CITY OF SUMNER WASHINGTON

STUDY SESSION
City Hall – 1104 Maple Street
November 16, 2023 6:00 PM

The city is conducting this public meeting using a hybrid model. The public is welcome to attend tonight's meeting in-person at City Hall (Council Chambers), or virtually by using the meeting access link below.

Zoom login: https://sumnerwa-gov.zoom.us/j/86006711590
By phone: 253-215-8782 (Tacoma)
Webinar ID: 860 0671 1590

CALL TO ORDER

ROLL CALL

UNFINISHED BUSINESS

1. 2024 Comprehensive Plan Update – Final Edits to Transportation Element
2. 2024 Comprehensive Plan Update – Finish Land Use Element, Housing Element

NEW BUSINESS

1. None

ADJOURNMENT

This meeting is accessible to persons with disabilities. For individuals who may require special accommodations, please contact the City Clerk at (253) 299-5590, 24 hours in advance.

STUDY SESSION
DATE: November 16, 2023
AGENDA BILL: 23-3738

SUBJECT: 2024 Comprehensive Plan Update – Final Edits to Transportation Element **CATEGORY:** Information Only

BUDGET IMPACT:
Expenditure Required: None Within Budget Allocation: N/A

ATTACHMENTS:
1. Transportation Element Final Draft -110823

STAFF CONTACT: Ann Siegenthaler, Senior Planner

SUMMARY BACKGROUND:

The draft Transportation Element of the 2024 Comprehensive Plan (Comp Plan) was first discussed at the November 2nd Commission meeting. Staff and the City's consultant, Transpo Group, updated the wording on goals/policies based on Commission comments. Staff is providing the final draft in the November 16th meeting packet.

No further discussion is anticipated; however, the Commission is asked to let staff know if there are any final tech edits to the document. After this meeting, these Transportation goals/policies will become the Planning Commission recommendations that are presented for review at Commission's public hearing in early 2024.

COUNCIL COMMITTEE/STUDY SESSION: n/a
MEETING/STUDY SESSION DATE:
COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:
Confirm that the proposed changes are acceptable and ready for review at the Commission's public hearing in early 2024.

TRANSPORTATION

NOTE: Revisions made since the previous Planning Commission review are shown in blue highlight.

NOTE TO REVIEWERS: THE CURRENT TRANSPORTATION ELEMENT HAS A LOT OF INTRODUCTION PARAGRAPHS THAT ARE NOT GOALS OR POLICIES BUT RATHER BACKGROUND THAT CAN BE PROVIDED IN THE TRANSPORTAITON PLAN RATHER THAN THE ELEMENT (CHAPTER). THIS EDITED VERSION FOCUSES ON THE GOALS AND POLICIES AND REMOVES ALL THE INTRODUCTION PARAGRAPHS FOR EACH GOAL/POLICY SECITON. ONE INTRODUCTION IS SUGGESTED AT THE BEGINNING OF THE TRANSPORTATION ELEMENT. THE TRANSPORTATION PLAN IS THE CITY'S ROADMAP AND VISION FOR TRANSPORTION. THE PLAN PROVIDES MORE DETAIL ON THE STATE OF THE CITY TRANSPORTAITON SYSTEM AND FUTURE TRANSPORTATION PROJECTS.

INTRODUCTION

~~Sumner's existing and future transportation needs are addressed in the Sumner Comprehensive Transportation Plan as well as the Draft EIS. Issues discussed in these documents include: levels of service, travel forecasts, transportation improvements, alternate modes, funding strategies, and concurrency management. Planned transportation improvements are shown following the goals and policies.~~

The Transportation Element provides the link between the Land Use Element and the transportation facilities and services that the City of Sumner needs to support forecast growth during the next 20 years. It addresses issues related to mobility and access, safety, the impact of transportation systems on the natural environment, and the intrinsic relationship between transportation and land use. The availability of transportation facilities and resources is a major factor in determining land use development patterns. Similarly, the use of land influences the need for and location of new or expanded transportation facilities, as well as the required scope of ongoing repair and maintenance of existing facilities. A conscious effort shall be made to ensure a coordinated planning effort between land use and transportation to ensure that Sumner's transportation system is effective, efficient, and modally integrated.

The Transportation Element identifies the City of Sumner's goals and policies for transportation including future transportation system and facilities, level-of-service (LOS) standards and a concurrency monitoring system. Future land uses proposed as part of the Land Use Element inform the selection of transportation strategies and necessary transportation facilities (roadways, sidewalks, trails, bike lanes, etc.). Similarly, the Capital Facilities Element and the City's ongoing Transportation Improvement Program (TIP) present specific facility recommendations based on the goals and policies stated in the Transportation Element.

The City of Sumner transportation system is part of the larger Metropolitan Transportation Plan (MTP) assembled by the Puget Sound Regional Council (PSRC). Major improvements to arterials, freeways, non-motorized facilities, and transit system facilities/services identified by the City of Sumner need to be included in the MTP to be eligible for certain funding programs. Furthermore, inclusion of key projects in and around Sumner in the MTP provides for a regionally compatible system of multimodal improvements.

In accordance with the PSRC's focus on people and sustainability, the Transportation Element strives to emphasize the importance of pedestrians and bicycles and prioritizing the creation a network of multimodal transportation related improvements and policies to ensure that vehicle traffic can coexist with the community's need for a safe and comfortable active transportation environment. It also recognizes the need for the City to work with other transportation service providers to plan, design, fund, and implement transportation projects and programs to serve the community.

GOALS, POLICIES AND OBJECTIVES

Overall Transportation Goal

1. Provide an efficient and safe multimodal transportation system to improve mobility for all residents, employees, and visitors of Sumner while ~~maintaining the small town quality of life within the city and~~ balancing ~~the city~~ Sumner's quality of life, needs related to growth and supporting the economic vitality of the city consistent with the Regional Transportation Plan.

1.1 Provide a multimodal transportation system that is compatible with State and regional growth plans, plans of adjacent jurisdictions, and with public transit providers.

~~Meet the mobility needs of the people that live, work, or visit Sumner.~~
[NOTE: CAPTURED IN GOAL 1.]

1.2. Support a range of travel modes: auto and truck vehicles, pedestrian, bicycle, and bus and rail transit.

1.3 ~~Maintain its small-town character by minimizing the development of transportation improvements that would increase the ability or desire of regional traffic to travel through the community. In managing transportation improvements that might increase regional traffic through the community, balance the desire to maintain the city character with future growth and diverse needs of the community.~~

In managing transportation improvements that might increase regional traffic through the community, achieve a balance between maintaining Sumner's character, accommodating future growth, and the diverse needs of the community.

1.4 ~~The transportation system must provide improved access and circulation to support the economic development of the city. The system should be~~ Design the transportation system to provide adequate access to the industrial and commercial areas while reducing freight conflicts in ~~protecting~~ residential areas ~~from intrusion of auto and freight traffic~~.

Public Involvement

~~The City of Sumner transportation system is intended to serve…involving the community is very important…~~ [UNECESSARY NARRATIVE DELETED]

2. Involve and educate the residents, employees, and business/property owners of Sumner in planning for and implementing transportation projects and programs in and around the city.

2.1 Encourage and solicit public participation ~~in all~~ on transportation-related decisions to help ensure planning and implementation have public support.

~~The City will continue to provide opportunities for the public to provide input on the transportation plans improvement projects, priorities and funding, and designs. These will include meetings with the Planning Commission, City Council, and special forums, as appropriate. Input from and education to the public will provide better use of available funds and integration of the transportation system to meet land use and other community goals.~~ [NOTE: THIS IS ALREADY PART OF GOAL 2. HOW THE PUBLIC GETS INVOLVED WILL CHANGE OVER TIME SO THE CITY DOES NOT NEED TO HAVE A POLICY ON METHOD. ALSO SEE GOAL 9 FOR POLICIES RELATED TO CONSIDERING UNDERSERVED POPULATIONS.]

~~1.2 Include public review of transportation improvements proposed in public or private land development projects.~~

~~The public is most often concerned about the potential transportation impacts…The City will review the public's comments and issues related to transportation impacts based on the goals, policies, and criteria set forth in the Transportation Plan, the city's Comprehensive Plan, and other applicable requirements such as the State Environmental Policy Act (SEPA).~~

[NOTE: REVIEW OF OTHER PLANS AND SEPA ARE ALREADY REQUIRED SO NO NEED FOR A POLICY.]

2.2 Continue to ~~Strive to meet the user~~ educat<u>e</u> ~~ion~~ <u>the community on the</u> ~~needs of the Sumner UGA~~ transportation system<u>ing traffic laws, transportation planning concepts, future Sumner transportation system needs for all travel modes, and other topics to help the community in understanding transportation and making decisions.</u> ~~. These~~ ~~e:~~

- ~~Educating the public on transportation planning concepts such as levels of service, concurrency, traffic calming, and funding programs.~~
- ~~Increasing user awareness of existing traffic law abuses and the dangers associated with them;~~
- ~~Informing the public of advances in traffic safety from both system and vehicle perspectives;~~
- ~~Supporting driver education by having police meeting with high schooler, elderly, and other groups; and~~
- ~~Developing rider information packages that inform users of commuter, transit, rail, and air transportation opportunities.~~
- ~~Develop information packages on pedestrian and bicycle facilities and safety.~~

~~The more the public understands about transportation…the better the decisions…~~

Agency Coordination

~~Sumner is geographically located at the confluence of several regional transportation corridors…~~
[UNECESSARY NARRATIVE DELETED]

3. ~~***Provide a transportation system that is compatible with State and regional plans, plans of adjacent jurisdictions, and with public transit providers.***~~ ***<u>Coordinate the planning and implementation of the Sumner Transportation Plan with the Regional Metropolitan Transportation Plan (MTP) and State and local agency plans.</u>***

~~2.1 Coordinate the development and implementation of the Sumner Transportation Plan with the State Highway Systems Plan.~~

<u>3.1</u> ~~The State highway system provides…~~ <u>C</u>oordinate with the State <u>and other major providers of regional infrastructure such as freight corridor operators</u> to identify and implement improvement needs along the State highway system <u>and other regional facilities serving Sumner</u>. ~~The coordination includes involving the State in:~~

- ~~The development of the City's Transportation Plan;~~
- ~~Working with the State to fund and implement improvements such as improvements to Traffic Avenue and SR 410 interchange in Sumner;~~
- ~~Providing support for future extension of the SR 167 freeway from Puyallup to Tacoma;~~
- ~~Future widening of SR 410 to add high occupancy vehicle (HOV) lanes and interchange improvements, including structural and vegetative sound abatement; and~~

- ~~Future improvements at State interchanges and State highways that serve Sumner~~.

