

**PLANNING  
COMMISSION**

**December 3<sup>rd</sup>, 2025**

**6:00 P.M.**

**AGENDA**



[www.ci.bonney-lake.wa.us](http://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.

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**Location:** Public Services Building, 21719 96<sup>th</sup> 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 96<sup>th</sup> Street East, Buckley, WA 98321.

By Internet: <https://www.microsoft.com/en-us/microsoft-teams/join-a-meeting> (Meeting ID: 233 713 373 186 8) (Passcode: Dy2db9o5)

*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:** January 07, 2025.

P. 3 **IV. APPROVAL OF CORRECTED MINUTES:** November 19, 2025, Planning Commission Meeting.

**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: None.**

**VIII. NEW BUSINESS:**

A. CivicPlus Portal Training – Sadie Schaneman, City Clerk

**IX. FOR THE GOOD OF THE ORDER:**

- A. **Correspondence: None.**
- B. **Staff Comments: None.**
- C. **Commissioner Comments: None.**

**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](mailto: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**

**November 19, 2025  
6:00 P.M.**

**MINUTES**



[www.ci.bonney-lake.wa.us](http://www.ci.bonney-lake.wa.us)

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**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. Commissioner Hallstead was not in attendance.

**Vice Chair Bennion moved to excuse the absence of Commissioner Hallstead. Commissioner Wilkins seconded the motion.**

**Motion approved 6-0.**

Staff members in attendance at the physical location were Public Services Director Jason Sullivan, Development Services Manager Lauren Balisky, Associate Planner Mettie Brasel and Planning Commission Clerk Kennedy Spietz.

Audio starts at: **III. NEXT MEETING POLL:**  
00:03:14

By Common Consent, Commissioners agreed to hold the next Planning Commission Meeting on December 03, 2025.

Audio starts at: **IV. APPROVAL OF CORRECTED MINUTES:**  
00:03:28

**Commissioner Doll moved to approve the minutes of the November 05, 2025, Planning Commission Meeting. Vice Chair Bennion seconded the motion.**

**Motion approved 6-0.**

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.*  
00:04:07

**None.**

Audio starts at: **VI. PUBLIC HEARING:**  
00:04:48

1. **AB25-79 – Ordinance D25–79 – 2024 Comprehensive Plan Periodic Update and AB25-80 – Ordinance D25–80 – 2024 Development Code Periodic Update.**

Development Services Manager Lauren Balisky presented and went over the 2024 Comprehensive Plan Periodic Update and the 2024 Development Code Periodic Update.

Commissioner Sulham opened the Public Hearing at 6:03pm.

Commission discussed and shared their concerns, including:

- Vice chair Bennion asked if the revisions to 211<sup>th</sup> would be a signal and a stop sign.
- Chair Sulham asked if the 214 and 410 intersection would become a roundabout.
- Commissioner Wilkins asked if the 214 and S Prairie intersection would be county or city jurisdiction.
- Commissioner Doll asked about the width of 211<sup>th</sup>.
- Commissioner Strous-Boyd asked about the flooding along 211<sup>th</sup>.

Gary Stamps, 19402 SR 410 E, discussed their projects proposal.

Commissioner Sulham closed the Public Hearing at 6:42pm.

**Commissioner Wilkins moved to recommend that the City Council adopt Ordinance D25-79, 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; and I recommend that the City Council adopt Ordinance D25-80, 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, as presented. Commissioner Doll seconded the motion.**

**Motion approved 6-0.**

**VII. OLD / CONTINUING BUSINESS: None.**

**VIII. NEW BUSINESS: None.**

**IX. FOR THE GOOD OF THE ORDER:**

Audio starts at:  
00:46:45

**A. Correspondence: None.**

**B. Staff Comments:**

Audio starts at:  
00:46:48

1. Stamps permit – By Development Services Manager Balisky

Development Services Manager Balisky went over the next steps for the Stamps permit.

2. Thank you – By Public Services Director Sullivan

Public Services Director Sullivan thanked Planning staff for their work on the Comprehensive Plan. Commission discussed and shared their concerns, including:

**C. Commissioner Comments:**

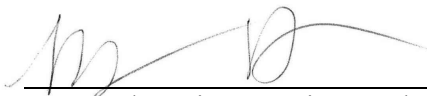
Audio starts at:  
00:47:23

1. Thank you – By Commissioner Bennion and Commissioner Strous-Boyd

Commissioner Bennion and Commissioner Strous-Boyd thanked the Planning Staff for their work on the Comprehensive Plan.

