersection of SR 410 at 195th Avenue** – Consider installation of curb extensions to narrow crossing distance on state highway, adding crosswalk on the east leg of the intersection, and providing advance green signal phase for pedestrians and bicyclists for north/south movements.
- **Intersection of SR 410 at 198th Avenue** – Consider improvements at this location based on results of the recommended SR 410 corridor operational study.
- **SR 410 Corridor Operational Study** – Conduct study to evaluate signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway. This would require reconsideration of overall traffic signal timing at existing signalized intersections. Consideration should also be given to advanced warning signage for a red light ahead, variable speed signage based on average corridor speeds under congested conditions, and other potential strategies as identified during the study.
- **200th Avenue Ct E Corridor Study** - conduct study of this corridor between S Prairie Road and approximately 104th Street (Brookside Drive at a minimum) to address and refine recommendations in the city’s CMP. The timing of this study should be consistent with expected land development in the area and likely occur within the next six years. Corridor analysis should be coordinated with improvements at the intersections of S Prairie Road with 200th Avenue Ct E and SR 410.

A summary of proposed countermeasures, including prioritization and estimated cost, are provided in **Table 26**. Projects are not listed in any priority order. Review of equity considerations for crash experience in Bonney Lake indicates that the Priority Level 1 projects are aligned with the key findings of this analysis.

Table 26. Priority Project Recommendations and Cost Estimates

#	Location	Improvement	Total Cost
Tier 1 – Priority Improvements – Short-Term			
1	SR 410 at 214 th Avenue	Implement intersection improvements based on results of SR 410 corridor study	See Project 15
2	214 th Avenue at 101 st and 103 rd Streets	Implement recommendations of speed zone study and modifications necessary to accommodate future land development on west side of 214th Avenue	See Project 16
3	214 th at 91 st Street	- Consider installation of advance speed reduction signage and indication of multiple curves. - Add sign indicating presence of intersection for southbound traffic. - Consider installation of flashing warning beacon for intersection	\$49,000
4	W Tapps Highway at Church Lake Road	Signalize and reduce vertical curve on westbound approach per Intersection Control Evaluation report	\$837,300 ¹
5	W Tapps Highway at Bonney Lake Boulevard	Modify intersection and relocate W Tapps Highway west of Allan Yorke Park per park master plan transportation study	\$4,286,600 ^{1,2}
6	Angeline Road at Veterans Memorial Drive	Construct roundabout and shared use trail per Intersection Control Evaluation report	\$6,169,300 ^{1,3}
7	Angeline Road between 95 th and 101 st Streets	Add shoulder width for vehicle recovery to reduce roadway departure crashes and provide safety environment for pedestrian and bicycle circulation	\$725,000
8	200 th Avenue Ct E at S Prairie Road	Add additional lane channelization to address 200th Avenue Ct E roadway widening recommendations in CMP	See Project 17
9	SR 410 at S Prairie Road	- Improve intersection to accommodate recommended roadway improvements resulting from 200th Avenue Ct E study - Implement intersection improvements based on results of SR 410 corridor study	See Project 17 See Project 15
10	SR 410 at 192 nd Avenue	Implement intersection improvements based on results of SR 410 corridor study	See Project 15
11	198 th Avenue at 96 th Street	Identify and implement appropriate improvement to reduce incidence of roadway departures in this area	\$149,000
12	Locust Street at Locust Extension	Install illumination	\$113,000
13	SR 410 at 195 th Avenue	- Add crosswalk on east leg of intersection - Install curb extensions to reduce pedestrian crossing distance of state highway - Provide advance green phase for north/south pedestrian movement - Implement other intersection improvements based on results of SR 410 corridor study	\$205,000 See Project 15
14	SR 410 at 198 th Avenue	Implement intersection improvements based on results of SR 410 corridor study	See Project 15
Tier 1 – Studies and Further Evaluation			
15	SR 410 Corridor Study through city	Study to evaluate signal timing and progression, advance signal ahead warning signage and variable speed signage.	\$250,000

#	Location	Improvement	Total Cost
		Consider any necessary intersection improvements not specifically identified in this Safety Action Plan	
16	214th Avenue at 101st and 103rd Streets	Conduct speed zone study	\$5,000
17	200 th Avenue Ct E Corridor Study	S Prairie Road and approximately 104th Street (Brookside Drive at a minimum) to address and refine 5-lane improvement recommendation in the city's CMP	\$150,000

Note 1: These costs are calculated in 2024 dollars. All other cost estimates are in 2025 dollars.

Note 2: Costs include modifications to existing intersection, construction of the future extension of W Tapps Highway west of Allan Yorke Park and development of a new roundabout intersection on Bonney Lake Boulevard west of the current intersection.

Note 3: Includes new roundabout at the intersection and multiuse pathway.

It should be noted that the foregoing list of projects only includes the Priority 1 improvements which provides program of safety improvements for implementation over the next five or six years. Priority 2 and 3 projects should be considered as adjacent property develops, or other roadway improvements that affect these locations are implemented.

10 IMPLEMENTATION AND MONITORING

Commitment to Implementation

Through the adoption of this Safety Plan, the city makes a commitment to the goal of zero roadway fatalities and serious injuries (Target Zero) and significant progress towards that goal by 2030. This commitment has been further addressed in the pending update of the City's Comprehensive Plan and Community Mobility Plan through:

- The addition of specific policies that address Target Zero
- The incorporation of safety improvements identified in this plan, as well as projects identified through subsequent monitoring and analysis into the Community Mobility Plan and Six Year Transportation Improvement Program for implementation.

On-Going Monitoring of Crashes

The city will continue monitoring crash data on a regular basis, with a focus on locations identified in the Plan. Monitoring will occur through the collection of crash data at three-to-five-year intervals to update the identification and assessment of severe crashes. As needed, further evaluation of improvements to problem locations will be determined. On-going monitoring will be the responsibility of the *Safety Action Plan* task force.

The *Safety Action Plan* will be posted on the city's website.

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Public Services Briefing Memorandum

Meeting Date: November 5, 2025

Memo Date: October 30, 2025

Staff Contact: Lauren Balisky – Development Services Manager

Prepared By: Lauren Balisky – Development Services Manager

Action Type: Discussion

Agenda Title: AB25-79 – Ordinance D25-79 – 2024 Comprehensive Plan Periodic Update

AB25-80 – Ordinance D25-80 – 2024 Development Code Periodic Update Amendments

PURPOSE:

The purpose of this item is to brief the Planning Commission on the draft adoption ordinance for the Comprehensive Plan and the draft updates to the Bonney Lake Municipal Code required as part of the 2024 Comprehensive Plan Periodic Update process.

EXECUTIVE SUMMARY:

The City of Bonney Lake is required to review and update its comprehensive plan and development regulations to ensure compliance with the Washington State Growth Management Act (GMA), Chapters 36.70A and 36.70B RCW. Staff has completed drafting the amendments to the development regulations necessary to implement *Envision Bonney Lake*.

DISCUSSION:

Background

Washington's Growth Management Act (GMA) adopted as Chapter 36.70A RCW mandates that the City adopt and regularly update a comprehensive plan. The City's comprehensive plan is intended to serve as the policy framework to effectively manage growth and development within the City, protect the property rights of the City's residents, facilitate economic development, and guide land use decisions and infrastructure investments.

As part of the major periodic update to the comprehensive plan, the city must also ensure that the zoning map and development regulations implement and are consistent with the comprehensive plan (RCW 36.70A.040(3), WAC 365-196-800 and WAC 365-196-810). The GMA does not exempt any portion of the City's comprehensive plan or development regulation from being subject to review and evaluation as part of the required period update.

Staff has completed drafting the amendments to the development regulations necessary to implement the final draft version of *Envision Bonney Lake*, consistent with Preferred Growth Alternative 2 – Bend the Trend (City Council Motion M24-33, passed April 23, 2024).

FORMATTING:

- The draft ordinance is presented in sequential order in the existing Bonney Lake Municipal Code (BLMC), with comments noting the reason for each change, and a link to applicable state legislation:

Section 24. Amendment. Section 14.10.070 of the Bonney Lake Municipal Code is amended to read as follows: <u>14.10.070 One-hundred-twenty-day time limit—Exceptions. Calculation of review time for permit applications.</u> The following time periods shall not count toward the maximum of 120 days which can expire between the determination of completeness and the notice of decision. The number of calendar days an application is in review shall be calculated from the day completeness is determined under BLMC 14.40.030 to the date a final decision is issued under 14.40.080 on the permit application. The	Lauren Balisky Updated to be consistent with the time periods in in SSSB 5290, Laws of 2023, Section 7(1). Reply
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- Removed text within an existing section of the BLMC is shown with ~~strikethrough~~.
- Added text within an existing section of the BLMC is shown with underline.
- New sections are noted as new, and presented without strikethrough or underline formatting:

Section 8. New Section. Section 12.04.025 of the Bonney Lake Municipal Code is hereby added to read as follows:	
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- Repealed sections are noted as follows:

Section 104. Repealed. Chapter 18.16 of the Bonney Lake Municipal Code, R-2 Medium-Density Residential Districts, is hereby repealed in its entirety.	Lauren Balisky Amended to comply with ESSHB 1220, Laws of
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ADDITIONAL REVIEW:

Review by the City Attorney is complete. Review by the Finance Department, City Council, and the Washington State Department of Commerce are also in progress.

The public is invited to participate as part of the public hearing process.

ADDITIONAL RESOURCES:

- Administrative Lot Splits:** Master Builders Association of King and Snohomish Counties (MBAKS) *Creating More Housing Through Lot Splitting: A Tool for Increasing Homeownership Opportunities* (https://www.mbaks.com/docs/default-source/documents/advocacy/issue-briefs/creating-more-housing-through-lot-splitting_mbaks.pdf?sfvrsn=c3ce234f_5)
- Co-Living Housing:** Washington State Department of Commerce *Co-Living Guidance* (February 2025) (<https://deptofcommerce.app.box.com/s/8zh89f3rvn4fksn5mv7vel7bi2d4e179>)

- **Emergency Shelters and Emergency Housing:** Municipal Research Services Center (MRSC) *Homeless Shelter and Housing Zoning Codes* website (<https://mrsc.org/explore-topics/housing-homelessness/homeless/homeless-housing>)
- **Unit Lot Subdivisions:** Washington State Department of Commerce *Unit Lot Subdivisions Fact Sheet (July 2025)* (<https://deptofcommerce.app.box.com/s/ozisjpvtmsfa7p9pfqv77k3xajnsnow>)

ANTICIPATED SCHEDULE:

Below is the anticipated schedule for review by Planning Commission and City Council:

- **October 21:** City Council Discussion on Implementing Development Regulations
- ~~**October 28:** City Council Discussion / Direction on Implementing Development Regulations~~ REMOVED FROM AGENDA
- **November 4:** City Council Discussion on Implementing Development Regulations – Land Division Amendments
- **November 5:** Planning Commission Discussion on Implementing Development Regulations
- **November 18:** City Council Discussion on Implementing Development Regulations – Housing Amendments
- **November 19:** Planning Commission Public Hearing on full Comprehensive Plan and Development Regulations
- **December 2:** City Council Workshop on full Comprehensive Plan and Implementing Development Regulations – Permit Processing and Consistency Amendments
- **December 9:** City Council Decision on full Comprehensive Plan and Implementing Development Regulations

ATTACHMENTS:

- A. Draft Ordinance D25-79, without attachments
- B. Draft Ordinance D25-80, with annotations, without attachments

DRAFT ORDINANCE NO. D25-79

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, REGARDING THE 2024 COMPREHENSIVE PLAN PERIODIC UPDATE; AMENDING THE FUTURE LAND USE DESIGNATION FOR REAL PROPERTY COMMONLY KNOWN AS PARCEL NUMBERS 2925000210 AND 2925000220; ADOPTING ENVISION BONNEY LAKE AS THE COMPREHENSIVE PLAN FOR THE CITY OF BONNEY LAKE; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Bonney Lake adopted its first Comprehensive Plan on March 11, 1964 (Ordinance No. 195); and

WHEREAS, in 1990, the Washington State Legislature enacted the Growth Management Act (GMA), codified as Chapter 36.70A of the Revised Code of Washington (RCW), that requires cities and counties throughout the state to adopt comprehensive plans for a twenty-year planning period that includes various elements for land use, housing, capital facilities, utilities, transportation, and economic development, and which may include other elements such as parks and recreation and conservation; and

WHEREAS, the City adopted a GMA Comprehensive Plan on May 30, 1995, after study, review, community input, public workshops and public hearings;

WHEREAS, RCW 36.70A.130(4) requires that each comprehensive land use plan and development regulations be subject to continuing review and evaluation by the county or city that adopted them, and, that the jurisdiction should periodically review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements of the Growth Management Act (GMA) – Chapter 36.70A RCW; and

WHEREAS, the GMA provides for amendments to the Comprehensive Plan no more than once per year; and

WHEREAS, the last periodic update of the City's Comprehensive Plan was completed in 2015; and

WHEREAS, the City of Bonney Lake was required to conduct a major periodic update of its Comprehensive Plan and development regulations pursuant to RCW 36.70A.130 by December 31, 2024; and

WHEREAS, pursuant to RCW 36.70A.470(2), each city and county planning under RCW 36.70A.040 must include in its development regulations a procedure for any

interested person, including applicants, citizens, hearings examiners, and staff of other agencies, to suggest plan or development regulation amendments; and

WHEREAS, Chapter 14.140 of the Bonney Lake Municipal Code, titled Amendments to the Comprehensive Plan or Development Regulations, establishes procedures for comprehensive plan or development regulation amendments as required by RCW 36.70A.470(2); and

WHEREAS, as part of its periodic update process, the City of Bonney Lake accepted applications for non-city-initiated site-specific comprehensive plan amendments and concurrent zoning reclassifications between May 1, 2021, and April 30, 2023; and

WHEREAS, one (1) application was received, and the city chose to review the application concurrently with the 2024 comprehensive plan periodic update (City of Bonney Lake File Nos. PLN-2023-02837 – Stamps Comprehensive Plan Amendment, and PLN-2023-02828 – Stamps Rezone); and

WHEREAS, the City received periodic update grants totaling \$125,000 from the Washington State Department of Commerce to help fund the preparation of specific components of the periodic update to its Comprehensive Plan, including the comprehensive plan consistency checklist, public participation plan, housing equity report, land capacity analysis, future land use map and scenario analysis, and the housing element (Contract Nos. 23-63210-046 and 24-63335-246); and

WHEREAS, the City Council passed Resolution No. 3151 to officially initiate the Comprehensive Plan process, including adoption of a Project Charter and Public Participation Plan; and

WHEREAS, procedures for amending the Plan were implemented in 2023, 2024, and 2025, including efforts to solicit public input, acceptance of proposals for Comprehensive Plan amendments through a docketing process, and evaluating the plan against State law; and

WHEREAS, the public participation plan included interviews with community-based organizations, outreach at various public events, surveys, distribution of information in multiple languages, social media communications, public meetings at Planning Commission, Community Development Committee, and City Council, and the public hearing; and

WHEREAS, the goals and policies for growth and the provision of services are guided by the GMA and are based, in part, upon state and regional goals, and reflect the vision and goals of the City's multiple communities and elected officials; and

WHEREAS, the City has planned for and accommodated housing affordable to all economic segments of the population, including units for moderate, low, very low, and extremely low-income households and emergency housing, emergency shelters, and permanent supportive housing, as instructed by Engrossed Second Substitute House Bill 1220 (HB 1220), Laws of 2021; and

WHEREAS, the City has ensured consistency with Puget Sound Regional Council's (PSRC) Vision 2050 Multicounty Planning Policies and Pierce County Countywide Planning Policies; and

WHEREAS, copies of these proposed amendments were filed with the Washington State Department of Commerce on October 9, 2025, not less than sixty days prior to final action, pursuant to RCW 36.70A.106 and WAC 365-196-630; and

WHEREAS, copies of these proposed amendments and the Vision Comprehensive Plan Consistency Tool were submitted to the Puget Sound Regional Council on October 9, 2025, not less than thirty days prior to final action; and

WHEREAS, the Public Services Director acting as the State Environmental Policy Act (SEPA) Responsible Official determined that the proposed amendments are [determination]; and

WHEREAS, the City provided public notice of the hearing as required by Bonney Lake Municipal Code (BLMC) 14.140.040; and

WHEREAS, the Planning Commission held a public hearing on November 19, 2025, as required by BLMC 14.140.080 and recommended that the City Council [recommendation], as required by BLMC 14.140.100; and

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings of Facts and Conclusions. The findings of fact and conclusions set forth Attachment A, the response to comments submitted to the City provided in Attachment B, the Department of Commerce Periodic Update Checklist for Fully-Planning Cities provided in Attachment C, the Puget Sound Regional Council Consistency Tool for Local Comprehensive Plans provided in Attachment D, and the City of Bonney Lake Goal-Policy Comparison Tables provided in Attachment E are adopted in full by the City Council in support of its decision. The recitals listed above in this Ordinance are further adopted as legislative findings of fact.

Section 2. Redesignation of Stamps Property. Consistent with the Planning Commission's recommendation, Council hereby approves the proposed amendment to future land use map (City of Bonney Lake File No. PLN-2023-02827 – Stamps Comprehensive Plan Amendment) to change the future land use designation of Pierce County Tax Parcel Nos. 2925000210 and 2925000220, commonly known as 19401 94th St E and 19405 94th St E, from High-Density Residential to Commercial – Core.

Section 3. Comprehensive Plan. The City Council adopts *Envision Bonney Lake* included as Attachment F, attached hereto and incorporated by this reference, as the official comprehensive plan superseding all previous versions of the Bonney Lake Comprehensive Plan. *Envision Bonney Lake* includes the Official Future Land Use map.

Section 4. Periodic Review. The adoption of *Envision Bonney Lake* signifies that the City of Bonney Lake has completed the periodic review and update of the City's comprehensive plan as required by RCW 36.70A.130.

Section 5. Direction to Clerk. The City Clerk is directed to maintain one copy of this Ordinance and one copy of each of the statutes, regulations, or standards referenced herein on file at the City Clerk's office for use and examination by the public during regular business hours.

Section 6. Direction to Public Services Director. The Public Services Director is directed to transmit one copy of the approved Ordinance to the Washington State Department of Commerce within ten days after final adoption, consistent with RCW 36.70A.106 and WAC 365-196-630. The Public Services Director is further directed to transmit a copy of this Ordinance together with copies of other Ordinances amending development regulations adopted within the preceding twelve months, the Pierce County Assessor pursuant to RCW 35A.63.260.

Section 7. Severability. If any section, sentence, clause, or phrase of this Ordinance should be held to be unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Section 8. Publication. This Ordinance shall be published by an approved summary consisting of the title.

Section 9. Corrections. Upon the approval of the city attorney, the city clerk, and/or the code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto. Provided, however, that nothing in this section allows the city attorney, the city clerk, and/or the code publisher to change the intent of this Ordinance.

Section 10. Effective Date. This Ordinance shall take effect and be in full force on January 1, 2026, a minimum of five days after publication as provided by law.

ADOPTED by the City Council of the City of Bonney Lake and attested by the City Clerk in authentication of such passage on this ____ day of _____, 20__.

APPROVED by the Mayor this ____ day of _____, 20__.

Terry Carter, Mayor

AUTHENTICATED:

Sadie A. Schaneman, MMC, City Clerk

AB ____

Passed:

Valid:

Published:

Effective Date:

This Ordinance totals ____ page(s)

DRAFT ORDINANCE NO. D25-80

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, REGARDING IMPLEMENTING ACTIONS ASSOCIATED WITH THE 2024 COMPREHENSIVE PLAN PERIODIC UPDATE; AMENDING THE OFFICIAL ZONING DISTRICT FOR REAL PROPERTY COMMONLY KNOWN AS PARCEL NUMBERS 2925000210 AND 2925000220; AMENDING THE OFFICIAL ZONING MAP; AMENDING THE BONNEY LAKE MUNICIPAL CODE FOR CONSISTENCY WITH THE COMPREHENSIVE PLAN AND STATE LAW; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, in 1990, the Washington State Legislature enacted the Growth Management Act (GMA), codified as Chapter 36.70A of the Revised Code of Washington (RCW), that requires cities and counties throughout the state to adopt comprehensive plans for a twenty-year planning period that includes various elements for land use, housing, capital facilities, utilities, transportation, and economic development, and which may include other elements such as parks and recreation and conservation; and;

WHEREAS, the City adopted a GMA Comprehensive Plan on May 30, 1995, after study, review, community input, public workshops and public hearings; and

WHEREAS, RCW 36.70A.130(4) requires that each comprehensive land use plan and development regulations be subject to continuing review and evaluation by the county or city that adopted them, and, that the jurisdiction should periodically review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements of the Growth Management Act (GMA) – Chapter 36.70A RCW; and

WHEREAS, the GMA provides for amendments to the Comprehensive Plan no more than once per year; and

WHEREAS, the last periodic update of the City’s Comprehensive Plan was completed in 2015; and

WHEREAS, the City of Bonney Lake was required to conduct a major periodic update of its Comprehensive Plan and development regulations pursuant to RCW 36.70A.130 by December 31, 2024; and

WHEREAS, the City received periodic update grants totaling \$125,000 from the Washington State Department of Commerce to help fund the preparation of specific components of the periodic update to its Comprehensive Plan, including the critical areas

consistency checklist and development regulations consistency checklist (Contract Nos. 23-63210-046 and 24-63335-246); and

WHEREAS, the City Council passed Resolution No. 3151 to officially initiate the Comprehensive Plan process, including adoption of a Project Charter and Public Participation Plan; and

WHEREAS, pursuant to the requirements of the GMA, the City is required to develop and adopt development regulations, including the Official Zoning Map, which are consistent with and implement the adopted Comprehensive Plan and applicable subarea plans; and

WHEREAS, the Comprehensive Plan's Future Land Use Map was amended as part of this update to show future land uses for specific properties, which authorizes a change in zoning of said properties; and

WHEREAS, the City's Official Zoning Map must also be amended to implement the Comprehensive Plan's Future Land Use Map; and

WHEREAS, pursuant to RCW 36.70A.470(2), each city and county planning under RCW 36.70A.040 must include in its development regulations a procedure for any interested person, including applicants, citizens, hearings examiners, and staff of other agencies, to suggest plan or development regulation amendments; and

WHEREAS, Chapter 14.140 of the Bonney Lake Municipal Code, titled Amendments to the Comprehensive Plan or Development Regulations, establishes procedures for comprehensive plan or development regulation amendments as required by RCW 36.70A.470(2); and

WHEREAS, as part of its periodic update process, the City of Bonney Lake accepted applications for non-city-initiated site-specific comprehensive plan amendments and concurrent zoning reclassifications between May 1, 2021, and April 30, 2023; and

WHEREAS, one (1) application was received, and the city chose to review the application concurrently with the 2024 comprehensive plan periodic update (City of Bonney Lake File Nos. PLN-2023-02837 – Stamps Comprehensive Plan Amendment, and PLN-2023-02828 – Stamps Rezone); and

WHEREAS, pursuant to RCW 36.70A.130(7)(b) and after review against the Washington State Department of Commerce Critical Areas Checklist, the development regulations related to critical areas were determined to be consistent with state law and have not been updated as part of this periodic update; and

WHEREAS, RCW 36.70A.040(3), WAC 365-196-800 and WAC 365-196-810 require cities to adopt development regulations that implement and are consistent with the comprehensive plan; and

WHEREAS, amendments to the Bonney Lake Municipal Code are proposed to implement and be consistent with *Envision Bonney Lake*; and

WHEREAS, copies of these proposed amendments were filed with the Washington State Department of Commerce on October 9, 2025, not less than sixty days prior to final action, pursuant to RCW 36.70A.106 and WAC 365-196-630; and

WHEREAS, the Public Services Director acting as the State Environmental Policy Act (SEPA) Responsible Official determined that the proposed amendments are [determination]; and

WHEREAS, the City provided public notice of the hearing as required by Bonney Lake Municipal Code (BLMC) 14.140.040; and

WHEREAS, the Planning Commission held a public hearing on November 19, 2025, as required by BLMC 14.140.080 and recommended that the City Council [recommendation], as required by BLMC 14.140.100; and

WHEREAS, on December 2, 2025, City Council held a meeting to consider the Planning Commission recommendation; and

WHEREAS, adoption of the ordinance will bring the city into compliance with RCW 36.70A.040(3), WAC 365-196-800 and WAC 365-196-810 and will serve the general welfare of the public;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings of Facts and Conclusions. The findings of fact and conclusions set forth Attachment A, the response to comments submitted to the City provided in Attachment B, and the application materials for the rezone of the Stamps property provided in Attachment C are adopted in full by the City Council in support of its decision. The recitals listed above in this Ordinance are further adopted as legislative findings of fact.

Section 2. Rezone of Stamps Property. Consistent with the Planning Commission's recommendation, Council hereby approves the proposed amendment to zoning map (City of Bonney Lake File No. PLN-2023-02828 – Stamps Rezone) to change the zoning classification of Pierce County Tax Parcel Nos. 2925000210 and 2925000220, commonly known as 19401 94th St E and 19405 94th St E, from R-3 to Midtown Core.

Section 3. Zoning Map. The City Council adopts the Zoning Map included as Attachment D, attached hereto and incorporated by this reference, as the Official Zoning Map superseding all previous versions of the Official Zoning Map.

Section 4. Amendment. Subsection “A.1” of Section 2.18.090 of the Bonney Lake Municipal Code is amended to read as follows:

2.18.090 Powers of the hearing examiner.

A. ... 1. Issue final decision on all Type ~~3A and 3B4~~ permits as defined in BLMC 14.30.010;

Commented [LB1]: Updated permit types based on new typology, consistent with permit processing requirements in [SSSB 5290, Laws of 2023](#).

Section 5. Amendment. Subsection “A” of Section 2.18.180 of the Bonney Lake Municipal Code is amended to read as follows:

2.18.180 Appeal from examiner’s decision.

A. The decision of the examiner on Type ~~3A and 3B4~~ permit applications and appeals of administrative decisions, notice of violations, and civil penalties shall be final. Appeal of a hearing examiner's decision shall be through the Land Use Petition Act (LUPA), Chapter 36.70C RCW.

Commented [LB2]: Updated permit types based on new typology, consistent with permit processing requirements in [SSSB 5290, Laws of 2023](#).

Section 6. Amendment. Subsection “B” of Section 9.07.030 of the Bonney Lake Municipal Code is amended to read as follows:

9.07.030 Identification of environments.

...

B. The following land use zoning classifications as described in BLMC Title 18 are hereby assigned the EDNA classifications below:

1. Class A EDNA are districts primarily utilized for residential purposes in the city and include R-1 district, ~~R-2 medium-density residential district~~, R-3 high-density residential district, and RC-5 residential/conservation district, and midtown core (MC).

Commented [LB3]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

2. Class B EDNA are districts primarily utilized for commercial purposes in the city and include ~~C-1 neighborhood commercial district~~, C-2 commercial district, C-3 warehousing and light manufacturing district, C-2/C-3 combined retail commercial, warehousing and light manufacturing, downtown core district (DC), and downtown mixed use (DM).

Commented [LB4]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

3. Class C EDNA are districts primarily utilized or potentially utilized for industrial purposes in the city and include ~~M-1 manufacturing public facility (PF) and eastown (E) district.~~

Section 7. Amendment. Subsections “B” and “F.1” of Section 12.04.005 of the Bonney Lake Municipal Code is amended to read as follows:

12.04.005 Underground distribution utilities required.

Commented [LB5]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

... B. New Wiring Systems to Be Placed Underground. Any construction activities related to development of all ~~subdivisions, short plats and divisions, as defined in 17.10.030 BLMC,~~ multifamily construction, public facilities, or commercial construction shall place all existing and new utilities underground for internal development as well as along the existing and new street frontage adjacent to the project.