[NOTE: REMOVE SPECIFIC PROJECTS SO THIS SECTION STAYS RELEVANT.]

~~2.2 Coordinate the planning and implementation of the Sumner Transportation Plan with the Regional Metropolitan Transportation Plan (MTP).~~

~~The City of Sumner transportation system is part of the larger MTP… major improvements to arterials, freeways, non-motorized facilities, and transit system facilities/services identified by the City of Sumner need to be included…~~

[NOTE: UNECESSARY NARRATIVE DELETED AND CAPTURED IN GOAL 3.]

3.2 Coordinate planning and implementation of transportation improvement projects and programs with local agencies.

~~Sumner's Transportation Improvement Plan relies in part on improvements to transportation facilities under the jurisdiction of other agencies…These types of projects require coordination to…~~ [UNECESSARY NARRATIVE DELETED]

3.2.1 Plan, design, and construct the improvements to provide continuity for vehicular and non-motorized transportation modes

3.2.2 Jointly fund significant improvements that serve regional travel patterns

3.2.3 Ensure compatibility of improvement projects and the timing of their implementation

~~Specific coordination is required for the following projects:~~

- ~~8th Street E (with Pierce County and City of Pacific);~~
- ~~Shaw Road extension (City of Puyallup);~~
- ~~SR 410/Traffic Avenue Interchange (WSDOT and City of Puyallup);~~
- ~~East Valley Highway improvements (City of Auburn and Pierce County);~~
- ~~136th Avenue E (City of Pacific);~~
- ~~Sumner Regional Trail (City of Pacific, City of Puyallup, City of Bonney Lake, City of Edgewood and Pierce County);~~
- ~~SR 162 East and SR 410 Interchange (Pierce County and WSDOT);~~
- ~~SR 162 widening (Pierce County and WSDOT);~~
- ~~Sumner Tapps Highway East and SR 410 Interchange (Pierce County and WSDOT); and~~
- ~~Bridge Street Bridge and West Valley Highway improvements (City of Edgewood and Pierce County).~~

[NOTE: RECOMMEND KEEPING POLICIES AT A LEVEL WHERE THEY DO NOT BECOME OUTDATED.]

3.3 ~~Continue to~~ Work with Sound Transit, Pierce Transit and other transit providers to support and ~~enhance~~ expand a multimodal transportation system by ensuring that the City's transportation plans and facilities are consistent with public transit plans and programs.

~~The City will continue to monitor growth and development and address the demand for transit through a local transit system or Pierce Transit. Prior to initiation of any expanded transit service the City will conduct a thorough demand study and fiscal analysis. The City of Sumner does not operate bus or rail transit services. These are provided by~~

[NOTE: CONDENSED AND MOVED TO TRANSIT SECTION]

~~Streets and Highways~~Transportation System Mobility and Efficiency

~~Streets and highways provide the basic framework for the City of Sumner transportation system. The system is comprised of freeways, arterials~~… [UNECESSARY NARRATIVE DELETED]

~~4.~~ ***~~Plan, design, implement, and maintain~~ Develop a ~~street and highway~~ transportation system that provides safe and cost-efficient mobility and accessibility of goods, services, and people for the community of Sumner.***

4.1 Maintain ~~The~~ LOS D standard for arterials and collectors in the City of Sumner ~~shall be LOS D or better~~ except for the following locations:
[NOTE: FINAL LOCATIONS TO BE DETERMINED AFTER FUTURE TRANSPORTATION ANALYSIS IS COMPLETED DURING THE 2024 COMPREHENSIVE PLAN UPDATE. THIS POLICY WILL NEED TO BE REVISITED.]

- Traffic Avenue/Main Street/Fryar Avenue (LOS F)
- Main Street/Alder Avenue (LOS F)
- W Valley Highway/Sumner-Heights Drive E/Valley Avenue (LOS F)
- Main Street/Valley Avenue (LOS F)

4.1.1 The levels of service shall be measured using methodologies identified in the *Highway Capacity Manual* (HCM).

4.1.2 ~~The City desires to~~ Provide reasonable levels of traffic operations while ~~minimizing~~ optimizing the impacts and costs of creating wider roadways and intersections to improve transportation capacity and efficiency. ~~accommodate traffic~~.

~~The Transportation Plan identifies improvements…The LOS F standard at the Traffic Avenue/Main Street/Fryar Avenue and W Valley Highway/Sumner Heights Drive E/Valley Avenue intersections since providing LOS D would require extensive additional improvements~~…
[NOTE: EXPLANATION DELETED; IS NOT A POLICY. THE INTENT IS CAPTURED IN 4.1.]

~~3.2 Levels of service for non-arterial collector roads, streets, or driveways intersecting with arterials will be evaluated at the time of development review. The City Engineer shall identify appropriate mitigation to address potential operations or safety impacts.~~
[NOTE: RECOMMENDED FOR REMOVAL BECAUSE THIS IS NOT HOW THE CITY OPERATES PER M. KOSA.]

4.3.3 ~~Left turns~~ Allow left turns and through movements on side streets intersecting with arterials ~~may~~ to operate below the adopted LOS D standard, when the LOS affects relatively low traffic volumes and may not meet warrants for traffic signals.

~~Furthermore, installation of traffic signal Each location will need to be reviewed based on traffic engineering studies at the time of development review. Appropriate mitigation should be identified and implemented to reduce potential safety and operation impacts, even though the intersection may operate below the adopted standard.~~
[NOTE: NARRATIVE TO BE DELETED BECAUSE THIS IS NOT HOW THE CITY IDENTIFIES TRAFFIC IMPACTS OR MITIGATION.]

~~3.3 Transportation improvements or strategies shall be constructed to ensure that an adequate transportation system is in place to serve increased travel demands.~~
[NOTE: THIS IS COVERED UNDER CONCURRENCY POLICIES BELOW]

4.2 Construct multimodal transportation improvements to ensure that an adequate transportation system is in place to serve increased travel demands.

4.2.1 Concurrency shall be defined as having a financial commitment in place to

resolve the deficiency within six years~~, is an acceptable strategy~~. Concurrency shall be implemented as part of the City's development review process under SEPA. The City will not approve new developments unless the LOS standards or concurrency requirements are met.

4.2.2 ~~The City will not apply~~ Concurrency shall not be applied to Highways of Statewide Significance (HSS) per State guidelines ~~adopted on SR 167, a designated Highway of Statewide significance (HSS), or its interchanges (per HB 1487).~~

4.2.3 Exceptions to concurrency, for non-HSS, ~~also will be provided~~ are accepted at the following locations ~~in the City~~ until improvements identified in the transportation plan are funded and constructed:
[NOTE: FINAL LOCATIONS TO BE DETERMINED AFTER FUTURE TRANSPORTATION ANALYSIS IS COMPLETED DURING THE 2024 COMPREHENSIVE PLAN UPDATE. THIS POLICY WILL NEED TO BE REVISITED AND THE LIST WILL BE CONSISTENT WITH POLICY 4.1.]

- ~~On SR 167, a designated HSS, or its interchanges (per HB 1487);~~
- ~~On~~ SR 410, SR 162, or the three interchanges of SR 410 state highways serving the city (Traffic Avenue, SR 162, and Sumner-Tapps Highway);
- ~~The~~ Traffic Avenue/Main Street/Fryar Avenue intersection;
- ~~The~~ East Valley Highway/Forest Canyon Road; and
- ~~The~~ Pacific Avenue/West Valley Highway corridor or ~~Bridge Street~~Cannery Way

~~The above exceptions from denial under concurrency are identified since these corridors are affected by significant regional traffic growth and require regional funding solutions. Until improvements identified in the Transportation Plan are able to be implemented using State, other regional, and local funding, congestion will be allowed to occur. The City will review potential impacts and identify appropriate mitigation through impact fees and SEPA. The City will coordinate with the Washington State Department of Transportation (WSDOT) on identifying appropriate mitigation along SR 162 and at the interchanges of SR 410.~~ [NOTE: UNECESSARY NARRATIVE DELETED]

4.3~~3.4~~ Streets and arterials shall be classified to reflect their desired functional use~~.~~ and be ~~D~~ design consistent with the design guidelines in the Sumner Transportation Plan and the City of Sumner Development Specifications and Standard Details. ~~standards should be implemented based on the functional classification, location in the City, and land uses it serves.~~

~~The Transportation Plan identifies the general characteristics used to define the classification of freeways, arterials, collectors, and local streets in Sumner. Design guidelines are presented in Appendix B of the Transportation Plan, which further identify potential characteristics by classification and the type of area and land uses it serves. The design guidelines cover provisions for the various travel modes served by a type of roadway~~....
[NOTE: UNECESSARY NARRATIVE DELETED]

4.4 ~~The City shall~~ Plan for, design, construct, operate, and maintain an appropriate and integrated transportation system as outlined in its adopted Complete Streets Policy.