**X. ADJOURNMENT**

**At 6:51 p.m. the Meeting was adjourned by Commissioner Grant Sulham, Chair with the common consent of the Commission.**



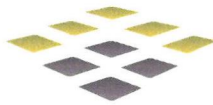
\_\_\_\_\_  
Kennedy Spietz, Assistant Planner

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Commissioner Grant Sulham, Chair

Items presented to Commission at the November 19, 2025, Meeting for the record:

- 1. 20251119 Tarragon – Response from SCJ – Presented by Public Services Director Sullivan.

*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.*



**SCJ ALLIANCE**  
CONSULTING SERVICES

**TECHNICAL MEMORANDUM**

TO: Jason Sullivan, Public Services Director

FROM: Ryan Shea, PTP

DATE: November 19, 2025

RE: Community Mobility Element Comment Response  
SCJ #23-000007

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**PURPOSE**

A comment letter regarding the City of Bonney Lake’s draft Community Mobility Element, dated September 16, 2025, was submitted to City Council. This letter requested consideration for reintroducing the 192<sup>nd</sup> Avenue E extension as a long-term improvement. The purpose of this letter is to address key arguments presented in the comment letter.

**BACKGROUND**

The City had previously identified an extension of 192<sup>nd</sup> Avenue E, from its current southern terminus to 104<sup>th</sup> Street E to State Route (SR) 410, as a regional improvement project. This improvement was intended to provide an alternative north/south route south of SR 410, additional route redundancy, and network capacity. Given the high cost associated with the project, the 2024 update to the Community Mobility Element specifically evaluated this improvement to determine if it still provided meaningful benefit, or if there were alternative improvements that would provide a comparable benefit. This effort was documented in the 192<sup>nd</sup> Avenue Extension and 100<sup>th</sup> Street E Extension Evaluation memo.

Based on this evaluation, the City confirmed that additional north/south capacity is needed south of SR 410 to maintain acceptable level of service across Screenline C1. The Community Mobility Element identified widening of 214<sup>th</sup> Avenue as a future capacity need, and determined that an additional capacity improvement for Screenline C1 would be needed. The City determined that an extension of 100<sup>th</sup> Street E and an extension of 192<sup>nd</sup> Avenue E would provide a similar benefit to the City’s street network and provide the necessary capacity for Screenline C1. However, the 100<sup>th</sup> Street E would be constructable for a lower cost and with a simpler process, requiring fewer right-of-way acquisitions, causing impacts to fewer property owners, and less terrain challenges.

Based on this analysis, the current draft Community Mobility Element includes the 100<sup>th</sup> Street E extension project, but does not include an extension of 192<sup>nd</sup> Avenue E.

**COMMENT RESPONSE**

The comment letter submitted to City Council generally focused on three main subjects, each of which are summarized and responded to below.

Comment 1 – 192<sup>nd</sup> Avenue E Extension serving a larger volume of traffic

The comment letter highlights that the 192<sup>nd</sup> Avenue E Extension will serve a higher volume of traffic across Screenline C1, which is correct. However, the highlighted volume comparison includes 100% of the vehicles using 192<sup>nd</sup> Avenue but only a portion of the vehicles expected to use the 100<sup>th</sup> Street E corridor. While adding capacity to Screenline C1 was a primary metric for determining the need and sufficiency of each project, the overall value of the project should be based on the totality of the traffic served. The projected PM peak hour volumes using each facility are summarized below:

- 192<sup>nd</sup> Avenue – 515 additional trips
- 100<sup>th</sup> Street Total – 280 additional trips:
  - 100<sup>th</sup> Street – 200 additional trips
  - 211<sup>th</sup> Avenue – 80 additional trips

Overall, the 192<sup>nd</sup> Avenue corridor is expected to attract more PM peak hour vehicles than the 100<sup>th</sup> Street corridor, but the magnitude of the difference is substantially less than implied in the comment letter.

Comment 2 – Both roadway extensions have a similar total cost

The comment letter identifies that the true cost of the 100<sup>th</sup> Street extension is the sum of three independent projects, which in total are approximately equal to the estimated cost of the 192<sup>nd</sup> Avenue extension project. The three projects in question are:

- Project I5 – 101<sup>st</sup> E/214<sup>th</sup> Ave E intersection improvements (\$2,500,000)
- Project R7 – 211<sup>th</sup> Ave Ct E improvements (\$3,500,000)
- Project R8 – 101<sup>st</sup> St E extension (\$3,800,000)