...

F. ...

1. All residential short ~~plats-subdivisions~~ of four lots or less, unit lot subdivisions of four unit lots or less, administrative lots splits, and duplexes, triplexes, and fourplexes where new public roads are not built, unless the property owner voluntarily places the above-ground utilities underground; or

Section 8. New Section. A new Section 12.04.025 is hereby added to the Bonney Lake Municipal Code to read as follows:

12.04.025 Deviation from standards.

The director may grant deviations from the construction standards adopted in this chapter; provided that all of the following are met.

- A. The applicant shall submit the request to the city using forms provided by the director. The director shall prepare a submittal checklist providing a list of the materials that shall be considered the minimum necessary to constitute a complete request.
- B. The director will review the deviation request, together with all supporting material and any staff review and recommendations. The director shall make written findings supporting the determination that the deviation:
 1. Produces compensating or comparable results, that are adequate for the end users, and that are in the general public interest;
 2. Will not violate any development related conditions imposed upon the project;
 3. Will not be materially detrimental to the public welfare or injurious to the property or improvement in the vicinity in which the subject property is located; and
 4. Is based upon sound engineering judgment, and that the objectives of safety, function, appearance, fire protection, environmental protection, and maintainability are fully met.

Commented [LB6]: Added to clarify process mentioned on Page 100-1 of the [City of Bonney Lake Development Policies and Public Works Design Standards](#). Provides a clear process and flexibility for applicants to propose an alternative engineering solution not contemplated under the Design Standards.

- C. Request for deviation on a project which has previously been reviewed by other agencies shall be sent to those agencies for re-review before approval or denial of the deviation.
- D. The director may grant or deny a deviation request in full or in part based on the written findings. The director may attach specific conditions to the deviation which will serve to accomplish the intent of standards, criteria, and established policies.
- E. Decisions of the director are final and may not be appealed separately from the final decision on the associated permit application.
- F. Deviations must receive approval before the associated permit application can be approved. In the event a deviation becomes necessary during construction, the deviation must be approved prior to completing construction associated with the deviation request.
- G. Fees for deviation requests shall be set by resolution of the city council.

Section 9. Amendment. Section 12.04.030 of the Bonney Lake Municipal Code is amended to read as follows:

12.04.030 Definitions.

- A. "Director" means the Public Services Director or designee.
- B. ~~A.~~ "Frontage" or "street frontage" is defined as that portion of the property that abuts city right-of-way.
- C. ~~B.~~ "Frontage improvement charge" or "FIC" means the amount the developer may elect to pay in lieu of physical improvements.
- D. ~~C.~~ "New development" is defined is defined as the construction of a nonresidential project which requires permits from the city, the construction of a duplex, or multifamily building as defined in BLMC 18.04.130, short subdivision, or subdivision or a land division, as defined in 17.10.030 BLMC.

Commented [LB7]: Added to clarify role of director in relation to this chapter.

Commented [LB8]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

Section 10. Amendment. Subsection "A.1" of Section 12.04.040 of the Bonney Lake Municipal Code is amended to read as follows:

12.04.040 Frontage improvement exemption.

...

A. ...

Commented [LB9]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

1. Frontage improvement charges shall be paid prior to the time when the ~~plat~~land division is finalized.

....

Section 11. Amendment. Section 12.28.020 of the Bonney Lake Municipal Code is amended to read as follows:

12.28.020 Installation of street lights as a condition of subdivision, unit lot subdivision, or short subdivision.

Installation of street lights as a condition of ~~subdivision of property~~ a land division is required and governed by BLMC 17.50.080.

Commented [LB10]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

Section 12. Amendment. Subsection “C” of Section 12.28.030 of the Bonney Lake Municipal Code is amended to read as follows:

12.28.030 City installation of street lights.

...

- C. Should the city, in its discretion, approve installation of street lighting in response to a request for additional street lighting on existing public residential streets not associated with a ~~subdivision~~ land division application, the installation of such lighting will follow the location standards set forth in this section but will be consistent with the existing pole and light head standard of the ~~subdivision~~ for a land division unless otherwise approved by the ~~public works~~ director.

Commented [LB11]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

....

Section 13. Amendment. Subsections “C” and “M” of Section 13.04.030 of the Bonney Lake Municipal Code are amended to read as follows:

13.04.030 Definitions.

...

C. “C”.

1. “City” means the city of Bonney Lake.
2. “Co-living housing” means “co-living housing” as defined in BLMC 18.04.030.
3. ~~2.~~ “Commodity charge” means the amount the customer must pay the city for water by volume (cost/100 cubic feet).
4. ~~3.~~ “Condominium” means a “condominium” as defined in BLMC 18.04.030.

Commented [LB12]: Added to be consistent with sewer connection fees, consistent with [ESHB 1998, Laws of 2024](#), Section 2(8).

5. ~~4.~~ “Connection charge” means the total of the cost of the customer's connection to the system as defined in subsection (I)(1) of this section plus the customer's equitable share of the cost of the system.

6. ~~5.~~ “Council” means the city council of the city of Bonney Lake.

...

M. “M”.

1. “Mobile home parks, and recreational vehicle parks” means a “mobile/manufactured home/recreational vehicle park” as defined in BLMC 18.04.130.

2. ~~1.~~ “Metered service” means the service for which charges are computed on the basis of measured quantities of water.

3. ~~2.~~ “Multifamily” means “multifamily” as defined in BLMC 18.04.130.

....

Section 14. Amendment. Subsections “D.2.d”, “D.2.e”, “D.2.f”, and “D.2.g” of Section 13.04.070 of the Bonney Lake Municipal Code are amended to read as follows:

13.04.070 Water service applications and connection charges.

...

D. ...

2. ...

d. Co-living Units. Co-living units shall be charged 50 percent of the SDC applicable to a five-eighths-inch single-family connection for each co-living unit. There shall be only one water meter installed for each building housing multiple co-living units.

e. Multifamily, Mobile Home Parks, and Recreational Vehicle Parks. Multifamily, mobile home parks, and recreational vehicle (RV) parks shall be charged 77 percent of the SDC applicable to a five-eighths-inch single-family connection for each living unit/space/stall. There shall be only one water meter installed for each building housing multiple residential units.

Commented [LB13]: Clarified in relation to anti-displacement regulations, to comply with [ESSHB 1220, Laws of 2021](#), Section 2(h).

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Commented [LB14]: Added to be consistent with sewer connection fees, consistent with [ESHB 1998, Laws of 2024](#), Section 2(8).

f. e.—Alternative Assignment of Residential Equivalents (REs). To ensure that all new connections pay for an equitable share of system costs based on their demands and service characteristics, the city reserves the right to determine an alternative assignment of REs to connections that are one and one-half inches or larger. When applicable, this assignment shall be determined by converting the estimated water usage of the connection to REs.

g. f.—Property Owner's Responsibility. Property owners are responsible for all leaks or damage due to leaks from privately installed and owned water lines. The property owner shall install and maintain at his own expense all water service from the water meter to the place of use.

Section 15. Amendment. Subsection “C.1.b” of Section 13.04.100 of the Bonney Lake Municipal Code is amended to read as follows:

13.04.100 Water rates.

...

C. Multiple Dwelling Units

1. ...

- b. In the case of apartments/trailer courts/co-living units having one meter, each unit will be billed as though separately connected to the water main, occupied or not, based on five-eighths- or three-quarters-inch meter rates.

Commented [LB15]: Added to be consistent with how other single-meter buildings are billed, in relation to [ESHB 1998, Laws of 2024](#).

Section 16. Amendment. Subsections “C.2” – “C.7”, Subsection “L”, and Subsection “N” of Section 13.12.010 of the Bonney Lake Municipal Code are amended to read as follows:

13.12.010 Definitions.

...

C. “C”.

1. “City” means the city of Bonney Lake, Washington.
2. “Co-living housing” means “co-living housing” as defined in BLMC 18.04.030.
3. ~~2.~~ “Collection system” means the system of public sewers to be operated by the city designed for the collection of sanitary sewerage.

Commented [LB16]: Added to comply with [ESHB 1998, Laws of 2024, Section 2\(8\)](#).

4. ~~3.~~ “Commercial user” means any premises used for commercial or business purposes which is not a residential user and not an industry as defined in this chapter. A commercial user is one who introduces primarily domestic wastes and wastes from sanitary conveniences into the sewer system.

5. ~~4.~~ “Condominium” means a “condominium” as defined in BLMC 18.04.030.

6. ~~5.~~ “Council” means the city council of the city of Bonney Lake.

7. ~~6.~~ “County”

...

L. “L.”

1. “Land division” means “land division” as defined in BLMC 17.10.030.

2. ~~1.~~ “Lateral” ...

3. ~~2.~~ “Lot” ...

...

N. “N.”

1. “New development” means the construction of a nonresidential project which requires permits from the city, the construction of a duplex, multifamily building as defined in BLMC 18.04.130, or single-family residence, ~~short subdivision, or subdivision or a land division as defined in BLMC 17.10.030.~~

2. “Natural outlet” means any outlet into a watercourse, pond, ditch, lake or other body of surface or ground water.

....

Section 17. Amendment. Subsection “D.1” of Section 13.12.082 of the Bonney Lake Municipal Code is amended to read as follows:

13.12.082 Sewer charges.

...

D. Sewer Service Charges for Customers Other than Single-Family Residential.

Commented [LB17]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

1. Multifamily, duplex, townhouse, co-living, and accessory dwelling unit customers on a single water meter shall pay the single-family sewer availability charge (no grinder pump) for each unit. The volumetric charge shall be capped at eight CCF per unit per month for multifamily customers.

Commented [LB18]: Added to be consistent with how similar uses are billed, in relation to [ESHB 1998, Laws of 2024](#).

....

Section 18. Amendment. A new subsection “D.6” is hereby added to Section 13.12.100 of the Bonney Lake Municipal Code to read as follows:

13.12.100 Sewer service applications and connection charges.

...

D. Residential System Development Charges (SDC).

...

6. The SDC for each unit of co-living housing shall be 50 percent of the charge applicable to one residential equivalent (RE) unit, \$11,927 effective July 1, 2023.

Commented [LB19]: Added to comply with [ESHB 1998, Laws of 2024](#), Section 2(8).

....

Section 19. Amendment. Subsections “A”, “D.1”, and “D.3” of Section 13.12.130 of the Bonney Lake Municipal Code are amended to read as follows:

13.12.130 Sewer connections mandatory.

...

- A. Residential Development. A private wastewater disposal system may be installed in conjunction with the construction of an individual detached single-family dwelling unit, duplex, triplex, fourplex, co-living housing with up to four co-living units, or attached or detached accessory dwelling unit, when the following are met:

Commented [LB20]: Added to clarify when on-site wastewater disposal is available to co-living, consistent with a similar number of dwelling units and [ESHB 1998, Laws of 2024](#).

...

- D. ~~Short Plats Land divisions.~~ Short-plats Land divisions of four or fewer lots may install new private wastewater disposal systems on each individual lot; provided, that the Tacoma-Pierce County health department issues a permit for all private wastewater disposal systems and complies with the following:

Commented [LB21]: Updated to land divisions so that unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3) and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) are treated consistent with other land divisions.

1. The applicant shall prepare civil plans, which must be approved by the city, for the sewer extension that would have been required to serve the ~~short plat, land division~~; provided that:
 - a. The applicant shall and install dry lines consistent with the approved civil plans within and along the frontage of said short ~~plat~~ subdivision or unit lot subdivision prior to obtaining final ~~short plat~~ approval. For an administrative lot split, the applicant may choose one of the options in BLMC 17.20.050.D.
 - b. This provision does not require an applicant to prepare plans for any required regional lift stations.
- ...
3. Place the following notices on the face of the administrative lots split, final short ~~plat~~ subdivision, or final unit lot subdivision:
-

Section 20. Amendment. Subsection “E” of Section 13.16.060 of the Bonney Lake Municipal Code is amended to read as follows:

13.16.060 Process for latecomer agreements and assessment of reimbursement areas.

... ~~E.~~ Any developments or ~~short plats~~ land divisions that are connecting to a utility where a latecomer agreement applies shall pay the latecomer fees at final ~~plat~~ approval. Latecomer fees paid at final ~~plat~~ approval will be exempt from administration fees. All lots of record identified in the latecomer agreement will pay the applicable latecomer fee when their building permit is issued or, for existing buildings, when the utility connection is made.

Commented [LB22]: Updated to land divisions to treat unit lot subdivisions ([ESSB 5258, Laws of 2023](#)), Section 11(3) and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

Section 21. Amendment. Section 14.10.010 of the Bonney Lake Municipal Code is amended to read as follows:

14.10.010 Title.

This title shall be ~~entitled~~ cited as the “city of Bonney Lake development code”. It may also be known as “development code administration”, or hereinafter referred to as “this title” or “this code.” The development code shall consist of:

Commented [LB23]: Updated to make this easier to read and to reflect the various ways the development code is referred to in Titles 14-19 BLMC.

- A. BLMC Title 14, Development Code Administration;
- B. BLMC Title 15, Buildings and Construction;
- C. BLMC Title 16, Environmental Protection;

- D. BLMC Title 17, Divisions of Land;;
- E. BLMC Title 18, Zoning;; and
- F. BLMC Title 19, Concurrency Management.

Section 22. Amendment. Section 14.10.030 of the Bonney Lake Municipal Code is amended to read as follows:

14.10.030 Definitions.

~~In the event of conflict between the following definitions and other definitions given in this development code, the following shall prevail: The definitions in this section shall apply equally to the entire development code, BLMC Titles 14 through 19. Definitions may also be found in specific sections of this title. In the event of conflict between the following definitions and other definitions given in this development code, the more specific definition shall prevail.~~

Commented [LB24]: Added definitions for various actors and review stages in the permit process, consistent with permit processing requirements in [SSSB 5290, Laws of 2023](#).

- A. “Applicant” means the owner or the owner’s authorized agent for an application.
- B. ~~A.~~ “Area-wide” describes a land area containing four or more parcels, contiguous or noncontiguous, or comprising 40 or more acres, which area as an integral proposal is considered for a change in zoning or comprehensive plan designation; provided, that the director(s) may deem any proposal to be site-specific if the public interest will be better served by a quasi-judicial process than a legislative process.
- C. ~~B.~~ “BLMC” means the Bonney Lake Municipal Code.
- D. ~~C.~~ “BMP” means best management practice.
- E. ~~D.~~ “Building code” means the codes adopted in Chapter 15.04 BLMC, and any amendments thereto.
- F. ~~E.~~ “Building permit” means any permit, including, but not limited to, permits for buildings, structures, building service equipment, or uses required by the construction codes adopted in Chapter 15.04 BLMC issued by the building official, including building, plumbing, demolition, mechanical, and grading permits.
- G. ~~F.~~ “Building official” means the city of Bonney Lake building official Public Services Director or designee.
- G. ~~“City” means the city of Bonney Lake, Washington.~~
- H. ~~“City council” means the city council of the city of Bonney Lake.~~

Commented [LB25]: Defined in [BLMC 1.04.010](#).

H. ~~I.~~ “Comprehensive plan” means the city of Bonney Lake comprehensive plan.

~~J. “Design commission” means the city of Bonney Lake design commission established pursuant to Chapter 2.60 BLMC.~~

Commented [LB26]: Design commission repealed by Ordinance No. 1688; updating decision authority consistent with [ESHB 1293, Laws of 2023](#).

J. ~~K.~~ “Development code” means BLMC Titles 14 through 19, including any maps adopted as part thereof.

K. ~~L.~~ “Development regulation” means a control placed on development or land use activities, as defined in RCW 36.70A.030.

L. ~~M.~~ “Director” means the ~~community development director unless otherwise designated~~ Public Services Director or designee.

M. “Emergency activity” means development activity that is required due to an unanticipated and imminent threat to public health, safety, or the environment and that requires remedial or preventative action in a time frame too short to allow for compliance with the requirements of the development. As a general matter, flooding or other seasonal events that can be anticipated and may occur but that are not imminent are not an emergency event that would require an emergency activity.

N. “Fire chief” means the fire chief of East Pierce Fire and Rescue.

O. “Fire official” or “fire code official” means the Public Services Director or designee who is charged with the administration and enforcement of the International Fire Code and Wildland-Urban Interface Code, as adopted in Chapter 15.04 BLMC.

Commented [LB27]: Added to clarify distinction between the role of the fire district and the role of the fire official for the purposes of permit review throughout the development code.

P. ~~N.~~ “Legislative actions” means amendments to the city's comprehensive plan or development code, including area-wide amendments to any associated maps, but excluding adoption of state-adopted building codes.

Q. “May” or “should” means optional and permissive, and does not impose a mandatory requirement.

R. “Owner” means any owner, or reputed owner, of the property which is listed on the tax rolls of the Pierce County assessor-treasurer for the property; or otherwise having control of the property, including the guardian of the estate of any such person, and the executor or administrator of the estate of such person if ordered to take possession of real property by a court.

S. “Parties of record” means persons with legal standing with respect to an application including the applicant, property owner as identified by the records available from the Pierce County assessor’s office, or any person who

testified at the open record public hearing on the application; and/or any person who submitted written comments during administrative review or has submitted written comments concerning the application at the open record public hearing, excluding persons who have only signed petitions or mechanically produced form letters.

T. "Permittee" means the owner or the owner's authorized agent to whom a permit is issued.

U. ~~Q.~~ "Planning commission" means the city of Bonney Lake planning commission established pursuant to Chapter 2.26 BLMC.

V. ~~P.~~ "Premises" means any real property or structure.

W. "Project action" means a decision on a specific project, such as a construction or management activity located in a defined geographic area. Projects include and are limited to agency decisions to:

1. License, fund, or undertake any activity that will directly modify the environment, whether the activity will be conducted by the agency, an applicant, or under contract;
2. Purchase, sell, lease, transfer, or exchange natural resources, including publicly owned land whether or not the environment is directly modified.

X. "Project permit" means any land use or environmental permit or license required from the city of Bonney Lake for a project action, including but not limited to subdivisions, conditional uses, shoreline substantial development permits, permits or approvals required by critical area ordinances, site-specific rezones which do not require a comprehensive plan amendment, but excluding the adoption or amendment of a comprehensive plan, subarea plan, or development regulations. A "project permit" or "project permit application" does not include building permits.

Y. "Public utility" means an electrical company, gas company, or water company as those terms are defined in RCW 80.04.010, and includes an electrical, gas, or water system operated by a public agency.

Z. "Revision" means a change by an applicant or permittee to an application under review or to the scope of work authorized by an issued permit.

AA. ~~Q.~~ "SEPA" means State Environmental Policy Act.

BB. "Shall" or "must" means mandatory and imposes a requirement.

Commented [LB28]: Added consistent with WAC 197-11-704(2)(a) and SEPA review (not defined in Title 16, Article 1 BLMC).

Commented [LB29]: Added consistent with [RCW 36.70b.020\(4\)](#), for the permit types that Bonney Lake authorizes, consistent with permit processing requirements in [SSSB 5290, Laws of 2023](#).

CC. R.–“Site-specific” means other than “area-wide” as defined in subsection AB of this section.

DD. “Withdraw” or “withdrawn” means an action by an applicant or permittee to withdraw a project from active review or construction status.

Section 23. **Amendment.** Section 14.10.040 of the Bonney Lake Municipal Code is amended to read as follows:

14.10.040 Applicability of definitions. Words not defined.

~~The definitions in BLMC 14.10.030 shall apply equally to the entire development code, BLMC Titles 14 through 19. The definition of any word or phrase, not listed in BLMC 14.10.030, which is in question when administering the development code, shall be defined from one of the following sources that are incorporated herein and adopted by reference. Said sources shall be utilized to find the desired definition in the order listed as follows:~~

- A. City of Bonney Lake development code;
- B. City of Bonney Lake comprehensive plan;
- C. Any other portion of the Bonney Lake Municipal Code or other city resolution, ordinance, or regulations, including standards adopted by reference;
- D. Any statute or regulation of the state of Washington (i.e., the most applicable);
- E. Legal definitions from applicable case law;
- F. Common dictionary.

The director shall have the final authority in determining the most applicable definition to apply in construing the development code.

Section 24. **Amendment.** Section 14.10.070 of the Bonney Lake Municipal Code is amended to read as follows:

14.10.070 One-hundred-twenty-day time limit—Exceptions. Calculation of review time for permit applications.

~~The following time periods shall not count toward the maximum of 120 days which can expire between the determination of completeness and the notice of decision. The number of calendar days an application is in review shall be calculated from the day completeness is determined under BLMC 14.40.030 to the date a final decision is issued under BLMC 14.40.080 on the project permit application. The number of calendar days in review shall be calculated by counting every day, excluding the following periods:~~

Commented [LB30]: Added process for how to interpret words that are not defined, that does not require a code interpretation or other resource-intensive process.

Commented [LB31]: Updated to be consistent with the time periods in in [SSSB 5290, Laws of 2023](#), Section 7(1).

- A. ~~Any period commencing with a request by the city that the applicant provide any further information or an environmental impact statement until the applicant provides said information. The period between the day that the director has notified the applicant, in writing, that additional information is required to further process the application and the day when the applicant is notified in writing that the additional information satisfies the request or 14 calendar days after the last required resubmitted information.~~
- B. ~~Any period during which the applicant is not current in payment of city permit review fees or utility bills. Any period during which an environmental impact statement is being prepared following a determination of significance pursuant to Chapter 43.21C RCW.~~
- C. Any period during which a comprehensive plan or development regulation amendment, development agreement, or zoning reclassification is being processed preliminary to deciding upon a permit application.
- D. ~~Any period between the initial determination of completeness and any subsequent determination of completeness should the applicant substantially revise the proposal. Annual amendments to the comprehensive plan.~~
- E. Any period during which any decision related to the permit application is being appealed, until the administrative appeal is resolved and any additional time period provided by the administrative appeal has expired.
- F. Any period mutually agreed upon by the applicant and the city.
- G. Any period after an applicant informs the director, in writing, that they request a temporary suspension of the review of the application, until the time that the applicant notifies the director, in writing, that they would like to resume the application:
 - 1. If any request to suspend the application or to resume review is received on a Saturdays, Sundays, or a day designated by BLMC 2.32.010(A) through (C) as a legal holiday, and the days between December 25th and January 1st, then the corresponding date shall be calculated from the next business day;
 - 2. Any such suspension shall be permitted a maximum of one time, for a minimum of 60 calendar days and a maximum of 180 calendar days; and
 - 3. If the director does not receive notice from the applicant to resume review, the application shall automatically lapse;

Commented [LB32]: Moved to the end of the section and updated.

4. If an applicant suspends the review of an application for more than 60 calendar days, an additional 30 calendar days will be added to the time periods for final decision, as set forth in this section.
- H. If an applicant has been non-responsive for period of 60 consecutive days, an additional 30 calendar days will be added to the time periods for final decision, as set forth in this section.
- I. The project permit is to rectify a code violation, under timelines specified in a valid work plan or voluntary correction agreement.
- J. Any period during which a landmark designation, street vacation, or other approval relating to the use of public areas or facilities is being considered.
- K. The time periods for the director to process an application shall restart if an applicant proposes a change in use or a change that adds or removes commercial or residential elements from the original application that would make the application fail to meet the determination of procedural completeness for the new use.
- L. Applications for which no permit is issued and/or for which an applicant is unresponsive shall automatically expire after 90 days from the date the applicant was notified that a permit is approved.

Section 25. Amendment. Section 14.10.100 of the Bonney Lake Municipal Code is amended to read as follows:

14.10.100 Permit expiration and extensions.

- A. ~~Unless a more specific provision applies to the type of permit, approved permits shall expire two years after the date of issuance if substantial progress has not been made toward realizing the permitted use or project, or within five years if construction has not been completed; except as provided in subsections B through D of this section. Except as provided elsewhere in this section and unless a more specific provision applies to the type of permit, approved permits shall automatically expire two years after the date of issuance if the use is not commenced or if the construction permit(s) to complete the work are not issued. Once the construction permit(s) are issued, expiration of the underlying and associated project permit shall be tied to the expiration of the construction permit. If the construction permit expires, then the underlying project permit approval shall become null and void.~~

...

- C. Permits authorized under the urban forestry code codified as BLMC Title 16, Division IV, shall automatically expire one year from the date of issuance or

Commented [LB33]: Updated to clarify the portion of the permit process related to expiration and extension of approved permits, consistent with permit processing requirements in [SSSB 5290, Laws of 2023](#).

with the expiration or revocation of the corresponding land use, grading, and/or building permit, whichever comes later.

- D. Expiration and extension of the following ~~land use~~ permits shall not be governed by this section:

...

- E. Permit applications not excepted above shall automatically expire as provided for in BLMC 14.10.070 one year after any application dormancy or hold status, whether initiated by the applicant or during which the city waits for information it has requested of the applicant which is needed in order to process the application.
- F. The director may ~~extend the date of permit expiration for one year upon request by the applicant prior to said permit's expiration~~ grant a single, one-time extension of up to one year (365 calendar days) to an issued permit, when the permittee has shown due diligence and/or substantial progress in completing the work associated with the permit. Such a request shall:
1. Be made by the permittee in writing a minimum of ten business days prior to the expiration date;
 2. Document the progress and outstanding items required to complete the work associated with the permit; and
 3. Clearly describe the need for an extension.
- G. ~~Any extensions of time shall be based upon a finding of justifiable cause and that the land use permit is compliant with all applicable codes at the time of the extension request. The director shall not grant more than one permit extension.~~

Section 26. Amendment. Section 14.10.110 of the Bonney Lake Municipal Code is amended to read as follows:

14.10.110 Applications are binding.

- A. All aspects of the application shall be binding for the life of the project/building, including graphic representations such as site plans, building elevations, and related required materials.
- B. All work regulated by this development code shall be done in accordance with the approved permit and associated documents.

Commented [LB34]: Updated to clarify relationship of issued permits to after-issuance revisions, consistent with [SSSB 5290, Laws of 2023](#).

C. Approved permits shall not be changed, modified, or altered without authorization of the director. Revisions shall be reviewed using the procedures applicable to a new application of the same type, except as authorized by BLMC 14.10.120.

Section 27. Amendment. Section 14.30.010 of the Bonney Lake Municipal Code is amended to read as follows:

14.30.010 Permits by type.

Type 1	Type 2A	Type 2B	Type 3A	Type 3B	Type 4
Building Permits		Preliminary Short Plats	Shoreline Conditional Use Permit		Zoning Reclassification
Temporary Permits			Shoreline Variances	Conditional Use Permits	
Sign Permits	SEPA Reviews	Design Review	Plat Alterations	Preliminary Plats	
Clearing and Tree Removal Permits			Plat Vacations		
Accessory Dwelling Unit	Shoreline Substantial Development Permits		Zoning Variances		
Boundary Line Adjustments			Critical Area Reasonable Use Exception		
Eligible Facility Modification	Administrative Wireless Permit				
Shoreline Letters of Exemption	Comprehensive Sign Review				
Critical Area Permits	Short Plat Alteration				
Critical Area Exemption	Short Plat Vacation				
Site Plan					

Commented [LB35]: Replaced to alphabetize for ease of use, and update permit type groupings to comply with review deadlines consistent with [SSSB 5290, Laws of 2023](#), Section 7(1).

A. Permit types.

Type 1	Type 2	Type 3	Type 4
- Boundary Line Adjustments - Business Licenses / Home Occupation Reviews¹ - Certificate of Water Availability¹ - Certificate of Sewer Availability¹	- Accessory Dwelling Unit - Administrative Lot Split - Building Permits¹ - Civil Construction Permits - Critical Area Permits - Design Review	- Administrative Wireless Permit - Comprehensive Sign Review - Preliminary Unit Lot Subdivision, 9 or Less Lots - SEPA Reviews	- Conditional Use Permits - Critical Area Reasonable Use Exception - Essential Public Facility Permits - Preliminary Subdivision

Commented [LB36]: Public notice is required for a unit lot subdivision, consistent with [ESB 5559, Laws of 2025](#), Section 2.