4.5 To minimize impacts of freight and commercial ~~truck~~ traffic on the city transportation system and the community, maintain ~~Establish~~ truck route restrictions based on functional classification, connectivity, and land uses~~, and require trucks to use only the designated routes~~ and work with freight and regional partners to identify options for truck parking.

~~The truck route system primarily consists of principal and minor arterials… On other City streets, only local deliveries should be allowed by trucks…Trucks entering/exiting the City to/from a destination within the City should use only the designated truck routes between the regional system (or City limits) and the intersection nearest the destination.~~ [NOTE: A TRUCK ROUTE MAP WILL BE INCLUDED. UNECESSARY NARRATIVE DELETED]

4.6 Ensure the efficient movement of goods and services to and from the Sumner-Pacific Manufacturing Industrial Center (MIC) and along trucks routes. Consider freight needs along truck routes including identifying existing areas that need improvements and accommodating truck travel with new transportation projects.

4.7 ~~Provide a highly interconnected network of streets, sidewalks, bicycle lanes, and trails for ease and variety of travel.~~

~~The City of Sumner recognizes that increasing connections throughout the City~~ Provide~~s~~ efficiencies in traffic circulation ~~and increases the sense of unity of the community. A~~ through a flexible, interconnected grid system that avoids ~~of roadways is preferred over~~ the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers. ~~Creating a pattern of continuous through streets with a system of highly integrated secondary access streets will provide long-term economic and social benefits to the community. The City will~~ Provide an interconnected system of sidewalks, trails and other non-motorized corridors that ~~provide ease of~~ encourage travel between neighborhoods and community centers.

To achieve an interconnected ~~street~~ transportation network, the City should:

- Allow cul-de-sacs only where the natural or built environment would ~~logically~~ preclude a grid street system.~~;~~
- ~~Consider future needs and opportunities for development of the local service street grid in project review of development proposals;~~
- Require new development to provide full or partial/half street improvements.~~, where such streets will expand, complement or improve access to the larger street network, consistent with existing development patterns and environmental constraints;~~
- ~~Seek to establish a maximum interval between local access streets in industrial areas of ¼ mile;~~
- Seek to establish a maximum interval between local access streets in residential and pedestrian-oriented commercial areas of 500 feet~~and~~
- ~~Establish logical new transportation links at the first available opportunity, to avoid sacrificing future options.~~
- Prohibit private roads and gated access drives in new subdivisions, multifamily and mixed-use developments, except where there is a demonstrated need.
- Support multimodal travel by encouraging streetscape that enhances the pedestrian and bicycle environment.

~~The City should maintain flexibility in implementing these strategies. Requirements for improvements to establish a continuous grid street system should be determined on a case-by-case basis. The public benefit of new roadways should be considered~~ [UNECESSARY NARRATIVE DELETED]

~~The provisions of this policy do not extend to a street connection in the Sumner Avenue/ Alder Avenue corridor to connect areas south of SR 410~~…[UNECESSARY NARRATIVE DELETED]

~~3.7 The City of Sumner discourages the use of private streets and will not agree to maintain them~~ [NOTE: COVERED IN POLICIES ABOVE]

4.8 Retain existing and identify, acquire, and preserve rights-of-way to implement the interconnected transportation system identified in the Transportation Plan.

4.8.1 The vacation of public right of way should not be approved unless there will be an overriding public benefit.

~~The City intends to use the Transportation Plan's recommendations to identify current and future transportation system needs. The City has identified specific transportation corridors where rights-of-way should be protected to serve potential short- or long-range transportation system needs.~~ [UNECESSARY NARRATIVE DELETED]

~~The City also seeks protecting rights-of-way from encroachment by any structure, substantial landscaping, or other obstruction to preserve comprehensive plan recommendations. Protection methods may include minimum.~~ [UNECESSARY NARRATIVE DELETED]

~~3.9 Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway.~~
~~The City will seek to consolidate and minimize the addition of new access points to State highways, arterials, and collectors, as appropriate. This will help preserve capacity and improve safety of the highway and arterial system, reduce interference with traffic flows on arterials, and discourage through traffic on local streets.~~

~~To achieve this level of access control, the City:~~

- ~~Supports the State's controlled access policy on all State highway facilities;~~
- ~~May acquire access rights along some arterials and collectors;~~
- ~~Encourages and may require landowners to work together to prepare comprehensive access plans that emphasize internal circulation and discourage multiple access points to major roadways;~~
- ~~Encourages consolidation of access in developing commercial and high-density residential areas through shared use of driveways, local access streets, and cross-access corridors; and~~
- ~~Requires defined access and circulation systems as part of subarea land use plans.~~

[NOTE: THIS SECTION ON ACCESS MANAGEMENT IS COVERED IN SMC CHAPTER 18.43 AND NEW POLICY 4.9 BELOW]

4.9 Implement the access management strategies including those in the East Main Street Design Strategy while balancing the rights of property owners with the public purpose of safe and efficient movement of vehicles and pedestrians.

4.10 Provide for the efficient movement of traffic through transportation system management strategies (TSM) such as advanced traffic control measures, intelligent transportation system (ITS) technologies, speed management, access management, channelization improvements and multimodal design features. Use advanced technologies to better manage traffic volumes on major arterials and improve the efficiency and coordination of traffic signals. Advocate for technology upgrades in adjacent jurisdictions and on state highways that affect the City's transportation network.

~~3.10 Strive to efficiently operate the transportation system through Transportation Systems Management (TSM) strategies.~~

~~These strategies will include:~~

- ~~Signal interconnect systems, signal coordination and synchronization, and other signal systems to ease traffic flow;~~
- ~~Turn lanes and pockets to allow turning vehicles to move out of through traffic lanes; and~~

- ~~Access control for arterials and major collectors to minimize disruptions in traffic flow.~~

[NOTE: COVERED IN POLICY 4.10]

4.11 ~~Maintain~~ Prioritize ~~the~~ maintenance, service needs and enforcement of the transportation system so that it is safe and functional and preserves the existing facilities.

4.11.1 Maintain the existing and future ~~arterial and street~~ transportation system and associated facilities (e.g., sidewalks, transit stops, landscaping) through ~~Pavement Management System (PMS) and traffic operations program~~ transportation maintenance and preservation programs.

4.11.2 Coordinate with service providers and developers on the location of major utility and transportation corridors and the construction of roadway improvements~~. Such coordination will~~ to help minimize transportation disruptions caused by construction~~. In addition, this will~~ reduce costs, and maintain pavement integrity.

4.11.3 Continue to review and implement ~~a systematic program for defining, designing, and implementing~~ traffic control and pedestrian safety improvements in residential areas ~~of the city~~. ~~The City will d~~ Define and prioritize locations for ~~such programs~~ improvements based on:

- Traffic engineering studies
- Traffic speeds
- Safety and ~~accident~~ crash data, and police department observations
- ~~Truck impacts~~
- Input from the community

4.11.4 Include mapped inventories of Sumner's transportation system, conduct studies, and review data to support operational changes and designs that improve safety.

~~3.14~~4.12 Accommodate the transportation needs of special events ~~and assess the costs of such accommodation to the event promoter.~~, such as alley activation projects, temporary street closures, and construction zones, while safeguarding public safety and property. Follow the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) or other guidelines and standards in planning for special event accommodations.

~~3.14.1 Support special events as important for expanding the culture and quality of life of the community, while addressing the impacts of such events on the transportation system.~~

~~3.14.2 The City will seek to provide for such events by making appropriate provision such as bus transportation, traffic control, and temporary street closures. The City will notify affected businesses through mailings and the Sumner Promotions Association of Street Closures for special events. The City may assess some or all of the costs of such provisions will be assessed to the promoters or organizers of such events.~~

[NOTE: SPECIAL EVENTS ARE COVERED IN DETAIL IN SMC 12.52, SO NARRATIVE TEXT UNNECCESARY HERE.]

4.13 Allow food truck parking within City right-of-way, where appropriate and after consideration of public safety and health and impacts to private property.

Subarea Plan Transportation and Circulation System

5. Support implementation of the multimodal transportation system identified in adopted Sumner Subarea Plans.

5.1 For the Town Center Plan Area, apply form-based code and street design standards in new and upgraded street improvement projects, to promote a pedestrian-friendly, bicycle-friendly, landscaped, active streetscape.

5.1.1 Implement the specific street designs in the form-based code for arterial streets, collector streets, local streets, and West Main Street as specified in the Town Center Plan.

5.2 For the East Sumner Neighborhood Plan Area, implement the transportation objectives of the plan and the circulation map.

5.2.1 Provide vehicular routes through the neighborhood to diffuse traffic, reduce congestion, and complete the street/sidewalk grid.

5.2.2 Improve local and regional transit service to reduce vehicle traffic and connect residential and commercial areas.

5.2.3 Provide a non-vehicular network of sidewalks and pathways that supports alternate modes of travel and connects key amenities, such as the central wetlands and the YMCA, to residences and businesses.

5.3 Support the Sumner-Pacific MIC as a primary hub for regional, national, and international goods movement by ensuring the integrated development and operation of trucking and rail terminals to enhance the freight transportation system.