These three projects all contribute and/or provide benefit to the planned future facility, and the combined cost is similar to the projected cost of the 192<sup>nd</sup> Avenue extension (\$9,300,000). However, while the total cost of these three improvement projects is similar, this is not a reasonable cost comparison:

- Project I5 is only to accommodate the Midtown Residential development. It would be constructed as a part of the development of the Midtown Residential property regardless of which roadway extension alternative the city were to advance. Additionally, the Midtown project will be required to construct significant portions of the 100<sup>th</sup> Street corridor to provide access to their development. Therefore this project is not pertinent to a comparison of costs.
- The R7 project has been identified by the city in response to an extension of 100<sup>th</sup> Street, and the improvements included in R7 are primarily to bicycle and pedestrian modes. The needed vehicular capacity to satisfy Screenline C1 can be accommodated with minimal improvements to the 211<sup>th</sup> Ave Ct E corridor and would cost a fraction of the total R7 project cost.

It should also be noted that while the estimated cost of the 192<sup>nd</sup> Avenue corridor improvements in the city's analysis memo was \$9.3 million, that was based on an inflation adjustment to a 2008 cost estimate. For purposes of the cost comparison needed in that analysis memo, this cost was significantly higher than the cost for the 100<sup>th</sup> Street extension, and so a deeper investigation into aspects of the cost estimate was not deemed necessary. However, the \$9.3 million cost likely substantially underestimates the cost potential of right-of-way acquisition, negotiation and adjustment to existing easements, and does not include the costs for undergrounding or relocating existing overhead power, timber poles and

utilities along the corridor. There is 90 feet of elevation change from 192nd Ave E to 104th St E. This will require additional cuts/fills, retaining walls, and guardrail to accommodate this change in grade.

The original cost comparison documented in the 192<sup>nd</sup> Avenue Extension and 100<sup>th</sup> Street E Extension Evaluation memo did not consider the cost implications of acquiring and improving 211<sup>th</sup> Ave Ct E, but given that only minimal improvements to that facility are necessary to accommodate the change in function, and after accounting for the full construction of the Project I5 intersection improvements, the additional cost of implementing the 100<sup>th</sup> Street extension is substantially less than the cost of the 192<sup>nd</sup> Avenue extension, even before considering the increase in costs for the 192<sup>nd</sup> Avenue extension that a more detailed and comprehensive estimate would likely result in.

*Comment 3 – The 100th Street extension requires more roadway than the 192nd Avenue extension*

The comment letter alleges that the 100<sup>th</sup> Street extension will require significantly more road to be constructed than the 192<sup>nd</sup> Avenue extension. This is incorrect. The 192<sup>nd</sup> Avenue extension would require the reconstruction of the entire existing corridor to accommodate the change in functional classification. The total length of roadway that would need to be improved or constructed is close to one mile in length.

Conversely, the construction of 100<sup>th</sup> Street from its current eastern terminus to 214<sup>th</sup> Avenue, plus the improvements to 211<sup>th</sup> Avenue Ct E, amount to less than ¾ of a mile. This includes the full length of 100<sup>th</sup> Street, which, as described above, is partially planned for construction to support the Midtown development and would likely exist with or without the proposed extension project. While the exact lengths of each project would be subject to additional design work, the 192<sup>nd</sup> Avenue extension is approximately 500-1,000 feet longer in total.

## **RIGHT-OF-WAY COMPLEXITY**

One additional consideration that was not detailed in the 192nd Avenue Extension and 100th Street E Extension Evaluation memo is the right-of-way (ROW) impacts associated with the 192nd Avenue extension. Since the extension would require improvements to the entire existing corridor, right-of-way would need to be acquired from at least 24 separate single-family residential owners, including a few acquisitions of entire properties and demolition of existing residences. The complexity of acquiring right-of-way from so many distinct entities dramatically increases the risk, time, cost, and impact associated with the 192nd Avenue extension alternative. This aspect was considered when making the decision to advance the 100th Street extension alternative, but the degree of complexity was not described in detail.

## **NEED FOR IMPROVEMENT**

As discussed above, the City has identified improvements to the 214th Avenue corridor to help meet the long-term capacity needs of Screenline C1. The screenline analysis in the draft Community Mobility Element determined that this alone would not provide sufficient capacity for Screenline C1. Given the size of the Midtown Residential development, the City requested for additional screenline analysis to determine whether a second capacity improvement would still be needed were the Midtown Residential property to remain undeveloped. With the removal of the two-hour PM peak period traffic expected to be generated by the Midtown Residential development, Screenline C1 is projected to meet the City's LOS standard with only the 214th Avenue improvement, and a second capacity project (Project R8) would no longer be required.