<u>Type 1</u>	<u>Type 2</u>	<u>Type 3</u>	<u>Type 4</u>
• <u>Civil Utility Connections¹</u> • <u>Clearing and Tree Removal Permits</u> • <u>Critical Area Exemption</u> • <u>Encroachment Permit¹</u> • <u>Final Short Subdivision¹</u> • <u>Final Subdivision¹</u> • <u>Final Unit Lot Subdivision¹</u> • <u>Grading and Filling Permits</u> • <u>Right-of-Way Permits¹</u> • <u>Road Approach Permits</u> • <u>Shoreline Letters of Exemption</u> • <u>Sign Permits</u> • <u>Site Plan Review¹</u> • <u>Small Cell Wireless Permit</u> • <u>Temporary Use Permits</u> • <u>Wireless Eligible Facility Modification</u>	• <u>Deviation Requests¹</u> • <u>Preliminary Short Subdivision</u>	• <u>Shoreline Substantial Development Permits</u> • <u>Short Subdivision Alteration</u> • <u>Short Subdivision Vacation</u> • <u>Unit Lot Subdivision Alteration</u> • <u>Unit Lot Subdivision Vacation</u>	• <u>Preliminary Unit Lot Subdivision, 10 or More Lots</u> • <u>Shoreline Conditional Use Permit</u> • <u>Shoreline Variances</u> • <u>Site-Specific Zoning Reclassification (No Concurrent Amendment to Comprehensive Plan)</u> • <u>Subdivision Alterations</u> • <u>Subdivision Vacations</u> • <u>Zoning Variances</u>
Notes:			
1. See BLMC 14.30.040.			

B. Unlisted permits. If a review type is not identified for a particular permit, the director shall determine the proper procedure by determining which procedure the permit most closely resembles. Where there is a question as to the appropriate classification, the director shall resolve the question in favor of the higher procedure and type number.

Section 28. Amendment. Section 14.30.020 of the Bonney Lake Municipal Code is amended to read as follows:

14.30.020 Permit procedures by type.

	<u>Type 1</u>	<u>Type 2A and 2B</u>	<u>Type 3A and 3B</u>	<u>Type 4</u>
Pre-Application	Optional	Optional	Optional	Optional
Notice of Complete Application ¹	Required	Required	Required	Required
Public Notice of Application ²	No	Required	Required	Required
Public Hearing ³	No	No	Required	Required
Staff Report ⁴	No	Required ⁵	Required	Required
Written Decision ⁶	No	Required	Required	Required

Commented [LB37]: Added in the event new permit types are added or existing permit types were inadvertently missed, to ensure permits can continue to be processed in a timely and predictable manner.

Commented [LB38]: Updated permit type procedures based on new typology, consistent with permit processing requirements in [SSSB 5290, Laws of 2023](#).

	Type 1	Type 2A and 2B	Type 3A and 3B	Type 4
Notice of Decision	No	Required ⁷	Required	Required
Recommendation	N/A	N/A	Director	Hearing Examiner ⁹
Decision Maker	Director	Director	Hearing Examiner	City Council
Administrative Appeal ¹⁰	Yes	Yes	No	No
Judicial Appeal ¹¹	Yes ¹²	Yes ¹²	Yes	Yes

	Type 1	Type 2	Type 3	Type 4
Pre-Application	Optional	Optional	Optional	Optional
Notice of Complete Application ¹	Required	Required	Required	Required
Public Notice of Application ²	No	No	Required	Required
Public Hearing ³	No	No	No	Required
Staff Report ⁴	No	Required ⁵	Required ⁶	Required
Written Decision ⁷	No	Required ⁵	Required	Required
Notice of Decision	No	Required ⁵	Required ⁸	Required
Recommendation	N/A	N/A	N/A	Director
Decision Maker	Director	Director	Director	Hearing Examiner
Administrative Appeal ⁹	Yes	Yes	Yes	No
Judicial Appeal ¹⁰	Yes ¹¹	Yes ¹¹	Yes ¹¹	Yes

Notes:

...

~~5. 9. The hearing examiner conducts the required public hearing and makes a recommendation to the city council which issues the final decision on the underlying permit. A staff report, written decision, and notice of decision are only required for administrative lot splits, design review, and preliminary short subdivisions.~~

~~6. 5. A staff report is not required for a SEPA threshold determination.~~

~~7. 6. See BLMC 14.40.090 and 14.50.050.~~

~~8. 7. The notice of decision for a SEPA review is the threshold determination (e.g., DNS, MDNS, DS); a separate notice of decision is not required. The threshold determination shall be disturbed as provided for in BLMC 16.06.030, 16.10.040 or 16.10.050.~~

~~8. Repealed.~~

~~9. 10. See BLMC 14.120.020, except that an appeal of a building permit decision is provided in BLMC 14.120.030.~~

~~10. 11. See BLMC 14.120.040 and 14.120.050.~~

~~11. 12. Types 1, 2A, and 2B3 are administrative determinations that must first be appealed to the hearing examiner and the decision of the hearing examiner can then be judicially appealed.~~

Section 29. Amendment. Subsections “A”, “B”, “C”, and “D” of Section 14.30.030 of the Bonney Lake Municipal Code are amended to read as follows:

14.30.030 Consolidation of permits.

If a proposal requires more than one permit, permits shall be consolidated to the extent feasible and desired by the applicant, as follows:

Commented [LB39]: Same as current Type 1.

Commented [LB40]: Same as current Type 1, except broken out to add more review time for more complex permit types.

Commented [LB41]: Same as current Type 2.

Commented [LB42]: Same as current Type 3.

Commented [LB43]: Clarified how various types of permits work together for permit review consolidation, consistent with [SSSB 5290, Laws of 2023](#), Section 7(1)(e).

- A. ~~Such information as name, address, and legal description need only be entered once, by such means as a master permit application form or master cover sheet. Consolidated Permit Review Process. Pursuant to the provisions of this chapter, the applicant may elect to consolidate two or more development-related permits for one project action and submit the applications simultaneously. The review process for consolidated permits shall follow the provisions of this chapter.~~
1. Project Permit Approval Prior to Building Permit Application. An applicant who files an application for any project permit prior to the filing of a valid and complete application for a building permit shall be deemed to have specifically acknowledged that the acceptance and processing of such project permit application shall in no way establish or create a vested right to proceed with construction of any proposed project in accordance with the codes, ordinances, or regulations existing at the time of filing of such application, or at any time thereafter, prior to the filing of a valid and complete building permit application.
 2. Project Permit Approval Together With Building Permit Application.
 - a. If project permit approval was not obtained prior to building permit application, the building permit approval is subject to obtaining any required project permit approval and shall not be issued until such project permit approval is obtained.
 - b. An applicant who fails to obtain any required project permit approval prior to submitting a building permit application shall be deemed to have specifically acknowledged that the building permit application may expire prior to a decision on any such project permit application, and that the building permit application is made at the applicant's own risk.
- B. ~~The director shall utilize the process of that permit type which includes all reviews required for the various permits. Consolidated permits submitted for the same project action with different process types will follow the higher process decision type set forth in BLMC 14.30.010, above.~~
- C. If one permit cannot be reasonably processed until another is issued, such as a building permit that cannot be processed until a variance is issued, the ~~420~~ 420 days review period within which a notice of decision must be issued for the contingent permit (in this example, the building permit) shall not begin until the other permit has been issued.
- D. Appeals of one or more Type 1, ~~or Type 2, or Type 3~~ permits shall be combined with any required open public hearing.

....

Section 30. Amendment. Subsections “B”, “C”, “I”, and “L” of Section 14.30.040 of the Bonney Lake Municipal Code are amended to read as follows:

14.30.040 Exemptions.

The following actions (with BLMC citations where applicable) are not project permits for the purpose of this development code, ~~do not appear in the table in BLMC 14.30.020,~~ and are exempt from Chapters 14.40 through 14.60 BLMC:

...

B. Right-of-way permits ~~and variances~~ (Chapter 12.08 BLMC), encroachments in the public right-of-way (Chapter 12.32.BLMC), and traffic studies (Title 19 BLMC);

C. ~~Final plats approval of subdivisions, and short plats subdivisions, and unit lot subdivisions (BLMC 17.20.040 Chapter 17.20 BLMC);~~

...

I. ~~Deviations from adopted standards Administrative variations and waivers (BLMC 12.04.023, 15.13.045, and 15.20.060 and 18.20.050(E));~~

...

L. ~~Permission~~ Civil utility connection permits to connect to city sanitary sewer (Chapter 13.12 BLMC), stormwater system (Chapter 15.13 BLMC), or water system (Chapter 13.04 BLMC), or certificates of availability for the same;

....

Section 31. Amendment. Section 14.40.010 of the Bonney Lake Municipal Code is amended to read as follows:

14.40.010 Pre-application conference.

A. The purpose of the pre-application process is for the applicant to provide city staff with preliminary information about a proposed project and site conditions so that the city can provide the applicant with the requirements that must for the proposal to proceed through the formal review process.

B. Any potential applicant may request a pre-application conference. Pre-application conferences are not mandatory but are optional at the request of the applicant. The director shall conduct a pre-application conference if requested by the applicant. For the city to provide the most applicable

Commented [LB44]: Updated consistent with actions that warrant different review procedures, as permitted by [RCW 36.70B.140](#) and consistent with [SSSB 5290, Laws of 2023](#).

Commented [LB45]: Repealed by Ordinance No. 1601.

Commented [LB46]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), consistent with other land divisions.

Commented [LB47]: Clarification of the purpose and role of an optional pre-application conference, consistent with [SSSB 5290, Laws of 2023](#), Section 8(1)(g).

information at the pre-application conference, the applicant should provide, at a minimum:

1. Project narrative;
2. List of questions;
3. Draft site plan;
4. Draft building elevations, if applicable; and
5. Any other drawings or documents helpful to illustrate the proposal.

C. At a minimum, the conference shall be scheduled with applicable representatives from the city, including but not limited to the planning, engineering, building, and utility divisions. Representatives from other departments or agencies are encouraged to attend to provide comments on the proposal.

D. It is impossible for the pre-application conference to be an exhaustive review of all potential issues. The discussions at the conference shall not bind or prohibit the city's future application or enforcement of all applicable laws.

E. Review of a proposal at a pre-application conference does not vest any project.

Section 32. Amendment. Subsection "B" of Section 14.40.020 of the Bonney Lake Municipal Code is amended to read as follows:

14.40.020 Application forms.

...

B. At a minimum, all All-applications shall contain the following:

1. A completed application form.
2. All applicable fees.
3. Written authorization of the property owner. ~~be signed by the property owner or an authorized representative.~~
4. A completed environmental checklist for projects subject to review under SEPA if not exempt under Chapter 16.08 BLMC or if an Environmental Impact Statement was previously issued for the project.

5. All accompanying information required for the type of permit as provided on the checklist prepared by the director.

Commented [LB48]: Moved from BLMC 14.40.030.A to comply with [SSSB 5290, Laws of 2023](#).

Section 33. Amendment. Section 14.40.030 of the Bonney Lake Municipal Code is amended to read as follows:

14.40.030 Notice of complete application.

Commented [LB49]: Updated to comply with [SSSB 5290, Laws of 2023](#), Section 6.

A. For the purposes of this title, a complete application is one that contains all items required under BLMC 14.40.020. An application is complete for purposes of this section when it contains all of the following:

1. A completed application form.
2. All applicable fees.
3. Written authorization of the property owner.
4. A completed environmental checklist for projects subject to review under the SEPA.
5. All accompanying information required for the type of permit.

B. Determination of Complete Application.

1. Within 28 calendar days, except for telecommunications applications which shall be notified within 10 days, after receiving a project permit application, the director shall mail or personally deliver to the applicant a notice that advises the applicant of other agencies that may have jurisdiction over the proposal, if known at that time, and states either the director shall provide a written determination of completeness to the applicant via electronic mail which states either:
 - a. 1.—That the application is complete; or
 - b. 2.—That the application is incomplete and what is necessary to make the application complete that the procedural submission requirements of the city have not been met. The determination will outline what is necessary to make the application procedurally complete. To the extent known by the city, the determination will identify other agencies of local, state, or federal governments that may have jurisdiction over some aspect of the application.
2. C. Failure of the director to respond to the applicant, in writing, within the 28-day time frame, shall be deemed as the city's acceptance of the application for processing. If the director does not provide a written determination to the applicant that the application is incomplete within 28 calendar days, the

application shall be deemed procedurally complete on the twenty-ninth day after receiving a project permit application. When the director does not provide a written determination to the applicant that the application is procedurally incomplete, the director may still seek additional information or studies as provided for in subsection (B)(3) of this section. The time period guidelines for review of project permit applications begins following the determination of a complete application, as set forth in BLMC 14.40.080.

- C. If the applicant receives a written determination from the city that an application is procedurally incomplete, the applicant shall have 90 calendar days to submit the necessary information to the city. If the applicant does not submit the required information within the 90-calendar-day period, the application shall lapse due to a lack of information necessary to complete the review. No extensions shall be granted.
- D. Within 14 calendar days after the applicant has submitted the requested additional information, the director shall make a determination of completeness and notify the applicant in the manner provided in subsection B of this section; provided, however, that if upon review the application remains procedurally incomplete, the application shall lapse due to a lack of information necessary to complete the review, and the applicant shall be notified in writing of the determination.
- E. Additional information or studies may be required or project modifications may be undertaken subsequent to the procedural review of the application by the director. The director's issuance of a determination of completeness shall not preclude the city from requesting additional information or studies, either at the time of the determination of completeness or at some later time if additional information is required or where substantial changes in the proposed action occur. However, if the procedural submission requirements as outlined on the project permit application have been provided, the need for additional information or studies may not preclude a completeness determination.
- ... G. Nothing in this section shall preclude the director from providing a notice of complete application to an applicant after receiving a non-project permit application. When given, such notice should follow the procedures in this section.

Section 34. New Section. A new Section 14.40.045 is hereby added to the Bonney Lake Municipal Code to read as follows:

14.40.045 Incorrect applications.

- A. Following a determination of a complete application, if the director finds that additional information is necessary or corrections are required to make the proposal consistent with the comprehensive plan and development regulations, the director shall provide a letter to the applicant:
1. Detailing the necessary corrections;

Commented [LB50]: Added to describe process when additional information or corrections are requested, to comply with [SSSB 5290, Laws of 2023](#), Sections 6 and 7(1)(i).

2. Providing the response deadline; and
 3. Include a notice that nonresponsiveness for 60 consecutive calendar days may result in 30 calendar days being added to the time for review permitted under BLMC 14.40.080. "Nonresponsiveness" means that an applicant is not making demonstrable progress on providing the additional requested information, or that there is no ongoing communication from the applicant to the city on the applicant's ability or willingness to provide the additional information.
- B. The applicant receives a written determination from the city that corrections or additional information are necessary, the applicant shall have up to 90 calendar days to submit the necessary information to the city.
1. The director may allow for up to a total of two extensions to submit the required information, not to exceed an additional 90 calendar days each. Requests must be made in writing a minimum of 10 calendar days prior to the submittal deadline.
 2. If the applicant either refuses in writing to submit corrected information or does not submit the corrected information within the 90-calendar day period, the application shall lapse.
 3. The director shall have 14 calendar days to review the submittal of corrected information.
- C. If the application requires a second request for additional or corrected information, the director shall schedule a meeting with said request in an attempt to resolve outstanding issues during the review process with the applicant. The meeting shall be scheduled within 14 calendar days of the correction letter date, unless the applicant requests an alternative date or refuses to meet. Following this attempt, if the director receives the additional or corrected information and proceeds with review, the director shall either approve or deny the application. If the applicant refuses to meet, the requirement for the city to meet with the applicant shall be determined to have been met.

Section 35. Amendment. Section 14.40.050 of the Bonney Lake Municipal Code is amended to read as follows:

14.40.050 Design review.

If the proposal is not exempt from design review pursuant to Chapter 14.95 BLMC, the ~~design commission director~~ shall review it and issue a recommendation of conformance (with or without conditions) or nonconformance with the applicable subarea plans and design guidelines.

Commented [LB51]: Design commission repealed by Ordinance No. 1688; updating decision authority consistent with [ESHB 1293, Laws of 2023](#).

Section 36. Amendment. Section 14.40.080 of the Bonney Lake Municipal Code is amended to read as follows:

14.40.080 Decision.

A. The decision maker identified in BLMC 14.30.020 shall determine if the application is consistent with the development code and the policies of the comprehensive plan and notify the applicant within the following time periods ~~120 days of the determination of completeness~~, except as provided in subsections B through F of this section, and as calculated pursuant to BLMC 14.10.070 ~~subject to the following~~:

1. Type 1 applications: 65 calendar days. ~~The decision maker may include in a decision any conditions of approval that are necessary to ensure that the proposal complies with all applicable development code and comprehensive plan policies.~~

2. Type 2 applications: 100 calendar days. ~~If the proposal is not exempt from design review, the decision maker shall not issue a final decision until the design commission has reviewed the applications and made recommendations to the director; unless the design commission delegates its design review on a specific application to the director pursuant to BLMC 14.95.030.~~

3. Type 3 applications: 120 calendar days.

4. Type 4 applications: 170 calendar days. ~~No building permit shall be issued until all related, necessary permits are final, including appeals to the hearing examiner, unless the director(s) waives this prohibition based on the applicant signing a statement acknowledging the appeal period and agreeing to remove or modify the permitted work at the applicant's expense should an appeal result in revocation or modification of the appealed permit.~~

~~4. Short plats shall not be recorded until after the appeal period has lapsed.~~

5. The time periods above shall be extended as provided for in BLMC 14.10.070.

B. Telecommunications.

...

C. Preliminary subdivisions and preliminary unit lot subdivisions with ten or more lots or unit lots must be approved, disapproved, or returned to the applicant within 90 days of filing a complete application, unless the applicant consents to an extension.

Commented [LB52]: Updated to comply with [SSSB 5290, Laws of 2023](#), Section 7.

Commented [LB53]: Moved to BLMC 14.40.090.A.7.

Commented [LB54]: Moved to subsection C and updated to reflect repeal of design commission.

Commented [LB55]: Moved to subsection D.

Commented [LB56]: Added to provisions in Title 17 for final subdivision, final short subdivision, final unit lot subdivision, and land division alterations and vacations.

D. Preliminary short subdivisions, preliminary unit lot subdivisions with nine or less lots, final subdivisions and final short subdivisions must be approved, disapproved, or returned to the applicant within 30 days of filing a complete application, unless the applicant consents to an extension.

E. If the proposal is not exempt from design review and the proposal is consolidated pursuant to BLMC 14.30.030, the director shall review the design review application and make a recommendation to the decision maker as part of the staff report to the decision maker.

Commented [LB57]: Moved from BLMC 14.40.080A.2. Design commission repealed by Ordinance No. 1688; updating decision authority consistent with [ESHB 1293, Laws of 2023](#).

F. No building permit shall be issued until all related, necessary permits are approved, including appeals to the hearing examiner, unless the director(s) waives this prohibition based on the applicant signing a statement acknowledging the appeal period and agreeing to remove or modify the permitted work at the applicant's expense should an appeal result in revocation or modification of the appealed permit.

Commented [LB58]: Moved from BLMC 14.40.080.A.3.

Section 37. Amendment. Subsection “A.7” of Section 14.40.090 of the Bonney Lake Municipal Code is amended to read as follows:

14.40.090 Written decision – Content.

A.

...

7. The decision denying or approving the application and any conditions, if applicable. The decision maker may include in a decision any conditions of approval that are necessary to ensure that the proposal complies with all applicable development code and comprehensive plan policies;

Commented [LB59]: Moved from BLMC 14.40.080.A.1 and to comply with [SSSB 5290, Laws of 2023](#)

....

Section 38. Amendment. Subsection “E” of Section 14.50.030 of the Bonney Lake Municipal Code is amended to read as follows:

14.50.030 Method of publication.

... E. Posted on the subject property with a sign(s) consistent with the following requirements:

1. One public notice sign shall be required per street frontage. In case of large parcels or street frontages exceeding 500 feet, the director may require the posting of additional signs.

Commented [LB60]: The current public notice requirements result in needing to order a custom notice sign for various proposals. The lead time to obtain this sign is 7-10 calendar days of time counted against the city's review clock, pursuant to [SSSB 5290, Laws of 2023](#). This update would minimize time lost for public notice procedures and allow the City to purchase notice signs in bulk, at a savings of \$30 per sign and time savings for the customer.

2. Signs shall be located on the site of the proposed action, set back at least 10 feet from a public right-of-way or private road or easement as applicable, and shall be situated to maximize readability by the public from public rights-of-way. A sign may be located within the 10-foot setback, if determined necessary by the director to provide adequate visibility.
3. Signage shall be a minimum of two ~~and one-half~~ feet by ~~one and one-half~~ three feet ~~for Type 2A and 3A permits~~ and shall contain the following:
 - a. The heading “~~Proposed Land Use Development Action~~ Public Notice” ~~in one and a quarter inch blue lettering;~~
 - b. Contact information for the city ~~in one half inch blue capital letters;~~
 - c. An area for a ~~one or more~~ eight-and-one-half-inch by 11-inch placards for specific public notifications; and
 - d. The city logo.
4. ~~Signage shall be a minimum of two feet by four feet for Type 2B, 3B, and 4 permits and shall include the following:~~
 - a. ~~The heading “Proposed” followed by the general type of the development in two inch blue capital letter;~~
 - b. ~~The description of the proposed action in one inch blue capital letters;~~
 - c. ~~An area to post an 11-inch by 17-inch site plan;~~
 - d. ~~Area for two eight and one half inch by eleven inch placards for specific public notifications;~~
 - e. ~~Contact information for the city in one half inch blue capital letters; and~~
 - f. ~~The city logo.~~

....

Section 39. Amendment. Section 14.50.040 of the Bonney Lake Municipal Code is amended to read as follows:

14.50.040 Comment period.

A. If a public comment period is required, the comment period shall be at least 15 calendar days except in the following cases when a longer comment period is required:

1. A. For applications or proposals subject to the shoreline master program, a 30-day public comment period shall be provided prior to any public hearing or taking any final action on the application or proposal.
2. B. Notices of scoping associated with a determination of significance under the State Environmental Policy Act shall be followed by a minimum of a 21-day comment period; provided, that the longer comment period shall not apply if the scoping notice is included with the notice of application issued pursuant to BLMC 14.50.010.
3. C. Notice of availability of a draft environmental impact statement shall be followed by a 30-day comment period; provided, that the director can extend the comment period for an additional 15 days if a request for an extension has been submitted to the city prior to the end of the initial 30-day comment period.

B. Any notice that a public comment period shall contain the duration of the public comment period, including the first and last date and time by which written public comment may be submitted.

Commented [LB61]: Added to comply with [SHB 1105, Laws of 2024](#).

Section 40. Amendment. Subsection “B.4” of Section 14.80.030 of the Bonney Lake Municipal Code is amended to read as follows:

14.80.030 Essential public facilities criteria.

...

B. ...

4. An EPF may be permitted in the R-1, ~~R-2~~, R-3, RC-5, DM or DC zoning classification only if there is an operational or other need that requires locating in that district to achieve the purpose or function of the EPF;

....

Commented [LB62]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Section 41. Amendment. Subsections “A”, “B”, “C”, “D” and “E” of Section 14.95.020 of the Bonney Lake Municipal Code are amended and new subsections “I” and “J” are added to Section 14.95.020 to read as follows:

14.95.020 Exemptions.

...

A. Development permits not immediately associated with building construction, such as short ~~plats~~ subdivisions, subdivisions, unit lot subdivisions, or rezones unaccompanied by any building permit application;

Commented [LB63]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), consistent with other land divisions.

B. ~~Detached homes, attached homes, townhouses, duplexes, triplexes, fourplexes, accessory dwelling units, and accessory uses, Buildings with four or less dwelling units, including accessory uses and structures, both new construction and modifications;~~

Commented [LB64]: Updated to comply with [ESHB 1998, Laws of 2024](#), Section 2(4).

C. ~~Construction activities which do not require a building permit, sign permit, or any other city permit~~ Normal building maintenance and repair or a change of use that does not otherwise exceed the thresholds in this section;

Commented [LB65]: Clarified to ensure design review is not inadvertently required for routine maintenance.

D. ~~Modifications to existing structures which will not be visible from outside the structure; Interior alterations that do not modify the existing site layout or its current use and involve no exterior work adding to the building footprint, provided that the alterations do not result in the following:~~

1. ~~Additional sleeping quarters or bedrooms;~~
2. ~~Nonconformity with substantial improvement thresholds for frequently flooded areas regulated by BLMC Title 16, Division II, Critical Areas.~~
3. ~~An increase in the total square footage or valuation of the structure thereby requiring upgraded fire access or fire suppression systems.~~

~~Nothing in this section exemptions interior alterations from the construction code requirements in Title 15 BLMC.~~

Commented [LB66]: Updated to comply with [SSSB 5290, Laws of 2023](#), Section 1(3)-(5).

E. Nonresidential additions of less than 1,000 square feet of gross floor area;

...

I. ~~Construction of new dwelling units entirely within a legally conforming or legally nonconforming existing building, the density may be increased by up to 50 percent. For the purpose of this subsection “existing building” means a building that received a valid certificate of occupancy at least three years prior to the permit application to add housing units. Any such dwelling unit shall also be subject to the provisions of BLMC 15.04.098.~~

Commented [LB67]: Added to comply with [HB 1757, Laws of 2025](#), Section 1(1)(a).

J. ~~Construction of aboveground utility facilities of less than 2,000 gross square feet of gross floor area, such as sewer lift stations and water pump stations.~~

Commented [LB68]: Added to ensure design review is not required for certain utility structures.

Section 42. Repealed. ~~Section 14.95.030~~ of the Bonney Lake Municipal Code, Design commission may delegate, is hereby repealed in its entirety.

Commented [LB69]: Design commission repealed by Ordinance No. 1688; repealing to ensure decision authority of director is clear consistent with [ESHB 1293, Laws of 2023](#).

Section 43. Amendment. Section 14.105.010 of the Bonney Lake Municipal Code is amended to read as follows:

14.105.010 Purpose.

~~Large commercial or multifamily development~~ Development proposals sometimes require major administrative decisions and interpretations regarding permitted uses, critical areas, access, traffic mitigation, SEPA determination, location of utilities, and other site planning factors. Such administrative actions may be needed before project feasibility can be determined and before building footprints can be identified. The purpose of the optional site plan approval process before the building permit process is to allow developers to resolve site planning issues before preparing building plans, and to provide the applicant with certainty at a key point in the land development process. A site plan approval is especially helpful for phased development proposals such as shopping centers in which “pads” are sold to subsequent developers. The purpose is to allow the site plan approval process as an optional extra step.

Commented [LB70]: Site plan approvals are most commonly used to verify conflicts prior to septic approval for new residential structures by TPCPD or for minor alterations to existing commercial sites. This update provides additional flexibility in this optional process, consistent with [SSSB 5290, Laws of 2023](#).

Section 44. Amendment. Subsection “A” of Section 14.110.010 of the Bonney Lake Municipal Code is amended to read as follows:

14.110.010 Procedure.

- A. Unless otherwise specified in this code, a variance is a Type ~~34~~ permit. The purpose of variances is, under certain circumstances as set forth in the variance criteria, to grant flexibility in the administration of any the provisions of this development code, BLMC Titles 16 through 19; provided, that a variance cannot be granted from:

Commented [LB71]: Updated permit type based on new typology, consistent with permit processing requirements in [SSSB 5290, Laws of 2023](#).

....