5.4 Recognize the critical role of safe, reliable and efficient movement of people and goods by identifying and addressing areas within the MIC or connecting corridors where access and circulation is hindered by infrastructure gaps and inadequate design. Ensure future transportation improvements allow for safe and efficient movement of both freight and people.

5.5 Pursue the expansion of the Pierce Transit benefit district to serve Sumner and eastern Pierce County and provide options for access to the Sumner Sounder Station.

Pedestrians and Bicycles

6. ***Promote ~~use~~ the design of ~~alternative transportation~~ multimodal transportation facilities ~~modes~~ that support local and regional growth centers by providing an interconnected system of pedestrian and bicycle facilities.***

6.1 Develop pedestrian and bicycle level of service guidelines to assess completion of the established pedestrian and bicycle network in the Sumner Transportation Plan.

6.2 Maintain the Sumner Link Trail as a regional non-motorized corridor and prioritize projects that enhance the trail with neighborhood connections, trailheads and amenities.

6.3 Ensure design standards for the transportation system ~~principal and minor arterials, collectors and local streets will include provisions for travel by should~~ facilitates and encourage access and circulation by pedestrians and bicyclists~~, based on the Sumner/Pacific Master Trail Plan and the Sumner Transportation Plan~~ and provides connections to schools, parks, community facilities, transit and commercial districts.

6.4 ~~Collector roads and local streets should be designed and constructed to facilitate access and circulation by pedestrians and bicyclists within the neighborhoods and~~

~~provide connections to schools, parks, community facilities, transit, and commercial districts.~~ Development ~~application will~~ proposals shall provide for convenient non-motorized connections where feasible, commensurate with the scale and occupancy of the development.

6.5 Sidewalks will be provided on both sides of all City streets unless special circumstances, such as topography or environmental constraints, make it cost prohibitive ~~as determined by the Public Works Director~~.

6.6 ~~The City will pursue the construction of interim asphalt walkways/sidewalks along city streets that are used by a considerable number of children walking to/from school. Interim asphalt walkways/sidewalks should include, but not be limited to, Parker Road, Elm Street, and 160th Street E. The construction of interim walkways/sidewalks is not intended to preclude future full street improvements.~~ Prioritize sidewalks one side of the street where no sidewalks exist, particularly along school routes.

[NOTE: THE CITY DOES NOT BUILD INTERIM ASPHALT SIDEWALKS, WE WANT TO HAVE PERMANENT SIDEWALKS.]

6.7 Construct a separate system of ~~separated,~~ multi-purpose trails ~~should be constructed~~ to serve transportation and recreation needs of the community. ~~It should also~~ Connect the system with adjacent communities to facilitate regional connectivity. Implement the trail system and connections to the arterial, collector, and other pedestrian and bicycle facilities ~~should be made~~ per the Sumner Parks and Trails Plan. ~~Sumner/Pacific Master Trail Plan.~~

6.8 Develop and maintain street cross-section designs that promote street trees, separated sidewalks, and wide sidewalks along commercial uses; and develop and maintain cross-section designs for mid-block pedestrian and bike corridors that encourage non-auto circulation.

~~Rail, Transit, and Transportation Demand Management~~
Commuter Rail and Transit

7. Reduce the need to expand the general capacity of arterials and collector streets in the city by developing and expanding an integrated system of public transportation ~~alternativesand demand management programs~~ options and strategies to provide mobility alternatives ~~and reduce the need to expand the general capacity of arterials and collector streets in the City~~.

7.1 ~~The City will continue to~~ Monitor growth and development for changes in transit demand and address ~~the demand for transit~~ needs through a local transit system.

7.2 Continue working with transit providers to expand and enhance bus transit service and a regional park-and-ride system ~~to~~ that serves regional destinations and ~~growing~~ neighborhoods and employment areas of Sumner. ~~Key connections that should be considered for new or expanded service include:~~

- ~~Between Sumner and Auburn/Kent/Green Valley employment centers;~~
- ~~To connect Lakeland Hills residential area to Sumner and regional transit service;~~
- ~~To serve travel between Sumner, Bonney Lake, and Tehaleh development area;~~
- ~~To serve travel within Sumner and connections to the commuter rail station;~~
- ~~Connections between East Sumner Neighborhood and historic Downtown Sumner, including the commuter rail station.~~
- ~~From downtown commuter rail station to the Manufacturing/Industrial Center.~~

~~7.3 Continue working with Sound Transit, WSDOT, and local agencies to enhance access to the regional commuter rail system and Sumner's commuter rail station, and bus~~

~~transit connections to various Sumner neighborhoods.~~ [NOTE: DELETED, REDUNDANT WITH ABOVE]

7.3 Prioritize agency coordination and funding for commuter connections to Sumner's primary employment center, the Sumner-Pacific Manufacturing Industrial Center (MIC).

7.4 Promote safety upgrades at railroad crossings to improve safety of the traveling public.

7.5 Support construction of improved pedestrian and bicycle connections with local and regional transit service. Work to provide ~~transit stops and shelters, and~~ pedestrian safety improvements along arterials~~. Additionally, work to provide~~ and bike lockers and facilities at transit connections.

~~5.5 Support WSDOT and transit providers in implementing the regional plan for HOV lanes on SR 167 and SR 410, consistent with the State Highway Systems Plan.~~ [NOTE: REDUNDANT WITH OTHER POLICIES]

~~7.7 Support and coordinate with Sound Transit and WSDOT on the development of an expanded regional park-and-ride system to support use of alternative transportation modes in the Sumner area. Seek to provide tax credits or other incentives for allowing public parking on private property.~~
[NOTE: REDUNDANT WITH OTHER POLICES RELATED TO AGENCY COORDINATION. ALSO, CITY CODE DOES NOT ALLOW PAID PUBLIC PARKING ON PRIVATE PARKING LOTS.]

7.6 Enhance safety and operations of rail service (freight and passenger) through grade separation of roadways and improving at-grade crossings.

~~5.10~~7.7 ~~Explore the feasibility of a trolley system~~ Support a shuttle or autonomous transit that would connect the Historic Downtown area with eastern areas of the city.

~~1.1 Collaborate when possible with Sound Transit, Pierce County and surrounding cities to do joint planning on future services concerning the commuter rail and transit system.~~ [NOTE: POLICY IS SIMILAR TO WHAT IS ALREADY UNDER AGENCY COORDINATION.]

~~7.10 Work with local property owners to encourage the development of commercial and residential uses compatible with the commuter rail station.~~
[NOTE: POLICIES REGARDING TRANSIT-ORIENTED DEVELOPMENT ARE ALREADY COVERED IN THE HOUSING AND ENVIRONMENT ELEMENTS.]

7.8 Ensure that the commuter rail station does not have an unreasonable adverse impact on the residential character of the neighborhood.

~~1.4 Consider and pursue opportunities for an increased pedestrian connection to the West Sumner Neighborhood and the Downtown business core such as a pedestrian overpass across the railroad tracks.~~
[NOTE: CONNECTIVITY FOR THE PEDESTRIAN SYSTEM IS ADDRESSED UNDER THE PEDESTRIAN AND BICYCLE SECTION.]

~~7.9 Continue to explore the parking options and access options for the commuter rail station that are compatible with the surrounding land uses, safe, convenient, and attractive. Address options for location of future parking for expanded service over time.~~

7.9 ~~Promote~~ Support the use of ~~the Sounder~~ high-capacity transit and commuter train by the entire Sumner community. ~~Provide~~ Encourage housing near the train station for households desiring ~~the close~~ transit availability, ~~and~~ provide services and businesses

that cater to residents and train commuters, and provide safe connections for pedestrian and bicycle commuters.

~~7.14 Promote and pursue the use of underutilized parking lots throughout the city as potential satellite sites for commuter rail station parking.~~

~~1.8 Seek alternatives to the expansion of a stand-alone parking garage in the Town Center.~~

~~1.9 Request that Sound Transit provide additional bicycle lockers at the station to encourage bicycle commuting to the station. Require that any expansions to parking for the station include increased bicycle lockers.~~

~~1.10 Request, as part of any future expansion of the commuter rail station parking and access, that Sound Transit partner with the City and other entities to provide funding and support for improvement of the interchange on SR410 and Traffic Avenue~~

[NOTE: THE SOUNDER STATION IS ALREADY UNDER CONSTRCTION SO POLICIES NO LONGER RELEVANT.]

Commute Trip Reduction and Transportation Demand Management (TDM)

8. ~~***5.8***~~ ***Promote programs that reduce the demand on the transportation system.*** ~~**through the following strategies:**~~

8.1 Encourage the use of high occupancy vehicles (HOV) programs – buses, carpools, and vanpools – through both private programs and under the direction of Pierce Transit and Sound Transit.

8.2 Promote ~~flexible work schedules allowing~~ the use of transit, carpools, or vanpools.

8.3 Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs ~~to allow employees to work part- or full-time at home~~ for telecommuting or at an alternate work site closer to home.

8.4 Encourage employers to provide TDM measures in the workplace through such programs as preferential parking for HOVs, transit pass subsidies, improved access for transit vehicles, and employee incentives for using HOVs.

8.5 Implement the provisions of the State Commute Trip Reduction Act.

8.6 Consider pricing programs as an option for reducing reliance on single-occupancy vehicle (SOV) travel.

8.7 Incentivize transit oriented and higher density land uses that encourage walking or biking near transit stations.

~~5.9 Ensure mobility for all residents within the UGA, including the elderly and persons with disabilities by providing an accessible and affordable transportation system. The City of Sumner will ensure that its transportation system meets the requirements outlined in the Americans with Disabilities Act (ADA). The City will apply design standards that respond to the needs of persons who are elderly, disabled, or have other special needs. The City will identify existing transportation facilities and locations that are not accessible or usable by such persons and will improve such facilities. The City will encourage public and private transportation operators to fit the special needs of such persons.~~

[NOTE: ACCESSIBILITY IS COVERED UNDER GOAL 9 BELOW.]