Section 45. Amendment. Subsection “A” of Section 14.120.020 of the Bonney Lake Municipal Code is amended to read as follows:

14.120.020 Appeal of actions of the director(s) to the hearing examiner.

- A. All final actions of the director(s), including Type 1, ~~or~~ Type 2, ~~or~~ Type 3 permit decisions, SEPA threshold determinations, code interpretations (see BLMC 14.10.140), notices of civil violation, and approvals of minor changes to permits (see BLMC 14.10.120) shall be final and conclusive unless the applicant, a department of the city or county, or other party of record or agency with jurisdiction files a written appeal with the planning and community development department within 15 days following:

Commented [LB72]: Updated permit types based on new typology, consistent with permit processing requirements in [SSSB 5290, Laws of 2023](#).

....

Section 46. Amendment. A new Subsection “R” is hereby added to Section 15.04.082 of the Bonney Lake Municipal Code to read as follows:

15.04.082 International Building Code amended.

... R. Section 508.1 General.

508.1 General.

Each portion of a building shall be individually classified in accordance with Section 302.1. Where a building contains more than one occupancy group, the building or portion thereof shall comply with the applicable provisions of Section 508.2, 508.3, 508.4 or 508.5, or a combination of these sections.

Exceptions:

1. Occupancies separated in accordance with Section 510.
2. Where required by Table 415.6.5, areas of Group H-1, H-2 and H-3 occupancies shall be located in a detached building or structure.
3. When a child day care center, as defined in BLMC 18.04.030, is operated in a dedicated space within an existing building that has more than one use, the building official must calculate the occupancy load of the child day care center based only on the areas in the building where the child day care services are provided.

Commented [LB73]: Same as adopted IBC.

Commented [LB74]: Added to comply with [SSB 5655, Laws of 2025](#), Section 3.

Section 47. New Section. A new Section 15.04.098 is hereby added to the Bonney Lake Municipal Code to read as follows:

15.04.098 Special provisions for certain housing units.

A. New housing in existing buildings.

Commented [LB75]: Added to comply with [ESHB 1042, Laws of 2023](#), Section 2, and [HB 1757, Laws of 2025](#), Section 1.

1. In any building that received a certificate of occupancy at least three years prior to a complete permit application to add housing units, the building official shall:
 - a. Not require unchanged portions of an existing building that have been used for residential or previously permit-approved conditioned space purposes to meet the current energy code solely because of the addition of new dwelling units within the building. When any other existing building is converted to new dwelling units, changed portions of each of those new units must meet the requirements of the current Washington State Energy Code, except if:
 - i. The square footage of new dwelling units does not exceed 2,500 square feet or 50 percent of the total building square footage, whichever is greater;
 - ii. The building owner submits documentation, in a form acceptable to the city, showing the building's residential units' projected

energy use intensity is less than or equal to the energy use intensity target in accordance with the clean buildings performance standard in RCW 19.27A.210; or

- iii. In all areas zoned for residential housing, an additional housing unit is created within an existing home;
 - b. Not deny a building permit application for the addition of housing units within an existing building due to nonconformity regarding parking, height, setbacks, elevator size for gurney transport, or modulation, unless the director makes written findings that the nonconformity is causing a significant detriment to the surrounding area.
- 2. For retrofits of existing buildings to be used for residential housing:
 - a. The portion of exterior wall assemblies that includes insulation must be allowed to project up to an additional eight inches into the setbacks of the underlying zoning district on all sides;
 - b. The building must be allowed to exceed the maximum allowable roof height by eight inches to accommodate additional insulation; and
 - c. Gross floor area must be measured from the interior face of the exterior walls, which includes drywall, as typically depicted on the architectural floor plans.
 - 3. For existing nonconforming buildings already projecting into setbacks, the portion of exterior wall assemblies that include insulation must be allowed to project up to an additional eight inches into the setbacks on all sides if the building is to be used for residential housing.
 - 4. Nothing in this section requires the city to approve a building permit application for the addition of housing units constructed entirely within an existing building envelope in a building located within a zone that permits multifamily housing in cases in which the building cannot satisfy life safety standards.
 - 5. Nothing in this section prohibits the city from applying the requirements of the building code, as adopted in this chapter.
- B. **New construction or the retrofit of existing buildings meeting passive house requirements.**

Commented [LB76]: Added to comply with [SSHB 1183, Laws of 2025](#), Section 2.

1. For the purpose of this subsection, “passive house requirements” means the criteria for certification as a passive house by Phius or the International Passive House Institute.
2. In any application for new construction or the retrofit of an existing building that meets passive house requirements, the building official shall:
 - a. Measure any required setback from the outside face of the foundation, and the portion of exterior wall assemblies that include insulation must be allowed to project up to eight inches into setbacks on all sides;
 - b. Allow the building to exceed the maximum allowable roof height by eight inches to accommodate additional insulation; and
 - c. Measure gross floor area from the interior face of the exterior walls, which includes drywall, as typically depicted on the architectural floor plans.

Section 48. Amendment. Section 15.08.020 of the Bonney Lake Municipal Code is amended to read as follows:

15.08.020 Permitted locations and age.

Manufactured homes shall be permitted in all zones allowing single-family residences. Manufactured homes requiring an installation permit under this chapter shall be new manufactured homes under RCW 35.63.160(2); provided, that manufactured homes moving into currently existing mobile/manufactured home/recreational vehicle parks shall not be required to be new homes, but shall otherwise comply with all other provisions of this chapter.

Section 49. Amendment. Section 15.08.125 of the Bonney Lake Municipal Code is amended to read as follows:

15.08.125 Manufactured homes in mobile/manufactured home/recreational vehicle parks.

Manufactured homes may be installed in mobile/manufactured home parks subject to the provisions of this chapter; provided, that if the existing physical layout of the park does not allow full compliance BLMC 15.08.010(E)(1), compliance with that subsection shall be excused as to sites that will not accommodate compliance with that subsection.

Section 50. New Section. A new Section 15.13.045 is hereby added to the Bonney Lake Municipal Code to read as follows:

15.13.045 Deviation from standards.

The director may grant deviations from the stormwater manual adopted in this chapter; provided that all of the following are met.

Commented [LB77]: Clarified in relation to anti-displacement regulations, to comply with [ESSHB 1220, Laws of 2021](#), Section 2(2)(h).

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Commented [LB78]: Clarified in relation to anti-displacement regulations, to comply with [ESSHB 1220, Laws of 2021](#), Section 2(2)(h).

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Commented [LB79]: Various sections of the [Pierce County Stormwater Management & Site Design Manual](#), adopted by reference in [BLMC 15.13.040.A](#), allow for consideration of equivalent designs or methods for stormwater system design. This section is added to provide a clear process and flexibility for applicants to propose an alternative engineering solution not contemplated under the adopted manual.

- A. The applicant shall submit the request to the city using forms provided by the director. The director shall prepare a submittal checklist providing a list of the materials that shall be considered the minimum necessary to constitute a complete request.
- B. The director will review the deviation request, together with all supporting material and any staff review and recommendations. The director shall make written findings supporting the determination that the deviation:
 - 1. Will not otherwise result in non-compliance with minimum requirements set forth in the adopted stormwater manual or the City's NPDES permit;
 - 2. Produces compensating or comparable results that are in the general public interest;
 - 3. Will not violate any development related conditions imposed upon the project;
 - 4. Will not be materially detrimental to the public welfare or injurious to the property or improvement in the vicinity in which the subject property is located; and
 - 5. Is based upon sound engineering judgment, and that the objectives of safety, function, appearance, fire protection, environmental protection, and maintainability are fully met.
- C. Request for deviation on a project which has previously been reviewed by other agencies shall be sent to those agencies for re-review before approval or denial of the deviation.
- D. The director may grant or deny a deviation request in full or in part based on the written findings. The director may attach specific conditions to the deviation which will serve to accomplish the intent of standards, criteria, and established policies.
- E. Decisions of the director are final and may not be appealed separately from the final decision on the associated permit application.
- F. Deviations must receive approval before the associated permit application can be approved. In the event a deviation becomes necessary during construction, the deviation must be approved prior to completing construction associated with the deviation request.
- G. Fees for deviation requests shall be set by resolution of the city council.

Section 51. Amendment. Subsection “C” of Section 15.14.020 of the Bonney Lake Municipal Code is amended to read as follows:

15.14.020 Definitions.

...

C. “C”.

1. “Co-living housing” means “co-living housing” as defined in BLMC 18.04.030.

2. 1. “Commercial/multi-family customer” means any public or private parcel owner or occupant of property with usage other than single-family residential with any type of building improvements or paved areas greater than 120 square feet within the city of Bonney Lake.

3. 2. “Condominium” means a “condominium” as defined in BLMC 18.04.030.

Commented [LB80]: Added to be consistent with sewer connection fees, consistent with [ESHB 1998, Laws of 2024, Section 2\(8\)](#).

Section 52. Amendment. A new Subsection “C” is added to Section 15.14.035 of the Bonney Lake Municipal Code to read as follows:

15.14.035 System development charges (SDC).

...

C. Each new co-living unit shall pay a stormwater SDC at the rate of 50% of the SDC in subsection A of this section.

Commented [LB81]: Added to be consistent with sewer connection fees, consistent with [ESHB 1998, Laws of 2024, Section 2\(8\)](#).

Section 53. Amendment. Section 15.20.060 of the Bonney Lake Municipal Code is amended to read as follows:

15.20.060 Variations-Deviation from standards.

Variation from engineering standards may be authorized only by the planning and community development director upon submittal and approval of additional information, plans or design data only by the engineer, which indicates that the requested variation is based on sound engineering judgment, that requirements for safety, environmental considerations, function, appearance and maintainability are fully met, and the variation is in the best interest of the public. All variations must be approved prior to the start of construction or in the event changes become necessary during construction before the actual changes are made. Requests for a variation on a project which has been previously reviewed by other agencies shall be sent to them for re-review before approval or denial of the variation. The director may grant deviations from the construction standards adopted in this chapter; provided that all of the following are met.

Commented [LB82]: Updated to be consistent for all deviation processes.

- A. The applicant shall submit the request to the city using forms provided by the director. The director shall prepare a submittal checklist providing a list of the materials that shall be considered the minimum necessary to constitute a complete request.
- B. The director will review the deviation request, together with all supporting material and any staff review and recommendations. The director shall make written findings supporting the determination that the deviation:
 - 1. Produces compensating or comparable results, that are adequate for the end users, and that are in the general public interest;
 - 2. Will not violate any development related conditions imposed upon the project;
 - 3. Will not be materially detrimental to the public welfare or injurious to the property or improvement in the vicinity in which the subject property is located; and
 - 4. Is based upon sound engineering judgment, and that the objectives of safety, function, appearance, fire protection, environmental protection, and maintainability are fully met.
- C. Request for deviation on a project which has previously been reviewed by other agencies shall be sent to those agencies for re-review before approval or denial of the deviation.
- D. The director may grant or deny a deviation request in full or in part based on the written findings. The director may attach specific conditions to the deviation which will serve to accomplish the intent of standards, criteria, and established policies.
- E. Decisions of the director are final and may not be appealed separately from the final decision on the associated permit application.
- F. Deviations must receive approval before the associated permit application can be approved. In the event a deviation becomes necessary during construction, the deviation must be approved prior to completing construction associated with the deviation request.
- G. Fees for deviation requests shall be set by resolution of the city council.

Section 54. Amendment. Subsection “A” of Section 15.20.120 of the Bonney Lake Municipal Code is amended to read as follows:

15.20.120 Application for permit.

Commented [LB83]: Updated to align with permit typology, consistent with permit processing requirements in [SSSB 5290, Laws of 2023](#).

- A. An application for a permit under this chapter shall be made and filed with the ~~Bonney Lake community development department~~ and will be valid for 210 days director. Applications shall be processed as a Type 1 permit pursuant to Title 14. The applications for permits shall be on a form approved by the director in accordance with Chapter 15.36 BLMC.

....

Section 55. Amendment. Subsections “B” and “D” of Section 15.28.070 of the Bonney Lake Municipal Code are amended to read as follows:

15.28.070 Signs in residential districts.

...

- B. One permanent, non-internally illuminated sign per neighborhood, ~~subdivision~~ land division with 10 or more lots or unit lots, development, apartment, or condominium complex per main entrance not to exceed 32 square feet in sign area per face and six feet in height. Such sign may be indirectly lighted.

...

- D. Home occupations, authorized under ~~BLMC 18.22.010~~ Chapter 5.08 BLMC, may have the following signage:

....

Section 56. Amendment. Subsection “E” of Section 15.36.020 of the Bonney Lake Municipal Code is amended to read as follows:

15.36.020 Definitions.

...

- E. “Development” means any manmade change to improved or unimproved real estate including, but not limited to, buildings or other structures, utilities, placement of manufactured home/mobile home, mining, dredging, clearing, filling, grading, paving, excavation, drilling operations, or subdivision, short subdivision, unit lot subdivision, or administrative lot split of property.

....

Section 57. Amendment. Subsections “H” and “I of Section 15.36.040 of the Bonney Lake Municipal Code are amended to read as follows:

15.36.040 Applicable civil improvements.

...

Commented [LB84]: Updated to reflect relocation of home occupation regulations in Ordinance No. 1739.

Commented [LB85]: Added to treat unit lot subdivisions with ten or more unit lots consistent with subdivisions, consistent with [ESSSB 5258, Laws of 2023](#), as amended by [ESB 5559, Laws of 2025](#).

Commented [LB86]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), administrative lot splits ([ESSHB 1096, Laws of 2025](#)), and short plats (already required to obtain a civil permit but not listed) consistent with subdivisions.

- H. ~~Short plat subdivision, unit lot subdivision, or administrative lot split, one through three lots (Chapters 12.04, 17.20 and 17.50 BLMC);~~

...

- I. ~~Short plat subdivision or unit lot subdivision, four through nine lots (Chapters 17.20 and 17.50 BLMC);~~

....

Section 58. Amendment. Subsection “B” of Section 15.36.050 of the Bonney Lake Municipal Code is amended to read as follows:

15.36.050 Permit process.

...

B. ...

3. Applicants shall be required to submit further information necessary to process the application, as required by the director. Failure to supply requested information, or otherwise pursue issuance of the permit, shall result in the application expiring 180 days after submission if no permit has been issued. The director may grant a one-time extension for an additional 180 days if the applicant is diligently pursuing the application. ~~In order to renew action on an application after expiration, the applicant shall submit new plans and pay a new plan review fee. Applications shall be processed as a Type 2 application pursuant to Title 14 BLMC.~~

Section 59. Amendment. Subsections “A” and “B” of Section 16.20.115 of the Bonney Lake Municipal Code are amended to read as follows:

16.20.115 Financial guarantee.

- A. Financial guarantees shall be provided for mitigation, maintenance, monitoring, or restoration as required pursuant to this chapter valued at \$10,000 or more. Financial guarantees shall be sufficient to guarantee that all required mitigation, maintenance, monitoring, or restoration measures will be completed no later than the time established by the city and shall be based on the bond quantity amount established in accordance with BLMC 16.20.110(I). The financial guarantee shall be in a form ~~of an assignment of funds~~ acceptable to the city.
- B. ~~Depletion, failure or collection of the financial guarantee shall not relieve an~~ The applicant or violator shall not be relieved from completing the required mitigation, maintenance, monitoring, or restoration as required under this chapter when:

Commented [LB87]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

Commented [LB88]: Updated to align with permit typology, consistent with permit processing requirements in [SSSB 5290, Laws of 2023](#).

Commented [LB89]: Updated to clarify when a financial guarantee is required for smaller projects.

1. The financial guarantee is depleted or collected; or
2. The installed mitigation or restoration fails, or the required monitoring report is not submitted or does not meet the requirements in the approved critical area permit. In such cases, the time period of the financial guarantee shall be extended one additional year for each occurrence.
3. The value of the mitigation work is under \$10,000.

....

Section 60. Amendment. Subsections “F.3” and “K” of Section 16.20.130 of the Bonney Lake Municipal Code are amended to read as follows:

16.20.130 Substantive requirements.

...

F. ...

3. Noted on the face of any plat subdivision, short subdivision, unit lot subdivision, administrative lot split survey, or recorded drawing; and

...

- K. Lots created through subdivisions ~~or short plats~~ subdivisions, unit lot subdivisions, or administrative lot splits shall not contain undevelopable critical areas and associated buffers. Subdivisions, ~~and short plats~~ subdivisions, unit lot subdivisions, and administrative lot splits shall show any applicable critical area limitations.

....

Section 61. Amendment. Subsection “E.3” of Section 16.64.070 of the Bonney Lake Municipal Code is amended to read as follows:

16.64.070 Tree retention.

...

E. ...

3. Noted on the face of any plat, short plat subdivision, short subdivision, unit lot subdivision, or administrative lot split or recorded drawing; and

....

Commented [LB90]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

Commented [LB91]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

Section 62. Amendment. Subsection “F” and portions of Tables 16.68A and 16.6B of Section 16.68.040 of the Bonney Lake Municipal Code are amended to read as follows:

16.68.040 Required landscaping areas.

... F. All vehicular use areas shall be landscaped in accordance with BLMC 16.68.090.

Table 16.68A Minimum Width Dimensions for Required Landscaping by District

District	Front Yard	Side Yard	Rear Yard
R-1 and R-2	Specific landscaping within residential front, side, and rear yards is not required. ¹		
...			
DC, DM, C-1 , and C-2	Type 3 equal to the greater of: five feet, exclusive of sidewalk width, or 50 percent of the required front setback	Six feet when adjacent to residential zones, otherwise three feet ²	
....			

Commented [LB92]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Commented [LB93]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Table 16.68B Minimum Required Landscape Treatments – Side and Rear Setbacks

Zoning of Subject Property	Zoning of Adjacent Property							
	R5 ¹ and R10 ¹	R-1, R-2, and MSF¹	R-3	RC-5	DC, DM, C-1 , and C-2	MC and CC ¹	E	PF
...								
DC, DM, C-1 , and C-2	Type 1		Type 3	Type 2	NR ²		Type 3	
....								

Commented [LB95]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 zone into the R-3 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Commented [LB94]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Section 63. Amendment. Subsection “E.2” of Section 16.68.070 of the Bonney Lake Municipal Code is amended to read as follows:

16.68.070 Type 3 – Visibility planting.

...

E. ...

2. Trees shall be selected from species lists provided in the tree plan suitable for planting in Bonney Lake, such as the list in Pierce County Code 18J.15.100.D.

Commented [LB96]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 zone into the R-3 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Commented [LB97]: The city does not have a tree plan with a tree list; updated to assist customers with a list of plants appropriate for Pierce County that are not noxious or invasive. Clarification of this item helps speed up the permit process by providing a clear, accessible, and approved resource.

[Figure LC4 “Street Frontages” graphic is unchanged]

....

Section 64. Amendment. Subsection “B.3” of Section 16.68.090 of the Bonney Lake Municipal Code is amended to read as follows:

16.68.090 Vehicular use area landscaping.

... B. ... 3. Trees shall be selected from species ~~lists provided in the tree plan suitable for planting in Bonney Lake, such as the list in Pierce County Code 18J.15.100.D.~~

Commented [LB98]: The city does not have a tree plan with a tree list; updated to assist customers with a list of plants appropriate for Pierce County that are not noxious or invasive. Clarification of this item helps speed up the permit process by providing a clear, accessible, and approved resource.

Section 65. Amendment. New Subsections “A(8)”, “A(9)”, “A(10)”, “C(7)” and “C(8)” are added to Section 17.10.030 of the Bonney Lake Municipal Code, and Subsections “C(1)”, “C(4)” and “C(5)” of Section 17.10.030 of the Bonney Lake Municipal Code are amended to read as follows:

17.10.030 Definitions.

A. Definitions for the following terms are adopted by reference from RCW 58.17.020 as presently constituted or as may be subsequently amended:

...

8. Parent lot.

Commented [LB99]: Added to comply with [ESSHB 1096, Laws of 2025](#), Section 2(15)(d).

9. Unit lot.

10. Unit lot subdivision.

Commented [LB100]: Added to comply with [ESB 5559, Laws of 2025](#), Sections 1(17) and (18).

... C. As used in this title, the following terms and phrases shall have the following meanings:

1. “Divisions of land” or “land division” means ~~both a subdivision, and short subdivision, unit lot subdivision, and an administrative lot split.~~

...

4. “Short subdivision” means a short plat where the lot is divided ~~the division of land~~ into nine or less lots, tracts, parcels, or other divisions of land for the purpose of sale, ~~or lease, or transfer of ownership.~~

5. “Subdivision” means a plat where the lot is divided ~~the division of land~~ into 10 or more lots, tracts, parcels, or other divisions of land for the purpose of sale, lease, ~~development~~ or transfer of ownership.

Commented [LB101]: Updated for consistency.

...

7. “Lot split” or “administrative lot split” means the administrative process of dividing one existing lot into two lots for the purpose of sale, lease, or transfer of ownership.

Commented [LB102]: Added to comply with [ESSHB 1096, Laws of 2025](#), Section 2(15)(a).

8. “Lot split survey” or “administrative lot split survey” means the final survey prepared for filing for record with the Pierce County auditor and containing all elements and requirements for a lot split under Title 17 BLMC and RCW 58.17.145.

Commented [LB103]: Added to comply with [ESSHB 1096, Laws of 2025](#), Section 2(15)(b).

Section 66. Amendment. Subsections “B”, “C”, and “D” of Section 17.20.020 of the Bonney Lake Municipal Code are amended to read as follows:

17.20.020 Preliminary approval of subdivisions and short subdivisions.

... B. The applications procedures for ~~all divisions of land~~ subdivisions and short subdivisions are provided in BLMC Title 14.

C. The city shall not approve a preliminary ~~plat subdivision~~ or preliminary short ~~plat subdivision~~ unless the city approving authority makes written findings that:

...

D. Preliminary approval authorizes for the applicant to develop the required facilities and improvements, after review, approval, and issuance of construction permits by the director. All development shall be subject to any conditions imposed by the city on the preliminary approval.

Commented [LB104]: Updated to be consistent with existing definitions in BLMC 17.10.030 and add clarification about process for short subdivisions and full subdivisions (preliminary approval, civil improvement design, civil improvement construction, final approval, building construction).

Section 67. Amendment. The title of Section 17.20.030 of the Bonney Lake Municipal Code is amended to read as follows:

17.20.030 Installation of improvements for all divisions of land.

....

Commented [LB105]: Update of this section name to clearly apply to all types of land division.

Section 68. Amendment. Section 17.20.040 of the Bonney Lake Municipal Code is amended to read as follows:

17.20.040 Final approval of subdivisions and short subdivisions.

A. Any person, having received preliminary ~~plat subdivision~~ or preliminary short ~~plat subdivision~~ approval, shall obtain final ~~plat subdivision~~ or short ~~plat subdivision~~ approval within the time frames specified in BLMC 14.10.100.

B. The applicant shall submit for final ~~plat subdivision~~ or final short ~~plat subdivision~~ using forms provided by the director. The director shall prepare a submittal checklist providing a list of the application materials that shall be considered the minimum necessary to constitute a complete application.

Commented [LB106]: Updated to be consistent with existing definitions in BLMC 17.10.030.

- C. The final subdivision or final short subdivision shall be approved, denied, or returned to the applicant within 30 days of filing a complete application, unless the applicant consents in writing to an extension. The city shall not approve a final ~~plat~~-subdivision or final short ~~plat~~-subdivision unless:
1. The final ~~plat~~-subdivision or short ~~plat~~-subdivision is consistent with approved preliminary ~~plat~~-subdivision, or preliminary short ~~plat~~ subdivision, to include any conditions attached to the decision issued by the city; and
 2. The construction of all improvements required by the city has been completed and accepted by the director; provided, that:
 - a. The city may accept as a condition of final ~~plat~~-subdivision or final short ~~plat~~-subdivision approval a surety equal to 200 percent of the estimated cost of improvement(s) required by the city; provided, that the city will not accept a surety for water mains, hydrants, sewer mains, storm drains, or street paving. The surety shall be released upon completion of all required improvements and acceptance by the city.
 - b. If the director determines that installation of improvements required for a short subdivision for commercial uses within a commercial zone is not needed at the time of the approval of the final short ~~plat~~ subdivision, the improvements shall be installed in conjunction with the construction of the building(s) located on the property. This condition shall be stated on the final short ~~plat~~-subdivision, and shall be binding on all later owners of lots created by the short ~~plat~~ subdivision.
 3. The final subdivision or final short subdivision shall conform to the requirements for notes on the face of the document in Chapter 58.17 RCW and the recording standards of the Pierce County auditor.
- D. The director and city engineer shall sign the final ~~plat~~-subdivision or short ~~plat~~ subdivision documents indicating the city's approval of the final ~~plat~~ subdivision or short ~~plat~~-subdivision.
- E. The final subdivision or short subdivision shall not be recorded until after the appeal period has lapsed.
- F. ~~E.~~ Upon recording of a final subdivision or short subdivision, all easements and utilities as shown on the final ~~plat~~-subdivision or final short ~~plat~~ subdivision shall be deemed dedicated to the public.
- G. ~~F.~~ It shall be the responsibility of the applicant to execute and record any private easements or agreements identifying the rights and responsibilities of

Commented [LB107]: Updated due to applicants not providing plans that conform to state law or auditor's requirements.

Commented [LB108]: Moved from BLMC 14.40.080.A.4.

property owners and/or a homeowners' association for use and maintenance of common areas, facilities, utilities, interior or exterior building components, and other similar features with the Pierce County auditor. Any such private easements may be shown on the face of the proposed final subdivision or final short subdivision for courtesy review prior to final approval.

H. G.—It shall be the responsibility of the applicant to file the approved final ~~plat~~ subdivision or short ~~plat-subdivision~~, bearing on its face all required signatures and certifications, with the county auditor and to complete the platting process and provide an approved copy of the signed and recorded document to the city.

Section 69. **New Section.** A new Section 17.20.050 is hereby added to the Bonney Lake Municipal Code to read as follows:

17.20.050 Procedures for administrative lot splits.

Commented [LB109]: Added to comply with [ESSHB 1096, Laws of 2025](#), Sections 1 and 2.

- A. Purpose. The purpose of an administrative lot split is to provide current property owners with the opportunity to maintain homeownership in changing life circumstances while facilitating development of additional housing to provide homebuyers, including first-time homebuyers, with more affordable ownership opportunities.
- B. Applicability.
 - 1. A maximum of one new lot can be created with an administrative lot split. Any lot that is not buildable according to the development code including, but not limited to, critical areas, shorelines, stormwater, setbacks, impervious surface areas, and building coverage standards, are not eligible for an administrative lot split under this section.
 - 2. An administrative lot split may be combined with concurrent review of a residential building permit application to create a new buildings with six or fewer dwelling units.
- C. Application procedure.
 - 1. The applicant shall submit for an administrative lot split using forms provided by the director.
 - a. The director shall prepare a submittal checklist providing a list of the application materials that shall be considered the minimum necessary to constitute a complete application.
 - b. A certificate of water availability and a certificate of sewer availability from the applicable utility for the newly created lot and dwelling unit(s) shall be included as part of any complete application.

- c. If the proposed administrative lot split would require demolition or alteration of any existing housing that would displace a renter, the applicant must recommend a displacement mitigation strategy as part of any complete application. The strategy may include, but is not limited to, relocation assistance.
- 2. An application for an administrative lot split shall be processed as a Type 1 permit pursuant to Title 14 BLMC; provided, an administrative lot split is not eligible for administrative appeal to the Hearing Examiner under Chapter 14.120 BLMC pursuant to RCW 58.17.145.
- 3. The city shall not approve an administrative lot split unless:
 - a. The director makes written findings that:
 - i. The proposal is eligible for an administrative lot split pursuant to this section;
 - ii. The proposal is located in the RC-5, R-1, R-3, C-2, DC, or DM zoning district;
 - iii. Both the original lot and the proposed lot meet the minimum lot size and bulk and setback regulations under applicable development regulations;
 - iv. The proposal meets the minimum and maximum density requirements for the underlying zoning district;
 - v. The proposal creates no more than one new lot;
 - vi. The original lot was not created through the splitting of a residential lot, as authorized by this section and RCW 58.17.145; and
 - vii. The proposal is consistent with the design standards in Chapter 17.50 BLMC and requirements of RCW 58.17.145.
 - b. All improvements required by the city have been:
 - i. Completed and accepted by the director. Installation of improvements shall comply with BLMC 17.20.030.; or
 - ii. The improvements may be installed in conjunction with the construction of the building(s) located on the property. If the applicant chooses to delay completion of required improvements,

the requirement to complete improvements shall be stated on the final lot split survey, and shall be binding on all future owners, successors, and assigns of the administrative lot split; or

- iii. A surety equal to 200 percent of the estimated cost of improvement(s) required by the city; provided, that the city will not accept a surety for water mains, hydrants, sewer mains, storm drains, or street paving. The surety shall be released upon completion of all required improvements and acceptance by the city.

D. Recording.

1. The final lot split survey shall conform to the requirements for notes on the face of the document in Chapter 58.17 RCW and the recording standards of the Pierce County auditor, including but not limited to the informational notes required in RCW 58.17.060, as existing or as amended:
 - a. A condition that further lot splits of the original lot or the newly created lot are not authorized;
 - b. A note that if a lot split results in a lot of a size that would allow for further land division, the lot is not eligible for a lot split but may be divided under other applicable land subdivision processes in the Bonney Lake Municipal or Chapter 58.17 RCW; and
 - c. A note that all future construction is subject to all applicable state and local laws, including the requirements for approval of residential building permits in the Bonney Lake Municipal Code and Chapter 19.27 RCW.
 - d. A note that the City of Bonney Lake is immune from any liability, loss, or other damage suffered by another that is related to the city's approval of a lot split under Chapter 301, Laws of 2025, including if the lot split creates a lot that is later determined to not be buildable.
2. The director shall sign the final lot split survey indicating the city's approval of the final lot split survey. The applicant shall file the final lot split survey with the Pierce County auditor to become the lawful plat of the property.
3. The final lot split survey shall not be recorded until after the appeal period has lapsed.

4. Upon recording of a final lot split survey, all easements and utilities as shown on the final lot split survey shall be deemed dedicated to the public.
5. All streets, stormwater, and utility tracts shall be deeded to the city by either a statutory warranty deed or quit claim deed.
6. Access and utility rights are granted or conveyed as necessary on or before recording of the lot split survey to provide access for the maximum number of dwelling units that could be developed on the newly created lot, provided such access rights may be reduced consistent with a city's adopted codes, regulations, or design standards as applicable through review of a subsequent application for a building permit, short subdivision, unit lot subdivision, subdivision application, or short subdivision if less than the maximum number of dwelling units are built on the newly created lot.
7. It shall be the responsibility of the applicant to execute and record any private easements or agreements identifying the rights and responsibilities of property owners and/or a homeowners' association for use and maintenance of common areas, facilities, utilities, interior or exterior building components, and other similar features with the Pierce County auditor. Any such private easements may be shown on the face of the proposed administrative lot split for courtesy review prior to approval.
8. It shall be the responsibility of the applicant to file the approved final lot split survey, bearing on its face all required signatures and certifications, with the county auditor and to complete the administrative lot split process and provide an approved copy of the signed and recorded document to the city.

Section 70. New Section. A new Section 17.20.060 is hereby added to the Bonney Lake Municipal Code to read as follows:

17.20.060 Procedures for unit lot subdivisions.

- A. Purpose. The purpose of a unit lot subdivision is to allow for the more flexible creation of lots of varying sizes and types, including for attached and detached housing, and similar developments with multiple dwelling units on a parent lot, while applying only those site development standards applicable to the parent lot as a whole, rather than to individual unit lots resulting from the unit lot subdivision.
- B. Applicability. A unit lot subdivision creates a relationship between the parent site and each lot created, referred to as a "child" lot.

Commented [LB110]: Added to comply with [ESSSB 5258, Laws of 2023](#), as amended by [ESB 5559, Laws of 2025](#).

1. Unit lot subdivisions are allowed for residential development on parent lots of two acres or less in the R-1, R-3, C-2, DC, and DM zoning districts. Land division for commercial, mixed-use, or other non-residential uses must be approved through the subdivision or short subdivision procedures in this title.
2. A unit lot subdivision may be used for any development with two or more dwelling units meeting the standards of this section.
3. A unit lot subdivision may also be used to subdivide an existing or planned accessory dwelling unit from the principal structure, subject to the additional standards in subsection G.

C. Application.

1. The applicant shall submit for a unit lot subdivision using forms provided by the director.
 - a. The director shall prepare a submittal checklist providing a list of the application materials that shall be considered the minimum necessary to constitute a complete application.
 - b. A certificate of water availability and a certificate of sewer availability from the applicable utility for the newly created unit lots and dwelling unit(s) shall be included as part of any complete application.
2. An application for a unit lot subdivision with nine or fewer lots shall be processed as a Type 3 permit and an application for a unit lot subdivision with ten or more lots shall be processed as a Type 4 permit, pursuant to Title 14 BLMC.

D. Preliminary approval.

1. The city shall not approve a preliminary unit lot subdivision unless the director makes written findings that:
 - i. The proposal is eligible for a unit lot subdivision pursuant to this section;
 - ii. The proposal is consistent with the goals and policies of the city's comprehensive plan;
 - iii. The proposal is found to be consistent with the development code; and

- iv. The proposal is consistent with the design standards in Chapter 17.50 BLMC and requirements of RCW 58.17.060.
- 2. Preliminary approval authorizes for the applicant to develop the required facilities and improvements, after review, approval, and issuance of construction permits by the director. All development shall be subject to any conditions imposed by the city on the preliminary approval.
- E. Installation of improvements shall comply with BLMC 17.20.030.
- F. Final approval.
 - 1. Any person, having received preliminary unit lot subdivision approval, shall obtain final unit lot subdivision approval within the time frames specified in BLMC 14.10.100.A, if the unit lot subdivision is for nine or fewer lots, or in BLMC 14.10.100.B, if the unit lot subdivision is for ten or more lots.
 - 2. The applicant shall submit for final unit lot subdivision using forms provided by the director. The director shall prepare a submittal checklist providing a list of the application materials that shall be considered the minimum necessary to constitute a complete application.
 - 3. The final unit lot subdivision shall be approved, denied, or returned to the applicant within 30 days of filing a complete application, unless the applicant consents in writing to an extension. The city shall not approve a final unit lot subdivision unless:
 - a. The final unit lot subdivision is consistent with the approved preliminary unit lot subdivision, to include any conditions attached to the decision issued by the city; and
 - b. The construction of all improvements required by the city have been completed and accepted by the director; provided, that the city may accept as a condition of final unit lot subdivision approval a surety equal to 200 percent of the estimated cost of improvement(s) required by the city; provided, that the city will not accept a surety for water mains, hydrants, sewer mains, storm drains, or street paving. The surety shall be released upon completion of all required improvements and acceptance by the city.
 - 4. The final unit lot subdivision shall conform to the requirements for notes on the face of the document in Chapter 58.17 RCW and the recording standards of the Pierce County auditor, including but not limited to the informational notes required in RCW 58.17.060(3)(a), as existing or as amended:

- a. The name of the unit lot subdivision shall include the phrase “Unit Lot Subdivision”.
 - b. Approval of the design and layout of the unit lot subdivision was granted based on detailed review of the parent lot, as a whole, under City of Bonney Lake File No. _____.
 - c. Access easements, common garage, parking and vehicle access areas; on-site recreation; landscaping; utilities; common open space; exterior building facades and roofs; and other similar features shall be shown on the face of the final unit lot subdivision.
 - d. A note that subsequent subdivision actions, additions, or modifications to the unit lot subdivision, including all structures, may not create or increase any nonconformity of the parent lot as a whole, and shall conform to the approved unit lot housing development project or to the land use and development standards.
 - e. A note that if a structure or portion of a structure within the unit lot subdivision has been damaged or destroyed, any repair, reconstruction, or replacement of any structure shall conform to the approved unit lot subdivision or to the land use and development standards in effect at the time the proposed repair, reconstruction, or replacement project's permit application becomes vested.
 - f. A note that additional development or redevelopment of the individual unit lots may be limited as a result of the application of development standards to the parent lot.
5. The director shall sign the final unit lot subdivision indicating the city's approval of the final unit lot subdivision.

G. Recording.

1. The unit lot subdivision shall not be recorded until after the appeal period has lapsed.
2. Upon recording, all easements and utilities as shown on the final unit lot subdivision shall be deemed dedicated to the public.
3. All streets, stormwater, and utility tracts shall be deeded to the city by either a statutory warranty deed or quit claim deed.
4. It shall be the responsibility of the applicant to execute and record any private easements or agreements identifying the rights and responsibilities

of property owners and/or a homeowners' association for use and maintenance of common areas, facilities, utilities, interior or exterior building components, and other similar features with the Pierce County auditor. Any such private easements may be shown on the face of the proposed final unit lot subdivision for courtesy review prior to final approval.

5. It shall be the responsibility of the applicant to file the approved final unit lot subdivision, bearing on its face all required signatures and certifications, with the county auditor and to complete the unit lot subdivision process and provide an approved copy of the signed and recorded document to the city.

Section 71. Amendment. Section 17.40.010 of the Bonney Lake Municipal Code is amended to read as follows:

17.40.010 ~~Plat~~ Subdivision, short subdivision, and unit lot subdivision alterations.

- A. When any person is interested in the alteration of any subdivision, unit lot subdivision, short subdivision, or the altering of any portion thereof, except as provided in Chapter 17.30 BLMC, that person shall submit:
 1. An an application, on forms provided by the city and accompanied by any additional materials necessary for review, ~~to the city~~.
 2. For subdivisions or short subdivisions, said ~~Said~~ application shall contain the signatures of the majority of those persons having ownership interest of lots, tracts, parcels, sites, or divisions in the subject subdivision or short subdivision, or portion to be altered.
 3. For unit lot subdivisions, said application shall contain the signatures of all persons having ownership interest of lots, tracts, parcels, sites, or divisions in the subject unit lot subdivision to be altered. ~~The alteration of a unit lot subdivision thereof shall not result in a nonconforming parent lot.~~
 4. If the subdivision, unit lot subdivision, or short subdivision is subject to restrictive covenants which were filed at the time of the approval of the subdivision, unit lot subdivision, or short subdivision, and the application for alteration would result in the violation of a covenant, the application shall contain an agreement signed by all parties subject to the covenants providing that the parties agree to terminate or alter the relevant covenants to accomplish the purpose of the alteration of the subdivision, unit lot subdivision, short subdivision, or portion thereof.
- B. If any land within the alteration contains a dedication to the general use of persons residing within the subdivision, unit lot subdivision, short

Commented [LB111]: Updated to make applicable to unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), consistent with other land divisions.

Commented [LB112]: Must be signed by all persons because the entire unit lot subdivision is evaluated together.

subdivision, such land may be altered and divided equitably between the adjacent properties.

- C. The subdivision, unit lot subdivision, or short subdivision alteration shall be processed in accordance with Title 14 BLMC; provided, that notice shall be provided pursuant to RCW 58.17.215. After approval of the alteration, the applicant shall produce a revised drawing produced by a licensed surveyor of the approved alteration of the final plat or short plat which, after approval by the council signified by the signature of the mayor, shall be filed with the Pierce County auditor to become the lawful plat of the property.
- D. The director and city engineer shall sign the approved alteration of the final subdivision, final unit lot subdivision, or final short subdivision documents indicating the city's approval.
- E. The approved alteration of the final subdivision, final unit lot subdivision, or final short subdivision shall not be recorded until after the appeal period has lapsed.
- F. ~~D.~~ It shall be the responsibility of the subdivider applicant to file the approved final plat or short plat alteration of the final subdivision, final unit lot subdivision, or final short subdivision, bearing on its face all required signatures and certifications, with the Pierce County county auditor and to complete the platting alteration process and provide an approved copy of the signed and recorded plat document to the city.

Section 72. Amendment. Section 17.40.020 of the Bonney Lake Municipal Code is amended to read as follows:

17.40.020 Plat Subdivision, short subdivision, and unit lot subdivision vacations.

- A. Whenever any person is interested in the vacation of any subdivision, unit lot subdivision, short subdivision, or portion thereof, or any area designated or dedicated for public use, that person shall submit:
 - 1. An application, on forms provided by the city and accompanied by any additional materials necessary for review. file an application for vacation with the city. The application shall be made on forms provided by the city, and accompanied by any supporting materials that the city deems necessary for adequate review.
 - 2. For subdivisions or short subdivisions, said The application shall bear the signature(s) contain the signatures of all parties having an ownership interest in that portion of the subdivision or short subdivision subject to vacation.

Commented [LB113]: Updated to make applicable to unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), consistent with other land divisions.

Commented [LB114]: Updated to be consistent with alterations.

3. For unit lot subdivisions, said application shall contain the signatures of all persons having ownership interest of lots, tracts, parcels, sites, or divisions in the unit lot subdivision or portion to be vacated. The vacation of a unit lot subdivision or any portion thereof shall not result in a nonconforming parent lot.

Commented [LB115]: Must be signed by all persons because the entire unit lot subdivision is evaluated together.

4. If the subdivision, unit lot subdivision, or short subdivision is subject to restrictive covenants which were filed at the time of subdivision, unit lot subdivision, or short subdivision approval, and the application for vacation would result in the violation of a covenant, the application shall contain an agreement signed by all parties subject to the covenants providing that the parties agree to terminate or alter the relevant covenants to accomplish the purpose of the vacation.

B. The subdivision, unit lot subdivision, or short subdivision alteration shall be processed in accordance with Title 14 BLMC. After approval of the vacation, the applicant shall produce a revised drawing produced by a licensed surveyor of the approved vacation of the final plat or short plat which, after approval by the council signified by the signature of the mayor, shall be filed with the Pierce County auditor to become the lawful plat of the property.

C. The director and city engineer shall sign the approved vacation of the final subdivision, final unit lot subdivision, or final short subdivision documents indicating the city's approval.

D. The approved vacation of the final subdivision, final unit lot subdivision, or final short subdivision shall not be recorded until after the appeal period has lapsed.

E. C. It shall be the responsibility of the subdivider-applicant to file the approved final plat or short plat final subdivision, final unit lot subdivision, or final short subdivision reflecting the vacation, bearing on its face all required signatures and certifications, with the Pierce County county auditor and to complete the platting-vacation process and provide an approved copy of the signed and recorded plat document to the city.

Section 73. Amendment. Section 17.50.010 of the Bonney Lake Municipal Code is amended to read as follows:

17.50.010 Applicability.

This chapter shall apply to all administrative lot splits, preliminary subdivisions, and preliminary short subdivisions, and preliminary unit lot subdivisions.

Commented [LB116]: Updated to make applicable to unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

Section 74. Amendment. Subsections "A" and "B" of Section 17.50.020 of the Bonney Lake Municipal Code are amended and a new Subsection "G" is hereby added to Section 17.50.020 of the Bonney Lake Municipal Code to read as follows:

17.50.020 Lot layout standards.

A. Setback and bulk regulations.

1. Each lot resulting from the subdivision, ~~or short subdivision, or~~ administrative lot split shall conform to the applicable provisions of BLMC Title 18; provided, that corner lots shall be 10 feet wider than required by the provisions of BLMC Title 18.
2. For a unit lot subdivision, development as a whole on the parent lot, rather than individual unit lots, shall comply with the applicable density, setback, and bulk regulations of the underlying zoning district as adopted in BLMC Title 18. Portions of the parent lot not subdivided for individual unit lots shall be owned in common by the owners of the individual unit lots, or by a homeowners' association comprised of the owners of the individual unit lots.

- B. The entire original tract (except adjacent platted or short platted land) shall be included within the preliminary land division ~~subdivision or short subdivision~~ application.

...

- G. For a unit lot subdivision, portions of the parent lot not subdivided for individual unit lots shall be owned in common by the owners of the individual unit lots, or by a homeowners' association comprised of the owners of the individual unit lots.

Section 75. Amendment. The title of Section 17.50.030 of the Bonney Lake Municipal Code is amended to read as follows:

17.50.030 17.50.070 Utilities.

....

Section 76. Amendment. Subsection "B" of Section 17.50.040 of the Bonney Lake Municipal Code is amended to read as follows:

17.50.040 Critical areas.

...

- B.** All undevelopable critical areas shall be placed in a separate tract owned in common by the lots within the ~~subdivision or short plat land division~~. An easement shall be provided that provides permanent access to the city for the purpose of monitoring the preservation of the critical area.

Commented [LB117]: Updated to make applicable to unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

Commented [LB118]: Corrects numbering error in Ordinance No. 1580.

Commented [LB119]: Updated to make applicable to unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

Section 77. Amendment. Subsections “A”, “D.3” and “D.4” of Section 17.50.040 of the Bonney Lake Municipal Code are amended to read as follows:

17.50.040 17.50.080 Street lighting.

As a condition to subdividing property into four or more lots or unit lots, the applicant shall be responsible for the cost of installation of street lights within the subdivision consistent with the following requirements:

- A. Upon final ~~plat~~ approval, all residential street illumination systems shall be conveyed to the city. City will not accept dedication of street lights until at least 50 percent of housing units in a new development are occupied.
- ... D. A street lighting plan indicating the placement, type, power source, and number of street lights must be approved by the city as a condition to preliminary ~~plat~~ approval. In residential development, street lights shall be:
 3. ~~Located~~ located at entrances to new ~~subdivisions~~ land divisions, as directed, at all interior intersections, cul-de-sacs, dead-end streets serving more than three homes.
 4. ~~and Located~~ no closer than 500 feet to other street lights along tangent road sections. ~~Any disagreement between the applicant and the public works director regarding the street lighting plan shall be resolved by the hearing examiner as part of the preliminary plat approval process.~~

Commented [LB120]: Corrects numbering error in Ordinance No. 1580.

Commented [LB121]: Updated to make applicable to unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

Section 78. Amendment. Subsection “A” of Section 17.50.050 of the Bonney Lake Municipal Code is amended to read as follows:

17.50.050 17.50.090 Playgrounds and open space.

- A. ~~In order to ensure appropriate provisions are made for playgrounds all new subdivisions land divisions that result in 10 or more lots or unit lots shall provide a minimum of 193 square feet of playground space, as defined in BLMC 18.04.160, per residential unit; provided, that division of lands within one-quarter mile of a public park that are connected to the public park via an improved pedestrian path and/or sidewalk shall be exempt from this requirement. All playground areas shall be placed in a separate tract owned in common by the lots or unit lots within the subdivision land division.~~

Commented [LB122]: Corrects numbering error in Ordinance No. 1580.

Commented [LB123]: Updated to make applicable to unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), consistent with other land divisions.

....

Section 79. Amendment. Subsection “B.4” of Section 17.50.060 of the Bonney Lake Municipal Code is amended to read as follows:

17.50.060 Transportation facilities.

Commented [LB124]: Updated to make applicable to unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)),

... B. All lots proposed for development shall adjoin a public street; provided, that a ~~short subdivision~~ land division of six or fewer lots or unit lots may be allowed to provide access by a private street that meets the following:

... 4. The private street shall be placed in a separate tract owned in common by the lots within the land division ~~subdivision or short plat~~.

Section 80. Amendment. Section 17.50.060 of the Bonney Lake Municipal Code is renumbered to Section 17.50.100 and Subsection “A” of Section 17.50.060 (as renumbered to 17.50.100) is hereby repealed::

17.50.060 17.50.100 Parks and recreation.

... A. All divisions of land along the Fennel Creek Trail corridor shall dedicate trail right of way and develop the portions of the trail adjacent to the ~~subdivision or short subdivision~~. *Repealed.*

Commented [LB125]: Corrects numbering error in Ordinance No. 1580.

Commented [LB126]: Provision no longer needed; trail is constructed.

Section 81. Amendment. Section 17.50.070 of the Bonney Lake Municipal Code is renumbered to Section 17.50.110 as follows:

17.50.070 17.50.110 Schools.

....

Commented [LB127]: Corrects numbering error in Ordinance No. 1580.

Section 82. New Section. A new Section 17.50.120 is hereby added to the Bonney Lake Municipal Code to read as follows:

17.50.120 Design standards for administrative lot splits.

Administrative lot splits shall comply with all design criteria in this chapter applicable to a short subdivision that results in two lots.

Commented [LB128]: Added to comply with [ESSHB 1096, Laws of 2025](#), Sections 2(1).

Section 83. New Section. A new Section 17.50.130 is hereby added to the Bonney Lake Municipal Code to read as follows:

17.50.130 Design standards for unit lot subdivisions.

A. The parent lot as a whole shall meet all applicable development standards, including but not limited to:

1. Density;
2. Setbacks;
3. Impervious surface;
4. The tree retention requirements of BLMC Title 16, Division IV, Urban Forestry Code; and

Commented [LB129]: Added to comply with [ESSSB 5258, Laws of 2023](#), as amended by [ESB 5559, Laws of 2025](#).

5. The design criteria in this chapter applicable to the number of lots proposed.
- B. So long as the parent lot complies with the applicable standards, each child lot may deviate from the following development standards:
 1. Setbacks;
 2. Impervious surface;
 3. The tree retention requirements of BLMC Title 16, Division IV, Urban Forestry Code.
- C. Each child lot's area and width for purposes of a unit lot subdivision may be as small as the footprint of the dwelling unit situated upon it, subject to the requirements of Chapter 15.04 BLMC;
- D. The parent lot and each child lot shall make adequate provisions for ingress, egress, and utility access to and from each unit lot.
- E. Separation requirements for utilities shall be met.

Section 84. Amendment. Subsection "A(2)" and "B(1)" of Section 18.02.090 of the Bonney Lake Municipal Code are hereby repealed:

18.02.090 Establishment of districts.

A. Residential Districts:

... ~~2. R-2, medium density residential district; Repealed.~~

... B. Commercial Districts:

1. ~~C-1, neighborhood commercial district; Repealed.~~

Section 85. Amendment. Two new definitions are hereby added to Section 18.04.010 of the Bonney Lake Municipal Code to read as follows:

18.04.010 "A".

... "Affordable housing" means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed 30 percent of the monthly income of a household whose income is:

- A. For rental housing, 60 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development; or

Commented [LB130]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB131]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB132]: Added to comply with [ESSHB 1923, Laws of 2019](#), Section 2(24).

B. For owner-occupied housing, 80 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development.

“Affordable housing development” means a proposed or existing structure in which one hundred percent of all single-family or multifamily residential dwelling units within the development are set aside for or are occupied by low-income households at a sales price or rent amount that may not exceed 30 percent of the income limit for the low-income housing unit

Commented [LB133]: Added to comply with [SHB 1377, Laws of 2019](#), Section 2(6)(a).

Section 86. Amendment. Three new definitions are hereby added to Section 18.04.030 of the Bonney Lake Municipal Code to read as follows:

18.04.030 “C”.

... “Carport” means a building for the purpose of parking automobiles or other vehicles that is open on two or more sides.

Commented [LB134]: Added to comply with [SSB 6015, Laws of 2024](#). Definition is consistent with construction codes.

... “Child day care center” means a “child day care center” as defined in RCW 43.216.010. In addition to the regulations set forth in the development code, child care centers shall be state-licensed and conform to all applicable federal and state regulations.

Commented [LB135]: Added to comply with [ESSB 5509, Laws of 2025](#), Section 2.

... “Co-living housing” means a residential development with lockable sleeping co-living units that are independently rented or owned and that provide living and sleeping space, with residents sharing kitchen facilities with other sleeping units in the building. Co-living housing also commonly known as congregate living facilities, single room occupancy, rooming house, boarding house, lodging house, or residential suites.

Commented [LB136]: Added to comply with [ESHB 1998, Laws of 2024](#), Section 2(11).

Section 87. Amendment. Five new definitions are hereby added to Section 18.04.050 of the Bonney Lake Municipal Code, and the definition for “Essential Public Facilities” in Section 18.04.050 to read as follows:

18.04.050 “E”.

... “Emergency housing” means temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.

Commented [LB137]: Added to comply with [ESSHB 1220, Laws of 2021](#), Section 6(9).

“Emergency indoor shelter” means type of emergency shelter that is temporary or permanent and indoors. Emergency indoor shelter facilities may include day and warming centers that do not provide overnight accommodation.

Commented [LB138]: Added to comply with [ESHB 1754, Laws of 2020](#)

“Emergency outdoor shelter” means type of emergency shelter that is temporary and outdoors, such as an outdoor encampment, small house community, or vehicle resident safe parking.

Commented [LB139]: Added to comply with [ESHB 1754, Laws of 2020](#)

“Emergency shelter” means a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement.

Commented [LB140]: Added to comply with [ESSHB 1220, Laws of 2021](#), Section 6(10).

... “Essential public facilities” means those facilities that are typically difficult to site, as defined in RCW 36.70A.200 such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, improvements to high capacity transportation systems as defined in RCW 81.104.015, bus rapid transit routes and stops or improvements to such routes and stops, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.

Commented [LB141]: Updated to comply with [ESSB 5801, Laws of 2025](#), Section 603; [SESSSB 5536, Laws of 2023](#), Section 12; [ESSB 5118, Laws of 2021](#), Section 2; and [HB 2640, Laws of 2020](#), Section 1. Based on frequency of changes recommend simply referencing the RCW definition.

... “Extremely low-income household” means a single person, family, or unrelated persons living together whose adjusted income is at or below 30 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Commented [LB142]: Added to comply with [ESSHB 1923, Laws of 2019](#), Section 2(25).

Section 88. Amendment. The definition of “Family day care home” in Section 18.04.060 of the Bonney Lake Municipal Code to read as follows:

18.04.060 “F”.

... “Family day care home” means: a “family day care provider” as defined in RCW 43.216.010. In addition to the regulations set forth in the development code, family day cares shall be state-licensed and conform to all applicable federal and state regulations.

Commented [LB143]: Updated to be consistent with definition in [RCW 43.216.010](#) and help distinguish this type of child care from child care centers, consistent with [ESSB 5509, Laws of 2025](#).

~~A. A person regularly providing care during part of the 24 hour day to six or fewer children in the family abode of the person or persons under whose direction the children are placed.~~

~~B. In addition to the regulations set forth in this chapter, day care centers/family day care homes shall be state-licensed and conform to all federal and state regulations applicable.~~

Section 89. Amendment. One new definition is hereby added to Section 18.04.070 of the Bonney Lake Municipal Code to read as follows:

18.04.070 “G”.

“Garage” means a building for the purpose of parking automobiles or other vehicles that is enclosed on more than two sides.

Commented [LB144]: Added to comply with [SSB 6015, Laws of 2024](#). Definition is consistent with construction codes.

Section 90. Amendment. One new definition is hereby added to Section 18.04.120 of the Bonney Lake Municipal Code to read as follows:

18.04.120 “L”.

... “Low-income household” means a single person, family, or unrelated persons living together whose adjusted income is at or below 80 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Commented [LB145]: Added to comply with [ESSHB 1923, Laws of 2019](#), Section 2(26).

Section 91. Amendment. One new definition is hereby added to Section 18.04.130 of the Bonney Lake Municipal Code and the definition of “Mobile home park” is amended to read as follows:

18.04.130 “M”.

... “Mobile/manufactured home/recreational vehicle park” is a tract of land divided into lots or spaces, under the ownership or management of one person, firm or corporation, used or designated for the use of two or more mobile homes, manufactured homes, or recreational vehicles.