Equity in Transportation-Related Decisions

9. Consider the impacts of transportation on underserved populations and provide transportation in an equitable manner.

9.1 Prioritize improvements that will improve multimodal transportation in underserved neighborhoods.

9.2 Incorporate ~~racial and~~ social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.

9.3 [WAS ORIGINALLY POLICY 5.9] Ensure mobility for all residents within the UGA~~, including the elderly and persons with disabilities,~~ by providing an accessible and affordable transportation system and encouraging public and private transportation operators to meet the needs of such persons. The City ~~of Sumner~~ shall ensure that its transportation system meets the requirements ~~outlined~~ in the Americans with Disabilities Act (ADA), apply design standards responding to the diverse community needs ~~of persons who are elderly, disabled, or have other special needs,~~ and ~~improvement~~ improve existing City transportation facilities ~~and locations that are not accessible or usable by such persons~~ to meet these needs.

~~9.4 Upgrade and improve infrastructure to meet Americans with Disabilities Act (ADA) and other federal requirements.~~ [NOTE: COVERED IN ABOVE POLICIES.]

Land Use and Environmental Considerations

~~6~~10. Establish a transportation system with minimal environmental impact and energy consumption that provides for a high quality of life to be enjoyed by the citizens.

~~6.1~~ 10.1 Incorporate environmental factors into transportation decision-making, including attention to human health and safety by designing transportation facilities within the Sumner UGA minimizing adverse environmental impacts resulting from both their construction and operation.

10.1.1 The City ~~of Sumner will~~ shall fulfill this need by:

- Considering environmental costs of development and operation of the transportation system
- Aligning and locating transportation facilities away from environmentally sensitive areas
- Working with the State to incorporate appropriate structural and vegetative sound abatement as part of highway widening projects
- Mitigating unavoidable environmental impacts wherever possible
- Soliciting and incorporating the concerns and comments of interested parties Considering the social equity and environmental justice impacts of ~~street~~ transportation projects
- Evaluate street cross-sections for efficient and effective use of pavement and landscaping features and low impact design.

10.2 Ensure that transportation system improvements are compatible with adjacent land uses, ~~and will~~ minimize potential conflicts, and create safe and adequate connections to adjacent land uses. The City ~~will~~ shall:

- Prevent new residential ~~areas~~ driveways from ~~fronting on~~ having direct access to arterials, unless no other options exist
- Incorporate transit, pedestrian, and bicycle access to major developments

- Provide landscaping and noise buffers along major roadways
- Provide facilities for bicyclists and pedestrians to access transit
- ~~Provide changes to~~ Promote development site plans that encourage pedestrian travel

10.3 Support continuing efforts for improving air quality and reducing greenhouse gas emissions throughout the Sumner area, and develop a transportation system compatible with the goals of the Federal and State clean air acts. ~~Federal and State legislation have made clean air a priority.~~

10.3.1 The City ~~will~~ shall:

- Support ~~and enforce~~ vehicle emissions reduction ~~testing~~ and cleaner burning fuels programs
- Coordinate with Sound Transit and other jurisdictions on Commute Trip Reduction (CTR) programs for major employers in the Sumner planning area
- Require air quality studies of ~~future~~ new major developments ~~on~~ likely to have significant impacts created by site-generated traffic
- Promote other TDM Programs
- Work with the private and other public sectors to introduce cleaner burning fuels for the existing motorized fleet, and vehicles powered by alternate fuel sources
- Support and implement projects that promote cleaner burning and alternative fuels such providing electric vehicle charging infrastructure.

~~6.4 Allow major changes to the land use plan only when those proposals accompany specific analyses showing how the transportation system can adequately support existing and proposed development needs in a financially balanced manner.~~
[NOTE: REQUIRING NEW DEVELOPMENTS TO MEET "CONCURRENCY" AND ADDRESS TRAFFIC IMPACTS IS ALREADY COVERED IN OTHER POLICIES AND CODES.]

10.4 ~~Provide~~ Promote, through regulations and incentives, ~~for~~ the use of low impact development techniques that will reduce impervious surfaces, provide for stormwater infiltration, and protect the natural environment and systems. Low impact development should be the ~~preferred alternatives for~~ included in new transportation projects where possible.

10.5 Increase the resilience of the transportation system and support security and emergency management to protect the transportation system against disaster, develop prevention and recover strategies, and plan for coordinated responses.

~~10.6 Transportation Energy Conservation: Reduce the rate of energy use per capita, both in building use and in transportation activities.~~
[NOTE: NOT SPECIFIC AND ALREADY COVERED IN OTHER POLICIES.]

10.6 ~~Transportation Greenhouse Gas Alternatives:~~ Reduce greenhouse gases by expanding the use of conservation and alternative ~~energy~~ fuel sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.

Program Financing and Implementation

11. Fund and implement the transportation plan based on the relative benefits to various user groups and ~~to meet the needs of the community in an orderly manner based on~~ the community and regional priorities, benefits, and cost allocation.

11.1 Prioritize city improvement projects and participation in State and regional projects

based on the following objectives:

- Human health and transportation safety of all modes
- Maintenance and preservation of existing transportation system facilities
- Meet current and future demands ~~Upgrade or expand facilities needed~~ to support growth within Sumner and maintain transportation concurrency
- Expand facilities and services to improve connectivity of the transportation system
- Environmentally beneficial
- Addresses a need identified for underserved and/or vulnerable populations.

11.2 ~~Fund and implement the Transportation Plan based on the relative benefits to various user groups.~~ [MOVED TO GOAL 7] Funding programs that ~~will~~ should be considered by the City include:

- Local, State and Federal grant programs;
- Development mitigation;
- Local city transportation and general tax funds;
- Local Improvement Districts (LIDs);
- Expanded business license fees; and
- Other local option taxes fees that are currently allowed or that may be available in the future.

11.3 Work with other transportation service providers and agencies ~~Continue to develop partnerships with WSDOT, Pierce County, Sound Transit, and local agencies~~ to ~~define and~~ fund and implement ~~improvement~~ transportation projects and programs ~~in the Transportation Plan~~ to serve the community and connect to major transportation hubs.

11.4 Ensure that new growth pays a proportionate share of the costs of transportation facilities needed to support growth. Where applicable, new development shall contribute to the costs of needed improvements through such means as:

- SEPA-based mitigation
- Transportation Impact Fees
- Frontage Improvements
- Low Impact Development (LID) that reduces public impacts and costs
- Other means allowed by State and local law.

11.5 Ensure that the annual Six-Year Transportation Improvement Program (TIP) is financially feasible, leverages available City Funds, and is consistent with the priorities of the Transportation Plan.
[NOTE: THE TIP IS USED TO PROGRAM CITY FUNDING, SUPPORTS CONCURRENCY AND IS USED IN DEVELOPMENT REVIEWS, AND IS UPDATED ANNUALLY.]

~~The TIP used by the City to implement TIPs. It is used by the PSRC in developing the Regional TIP…The annual update of the TIP is also used to reevaluate project priorities…~~
[UNECESSARY NARRATIVE DELETED]

11.6 ~~If probable funding falls short of meeting the identified needs of the plan, the City will review and update the Plan, as needed. The City will~~ Reassess improvement needs, priorities, level of service standards, and the land use plan if available and achievable funding falls short of meeting the identified needs.

11.7 Approve major land use changes only when those proposals accompany specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs based on concurrency, access, safety, and ~~alternative travel modes~~ level of service standards or guidelines.

~~7.8 Continue planning for transportation facilities within Sumner and its UGA on a continuing basis meeting changes in land use decisions.~~ [NOTE: POLICY IS UNECESSARY SINCE IT IS PART OF THE COMP PLAN PROCESS AND REQUIRED BY GMA.]

11.8 Develop and charge a multimodal transportation impact fee for the purposes of building a transportation network that supports multiple travel operations.

[NOTE: RECENT STATE LEGISLATION PROVIDED FLEXIBILITY FOR JURISDICTIONS TO CHARGE IMPACT FEES THAT SUPPORT NOT JUST AUTOS BUT PEDESTRIAN AND BICYCLE SYSTEM IMPROVEMENTS.]

11.9 Balance 20-year financing of transportation improvements between both existing and future users based on the principle of proportional benefit to all users.

11.10 ~~The City will~~ Update the Transportation Plan when~~ever~~ the Sumner Comprehensive Plan is revised or updated in such a way that it affects the ~~Transportation Plan~~ city's transportation demands or ~~. The City will also revise the Transportation Plan if~~ projects outside the city's control, such as special transportation related projects led by the WSDOT, PSRC, transit agencies, or Pierce County, cause a fundamental shift in transportation ~~services~~ demands or capacity with the ~~throughout the~~ Sumner UGA.

STUDY SESSION
DATE: November 16, 2023
AGENDA BILL: 23-3697

SUBJECT: 2024 Comprehensive Plan Update – Finish Land Use Element, Housing Element

CATEGORY: Information Only

BUDGET IMPACT:
Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:
1. Land Use Element Final Draft - 110323
2. Staff Memo Housing Element - 110923
3. Housing Element Final Draft -110923
4. Commission Minutes 9/7/23 - Reference Only

STAFF CONTACT: Ann Siegenthaler, Senior Planner

SUMMARY BACKGROUND:
The Planning Commission first reviewed the Land Use Element and Housing Element of the 2024 Comprehensive Plan (Comp Plan) on September 7, 2023. Draft minutes from the September 7 meeting are included in the packet for reference only; minutes cannot be approved at a Study Session so will be available for official approval at the next Commission Regular Meeting.