Commented [LB146]: Clarified in relation to anti-displacement regulations, to comply with [ESSHB 1220, Laws of 2021](#), Section 2(h).

“Moderate-income household” means a single person, family, or unrelated persons living together whose adjusted income is at or below 120 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Commented [LB147]: Added to comply with [ESSHB 1220, Laws of 2021](#), Section 6(18).

Section 92. Amendment. One new definition is hereby added to Section 18.04.150 of the Bonney Lake Municipal Code to read as follows:

18.04.150 “O”.

... “Outdoor encampment” means any temporary tent or structure encampment, or both.

Commented [LB148]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(6)(b).

Section 93. Amendment. One new definition is hereby added to Section 18.04.160 of the Bonney Lake Municipal Code to read as follows:

18.04.160 “P”.

... “Permanent supportive housing” means “permanent supportive housing” as defined in RCW 36.70A.030.

Commented [LB149]: Added to comply with [ESSHB 1923, Laws of 2019](#), Section 2(27), and [SHB 2343, Laws of 2020, Section 4\(16\)](#).

Section 94. Amendment. Two new definitions are hereby added to Section 18.04.180 of the Bonney Lake Municipal Code to read as follows:

18.04.180 “R”.

... “Recreational vehicle” means a vehicular-type unit primarily designed for recreational camping or travel use that has its own motive power or is mounted on or towed by another vehicle. The units include travel trailers, fifth-wheel trailers, folding camping trailers, truck campers, and motor homes.

Commented [LB150]: Added in relation to anti-displacement regulations, to comply with [ESSHB 1220, Laws of 2021](#), Section 2(h).

... “Religious organization” means the federally protected practice of a recognized religious assembly, school, or institution that owns or controls real property, registered as a religious organization with the Washington Secretary of State.

Commented [LB151]: Added to comply with [SHB 1377, Laws of 2019](#), Section 2(6)(b).

Section 95. Amendment. One new definition is hereby added to Section 18.04.190 of the Bonney Lake Municipal Code to read as follows:

18.04.190 “S”.

“Small house” means a type of temporary outdoor emergency shelter where a small structure provides all the necessary components of a dwelling unit, as defined by BLMC 18.04.040, which is not permanently affixed to the ground and is not permanently connected to utility services.

Commented [LB152]: Added to comply with [ESHB 1754, Laws of 2020](#).

Section 96. Amendment. Two new definitions are hereby added to Section 18.04.200 of the Bonney Lake Municipal Code to read as follows:

18.04.200 “T”.

“Temporary encampment” means a type of temporary emergency outdoor shelter in the form of an outdoor encampment where shelters are not affixed to the land permanently and are not using underground facilities.

Commented [LB153]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(6)(d).

“Temporary use” means a nonpermanent structure, use or activity involving minimal capital investment that does not result in the permanent alteration of the site and which is intended to exist or operate for a limited period of time.

Commented [LB154]: Added to clarify what temporary uses are generally, to support implementation of [ESHB 1754, Laws of 2020](#), and in relation to anti-displacement regulations, to comply with [ESSHB 1220, Laws of 2021](#), Section 2(h), as already permitted by [BLMC 10.16.020](#).

Section 97. Amendment. Two new definitions are hereby added to Section 18.04.220 of the Bonney Lake Municipal Code to read as follows:

18.04.220 “V”.

“Vehicle resident safe parking program” means a program for people who are experiencing homelessness and sleeping in their vehicles at night. Vehicle resident safe parking program can include locations open only for overnight use, or locations open during the daytime and overnight where persons experiencing homelessness reside in their vehicles on site.

Commented [LB155]: Added to comply with [ESHB 1754, Laws of 2020](#).

“Very low-income household” means a single person, family, or unrelated persons living together whose adjusted income is at or below 50 percent of the median household income adjusted for household size, for the county where the

Commented [LB156]: Added to comply with [ESSHB 1923, Laws of 2019](#), Section 2(28).

household is located, as reported by the United States department of housing and urban development.

Section 98. Amendment. A new Subsection “F” is added and Subsections “F” – “H” of Section 18.08.010 of the Bonney Lake Municipal Code are amended to read as follows:

18.08.010 Interpretation of land use matrix.

- ... F. If the letter “T” appears in the box at the intersection of the column and the row, the use may be permitted with a temporary use permit.
- G. If a footnote appears in the box at the intersection of the column and the row, the use may be permitted subject to the appropriate review process indicated above and the specific conditions indicated by the corresponding footnote.
- H. ~~G.~~ All applicable requirements shall govern a use whether or not they are cross-referenced in the matrix. To determine whether a particular use is allowed in a particular zoning district and location, all relevant regulations must also be consulted in addition to this matrix.
- I. ~~H.~~ If a use is not listed on the land use matrix that use is considered a prohibited use within the city of Bonney Lake.

Section 99. Amendment. Section 18.08.020 of the Bonney Lake Municipal Code is amended to read as follows:

18.08.020 Land use matrix.

Zone Use	2017 NAICS Code(s)	RC- 5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Residential Uses												
Accessory dwelling unit ^[1]		A	A	A		A						
Adult family home		P	P	P	P	P	P			P	P	
Multifamily				P	P	P	P			P	P	
<u>Co-living housing</u>				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>			<u>P</u>	<u>P</u>	
Duplexes				P	P	-						
Family day cares		A	A	A	A	A	A			A	A	
Home occupations ^[4]		A	A	A	A	A	<u>A</u>			A	A	
Mobile/manufactured homes ^[5]		P	P	P		-						
Mobile/manufactured home/ recreational vehicle parks ^{[6] [26]}				-	<u>P</u>	-	P					
<u>Multifamily</u>				<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>			<u>P</u>	<u>P</u>	
Private docks, mooring facilities and boathouses ^[7]		A	A	A	A	-						P

Commented [LB157]: Added to clarify what temporary uses are generally, to support implementation of [ESHB 1754, Laws of 2020](#), and in relation to anti-displacement regulations, to comply with [ESSHB 1220, Laws of 2021](#), Section 2(h), as already permitted by [BLMC 10.16.020](#).

Commented [LB158]: Updated to clarify that the codes listed are from the 2017 NAICS.
<https://www.census.gov/naics/>

Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB162]: Moved to alphabetical order.

Commented [LB161]: Added to comply with [ESHB 1998, Laws of 2024](#), Section 2(1).

Commented [LB163]: Added to allow home occupations in all zones as an accessory use where dwelling units are permitted.

Commented [LB164]: Clarified in relation to anti-displacement regulations, to comply with [ESSHB 1220, Laws of 2021](#), Section 2(h).

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Zone Use	2017 NAICS Code(s)	RE- 5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Recreational vehicle ^[27]		T	T									
Residences in connection with a business establishment				-		P	C			P ^[3]	P	
Single-family residences		P	P	P		P						
Townhouses			P	P	P	C	C			P	P	
Educational Uses												
Dancing, music, art, drama and instructional schools	611610, 611620, 611630, 611691, 611692, and 611699	A ^[8]		-		P	P	P	P	P ^[3]	P	P
Elementary and secondary schools	611110		C	P	P	P	C					P
Business, technical, and trade schools	611410, 611420, 611430, 611511, 611512, 611513, and 611519		C	C	C	C	C		C	P	P	P
Cultural, Recreational, and Entertainment												
Adult entertainment facilities ^[9]	N/A			-		-		C				
Amphitheater	N/A			-		-	P					P
Arcade	713120			-		-			P			
Bars and taverns	722410			-		C	P		P	P	P	
Bed-and-breakfast inns ^[10]	721191	A	C	C	C	P						
Bowling alley	713950			-		-			P			
Campgrounds	712110			-		-						C
Caterers and mobile food service	722320 and 72233			-		-		P				
Cinema	512131			-		-	P		P			
Coffee shops and cafes	722515			-		P ^[11]	P	P	P	P ^[11]	P ^[11]	A ^[11]
Golf courses	713910	C		-		-						C
Fitness centers and recreational centers	713940			-		-	P	P	P			P
Libraries	519120			-	P	P	P			P	P	P
Museums	712110	C	C	-		P	P			P	P	P

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<https://www.census.gov/naics/>

Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB165]: Clarified in relation to anti-displacement regulations, to comply with [ESSHB 1220, Laws of 2021](#), Section 2(2)(h), as already permitted by [BLMC 10.16.020](#).

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB166]: Added to fulfill a recommendation in the adopted Housing Action Plan to allow townhouses in more zoning districts, and to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4).

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Zone Use	2017 NAICS Code(s)	RE-5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Parks, open space, and trails	712190	P	P	P	P	P	P			P	P	P
Public meeting halls	N/A		C	C	P	P	P	P	P			P
Recreation facilities	713990			-	-	P	P	P	P			P
Restaurants and eating establishments	722511, 722513, 722514, and 722515			-	A ^[11] _[12]	C ^[44]	P	P	P	P ^[11]	P ^[11]	A ^[11] _[13]
Theaters	711110, 711120, 711130, and 711190			-	-	P				P	P	
Public, Quasi-Public, and Social Service Facilities												
Adult day care centers and senior centers	624120			-	-	P			P			P
Executive, legislative, and other general government support	921130, 921140, and 921190		C ^[2]	C ^[2]	C ^[2]	P	P			P	P	P
Public safety facilities	922120, 922130, 922150, 922160, and 922190		C ^[2]	C ^[2]	C ^[2]	P	P			P	P	P
Administration of human resource programs	923110, 923120, 923130, and 923140		C ^[2]	C ^[2]	C ^[2]	P	P			P	P	P
Administration of environmental quality programs	924110 and 924120		C ^[2]	C ^[2]	C ^[2]	P	P			P	P	P
Administration of housing programs, urban planning, and community development	925110 and 925120		C ^[2]	C ^[2]	C ^[2]	P	P			P	P	P
Administration of economic programs	926110, 926130, 926140, and 926150		C ^[2]	C ^[2]	C ^[2]	P	P			P	P	P
Religious, philanthropic, and civic organizations	813110, 813211, 813212, 813219, and 813410		C	C	C	P	P	P	P	P	P	P

Commented [LB158]: Updated to clarify that the codes listed are from the 2017 NAICS.
<https://www.census.gov/naics/>

Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB167]: Added to comply with [SHB 1377, Laws of 2019](#), Section 2(1).

Commented [LB168]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(1).

Zone Use	2017 NAICS Code(s)	RC-5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Social advocacy, business, professional, labor, and political organizations	813311, 813312, 813319, 813910, 813920, 813930, 813940, and 813990			-		€	P	P	P	P	P	P
Manufacturing, Wholesale and Industrial												
Assembly or processing of previously prepared materials in a fully enclosed building	N/A			-		-		C ^[14]				
Bakeries	311811, 311812, 311813, 311821, 311824, and 311830			-		-		P				
Food manufacturing	311911, 311919, 311920, 311930, 311941, 311942, 311991, and 311999			-		-		P				
Breweries, wineries, and distilleries	312120, 312130, and 312140			-		€	P	P	P	P	P	
Cabinet and furniture shops	337110, 337121, 337122, 337124, 337125, 337127, 337211, 337212, and 337214			-		-		P				
Construction equipment and machinery sales	423810 and 423820			-		-		P				

Commented [LB158]: Updated to clarify that the codes listed are from the 2017 NAICS.
<https://www.census.gov/naics/>

Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Zone Use	2017 NAICS Code(s)	RC-5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Metal fabrication and product manufacturing	332114, 332119, 332215, 332216, 332311, 332312, 332313, 332321, 332322, 332323, 332510, 332613, 332618, 332710, 332721, 332722, 332811, 332812, 332813, and 332999			-	-		C	P				
Apparel manufacturing	315110, 315190, 315210, 315220, 315240, 315280, 315990, 316210, 316992, and 316998			-	-			P				
Computer and electronics manufacturing	334111, 334112, 334118, 334210, 334220, 334290, and 334310			-	-			P				
Sporting and athletic goods manufacturing	339920			-	-			P				
Sign manufacturing	339950			-	-			P				
Medical equipment and pharmaceutical manufacturing	325411, 325412, 325413, 325414, 339112, 339113, 339114, 339115, and 339116			-	-			P				

Commented [LB158]: Updated to clarify that the codes listed are from the 2017 NAICS.
<https://www.census.gov/naics/>

Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Zone Use	2017 NAICS Code(s)	RC-5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Storage or distribution of sand, gravel, top soil, or bark	484220			-		-		P				
Couriers and messenger services	492110 and 492210			-		-		P				
Warehousing, distribution, and storage	484110, 484121, 484122, 493110, 493120, 493130, and 493190			-		-		P				
Construction and Resource												
Agriculture and orchards	N/A	P		-		-						
Construction contractors	237110, 237120, 237130, 237310, 237990, 238110, 238120, 238130, 238140, 238150, 238160, 238170, 238190, 238910, and 238990			-		-		P				
Building construction contractors	236115, 236116, 236117, 236118, 236210, 236220, 237210, 238210, 238220, 238290, 238310, 238320, 238330, and 238390			-		-	P ^[23]	P	P ^[23]			
Tree farms	N/A	P		-		-						
Raising of livestock, small animals and fowl	N/A	P ^[15]		-		-						
Communication and Utilities												

Commented [LB158]: Updated to clarify that the codes listed are from the 2017 NAICS.
<https://www.census.gov/naics/>

Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Zone Use	2017 NAICS Code(s)	RC-5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Public utility facility	N/A	P ^[16]	P ^[16]	P ^[16]	P ^[16]	P	P	P	P	P	P	P
WCF microcell	N/A	P	P	P	P	P	P	P	P	P	P	P
WCF mini	N/A			-		P	P	P	P	P	P	P
WCF macro	N/A			-		P	P	P	P	P	P	P
WCF monopole I	N/A	C	C	C	C	C	C	C	C	C	C	C
WCF monopole II and lattice tower	N/A			-		-	C	C	C	C	C	C
WCF small cell	N/A	P	P	P	P	P	P	P	P	P	P	P
Retail and Personal Services												
Antique and used merchandise shops	453310			-		C	P		P	P	P	
Automobile dealer	441110 and 441120			-		-		P	C			
Automobile fueling stations	447110 and 447190			-		-	P	P	P			
Automotive parts and repair	441310, 441320, 811111, 811112, 811113, 811118, 811121, 811122, 811191, and 811198			-		-	P	P	P			
Baked goods store	445291			-		P	P	A	P	P	P	
Barber shops and beauty shops	812111 and 812112			-	A ^[12]	P	P		P	P	P	
Beer, wine, and liquor stores	445310			-		P	P		P	P	P	
Boat dealer	441222			-		-			C			
Bookstores	451211			-	A	P	P		P	P	P	
Car washes	811192			-		-	P		P			
Apparel, jewelry, luggage, and leather goods stores	448110, 448120, 448130, 448140, 448150, 448190, 448210, 448310, 448320			-		C	P		P	P	P	
Convenience stores	445120			-	A ^[12]	P	P	A	P	P	P	

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<https://www.census.gov/naics/>

Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Zone Use	2017 NAICS Code(s)	RC- 5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Child day care centers and preschools	624410			-	€ P	P	P		P	P	P	P
Department store, warehouse clubs, and supercenters	452111, 452112, 452910, and 452990			-		-	P		P			
Dry cleaning	812320			-		P	P		P	P	P	
Electric vehicle charging stations – Level 1 and 2	N/A	P	P	P	P	P	P	P	P	P	P	P
Electric vehicle charging stations – Level 3	N/A	C	C	€	C	P	P	P	P	P	P	P
Florists	453110			-	A ^[12]	P	P		P	P	P	
Food markets, delicatessen and specialty food stores	445210, 445220, 445230, 445291, 445292, and 445299			-	A ^[12]	P	P	P	P	P	P	
Furniture and small household appliance repair	811412 and 811420			-		-	P	P	P			
Grocery stores	445110			-	A ^[12]	€	P		P	P	P	
Hardware stores	444120 and 444130			-		-	P		P	P	P	
Lawn and garden equipment and supplies	444210 and 444220			-		-	P ^[18]	P ^[18]	P ^[18]	P	P	
Linen and uniform suppliers	812331 and 812332			-		-		P				
Health and personal care stores	446110, 446120, 446130, 446191, and 446199			-		P	P		P	P	P	
Home centers, lumber yards, and building material stores	444110 and 444190			-		-	P ^[18]	P ^[18]	P ^[18]			
Home furnishing, electronic, and appliance stores	442110, 442210, 442291, 442299, 443141, and 443142			-		-	P		P	P	P	

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Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Commented [LB169]: Updated to allow as an outright permitted use in all zones except industrial consistent with [ESSB 5509, Laws of 2025](#), Section 2.

Zone Use	2017 NAICS Code(s)	RC- 5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Itinerant vendors	N/A	P	P	P	P	P	P	P	P	P	P	P
Kennels	812910	C		C	C	A	A		A			
Laundromats	812310			-		P	P		P			
Locksmiths and security alarm shops	561621 and 561622			-		P	P	P	P			
Massage therapy, day spas, nail salons, and tanning salons	812199			-		P	P		P	P	P	
Novelty, art, and souvenir stores	453220, 453920, and 453998			-		C	P		P	P	P	A ⁽¹³⁾
Office supply stores	453210			-		-	P		P	P	P	
Parking garages	812930			-		-	C	A	C	C		
Personal and household goods repair	811490			-		P	P	P	P	P	P	
Pet shop, grooming and supplies	453910 and 812910			-		P	P	P	P	P	P	
Photographic processing and supply	812921 and 812922			-		-	P	P	P	P	P	
Rental stores	532210, 532220, 532230, 532291, 532292, 532299, and 532310			-		-	P	P	P			
Recreational vehicle, motorcycle, ATV, and trailer dealers	441210 and 441228			-		-		P	C			
Shoe repair	811430			-		P	P		P	P	P	
Skating rink				-		-	P		P			
Sporting, hobby, music and game stores	451110, 451120, 451130, and 451140			-		C	P		P	P	P	
Stables and riding schools		P		-		-						P
Tobacco store	453991			-		P	P		P	P	P	
Vehicle rental	532111, 532112, and 532120			-		-			P			
Vending machine operators	454210			-		-		P				

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Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Zone Use	2017 NAICS Code(s)	RC-5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Health Care												
Ambulance service	621910			-	-		C	P	C			
Hospitals	622110 and 622310			-	-		P		P			C
Offices of physicians	621111 and 621112			-	A ^[12]	P	P		P	P	P	
Offices of dentists	621210			-	A ^[12]	P	P		P	P	P	
Offices of health practitioners	621310, 621320, 621330, 621340, 621391, and 621399			-	A ^[12]	P	P		P	P	P	
Other health care services	621991 and 621999			-	-		P	P	P			
Outpatient care centers	621410, 621491, 621492, 621493, and 621498			-	-		P		P			
Medical and diagnostic laboratories	621511 and 621512			-	-		P	P	P			
Nursing and residential care facilities	623110, 623311, and 623312			-	-		C		P	P	P	
Finance, Insurance, Real Estate, and Professional Services												
Accounting and bookkeeping services	541211, 541213, 541214, and 541219			-	-		P	A	P	P	P	
Architectural, engineering, and related services	541310, 541320, 541330, 541340, 541350, 541360, 541370, and 541380			-	-		P	P	P	P	P	
Brokerage and investment offices	523110, 523120, 523140, 523910, 523920, 523930, 523991, and 523999			-	-		P		P	P	P	

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Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Zone Use	2017 NAICS Code(s)	RC-5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Building and ground services	561710, 561720, 561730, 561740, and 561790			-		-		P				
Computer services	541511, 541512, 541513, and 541519			-		-	P	P	P	P	P	
Design services	541410, 541420, 541430, and 541490			-		-	P	P	P	P	P	
Financial institutions	522110, 522120, and 522130			-	A ^[11] [12]	P ^[11]	P		P	P ^[11]	P ^[11]	
Insurance services	524210, 524291, 524292, and 524298			-		-	P		P	P	P	
Legal services	541110, 541120, 541191, and 541199			-		-	P		P	P	P	
Management and consulting services	541611, 541612, 541613, 541614, 541618, 541620, and 541690			-		-	P	P	P	P	P	
Mortgage and financial services	522220, 522291, 522292, 522293, 522310, and 522390			-		-	P		P	P	P	
Music studios	512210, 512220, 512230, 512240, and 512290			-		-	P		P	P	P	
Printing, copying and mailing services	561431, 561439, and 561910			-		-	P	P	P	P	P	
Photography studios	541921 and 541922			-		-	P		P	P	P	

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<https://www.census.gov/naics/>

Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Zone Use	2017 NAICS Code(s)	RC- 5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Property management	531110, 531120, 531190, 531311, and 531312			-		-	P		P	P	P	
Real estate agents, brokers, and appraisers	531210, 531320, and 531390			-		-	P		P	P	P	
Veterinary clinics, animal hospitals ^[19]	541940			-		-	P		P	P	P	
Essential Public Facilities												
Airports	481111, 481112, 481211, 481212, and 481219			-		-		C				
Correctional institutions	922140			-		-		C				C
Emergency shelter, permanent indoor ^[29]	N/A							P				P
Group homes ^{[21] [24]}	N/A	P	P	P	P	-	P ^[2]			P ^[3]	P	
Psychiatric and substance abuse facilities	622210, 623220, and 621420			-		-		C	C			
Public colleges and universities	611210 and 611310			-		-	P	P		P	P	P
Secure community transition facilities ^[22]	N/A							C				
Solid waste handling facilities	562111, 562112, 562119, 562211, 562212, 562213, and 562219			-		-		C				
State transportation facilities ^[20]	N/A			-		-		P	P	P	P	P
Transit facilities	485111, 485112, 485113, 485119		C	C	P	P	P	P	P	P	P	P
Correctional institutions	922140			-		-		C				C

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Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

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Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Commented [LB170]: Moved to alphabetical order.

Commented [LB171]: Added to implement [ESSHB 1220, Laws of 2021](#), Section 2(2)(a)(ii), consistent with the chosen growth alternative.

Commented [LB172]: Added as a permitted use in DC and DM zones to comply with [ESSHB 1923, Laws of 2019](#), Section 10, and [ESSHB 1220, Laws of 2021](#), Section 3.

Commented [LB173]: Complies with [ESSHB 1220, Laws of 2021](#), Section 2(2)(a)(ii), consistent with the chosen growth alternative.

Commented [LB174]: Moved to alphabetical order.

Commented [LB175]: Moved to alphabetical order.

Commented [LB176]: Moved to alphabetical order.

Zone Use	2017 NAICS Code(s)	RC- 5	R-1	R-2	R-3	C-1	C-2	E	MC	DC	DM	PF
Solid waste handling facilities	562111, 562112, 562119, 562211, 562212, 562213, and 562219			-		-		€				
Psychiatric and substance abuse facilities	622210, 622220, and 621420			-		-		€	€			
Group homes ^{[21], [24]}	N/A	P	P	P	P	-	P					
Secure community transition facilities ^[22]	N/A							€				

The paragraphs listed below contain specific limitations that correspond with the bracketed [] superscript note numbers from land use matrix:

[1] Subject to compliance with BLMC 18.22.090.

[2] Subject to compliance with Chapter 18.31 BLMC, Commercial Development Standards.

[3] ~~A conditional use permit is required if residential units are located~~ Residential dwelling units are prohibited on the first floor of the building. This requirement does not apply to townhouses.

[4] Subject to compliance with ~~BLMC 18.22.010~~ Chapter 5.08 BLMC.

[5] Subject to compliance with Chapter 15.08 BLMC, Manufactured Homes.

[6] Provided, that the park was in existence at the time of annexation into the city, subject to compliance with BLMC 18.08.060.

[7] Subject to compliance with BLMC Title 16, Division III, Shoreline Code.

[8] Limited to stables and riding schools in association with a single-family home.

[9] Subject to compliance with Chapter 18.32 BLMC, Adult Entertainment Facilities.

[10] Subject to compliance with BLMC 18.22.030.

[11] Drive-through facilities, services, or windows are prohibited.

[12] Subject to compliance with BLMC 18.31.040.

[13] Business can be open for no more than 150 days per year unless it is within the building with a permitted use.

[14] Subject to compliance with BLMC 18.29.040.

[15] Subject to compliance with BLMC 6.04.130.

[16] Subject to the requirements of BLMC 18.22.050.

[17] Subject to the provisions of Chapter 18.40 BLMC, Electric Vehicle Infrastructure.

[18] Outdoor storage and sale of building materials and nursery stock is allowed as an accessory use.

[19] Outdoor kennel space and/or dog runs are prohibited.

[20] State transportation facilities are defined in RCW 47.06.140.

[21] As required to comply with the Federal Fair Housing Act Amendments of 1988 (42 U.S.C. 3601 et seq.), ~~RCW 35A.21.430~~, and RCW 35A.63.240. Group homes also includes permanent supportive housing as defined in RCW 36.70A.030(19) and transitional housing as defined in RCW 84.36.043(2)(c).

[22] Secure community transition facilities are defined in RCW 71.09.020.

Commented [LB158]: Updated to clarify that the codes listed are from the 2017 NAICS.
<https://www.census.gov/naics/>

Commented [LB159]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB160]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 into the R-3 zone.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB177]: Removed requirement for time- and cost-intensive CUP process.

Commented [LB178]: Updated to reflect relocation of home occupation regulations in Ordinance No. 1739.

Commented [LB179]: Clarified in relation to anti-displacement regulations, to comply with [ESSHB 1220, Laws of 2021](#), Section 2(h).

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB180]: Added to clarify compliance with [ESSHB 1220, Laws of 2021](#), Section 2(2)(a)(ii), consistent with the chosen growth alternative.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

The paragraphs listed below contain specific limitations that correspond with the bracketed [] superscript note numbers from land use matrix:

^[23] Exterior storage of materials or equipment is prohibited. All materials and equipment shall be stored in an enclosed building.

^[24] Permanent supportive housing and transitional housing shall comply with the standards of BLMC 18.08.040.

^[25] Housing on property owned by a religious organization shall comply with the standards of BLMC 18.08.050.

^[26] A recreational vehicle may be placed in any mobile/manufactured home/recreational vehicle park, subject to compliance with BLMC 18.08.060.

^[27] Subject to compliance with BLMC 10.16.020.

^[28] Temporary indoor and outdoor emergency shelters are permitted, as required to comply with RCW 35A.21.360 and 430. These uses are subject to compliance with BLMC 18.08.050.

^[29] Permanent indoor emergency shelters in the E or PF zoning districts are not required to be on property owned or controlled by a religious organization; provided, the proposal otherwise complies with the requirements in BLMC 18.08.050.

Commented [LB181]: Added to comply with [SHB 1377, Laws of 2019](#), Section 2(1).

Commented [LB182]: Added to address displacement documented consistent with [ESSHB 1220, Laws of 2021](#), Section 2(2)(e)-(h), consistent with the Housing Equity Report.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Commented [LB183]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(1).

Commented [LB184]: Added to implement [ESSHB 1220, Laws of 2021](#), Section 2(2)(a)(ii), consistent with the chosen growth alternative.

Section 100. New Section. A new Section 18.08.050 is hereby added to the Bonney Lake Municipal Code to read as follows:

18.08.050 Housing and emergency shelters on property owned or controlled by a religious organization.

A. This section applies to property owned or controlled by a religious organization, as defined in BLMC 18.04.180. As part of a complete application, the religious organization must demonstrate ownership or control of the land for the purposes of this section in the form of:

1. A recorded deed with the religious organization as grantee; or
2. A long-term lease with the religious organization as grantee that extends through the proposed term of the proposed housing or emergency shelter.

B. Affordable housing.

1. This subsection applies to the construction of a new affordable housing development or the rehabilitation of an existing affordable housing development for low-income households on property owned or controlled by a religious organization.
2. This subsection does not apply to affordable housing developments for very low-income or extremely low-income households.
3. The residential density permitted by the underlying zoning district may be increased by up to 25 percent, provided that:

- a. The affordable housing development is set aside for or occupied exclusively by low-income households;
- b. The affordable housing development is part of a lease or other binding obligation that requires the development to be used exclusively for affordable housing purposes for at least fifty years, even if the religious organization no longer owns the property;
- c. The affordable housing development does not discriminate against any person who qualifies as a member of a low-income household based on race, creed, color, national origin, sex, veteran or military status, sexual orientation, or mental or physical disability; or otherwise act in violation of the federal fair housing amendments act of 1988 (42 U.S.C. Sec. 3601 et seq.);
4. The religious organization developing the affordable housing development must pay all fees, mitigation costs, and other charges required through the development of the affordable housing development.
5. The maximum allowed number of new affordable housing units permitted by the city after January 1, 2026, whether for a religious organization or another entity, shall not exceed 213 units for low-income households.

Commented [LB185]: Added to comply with [SHB 1377, Laws of 2019](#), Section 2(1)(a).

Commented [LB186]: Added to comply with [SHB 1377, Laws of 2019](#), Section 2(1)(b).

Commented [LB187]: Added to comply with [SHB 1377, Laws of 2019](#), Section 2(1)(c).

Commented [LB188]: Added to comply with [SHB 1377, Laws of 2019](#), Section 2(3).

Commented [LB189]: Added to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative.

C. Emergency housing and emergency shelters.

1. This subsection applies to:
 - a. All types of emergency housing and emergency shelters on property owned or controlled by a religious organization.
 - b. Permanent indoor emergency shelters located in the E or PF zoning districts.
2. Requirements applicable to all types of emergency housing and emergency shelters.
 - a. The maximum allowed number of emergency housing units and emergency shelter units on any given property shall not exceed the number of dwelling units that would be allowed under the zoning classification adopted for the property.
 - b. The total maximum allowed number of emergency housing units and emergency shelter units permitted by the city shall not exceed 89 units.

- c. There shall be a minimum of 1,000 feet of separation between any emergency housing or emergency shelter, as defined in BLMC 18.04.050, that are operating at the same time.
- d. All operators of emergency housing and emergency shelters shall utilize the Pierce County Homeless Information Management System. For the purposes of this subsection, “operator” means an organization such as a religious organization or other organized entity that has the capacity to organize and manage emergency housing or an emergency shelter. This provision does not apply to temporary overnight emergency shelter provided for the purpose of extreme weather shelter.
- e. All operators of emergency housing and emergency shelters should partner with regional homeless service providers to develop pathways to permanent housing.
- f. All operators of emergency housing and emergency shelters shall keep the property free from nuisances as defined in Chapter 8.20 BLMC, including adequate trash receptacles and trash service.
- g. If the emergency shelter is not connected to water or sewer utilities, the religious organization shall provide:
 - i. Adequate restrooms based on the number of units. If families with children will be housed, restrooms solely for families must also be provided.
 - ii. Adequate handwashing stations and potable running water, including accommodations for black water.
 - iii. Adequate facilities may be inside an existing structure or portable facilities on site, as long as those facilities are available at all times of day and night. For purposes of this section, the adequacy of the facilities shall be determined at the sole discretion of the city.
- h. A memorandum of understanding signed by the city, the property owner (if different), and the operator (if different) is required prior to construction or operation of any temporary or permanent emergency shelter. Memorandums of understanding shall be processed in accordance with this section. The city shall charge a \$1,000 fee to cover the review of the memorandum of understanding and the initial annual safety inspection.
- i. Any memorandum of understanding is in addition to any other permits normally required by the city to construct the proposed improvements.

Commented [LB190]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(2)(f).

Commented [LB191]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(5).

Commented [LB192]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(6)(a).

Commented [LB193]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(2)(i)(viii).

Commented [LB194]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(2)(g)(ii).

Commented [LB195]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(3)(b).

Commented [LB196]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(2)(c).

3. **Public** meeting required.

Commented [LB197]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(10).

- a. Prior to the opening of an temporary indoor overnight shelter, temporary encampment, temporary small house on site or temporary vehicle resident safe parking program, a religious organization hosting the homeless on property owned or controlled by the religious organization shall host a meeting open to the public for the purpose of providing a forum for discussion of related neighborhood concerns, unless the use is in response to a declared emergency by the city.
 - b. The religious organization shall contact the city at least seven calendar days prior to the date and time of the meeting and provide the meeting details to the city.
 - c. The city must provide community notice of the meeting, based on the notification provided to the city in subsection B of this section, by taking at least two of the following actions at any time prior to the time of the meeting:
 - i. Delivering to each local newspaper of general circulation and local radio or television station that has on file with the governing body a written request to be notified of special meetings;
 - ii. Posting notice on the city's website;
 - iii. Prominently displaying, on signage at least two feet in height and two feet in width, one or more meeting notices that can be placed on or adjacent to the main arterials in proximity to the location of the meeting; or
 - iv. Prominently displaying the notice at the meeting site.
4. Additional requirements for temporary indoor shelters. Temporary indoor shelters:
- a. May operate for up to six months (182 days), per location, per year.
 - b. **Facilities** shall have a minimum of two accessible exits to host an indoor overnight shelter.
 - c. **Religious** organizations seeking to use a facility for a temporary indoor overnight shelter that was not originally designed for housing, or that does not have an installed sprinkler system in rooms where people will be sleeping, shall either:

Commented [LB198]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(2)(h).

Commented [LB199]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(2)(h).

- i. Install fire sprinklers as required by Chapter 15.16. BLMC; or
 - ii. Provide an alternate plan for fire and life safety as part of the Temporary Use Permit application. At a minimum, this plan shall contain:
 - A. A provision allowing the city and local fire district to conduct inspections during reasonable hours during the term of the Temporary Use Permit;
 - B. An agreed-upon set of appropriate emergency procedures;
 - C. An emergency exit floor plan, including the most viable means to evacuate occupants from inside the host site with appropriate illuminated exit signage, panic bar exit doors; and
 - D. An overnight fire watch plan that:
 - 1. Complies with the requirements of the International Fire Code, as adopted in Chapter 15.04 BLMC;
 - 2. Indicates the posted safe means of egress;
 - 3. Indicates the location of operable smoke detectors, carbon monoxide detectors as necessary, and fire extinguishers; and
 - 4. Contains a plan for monitors who spend the night awake and are familiar with emergency protocols, who have suitable communication devices, and who know how to contact the local fire district.
 - E. The alternate plan shall be reviewed and approved by the fire marshal prior to approval or issuance of the Temporary Use Permit.
5. Additional requirements for temporary small houses. Temporary small houses:
- a. May operate for up to six months (182 days), per location, per year, with a temporary use permit. The religious organization may extend this time period to up to a year (365 days), in renewable one-year terms, with a memorandum of understanding that complies with this section.

Commented [LB200]: Added to comply with [ESHB 1754, Laws of 2020, Section 4\(2\)\(i\)](#).

- b. The units must be a minimum of 120 gross square feet, and a maximum of 400 gross square feet, not including any lofts.
 - c. If more than one unit is on site, each unit needs to be set a minimum of six feet apart from any other units. Units must be set a minimum of six feet apart from any other structures or facilities at the site and are required to comply with the setback requirements for the zoning classification adopted for the property.
 - d. Any utilities provided to the temporary small houses shall be inspected by the city, or the utility provider. If space heaters are provided, they must be approved by the city.
 - e. Doors and windows of the temporary small house must be included and be lockable. The religious organization and the operator shall also possess keys to each unit.
 - f. Every unit shall have its own fire extinguisher. Said fire extinguishers shall be inspected per the manufacturer's instructions.
 - g. If more than one temporary small house is located at a site, the religious organization should consider placing at least one accessible temporary small house at the site.
6. **Additional** requirements for temporary encampments and temporary vehicle resident safe parking programs. A temporary encampment or temporary vehicle resident safe parking program:
- a. May operate for up to six months (182 days) in one location per calendar year.
 - b. **Religious** organizations using parking spaces shall continue to provide the minimum number of parking spaces required for the existing uses on site, as required by the zoning classification adopted for the property.
 - c. **If** recreational vehicles are hosted at the vehicle resident safe parking program site, provision must be made by the religious organization or managing agency for proper disposal of waste from the recreational vehicle.
 - d. **The** religious organization or operator shall inform vehicle residents how to comply with laws regarding the legal status of vehicles and drivers, and provide a written code of conduct consistent with area standards.

Commented [LB201]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(2)(g).

Commented [LB202]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(2)(g)(iii).

Commented [LB203]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(2)(g)(ii).

Commented [LB204]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(4).

7. Additional requirements for permanent indoor emergency shelters.
Permanent indoor emergency shelters:
- a. May be located on property owned or controlled by a religious organization, or on any property in the E or PF zoning districts.
 - b. May operate indefinitely with an approved memorandum of understanding.
 - c. Operators seeking to use a facility for permanent indoor overnight shelter that was not originally designed for housing, or that does not have an installed sprinkler system in rooms where people will be sleeping, shall install fire sprinklers as required by Chapter 15.16. BLMC.
8. **Memorandum** of understanding. Any religious organization that desires to operate a small house site for longer than six months or a permanent indoor emergency shelter shall enter into a memorandum of understanding with the city before beginning construction and/or operation. Said memorandum of understanding will address issues that will protect the public health and safety of both the residents of the temporary emergency housing facility and the residents of the city. At a minimum, the memorandum of understanding must include information regarding:
- a. The right of a resident of the facility to seek public health and safety assistance;
 - b. How the residents will be able to access social services on site;
 - c. Ensure the residents have the ability to directly interact with the organization or entity, including how residents can express concerns regarding the operator to the organization or entity (if applicable);
 - d. A written code of conduct agreed to by the operator (if applicable), the organization or entity, and all volunteers working with the residents of the facility;
 - e. If the operator is publicly funded, that the organization or entity has the ability to interact with residents of the facility using a release of information;
 - f. **An** agreement that the adult residents of the facility shall be subject to a sex offender check by local law enforcement, with an acknowledgement that the organization or entity retains the authority to allow such an offender to remain on the property;

Commented [LB205]: Added subsection to comply with [ESHB 1754, Laws of 2020](#), Section 4(3)(b).

Commented [LB206]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(4).

- g. If the facility is a vehicle resident safe parking program facility, a requirement that the host organization or entity or its operator shall inform vehicle residents of how to comply with laws regarding the legal status of vehicles and drivers, and provide relevant requirements in the code of conduct consistent with area standards;
- h. A requirement to work with the local agencies administering the homeless client management information system if the organization or entity works with a publicly funded operator, or, if the organization or entity does not work with a publicly funded operator, an encouragement to work with the local agencies administering the homeless client management information system. This is not a requirement or recommendation for temporary overnight extreme weather shelters operated out of organization or entity buildings;
- i. That the organization or entity and operator (if applicable) will not refuse to host any resident or prospective resident because of age, sex, marital status, sexual orientation, race, creed, color, national origin, honorably discharged veteran or military status, or the presence of any sensory, mental, or physical disability or the use of a trained dog guide or service animal by a person with a disability, as those terms are defined in RCW 49.60.040, if the organization or entity and/or operator receive funding from any government agency;
- j. A site plan of the temporary emergency housing facility, including, but not limited to, ingress and egress, emergency access, location of sanitary facilities and number of facilities, location of utilities, temporary fencing locations, and the layout of the locations of the individual housing units or parking spaces to be used, and any other temporary emergency housing facilities and services.

Commented [LB207]: Added to comply with [ESHB 1754, Laws of 2020](#), Section 4(9).

Section 101. New Section. A new Section 18.08.060 is hereby added to the Bonney Lake Municipal Code to read as follows:

18.08.060 Mobile/manufactured home/recreational vehicle park standards.

- A. This section shall apply to the placement of mobile homes, manufactured homes, and recreational vehicles in a mobile/manufactured home/recreational vehicle park.
- B. Development standards. The following standards shall be applicable to the development of mobile home parks, manufactured housing community, or manufactured/mobile home community:
 - 1. The maximum number of units at the mobile/manufactured home/recreational vehicle park shall be equal to what was in existence at the time of annexation into the city.

Commented [LB208]: Added to address displacement documented consistent with [ESSHB 1220, Laws of 2021](#), Section 2(2)(e)-(h), consistent with the Housing Equity Report.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

2. Only one dwelling shall be permitted per designated residential space.
3. All dwellings and buildings shall be located at least 15 feet from the perimeter of the park.
4. All structures shall comply with the fire separation requirements of the International Residential Code, as adopted in Chapter 15.04 BLMC.
5. All street networks and improvements shall provide ready access for fire and other emergency vehicles and equipment and route of escape for inhabitants, in accordance with the provisions of the International Fire Code, as adopted in Chapter 15.04 BLMC.
6. Maximum lot coverage by impervious surfaces is 80 percent.
7. All mobile homes, manufactured homes, and recreational vehicles shall be placed on a foundation or a concrete pad in accordance with the applicable provisions of:
 - a. National Manufactured Housing Construction and Safety Standards Act of 1974 and rules and regulations adopted thereunder;
 - b. Regulations and interpretations of the Washington State Department of Labor and Industries adopted pursuant to United States Department of Housing and Urban Development rules; and
 - c. Information supplied by the manufacturer.
8. Manufactured homes must also comply with the requirements of Chapter 15.08 BLMC.
9. All manufactured and mobile homes not placed on a permanent foundation shall be attached to the ground and the space from the bottom of the home to the ground is enclosed with weather resistant skirting as specified by the manufacturer and approved by the city.
10. Use of recreational vehicles is permitted provided that all utility hookups meet the requirements in BLMC 10.16.020, the requirements of the applicable utility, and applicable state or federal health standards for recreational vehicle parks.
11. A recreational vehicle must contain at least one internal toilet and at least one internal shower. If the park owner or manager permits the use of recreational vehicles that do not have at least one internal toilet and

shower the park owner must provide adequate sewer utilities, including sinks, toilets and showers.

- C. Maintenance. It shall be the responsibility of the mobile/manufactured home/recreational vehicle park owner or manager to:
1. Assure that all required landscape and common areas are perpetually maintained.
 2. Keep the park free of debris such as brush, leaves, weeds, trash, and rubbish, which increase the fire hazard to manufactured homes and other improvements.
 3. Keep the park free from nuisances as defined in Chapter 8.20 BLMC.
 4. Assure that all private stormwater facilities are perpetually maintained.
- D. Notice of requested changes. All residents in mobile/manufactured home/recreational vehicle parks shall be given at least six months' notice by the park property owner in advance of requested or proposed zoning changes, changes to development standards, and/or to variances from development standards.
- E. Notice of sale. Residents, park homeowners' association and eligible organizations must be given an opportunity to purchase or lease the mobile/manufactured home/recreational vehicle park. Prior to any sale, lease, or transfer:
1. The park owner must provide written notice to all residents and any homeowners' association on or before the date the owner advertises or lists or otherwise proffers the park for sale, lease, or transfer, a notice of opportunity to purchase or lease.
 2. The notice of opportunity to purchase or lease must include a statement that residents, homeowners' association and eligible organizations have 45 days from the date on which the notice of opportunity to purchase was personally delivered or postmarked to provide the park owner with notice of intent to consider purchasing or leasing the manufactured/mobile home park. The notice must also provide the address where the notice of intent to consider purchase or lease must be delivered and the name of the person to whom it must be delivered.
 3. Resident(s), homeowners' association or eligible organization must provide the park owner written notice of intent to consider purchase (if for sale) or lease (if for lease) the park within 45 days of receipt of the owner's notice of opportunity to purchase or lease. "Eligible organizations" include

community land trusts, resident nonprofit cooperatives, local governments, local housing authorities, nonprofit community or neighborhood-based organizations, federally recognized Indian tribes in the state of Washington, and regional or statewide nonprofit housing assistance organizations.

4. If the park owner receives notice of intent to consider purchase or lease from a resident(s), homeowners' association or eligible organization, owner must negotiate in good faith to sell or lease the park to the resident(s), homeowners' association or eligible organization and park owner must not sell, lease, or transfer the property or accept an offer to lease or purchase from any other party for a period of 120 days after receipt of notice of intent to consider purchase or lease from the resident(s), homeowners' association or eligible organization.
5. The park owner is not required to wait 120 days to sell, lease, or transfer the property if all timely notice(s) of intent to consider purchase or lease is withdrawn in writing.
6. A notice of opportunity to purchase or lease is not required with respect to a sale, transfer, conveyance, or lease of the mobile/manufactured home/recreational vehicle park or the property on which it sits where the transaction is:
 - a. Due to foreclosure;
 - b. Incidental to financing the park;
 - c. Pursuant to a tax sale;
 - d. Between joint tenants or tenants in common;
 - e. Among the partners or shareholders who own the manufactured/mobile home community;
 - f. To a member of the owner's family or to a trust for the sole benefit of members of the owner's family; or
 - g. Pursuant to eminent domain; provided that if an eminent domain action by a federal, state, or local agency causes closure of a mobile/manufactured home/recreational vehicle park and the procedures set forth in the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, 42 U.S.C. 4601 et seq., and the regulations of 49 CFR Part 24 or the Relocation Assistance – Real Property Acquisition Policy Act of Chapter 8.26 RCW and the regulations of Chapter 468-100 WAC are followed, the requirements

of those acts and regulations will supersede the requirements of this section.

Section 102. Amendment. Section 18.12.010 of the Bonney Lake Municipal Code is amended to read as follows:

18.12.010 Official zoning map.

The map filed in the city clerk's office and marked Attachment C to Ordinance No. 4597 **INSERT NEW ORDINANCE NUMBER** and adopted **May 8, 2018, MONTH DAY, YEAR**, constitutes the official zoning map for the city. The map referenced herein supersedes all previously adopted maps. If the zoning classifications of the map are found to be in conflict with other zoning classifications or land use designations, the map is deemed to control. Zoning reclassifications or other special zoning designations shall be clearly outlined on the map along with the associated ordinance number.

Commented [LB209]: Zoning map and this section are amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative.

Section 103. Amendment. The title of Chapter 18.14 of the Bonney Lake Municipal Code is amended to read as follows:

Chapter 18.14 R-1 LOW-DENSITY RESIDENTIAL DISTRICT

Commented [LB210]: Added for clarification (all other zoning districts are named, consistent with [BLMC 18.02.090](#).

Section 104. Amendment. Section 18.14.060 of the Bonney Lake Municipal Code is amended to read as follows:

18.14.060 Setback and bulk regulations.

The following bulk regulations shall apply to the uses permitted in this district, subject to the provisions for yard projections included in [BLMC 18.22.080](#) and [BLMC 15.04.098](#):

Commented [LB211]: Added to comply with [SSHB 1183, Laws of 2025](#), Section 1.

~~A. Required density at the conclusion of any short plat or subdivision: Density shall be a minimum of four to and a maximum of five dwelling units per net acre. For example, the subdivision of a parcel of three net acres must result in between 12 and 15 dwelling units.~~

Section 105. Repealed. Chapter 18.16 of the Bonney Lake Municipal Code, **R-2 Medium-Density Residential Districts**, is hereby repealed in its entirety.

Commented [LB212]: Amended to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the R-2 into the R-1 zone.

Section 106. Amendment. Subsection “A” of Section 18.18.050 of the Bonney Lake Municipal Code is amended to read as follows:

18.18.050 Setback and bulk regulations.

The following bulk regulations shall apply to the uses permitted in ~~the this~~ district, subject to the provisions for yard projections included in [BLMC 18.22.](#):

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Commented [LB213]: Added to comply with [SSHB 1183, Laws of 2025](#), Section 1.

... A. Density shall be a minimum of 10 units and a maximum of 12 units per net acre ~~for residential uses, exclusive of public rights-of-way~~; provided that:

1. If new dwelling units are constructed entirely within a legally conforming or legally nonconforming existing building, the density may be increased by up to 50 percent. For the purpose of this subsection “existing building” means a building that received a valid certificate of occupancy at least three years prior to the permit application to add housing units. Any such dwelling unit shall also be subject to the provisions of BLMC 15.04.098.
2. Each co-living unit shall be treated as 0.25 dwelling units for the purpose of calculating density.
3. Density may be increased up to a maximum of 24 units per net acre when the following are met:
 - a. The first 12 units may be market rate.
 - b. For each additional unit after 12, one unit must be affordable to a very low-income household or an extremely low-income household and one may be market rate. For 24 units, this would result in a minimum of 6 affordable dwelling units and a maximum of 18 market rate dwelling units.
 - c. The applicant shall record a covenant or deed restriction that ensures the affordable housing unit(s) remain affordable to very low-income and/or extremely low-income households for a minimum period of 30 years, and to notify future owner(s) of the annual compliance review requirements.
 - d. Annual compliance review. Within 30 days after the first anniversary of the date of certificate of occupancy, the owner of each affordable unit shall file a notarized declaration sworn under penalty of perjury with the director indicating the following:
 - i. A statement of occupancy and vacancy of the affordable unit(s) during the previous year;
 - ii. A certification that the property has not changed use and it continues to be in compliance with the affordable housing requirements in this subsection;
 - iii. A description of any subsequent improvements or changes to the property and the affordable unit(s); and

Commented [LB214]: Added to comply with [HB 1757, Laws of 2025](#), Section 1(1)(a).

Commented [LB215]: Added to comply with [ESHB 1998, Laws of 2024](#), Section 2(7).

Commented [LB216]: Added to accommodate housing with the deficient economic segments, consistent with [ESSHB 1220, Laws of 2021](#), Section 1(4), and consistent with the chosen growth alternative.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

iv. The annual household income and household size for each of the affordable units;

e. The maximum allowed number of new housing units affordable to a very low-income household or an extremely low-income household permitted by the city after January 1, 2026, whether for a religious organization or another entity, shall not exceed 456 units.

Section 107. Repealed. Chapter 18.19 of the Bonney Lake Municipal Code, **R-3 High-Density Residential District Overlay**, is hereby repealed in its entirety.

Commented [LB217]: This amendment is to repeal the R-3 High-Density Residential District Overlay, consistent with the chosen growth alternative.

Section 108. Amendment. Subsection “A” of Section 18.20.050 of the Bonney Lake Municipal Code is amended to read as follows:

18.20.050 Setback and bulk regulations.

The following bulk regulations shall apply to the uses permitted in this district, subject to the provisions for yard projections included in BLMC 18.22.080:

Commented [LB218]: Updated to add unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

...

A. ~~Maximum density:~~ Density shall be a maximum of one residential unit per five acres; provided, lots may be clustered to preserve open space. Where lots designated for residential development are clustered and any lot is smaller than five acres, agricultural or open space tract(s) shall be recorded within the subdivision-land division in acreage(s) sufficient to preserve the maximum overall residential density of one unit per five acres.

....

Section 109. Amendment. Subsections “B”, “D”, “F”, “G”, “H” and “I” of Section 18.22.020 of the Bonney Lake Municipal Code are amended and a new Subsection “J” is added to read as follows:

18.22.020 Fences, walls, and ~~or~~ hedges.

Commented [LB219]: Amended to address provision in [BLMC 18.22.080](#) that allows walls in yard projections, when consistent with this section.

...

B. Fences, walls, and hedges shall not exceed four feet in height within 10 feet of sidewalk or within 15 feet of the paved edge of a street or along a property line abutting a street, whichever distance is greater; except as provided below:

1. Fences, walls, and hedges that are no more than 60 percent sight obscuring, such as chain link, wrought iron or similar material, may be six feet in height;

2. Fences, walls, and hedges may be six feet in height if there is not vehicular access from the street along the lot line and the fence or hedge complies with subsection F of this section;
3. Fences, walls, and hedges may be six feet in height along the front lot line; provided, that the adjacent street is classified as a principal or minor arterial and the fence or hedge complies with subsection F of this section.

...

D. Fences, walls, and hedges shall not be constructed or grown:

...

F. Fences, walls, and hedges that are more than 60 percent sight obscuring shall not exceed 42 inches in height within a "clear view triangle."

G. The height of a fence, wall, or a hedge shall be measured as the vertical distance between the top hedge or the top fence material excluding the fence posts to the lowest grade within three feet of the fence or hedge.

H. A fence, wall, or hedge shall not be placed on a berm or fill unless the total height of the fence to include the berm or the fill does not exceed the maximum allowed height.

I. The director may allow fences or walls that do not conform to the regulations of this section if the director finds that such fences or walls are needed to protect the public health and safety in the following situations:

...

J. Nothing in this section permits the construction or placement of a fence, wall, or hedge within the right-of-way, as authorized under Chapter 12.08 or Chapter 12.32 BLMC, nor permit construction of a fence or wall without a permit when required by Chapter 15.04 BLMC.

Section 110. Amendment. A new Subsection "I" is hereby added to Section 18.22.080 of the Bonney Lake Municipal Code to read as follows:

18.22.080 Yard projections.

...

I. Any encroachment into a setback as authorized by BLMC 15.04.098.

Section 111. Repealed. Chapter 18.24 of the Bonney Lake Municipal Code, **C-1 Neighborhood Commercial District**, is hereby repealed in its entirety.

Commented [LB220]: Added to comply with [SSHB 1183, Laws of 2025](#), Section 1.

Commented [LB221]: Repealed to comply with [ESSHB 1220, Laws of 2021](#), Section 1(4), consistent with the chosen growth alternative. Consolidation of the C-1 Neighborhood Commercial District, into the R-3 zone.

See also *Futurewise et. al. v. City of Mercer Island*, [GMHB Case No. 25-3-0003](#).

Section 112. Amendment. The first sentence of Section 18.26.050 of the Bonney Lake Municipal Code is amended to read as follows:

18.26.050 Setback and bulk regulations.

The following bulk regulations shall apply to the uses permitted in this district, subject to the provisions for yard projections included in BLMC 15.04.098:

Commented [LB222]: Added to comply with [SSHB 1183, Laws of 2025](#), Section 1.

....

Section 113. Amendment. The first sentence of Section 18.27.030 of the Bonney Lake Municipal Code is amended to read as follows:

18.27.030 Setback and bulk regulations.

The following bulk regulations apply to the uses permitted in this district, subject to the provisions for yard projections included in BLMC 15.04.098:

Commented [LB223]: Added to comply with [SSHB 1183, Laws of 2025](#), Section 1.

....

Section 114. Amendment. Subsections “A” and “C” of Section 18.29.030 of the Bonney Lake Municipal Code are amended to read as follows:

18.29.030 Building design standards.

...

- A. Building design elements shall be used to reduce the visual bulk and height of large structures or facades facing the street as approved by the director ~~with concurrence of the design commission~~ or by employing at least three of the following articulation features along the facade facing the street at articulation intervals of no wider than 75 feet:

Commented [LB224]: Design commission repealed by Ordinance No. 1688; updating decision authority consistent with [ESHB 1293, Laws of 2023](#).

...

- C. Building entrances shall be delineated through architectural design and distinctively differentiated from the remainder of the building as approved by the director ~~with concurrence of the design commission~~. Options include, but are not limited to: wall modulation, gables, window clusters, landscape treatment, material/color/texture change, awnings, moldings, signage, paving texture, planters, and pedestrian amenities such as benches and tables.

Commented [LB225]: Design commission repealed by Ordinance No. 1688; updating decision authority consistent with [ESHB 1293, Laws of 2023](#).

Section 115. Amendment. A new Subsection “D” is hereby added to Section 18.29.050 of the Bonney Lake Municipal Code to read as follows:

18.29.050 Setback and bulk regulations.

... D. Maximum density.

1. Emergency shelters shall have a maximum density of 30 units or beds per net acre.
2. Emergency housing shall have a maximum density of 60 units or beds per net acre.

Commented [LB226]: Added to implement [ESSHB 1220, Laws of 2021](#), Section 2(2)(a)(ii), consistent with the chosen growth alternative.