For the November 16th meeting, BERK Consulting will present updates to these elements, policies and related development regulations.

- Land Use Element: Updated with minor tech edits and adding one policy about supporting small-scale agricultural uses. No discussion is anticipated; the Commission is asked to confirm the final edits.

- Housing Element: A number of updates have been made and additional options provided for regulations. The attached staff memo provides further explanation of the changes and includes links to resources.

COUNCIL COMMITTEE/STUDY SESSION: n/a
MEETING/STUDY SESSION DATE:
COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:
Provide comments to staff and consultants so that final drafts can be prepared.

LAND USE

NOTE: Changes made since previous Planning Commission review are shown in blue highlight.

INTRODUCTION

The Land Use Element plays the central role of correlating land use issues. It provides direction on land use patterns, compatibility, and orderly development. The potential for rapid and incompatible development can be minimized through the coordination with infrastructure plans and through site and building design and buffering techniques. Land Use Element goals, policies, and objectives relate directly to the other elements of the Sumner Comprehensive Plan particularly the Community Character Element, Capital Facilities and Public Services Element, and Transportation Element.

The Comprehensive Plan Land Use Map (Figure X), category descriptions, and statistics are found following the goals, policies, and objectives provided below.

GOALS, POLICIES, AND OBJECTIVES

1. Provide for a variety of land uses in Sumner while preventing adverse impacts and ensuring consistent implementation of policies and regulations. ~~orderly development within the Sumner community.~~

1.1 Ensure appropriate transitions between land uses so that more intensive uses do not adversely impact adjacent uses.

1.1.1 Maintain the Sumner design and development guidelines and zoning provisions to achieve compatible and attractive new residential, commercial, and industrial uses.

1.1.2 Maintain zoning and subdivision regulations to ensure adequate setbacks, landscaping, and buffering where land use conflicts and impacts may occur.

1.2 Encourage infill development on vacant properties with existing public services and public utilities, and new development in areas with existing or planned public facilities.

1.2.1 Review existing capital facility plans and update them as necessary to ensure ~~compatibility~~ consistency with land use plans.

1.2.2 Review and develop incentive based programs that would facilitate the development of vacant properties to leverage economic development potential.

1.3 Through the Land Use Element and Community Character Element, strive to balance residential, commercial, industrial and public land uses.

1.3.1 Periodically ~~annually~~ review development regulations to remove unnecessary requirements and to balance environmental protection, public participation, and housing and economic development goals.

NOTE: THE STATE REQUIRES A 5-YEAR PROGRESS REPORT ON SOME COMP PLAN TOPICS (E.G. CLIMATE, HOUSING, PERMITTING) BUT NOT REQUIRED FOR ALL ELEMENTS.

1.4 **Planning sub-areas.** Identify planning sub-areas that warrant further study and special design considerations and/or economic development focus.

1.4.1 Planning sub-areas include:

- Town Center Plan area
- East Sumner Urban Village
- East Main Street
- Sumner-Pacific Manufacturing/Industrial Center.

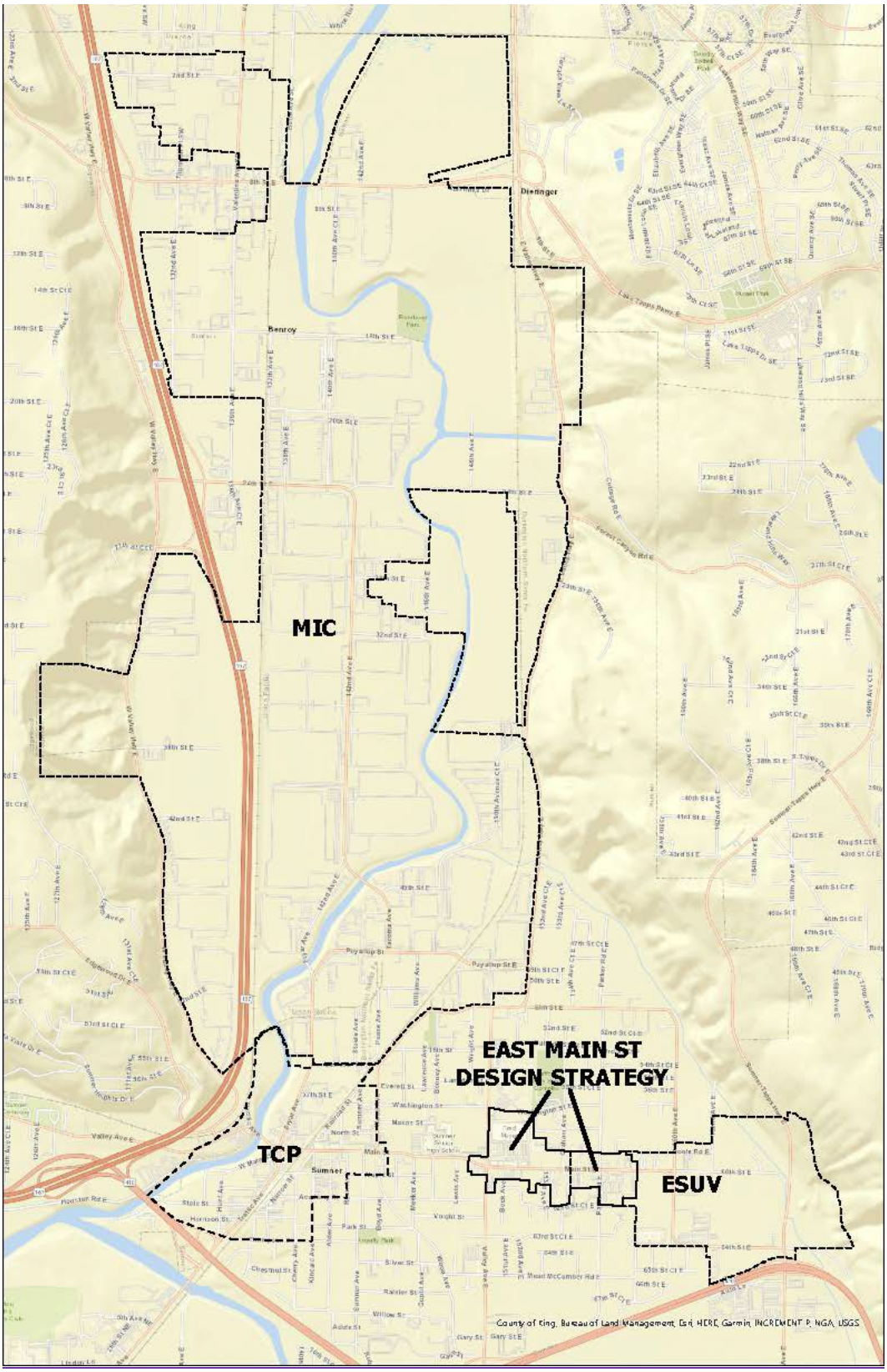
1.4.2 Where appropriate, prepare subarea plans to implement the Land Use and Community Character Elements of the Comprehensive Plan. Subarea plans shall specify in more detail the allowable uses, urban design quality~~themes~~, buffering, and protection of critical areas ~~sensitive areas and resources~~.

1.5 Integrate existing neighborhood plans, subarea plans, and design strategies into the Comprehensive Plan.

1.6 Implement the land use map and accompanying designation descriptions as presented in the section titled "Land Use Designations" and Figure X titled "Comprehensive Plan Land Use Map" through the adoption and maintenance of the Zoning Map.

1.7 Ensure new development is consistent with the policies of this Plan through implementation of regulations, programs, and project-specific review.

Figure 1: Subareas



2. Consider the potential impacts to Tribal treaty rights related to fishing, hunting, and gathering grounds in land use decisions, including decisions on development patterns, comprehensive plans, and zoning designations.

NOTE: COORDINATION WITH THE TRIBES ON POTENTIAL LAND USE IMPACTS IS REQUIRED IN THE ADOPTED COUNTYWIDE PLANNING POLICIES.

2.1 When notified by tribes of treaty rights in a particular location, incorporate ways to preserve and address treaty rights in land use decisions and designations.

2.2 Ensure that the tribes are provided timely and sufficient opportunity to comment on significant development projects and land use decisions.

3. Consistent with the Growth Management Act, designate an Urban Growth Area (UGA) within which urban growth must be encouraged and outside of which growth may occur only if it is not urban in nature.

3.1 Include sufficient areas within the UGA to accommodate the city's projected urban growth and housing needs.

3.2 Coordinate with adjacent jurisdictions and Pierce County through joint planning to ensure service provision and development is consistent with the goals of this Plan.

3.3 In accordance with the Countywide Planning Policies, promote and participate in joint planning of unincorporated lands within the Sumner Urban Growth Boundary as shown on Figure X.

3.4 Request joint planning of lands immediately adjacent to the City limits and the Sumner Urban Growth Boundary including land south of SR-410 and along SR-162. See Figure X.

3.5 Joint planning would be completed prior to any modification of the Sumner Urban Growth Boundary and following review of growth demands and capacity.

3.6 Consider annexing unincorporated lands addressed in the Sumner Comprehensive Plan and located within the Sumner Urban Growth when initiated by a private party and in order to resolve service conflicts and avoid creating unincorporated "islands".