Section 116. Amendment. Subsections “E” and “I” of Section 18.31.010 of the Bonney Lake Municipal Code are amended and a new Subsection “N” is hereby added to read as follows:

18.31.010 Parking requirements.

- ... E. 1. ~~Two or more bedrooms units: two stalls per unit~~ Units with 2 or more bedrooms: 2.0 stalls per unit;
2. ~~One bedroom units: one and one half stalls per unit~~ Units with 1 bedroom: 1.5 stalls per unit;
3. Studio units: ~~one stall~~ 1.0 stalls per unit;
4. ~~One visitor parking stall for every five residential units. Visitor parking: 1.0 stalls per 5 residential units.~~ This requirement does not apply to co-living units.
5. When new dwelling units are constructed entirely within a legally conforming or legally nonconforming existing building, no additional parking shall be required than was legally required at the time of original construction or a prior addition, remodel, or tenant improvement. For the purpose of this subsection, “existing building” means a building that received a valid certificate of occupancy at least three years prior to the permit application to add housing units.

Commented [LB227]: Updated to make it easier for customers and staff to use.

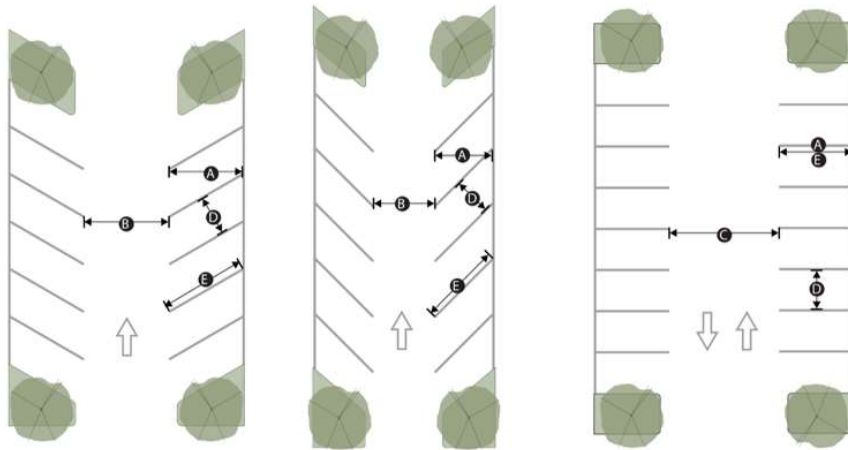
Commented [LB228]: Added to comply with [ESHB 1998, Laws of 2024](#), Section 2(3)(ii).

Commented [LB229]: Added to comply with [ESHB 1042, Laws of 2023](#), Section 1(2)(b).

- ... I. Parking stalls in all areas of the city shall meet the following dimensions:

Minimum Dimensional Requirements					
Angle	Parking Row Depth Ⓐ	Drive Aisle Width		Space Width Ⓓ	Space Length Ⓔ
		One-Way Ⓑ	Two-Way Ⓒ		
45 Degrees	20 Feet	13 Feet	24 Feet	9.5 Feet	22 Feet
60 Degrees	21 Feet	18 Feet	24 Feet	9.5 Feet	22 Feet
90 Degrees	20-18 Feet	24 Feet	24 Feet	9 Feet	20 Feet

Commented [LB230]: Updated to correct an error in the table.



... N. As an alternative to the provisions above, residential development otherwise required to comply with this section may demonstrate compliance with the requirements of RCW 36.70A.622; provided that:

1. Parking shall only be provided parallel or 90 degrees to the drive aisle.
2. Parking spaces provided in a garage or carport shall be assigned to a dwelling unit and shall not be used for any purpose other than vehicle parking and storage of non-motorized transportation such as bicycles.

Commented [LB231]: Added to comply with [SSB 6015, Laws of 2024](#).

Section 117. Amendment. Subsection “A.6” of Section 18.32.040 of the Bonney Lake Municipal Code is amended to read as follows:

18.32.040 Separation requirements.

A. ...

6. A public or private ~~preschool or nursery school~~ family day care or child day care center; ...

Commented [LB232]: Updated to be consistent with definitions in BLMC 18.04.050 and 18.04.060, and to help distinguish this type of child care from child care centers, consistent with [ESSB 5509, Laws of 2025](#).

....

Section 118. Amendment. Subsection “G” of Section 18.34.050 of the Bonney Lake Municipal Code is amended to read as follows:

18.34.050 Setback and bulk regulations.

The following bulk regulations shall apply to the uses permitted in this district, subject to the provisions for yard projections included in BLMC 15.04.098:

Commented [LB233]: Added to comply with [SSHB 1183, Laws of 2025](#), Section 1.

...

G. All buildings and structures on the site shall have a floor area ratio of no more than 35 percent of the area of the site; except that:

1. Emergency shelters shall have a maximum density of 30 units or beds per net acre.
2. Emergency housing shall have a maximum density of 60 units or beds per net acre.

Commented [LB234]: Added to implement [ESSHB 1220, Laws of 2021](#), Section 2(2)(a)(ii), consistent with the chosen growth alternative.

Section 119. Amendment. The first sentence of Section 18.34.060 of the Bonney Lake Municipal Code is amended to read as follows:

18.34.060 Off-street automobile parking requirements.

Except as provided below, parking and vehicular use areas shall comply with BLMC 18.31.010, BLMC 18.31.020, and Chapter 16.68 BLMC For off-street automobile parking requirements:

Commented [LB235]: Updated to be consistent with other non-residential zoning district references to parking standards.

....

Section 120. Amendment. Subsection “B.4” of Section 18.36.020 of the Bonney Lake Municipal Code is amended to read as follows:

18.36.020 Permitted uses.

...

B. ...

4. Home occupations, provided the provisions of BLMC 18.22.010 Chapter 5.08 BLMC are met;

Commented [LB236]: Updated to reflect relocation of home occupation regulations in Ordinance No. 1739.

....

Section 121. Amendment. A new first sentence is hereby added to Section 18.36.040 of the Bonney Lake Municipal Code to read as follows:

18.36.040 Setback and bulk regulations.

The following bulk regulations apply to the uses permitted in this district, subject to the provisions for yard projections included in BLMC 15.04.098:

Commented [LB237]: Added to comply with [SSHB 1183, Laws of 2025](#), Section 1.

A.

Section 122. Amendment. Subsections “A(4)” and “A(6)” of Section 18.37.020 of the Bonney Lake Municipal Code are amended to read as follows:

18.37.020 Permitted uses.

A. The following uses shall be allowed outright in all cases:

...

4. Apartments, condominiums, co-living units, and townhouses at any density;

Commented [LB238]: Added to comply with [ESHB 1998, Laws of 2024](#), Section 2(7).

...

6. Home occupations, provided the provisions of BLMC 18.22.010 Chapter 5.08 BLMC are met;

Commented [LB239]: Updated to reflect relocation of home occupation regulations in Ordinance No. 1739.

....

Section 123. Amendment. A new first sentence is hereby added to Section 18.37.040 of the Bonney Lake Municipal Code and Subsection “B(3)” of Section 18.37.040 of the Bonney Lake Municipal Code is amended to read as follows:

18.37.040 Setback and bulk regulations.

The following bulk regulations apply to the uses permitted in this district, subject to the provisions for yard projections included in BLMC 15.04.098:

Commented [LB240]: Added to comply with [SSHB 1183, Laws of 2025](#), Section 1.

...

B. ...

3. Buildings must comply with the downtown design standards, as adopted in Chapter 18.35 BLMC, plus include one of the following features that appear to reduce the scale of the building and add visual interest:

Commented [LB241]: Clarified consistent with [ESHB 1293, Laws of 2023](#).

....

Section 124. Amendment. Subsections “F” and “N” of Section 19.02.030 of the Bonney Lake Municipal Code are amended to read as follows:

19.02.030 Definitions.

Commented [LB242]: Updated to make applicable to unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

...

- F. “Director” means the ~~director of community development department of the city or the director’s designee~~ Public Services Director or designee.

...

N. “Development permit” means building permit application (including remodel or tenant improvement), ~~planned unit development application~~, preliminary short ~~plat~~-subdivision application, preliminary ~~plat~~-subdivision application, preliminary unit lot subdivision application, administrative lot split application, and project rezone application.

....

Section 125. Amendment. Subsection “G” of Section 19.02.090 of the Bonney Lake Municipal Code is amended to read as follows:

19.02.090 Certificate of concurrency.

...

G. Upon subdivision, ~~short subdivision~~, unit lot subdivision, or administrative lot split of a parcel that has obtained a certificate of concurrency, the director shall replace the certificate of concurrency by issuing a separate certificate of concurrency to each subdivided parcel, assigning to each a pro rata portion of the concurrency capacity rights of the original certificate. The director may modify such assignment upon petition of the owner, or may reject such petition. Any change of use of such subdivided parcels shall require a new determination of concurrency.

....

Section 126. Amendment. Subsection “L” of Section 19.08.020 of the Bonney Lake Municipal Code is amended to read as follows:

19.08.020 Definitions.

...

L. “Director” means the ~~director of planning and community development or the director’s designee~~ Public Services Director or designee.

....

Section 127. Amendment. Subsection “A(8)” of Section 19.08.040 of the Bonney Lake Municipal Code is amended to read as follows:

19.08.040 Exemptions.

A. ...

8. Any development activity for which school impacts have been mitigated pursuant to a condition of ~~plat~~-subdivision, short subdivision, unit lot subdivision, or administrative lot split ~~or PUD~~-approval to pay fees, dedicate land or construct or improve school facilities, unless the

Commented [LB243]: Updated to make applicable to unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

Commented [LB244]: Updated to make applicable to unit lot subdivisions ([ESSSB 5258, Laws of 2023](#)), Section 11(3), and administrative lot splits ([ESSHB 1096, Laws of 2025](#)) consistent with other land divisions.

condition of the ~~plat~~ subdivision, short subdivision, unit lot subdivision, or administrative lot split ~~or PUD~~ approval provides otherwise; provided, that the condition of the ~~plat~~ subdivision, short subdivision, unit lot subdivision, or administrative lot split ~~or PUD~~ approval predates the effective date of fee imposition; or

....

Section 128. Amendment. Subsection “G” of Section 19.04.060 of the Bonney Lake Municipal Code is amended to read as follows:

19.04.060 Calculation of impact fees.

...

G. As applies to residential development activity, the amount of the impact fee calculated pursuant to this section shall be charged:

1. ~~for~~ For each single-family residential unit, and for each dwelling unit included in a multifamily residential development (e.g., duplex, apartment, condominium, mobile home park), the rate shall be 100 percent of the fee for a single-family residential unit.
2. ~~The amount of the impact fee calculated pursuant to this section for~~ For each accessory dwelling unit, the rate shall be shall be 50 percent of the fee for a single-family residential unit.
3. For each dwelling unit affordable to a very low-income or extremely low-income household, as defined in Chapter 18.04 BLMC, the rate shall be 20 percent of the fee for a single-family residential unit, until such time that the affordable housing sales tax fund, adopted in Chapter 3.32 BLMC, is depleted. The remaining 80 percent shall be transferred from the affordable housing sales tax fund to the streets capital improvement fund, established in Chapter 3.30 BLMC.

Once the affordable housing sales tax fund is depleted, the rate for each dwelling unit affordable to a very low-income or extremely low-income household shall be 100 percent of the fee for a single-family residential unit.

....

Section 129. Amendment. Subsection “G” of Section 19.06.060 of the Bonney Lake Municipal Code is amended to read as follows:

19.06.060 Calculation of impact fees.

Commented [LB245]: Updated to encourage construction of housing affordable to very low and extremely low-income households, consistent with [ESSHB 1220, Laws of 2021](#), Section 2(2) and the chosen growth alternative.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

Commented [LB246]: Updated to encourage construction of housing affordable to very low and extremely low-income households, consistent with [ESSHB 1220, Laws of 2021](#), Section 2(2) and the chosen growth alternative.

See also Futurewise et. al. v. City of Mercer Island, [GMHB Case No. 25-3-0003](#).

... G. As applies to residential development activity, the amount of the impact fee calculated pursuant to this section shall be charged:

1. ~~for~~ For each single-family residential unit, and for each dwelling unit included in a multifamily residential development (e.g., duplex, apartment, condominium, mobile home park), the rate shall be 100 percent of the fee for a single-family residential unit.
2. ~~The amount of the impact fee calculated pursuant to this section for~~ For each accessory dwelling unit, the rate shall be shall be 50 percent of the fee for a single-family residential unit.
3. For each dwelling unit affordable to a very low-income or extremely low-income household, as defined in Chapter 18.04 BLMC, the rate shall be 20 percent of the fee for a single-family residential unit, until such time that the affordable housing sales tax fund, adopted in Chapter 3.32 BLMC, is depleted. The remaining 80 percent shall be transferred from the affordable housing sales tax fund to the parks capital improvement fund, established in Chapter 3.34 BLMC.

Once the affordable housing sales tax fund is depleted, the rate for each dwelling unit affordable to a very low-income or extremely low-income household shall be 100 percent of the fee for a single-family residential unit.

....

Section 130. Periodic Review. The adoption of this ordinance signifies that the City of Bonney Lake has completed the periodic review and update of the City's development regulations as required by RCW 36.70A.130.

Section 131. Direction to Clerk. The City Clerk is directed to maintain one copy of this Ordinance and one copy of each of the statutes, regulations, or standards referenced herein on file at the City Clerk's office for use and examination by the public during regular business hours.

Section 132. Direction to Public Services Director. The Public Services Director is directed to transmit one copy of the approved Ordinance to the Washington State Department of Commerce within ten days after final adoption, consistent with RCW 36.70A.106 and WAC 365-196-630. The Public Services Director is further directed to transmit a copy of this Ordinance together with copies of other Ordinances amending development regulations adopted within the preceding twelve months, the Pierce County Assessor pursuant to RCW 35A.63.260.

Section 133. Severability. If any section, sentence, clause, or phrase of this Ordinance should be held to be unconstitutional by a court of competent jurisdiction,

such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Section 134. Publication. This Ordinance shall be published by an approved summary consisting of the summary attached to this Ordinance.

Section 135. Corrections. Upon the approval of the city attorney, the city clerk, and/or the code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto. Provided, however, that nothing in this section allows the city attorney, the city clerk, and/or the code publisher to change the intent of this Ordinance.

Section 136. Effective Date. This Ordinance shall take effect and be in full force on January 1, 2026, a minimum of five days after publication as provided by law.

ADOPTED by the City Council of the City of Bonney Lake and attested by the City Clerk in authentication of such passage on this ____ day of _____, 20__.

APPROVED by the Mayor this ____ day of _____, 20__.

Terry Carter, Mayor

AUTHENTICATED:

Sadie A. Schaneman, MMC, City Clerk

AB _____
Passed: _____
Valid: _____
Published: _____
Effective Date: _____
This Ordinance totals _____ page(s)

SUMMARY OF ORDINANCE NO. D25-80

City of Bonney Lake

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, REGARDING IMPLEMENTING ACTIONS ASSOCIATED WITH THE 2024 COMPREHENSIVE PLAN PERIODIC UPDATE; AMENDING THE OFFICIAL ZONING DISTRICT FOR REAL PROPERTY COMMONLY KNOWN AS PARCEL NUMBERS 2925000210 AND 2925000220; AMENDING THE OFFICIAL ZONING MAP; AMENDING SECTIONS 2.18.090, 2.18.180, 14.10.070, 14.10.100, 14.10.110, 14.30.020, 14.30.030, 14.40.010, 14.40.020, 14.40.030, 14.40.090, 14.50.030, 14.105.010, 14.110.010, 14.120.020, 15.20.120, AND 15.36.050 OF THE BONNEY LAKE MUNICIPAL CODE (BLMC) FOR THE PURPOSE OF COMPLYING WITH SSSB 5290, LAWS OF 2023; AMENDING SECTIONS 12.04.005, 12.04.030, 12.04.040, 12.28.020, 12.28.030, 13.16.060, 15.36.020, 15.36.040, 16.20.130, 16.64.070, 17.50.010, 17.50.020, 17.50.040 (CRITICAL AREAS), 19.02.030, 19.02.090, AND 19.08.040 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSSB 5258, LAWS OF 2023, AND ESSHB 1096, LAWS OF 2025; AMENDING SECTIONS 13.04.030, 15.14.020, AND 15.14.035 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1220, LAWS OF 2021, AND ESHB 1998, LAWS OF 2024; AMENDING SECTIONS 13.04.070, 13.04.100, 13.12.082, AND 13.12.100 BLMC FOR THE PURPOSE OF COMPLYING WITH ESHB 1998, LAWS OF 2024; AMENDING SECTIONS 13.12.010 AND 13.12.130 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSSB 5258, LAWS OF 2023, ESHB 1998, LAWS OF 2024, AND ESSHB 1096, LAWS OF 2025; AMENDING SECTION 14.10.010 BLMC FOR EASE OF USE; AMENDING SECTIONS 14.10.030 AND 14.40.080 BLMC FOR THE PURPOSE OF COMPLYING WITH ESHB 1293, LAWS OF 2023, AND SSSB 5290, LAWS OF 2023; AMENDING SECTION 14.10.040 BLMC FOR THE PURPOSE OF CLARIFYING HOW WORDS NOT DEFINED IN THE DEVELOPMENT CODE SHOULD BE DEFINED; AMENDING SECTIONS 14.30.010 AND 14.30.040 BLMC FOR THE PURPOSE OF COMPLYING WITH SSSB 5290, LAWS OF 2023, ESSSB 5258, LAWS OF 2023, AND ESSHB 1096, LAWS OF 2025; AMENDING SECTIONS 14.40.050 AND 18.29.030 BLMC FOR THE PURPOSE OF COMPLYING WITH ESHB 1293, LAWS OF 2023; AMENDING SECTION 14.50.040 BLMC FOR THE PURPOSE OF COMPLYING WITH SHB 1105, LAWS OF 2024; AMENDING SECTIONS 9.07.030, 14.80.030, 15.08.020, 15.08.125, 16.68.040, 18.02.090, 18.04.130, 18.29.050, 18.12.010, 19.04.060, AND 19.06.060 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1220,

LAWS OF 2021, CONSISTENT WITH THE PREFERRED GROWTH ALTERNATIVE; AMENDING SECTION 14.95.020 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSSB 5259, LAWS OF 2023, SSSB 5290, LAWS OF 2023, ESHB 1998, LAWS OF 2024, AND HB 1757, LAWS OF 2025; AMENDING SECTION 15.04.082 BLMC FOR THE PURPOSE OF COMPLYING WITH SSB 5655, LAWS OF 2025; AMENDING SECTION 15.20.060 BLMC FOR THE PURPOSE OF CLARIFYING THE PROCESS FOR DEVIATIONS FROM THE GRADING AND FILLING STANDARDS; AMENDING SECTION 15.28.070 BLMC FOR THE PURPOSE OF UPDATING THE REFERENCE FOR HOME OCCUPATION REGULATIONS AND COMPLYING WITH ESSSB 5258, LAWS OF 2023, AND ESB 5559, LAWS OF 2025; AMENDING SECTION 16.20.115 BLMC FOR THE PURPOSE OF CLARIFYING WHEN A FINANCIAL GUARANTEE IS REQUIRED FOR SMALLER PROJECTS ON SITES THAT CONTAIN CRITICAL AREAS; AMENDING SECTIONS 16.68.070 AND 16.68.090 BLMC FOR THE PURPOSE OF PROVIDING A NATIVE TREE SPECIES LIST APPROPRIATE FOR PROPERTIES IN PIERCE COUNTY; AMENDING SECTION 17.10.030 BLMC FOR THE PURPOSE OF COMPLYING WITH ESB 5559, LAWS OF 2025, AND ESSHB 1096, LAWS OF 2025; AMENDING SECTIONS 17.20.020, 17.20.030, AND 17.20.040 BLMC FOR THE PURPOSE OF CLARIFYING PROCEDURES FOR SUBDIVISIONS AND SHORT SUBDIVISIONS IN RELATION TO ADMINISTRATIVE LOT SPLITS AND UNIT LOT SUBDIVISIONS; AMENDING SECTIONS 17.40.010, 17.40.020, AND 17.50.060 (TRANSPORTATION FACILITIES) BLMC FOR THE PURPOSE OF COMPLYING WITH ESSSB 5258, LAWS OF 2023; AMENDING SECTIONS 17.50.030 AND 17.50.070 FOR THE PURPOSE OF CORRECTING A SECTION NUMBERING ERROR; AMENDING SECTION 17.50.040 (STREET LIGHTING) BLMC FOR THE PURPOSE OF CORRECTING A SECTION NUMBERING ERROR AND COMPLYING WITH ESSSB 5258, LAWS OF 2023, AND ESSHB 1096, LAWS OF 2025; AMENDING SECTION 17.50.050 (PLAYGROUNDS AND OPEN SPACE) AND BLMC FOR THE PURPOSE OF CORRECTING A SECTION NUMBERING ERROR AND COMPLYING WITH ESSSB 5258, LAWS OF 2023; AMENDING SECTION 17.50.060 (PARKS AND RECREATION) BLMC FOR THE PURPOSE OF CORRECTING A SECTION NUMBERING ERROR AND REMOVING THE REQUIREMENT TO DEDICATE LAND FOR FENNEL CREEK TRAIL; AMENDING SECTION 18.04.010 BLMC FOR THE PURPOSE OF COMPLYING WITH EHB 1337, LAWS OF 2019, AND ESSHB 1923, LAWS OF 2019; AMENDING SECTION 18.04.030 BLMC FOR THE PURPOSE OF COMPLYING WITH ESHB 1998, LAWS OF 2024, SSB 6015, LAWS OF 2024, AND ESSB 5509, LAWS

OF 2025; AMENDING SECTION 18.04.050 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1923, LAWS OF 2019, ESHB 1754, LAWS OF 2020, HB 2640, LAWS OF 2020, ESB 5118, LAWS OF 2021, ESSHB 1220, LAWS OF 2021, SESSSB 5536, LAWS OF 2023, AND ESSB 5801, LAWS OF 2025; AMENDING SECTIONS 18.04.060 AND 18.32.040 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSB 5509, LAWS OF 2025; AMENDING SECTION 18.04.070 BLMC FOR THE PURPOSE OF COMPLYING WITH SSB 6015, LAWS OF 2024; AMENDING SECTION 18.04.120 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1923, LAWS OF 2019; AMENDING SECTIONS 18.04.150, 18.04.190, AND 18.04.200 BLMC FOR THE PURPOSE OF COMPLYING WITH ESHB 1754, LAWS OF 2020; AMENDING SECTION 18.04.160 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1923, LAWS OF 2019, AND SHB 2343, LAWS OF 2020; AMENDING SECTION 18.04.180 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1220, LAWS OF 2021, AND EHB 1377 LAWS OF 2019; AMENDING SECTION 18.04.220 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1923, LAWS OF 2019, AND ESHB 1754, LAWS OF 2020; AMENDING SECTION 18.08.010 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1220, LAWS OF 2021, AND ESHB 1754, LAWS OF 2020; AMENDING SECTION 18.08.020 BLMC FOR THE PURPOSE OF CLARIFYING THE NAICS VERSION BEING REFERENCED, TO ALPHABETIZE SUBSECTIONS FOR EASE OF USE, CLARIFY TABLE NOTES, UPDATING THE REFERENCE FOR HOME OCCUPATION REGULATIONS, AND FOR COMPLYING WITH EHB 1377, LAWS OF 2019, ESSHB 1923, LAWS OF 2019, ESHB 1754, LAWS OF 2020, ESSHB 1220, LAWS OF 2021, AND ESHB 1998, LAWS OF 2024; AMENDING SECTIONS 18.14.060 AND 18.20.050 BLMC FOR THE PURPOSE OF COMPLYING WITH HB 1757, LAWS OF 2025, AND SSHB 1183, LAWS OF 2025; AMENDING SECTION 18.18.050 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1220, LAWS OF 2021, ESHB 1998, LAWS OF 2024, HB 1757, LAWS OF 2025, AND SSHB 1183, LAWS OF 2025; AMENDING SECTION 18.22.020 BLMC FOR THE PURPOSE OF CONSISTENCY WITH A PROVISION IN SECTION 18.22.080 BLMC THAT ALLOWS WALLS IN YARD PROJECTIONS; AMENDING SECTIONS 18.22.080, 18.26.050, 18.27.030, AND 18.36.040 BLMC FOR THE PURPOSE OF COMPLYING WITH SSHB 1183, LAWS OF 2025; AMENDING SECTION 18.31.010 FOR THE PURPOSE OF EASE OF USE, CORRECTING AN ERROR IN THE MINIMUM PARKING STALL DIMENSIONAL REQUIREMENTS, AND COMPLYING WITH ESHB 1042, LAWS OF 2023, ESHB 1998, LAWS OF 2024, AND SSB 6015, LAWS OF 2024; AMENDING SECTION 18.34.050 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1220,

LAWS OF 2021, AND SSHB 1183, LAWS OF 2025; AMENDING SECTION 18.34.060 BLMC FOR THE PURPOSE OF TREATING PARKING REQUIREMENTS CONSISTENTLY ACROSS NON-RESIDENTIAL ZONING DISTRICTS; AMENDING SECTION 18.36.020 BLMC FOR THE PURPOSE OF UPDATING THE REFERENCE FOR HOME OCCUPATION REGULATIONS; AMENDING SECTION 18.37.020 FOR THE PURPOSE OF UPDATING THE REFERENCE FOR HOME OCCUPATION REGULATIONS AND COMPLYING WITH ESHB 1998, LAWS OF 2024; AMENDING SECTION 18.37.040 BLMC FOR THE PURPOSE OF COMPLYING WITH ESHB 1293, LAWS OF 2023, AND SSHB 1183, LAWS OF 2025; AMENDING SECTION 19.08.020 BLMC TO UPDATE THE CURRENT TITLE OF THE DIRECTOR; ADDING NEW SECTION 12.04.025 BLMC FOR THE PURPOSE OF CLARIFYING THE PROCESS FOR DEVIATIONS FROM THE PUBLIC WORKS DESIGN STANDARDS; ADDING NEW SECTION 14.40.045 BLMC FOR THE PURPOSE OF DESCRIBING THE REVIEW PROCESS FOR APPLICATIONS REQUIRING CORRECTIONS AND FOR COMPLYING WITH SSSB 5290, LAWS OF 2023; ADDING A NEW SECTION 15.04.098 BLMC FOR THE PURPOSE OF COMPLYING WITH ESHB 1042, LAWS OF 2023, HB 1757, LAWS OF 2025, AND SSHB 1183, LAWS OF 2025; ADDING A NEW SECTION 15.13.045 BLMC FOR THE PURPOSE OF CLARIFYING THE PROCESS FOR DEVIATIONS FROM THE STANDARDS IN THE ADOPTED STORMWATER MANUAL; ADDING NEW SECTIONS 17.20.050 AND 17.50.120 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1096, LAWS OF 2025; ADDING NEW SECTIONS 17.20.060 AND 17.50.130 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSSB 5258, LAWS OF 2023, AND ESB 5559, LAWS OF 2025; ADDING NEW SECTION 18.08.050 BLMC FOR THE PURPOSE OF COMPLYING WITH EHB 1377, LAWS OF 2019, ESHB 1754, LAWS OF 2020, AND ESSHB 1220, LAWS OF 2021; ADDING NEW SECTION 18.08.060 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1220, LAWS OF 2021; REPEALING SECTION 14.95.030 BLMC FOR THE PURPOSE OF COMPLYING WITH ESHB 1293, LAWS OF 2023; REPEALING CHAPTERS 18.16, 18.19, AND 18.24 BLMC FOR THE PURPOSE OF COMPLYING WITH ESSHB 1220, LAWS OF 2021, CONSISTENT WITH THE PREFERRED GROWTH ALTERNATIVE; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

The above is a summary of Ordinance No. D25-80 for publication as certified by the City Clerk on December ____, 2025..

CITY OF BONNEY LAKE

Sadie Schaneman, City Clerk