3.7 Ensure newly annexed lands are zoned in conformance with the Sumner Comprehensive Plan Land Use Plan Map.

3.8 A subarea plan should be required prior to any large annexation of the Urban Growth Area or request for expansion of the Urban Growth Areas to ensure that newly annexed areas are compatible with and do not adversely affect rural land uses.

4. Support the Town Center Plan area as a "Countywide Center" as it relates to transportation funding.

4.1 Implement the Town Center Subarea Plan (TCP) and Form-Based Code, to support dense, mixed-use development and walkable neighborhoods near the transit center.

5. Support the Manufacturing/Industrial Center as a designated Regional Manufacturing/Industrial Center

5.1 Implement the goals and policies in the Sumner- Pacific Manufacturing/Industrial Center Subarea Plan (MIC) to ensure a coordinated approach to development, environmental review, and strategic capital investments in the Center.

6. Encourage neighborhood development that supports healthy communities.

NOTE: VISION 2050 (MULTI-COUNTY POLICIES) AND PIERCE COUNTY COUNTYWIDE PLANNING POLICIES REQUIRE JURISDICTIONS TO ADDRESS HEALTHY COMMUNITIES. THESE ARE GENERALLY DEFINED IN THE CPPs AS: "…places where all individuals have access to healthy social, economic, built and natural environments that give everyone the opportunity to live to the fullest, regardless of race and ethnicity, gender, income, age, abilities, or other socially defined circumstances."

6.1 Promote land use planning that supports walkability, tree canopy, access to services that meet daily household needs, access to parks and open space, and access to healthy and culturally relevant foods.

6.2 Consider the environmental health and other impacts of land use decisions on overburdened communities (minority, low-income, tribal, or indigenous populations that potentially experience disproportionate environmental harms and risks). Encourage the participation of these communities in the decision-making process.

NOTE: "OVERBURDENED COMMUNITIES" IS A TERM USED BY FEDERAL AGENCIES LIKE THE EPA IN DISCUSSING ENVIRONMENTAL JUSTICE AND GROUPS THAT HAVE OFTEN EXPERIENCED DISPROPORTIONATE ENVIRONMENTAL IMPACTS.

6.3 Ensure that adequate landscape screening and trees are provided around sources of significant noise and air pollutants that may affect schools and neighborhoods.

6.4 Mitigate the environmental health effects of climate change, including air quality, stormwater, and heat impacts, through the acquisition of parks and open space and tree planting, prioritizing overburdened communities.

6.5 Engage with the community on the topic of climate impacts and adaptation strategies.

6.6 Support energy efficiency and upgrade programs that reduce health risks for vulnerable populations due to extremes of heat and cold.

NOTE: "VULNERABLE POPULATIONS" IS A TERM USED BY HEALTH AGENCIES TO REFER TO GROUPS THAT ARE MORE AFFECTED BY EXTREMES, SUCH AS CHILDREN AND OLDER ADULTS.

6.7 Support small-scale agricultural uses in residential developments, and local community gardens sponsored by public agencies, non-profit organizations, and private development.

Land Use Designations

8. The land use designations ~~categories~~ and target densities described in the sections below are to be utilized in conjunction with the ~~Land Use~~ Comprehensive Plan Map, shown in Figure X. These designations guide the zoning districts in the adopted zoning map. Table 1 summarizes the categories and densities of particular districts.

8.1 RESIDENTIAL

8.1.1 Resource Protection

The Resource Protection District applies to areas that have significant natural resources or potential for small- to -moderate-scale agricultural uses. The district's purpose is to: Protect natural resources such as agricultural, mineral resource, fish and wildlife habitat areas from the intrusion of non-resource based development; to promote the conservation of natural resource lands and related activities or operations; and to maintain large areas free of impervious surfaces in order to increase the potential for natural infiltration of rainfall and the retention of natural drainage water patterns, minimizing the need for storm water facilities and increasing the protection of ground water resources.

8.1.2 Residential Protection

This designation is applied to areas adjacent to lands in resource production (e.g. agriculture, mineral extraction, forestry) and in sensitive critical areas as appropriate (e.g. landslide/erosion hazard areas). Uses in Residential-Protection ~~uses~~ act as a buffer between ~~natural~~resource productions and environmentally sensitive areas and higher density/intensity developments. Property owners would be on notice that in adjacent areas resource uses will be encouraged.

The very low densities reflect the absence of City services and the desire to minimize potential land use conflicts when resource production areas cease extraction activities and become more urbanized in the future~~. and the desire to ensure that when areas become urbanized that previous land use patterns will not hinder future choices~~.

Allowable primary uses include single-family detached homes. Secondary uses include specialty farming, small-scale animal husbandry, home occupations, utilities subject to compatibility criteria, and other uses incidental to and compatible with the primary use.

8.1.3 Low Density

This designation (LDR) provides for primarily single-family dwellings and duplexes in areas with current or planned access to City facilities and services. At the higher end of the ~~single family~~ low density range (LDR-3 at 7-20~~10~~ du/ac), public transit can more easily be supported. Through a planned residential development permit process, this base density may be increased significantly for affordable senior housing. Low density residential uses provide a transition from ~~rural residential~~ the Residential Protection district and protected critical areas to higher density uses. Primary uses include detached single-family ~~residential~~ dwellings, duplexes, private garages, and other accessory buildings. Secondary uses allowed typically with appropriate criteria ~~through a special permit process~~ include accessory dwelling units ("mother-in-law units"), adult family homes, assisted living facilities, senior apartments and retirement homes, hospitals, educational facilities, utilities subject to compatibility criteria, and churches and religious institutions. Many of these secondary uses may bring a higher number of residents, visitors and vehicle trips than normally associated with low density residential areas. However, allowing such secondary uses reflects the desire to accommodate needed housing and human services uses that can be integrated into the neighborhood.

NOTE: NEW STATE LAW (HB 1110) REQUIRES SUMNER AND OTHER CITIES TO ALLOW AT LEAST 2 DWELLING UNITS PER LOT IN ZONES THAT ARE PRIMARILY RESIDENTIAL. NEW LAW ALSO REQUIRES SUMNER TO ALLOW UP TO 2 ADUs PER LOT.

8.1.4 Medium Density

The medium density designation (MDR) is intended to provide for multi-family living to ensure that opportunities to obtain reasonable-cost housing exist for community residents. Primary uses include multi-family housing of various types including duplexes, multiplexes, and low-rise apartments (three stories or fewer), zero-lot line structures, townhouses, condominiums, senior apartments and retirement homes, etc., and may also include single-family dwellings. Secondary uses allowed typically with appropriate criteria~~through a special permit process~~ can include accessory dwelling units, adult family homes, day care, educational facilities, utilities subject to compatibility criteria, churches and religious institutions, assisted living facilities, limited office/professional buildings, and manufactured home subdivisions. Through a planned residential development permit process, the base density in Medium Density Residential may be increased significantly for affordable senior housing. Medium density developments may require design review to ensure diversity of building types/avoidance of building form repetition, plan goal consistency, and neighborhood compatibility.

NOTE: NEW STATE LAW REQUIRES JURISDICTIONS TO PLAN FOR AND ACCOMMODATE HOUSING NEEDS OF ALL INCOME BANDS. IN SUMNER, THIS MEANS CREATING CAPACITY FOR AND ENCOURAGING MORE HOUSING UNITS AND MORE AFFORDABLE UNITS. THE POLICY QUESTION IS WHERE THOSE UNITS MIGHT BEST BE ACCOMMODATED IN SUMNER. CURRENTLY, APARTMENTS ARE NOT ALLOWED IN MDR OUTSIDE OF EAST SUMNER AND TOWN CENTER. STAFF RECOMMENDS

THAT THE MDR ZONE BE UPDATED TO ALLOW LOW-RISE APARTMENTS AS PART OF OUR APPROACH TO MEETING THE STATE LAW REQUIREMENT.

8.1.5 High Density

This designation (HDR) allows for higher density multi-family developments to allow for a broad range of housing choices in areas with existing and planned infrastructure, and to allow for infill development and the reduction of sprawl. Primary uses include multi-family housing of various types including townhouses, condominiums, apartments, etc. Secondary uses can include low and moderate density residential developments, adult family homes, day care, and assisted living facilities. New single-family uses are prohibited so as not to take up housing capacity in the high density district, although existing single-family uses may remain. Through a planned residential development permit process, the base density in High Density Residential may be increased significantly for affordable senior housing. ~~This designation may be applied in new areas as appropriate to the neighborhood's character (e.g. near commercial areas and transit). High density developments may occur~~ This designation should be applied where the following conditions exist:

- The area has access to appropriate services (e.g. near commercial services and transit);
- ~~An over-concentration of multi-family dwellings in a single area is avoided~~ Where medium density residential or other moderate density use/mixed land use provides a buffer between low density and high density residential;
- A repetition of building forms is avoided in the proposed development;
- Design review will be required to ensure design appropriate to the neighborhood character;
- Adequate public and community facilities exist to support the density.

8.2 MIXED USE

~~8.2.1 Historic Central Business District (Town Center) Town Center Plan area~~

~~The 2018 Town Center Plan update re-designated the Central Business District to the Historic Central Business District which provides a focal point for the City and allows for retailing and other commercial services in a fashion that preserves and enhances the pedestrian scale and character of development in the Town Center area. Small and medium independent shops and offices are typical to this district. Primary uses include retail businesses, professional offices, hospitals, medical clinics, hotels, theaters, restaurants, personal service shops, multi-family dwellings above ground floor commercial uses, and public/semi-public buildings. Secondary uses include, convenience stores, utilities subject to compatibility criteria, and small scale light manufacturing associated with artisan or craft production. The Historic Central Business District also functions as a "town center" because of its central location as a transit hub, the pedestrian scale and character, and the types of services provided.. The Town Center Plan district includes several sub-districts: the West Sumner district, riverside district, station district and the historic central business district. Each district has its own unique characteristics, and development requirements.~~
NOTE: THIS POLICY TO BE REMOVED, SINCE THE TOWN CENTER PLAN ABSORBED THE OLD CENTRAL BUSINESS DISTRICT AND ALL OF TOWN CENTER AREA IS AN OVERLAY DISTRICT (DESCRIBED BELOW).

8.2.1 Urban Village

~~Urban villages are self-contained, tightly gridded, mixed use areas with a seamless mix of residential, commercial, and civic uses. An urban village in Sumner would be different than an urban village in Seattle. In Sumner, an urban village would be something like a "mini-Downtown" and would respect the "small town character" of Sumner by ensuring buildings are of appropriate height and scale.~~
Urban villages are intended to be self-contained mixed use areas with a compact street grid and interconnected pedestrian corridors that promote walkability throughout the neighborhood. They are intended to support a mix of residential, commercial and civic uses. An urban village in Sumner would be something like a "mini-downtown."

The urban village(s) will provide a focus for neighborhoods outside of the downtown area. Urban villages promote development that is pedestrian scale, transit-oriented ~~developments~~and in harmony with the character of the community. Primary uses include retailing and commercial

services, banks (with no drive through facilities), professional offices, bed-and-breakfasts, hotels, civic uses, multi-family dwellings of various types including duplexes, townhouses, condominiums, apartments, etc. Secondary uses can include single-family dwellings and accessory dwelling units in residential zones only, and other dwellings such as duplexes and townhomes. Other secondary uses include adult family homes, day care, public and private educational facilities, utilities subject to compatibility criteria, churches and religious institutions, convalescent care and rest homes. Mixed uses, converted residential buildings, converted commercial buildings, and variable lot sizes are encouraged to ensure pedestrian orientation, visual interest, and historic character protection.

NOTE: CURRENTLY THE ONLY DESIGNATED URBAN VILLAGE IN SUMNER IS THE EAST SUMNER URBAN VILLAGE (ESUV). IT IS COMPRISED OF DIFFERENT RESIDENTIAL AND COMMERCIAL ZONES (E.G. ESUV/LDR, ESUV/GC).

8.3 COMMERCIAL

8.3.2 Neighborhood Commercial

This designation is intended to provide for neighborhood centers that include convenient retailing, small offices, and other commercial activities principally oriented to adjacent residential areas and neighborhoods. Primary uses include convenience stores, eating and drinking establishments, personal service shops, day care, dry cleaners, laundromats, and others ~~deemed to be neighborhood serving~~ uses that serve primarily the immediate neighborhood, and are not auto-oriented uses. Secondary uses include public/quasi-public uses such as parks and other similar facilities as well as utilities subject to compatibility criteria. Higher density residential developments may also be allowed in ~~the~~ specified neighborhood commercial areas where integrated appropriately with the commercial uses and surrounding neighborhood.

8.3.1 General Commercial

This designation is applied to areas outside of the downtown area and urban villages where retailing, commercial, and office uses serving a larger market are promoted. While the uses accommodate automobiles to a greater degree, buildings with a street orientation, screened parking, and ample landscaping ensure more attractive commercial areas. Primary uses include retail businesses, automotive sales, professional offices, medical services and clinics, hotels, theaters, restaurants, personal service shops. Secondary uses include convenience stores, utilities subject to compatibility criteria, and light manufacturing, assembling, and repairing where accessory to retail uses. General commercial uses may occur in different forms to encourage specific uses. For example, retail or commercial uses near large employment centers may be limited to commercial uses to support workers. ~~Limited multi~~ Multi-family residential uses may be incorporated ~~(e.g.~~ on second floors above retail~~)~~ where ~~it can be integrated into the proposed development and is compatible~~ with the surrounding neighborhood. Existing general commercial areas will be encouraged to incorporate pedestrian-oriented elements and positive design features such as additional landscaping, reduced front setbacks, screened parking, and pedestrian scale street fronts, lighting and signage. New development in general commercial areas will require design review to ensure these goals are met. Areas with this designation should provide an appropriate mix ~~and a balance in the accommodation~~ of facilities for all transportation modes including transit, bicycle and modes~~pedestrians is achieved~~.

8.3.3 Interchange Commercial

This designation applies to areas surrounding the 24th/28th street interchange on SR167 and the area south of SR410 near the 166th Avenue interchange. These areas are designated as Interchange Commercial (IC) because they function primarily as automobile dependent businesses, lack pedestrian connections to residential zoning and neighborhood services, and the future character is anticipated to be primarily automobile dependent. While not following as closely to the requirements for pedestrian oriented design, the design standards applied here will ~~be~~ require attractive and ~~of~~ high quality development. Primary uses in this zone will be similar to General Commercial such that there will be automotive sales, equipment sales, gas/convenience stores,

automotive repair and maintenance, hotels/motels, theaters, and grocery stores. The area will have greater setbacks allowed than in General Commercial and have less emphasis on pedestrian connections to the street while internal pedestrian ~~design~~ amenities will still be required.

8.4 MANUFACTURING AND INDUSTRIAL

8.4.1 Light Manufacturing

~~This district allows for the following uses:~~ Principle uses in this district include light manufacturing (particularly assembling and manufacturing of products from previously prepared material), ~~office~~, warehouse/distribution, and packaging plants, and limited office uses. Secondary uses include ~~service~~ retail services, restaurants, government uses, agricultural activities, and utilities subject to compatibility criteria.

Goals for landscaping are to ensure adequate landscaping/screening:
- along streets
- within parking lots
- buffers next to lower intensive zones, ~~and open~~ public open space and critical areas
- ~~some amortization of existing businesses~~
- screening of outdoor storage
- along side lot lines when not immediately adjacent to a parking lot/truck maneuvering area.

Goals for ~~Site Design~~ site and building design are:
- ~~design consistent with transit goals~~
- quality building materials and modulation along street fronts
- screening of parking and loading
- discourage multiple curb cuts.

NOTE: DEVELOPMENT IN INDUSTRIAL ZONES CURRENTLY MUST COMPLY WITH DESIGN GUIDELINES FOR INDUSTRIAL DEVELOPMENT, WHICH ARE LESS STRINGENT THAN GUIDELINES FOR COMMERCIAL, AND WHICH FOCUS ON LANDSCAPE SCREENING AND BUILDING DESIGN ALONG STREET FRONTS.

8.4.2 Heavy Manufacturing

This district provides areas for heavy industrial uses which are located ~~appropriately~~to ensure minimal impacts to residential and commercial areas. Typical uses include processing of natural and manmade materials for use in general manufacturing, assembly, warehousing, and distribution. Secondary uses include office, limited retail establishments, agricultural activities, and utilities subject to compatibility criteria.

8.4.3 Public and Private Facilities and Utilities

The primary purpose of this designation is to identify lands utilized to provide public and private utilities, facilities, and services. ~~A secondary purpose of this designation is to allow manufacturing and industrial uses in specific areas as provided in the underlying zoning.~~ Allowable uses include parks, schools, medical facilities, non-profit service uses/organizations, public and private utilities, and government buildings~~, as well as manufacturing and industrial uses in specific locations. Portions of the area~~ In some cases, properties designated as Public and Private Facilities and Utilities are also located within the ~~manufacturing/industrial center~~ Manufacturing/Industrial Center Overlay area; however, these properties have natural resource restoration and recreation uses only. ~~identified in~~ See Figure X Comprehensive Plan Map. Proposed parks are indicated in the Parks Plan.

8.5 OVERLAY DESIGNATIONS

8.5.1 Shoreline

This overlay references the Sumner Shoreline Master Program which indicates required setbacks and allowable uses for land ~~in the affected shorelines~~ within the shoreline jurisdiction (generally

200 feet from ordinary high water mark). In Sumner, land along the Puyallup and White (Stuck) Rivers is governed by the State Shoreline Management Act and Sumner's Shoreline Master Program. There are three shoreline designations: urban, shoreline residential and urban conservancy. Refer to Figure 25 in the Shoreline Element.

~~**8.5.2 Neighborhood Plan Districts**~~

~~Each neighborhood planning area is indicated in the form of a circle. The circles and concurrently the neighborhood size are defined by walking distance from a center that serves as a focus for the neighborhood. The radius is generally 1,500 feet and the walking time would be approximately 5 minutes. A majority of the neighborhoods have a local focus. The center of the neighborhood may be a park or a civic building. Some neighborhoods such as downtown have a more regional focus. (Refer to the Districts and Neighborhoods Map in the Community Character Element).~~
NOTE: THIS SECTION PROPOSED TO BE DELETED, SINCE SUMNER NO LONGER DEFINES NEIGHBORHOODS IN THIS WAY; ALSO, THESE HAVE NEVER BEEN TRUE OVERLAY DISTRICTS (E.G. WITH UNIQUE ZONING OR DESIGN STANDARDS).

~~**8.5.3 Community Linkages**~~

~~The Community Linkages Map indicates potential future transit stops and neighborhood focus points similar to those in the Neighborhoods and District Map. The future transit stops could be for a regional or a community transit system that could serve the commuter rail station. These potential transit stops would be within a 5 minute walk of much of the area to which they service similar to the neighborhood focal points and with a range between 500-1500 feet in diameter.~~
NOTE: SECTION PROPOSED TO BE DELETED, SINCE THIS HAS NEVER BEEN A TRUE OVERLAY DISTRICT. THE CONCEPT OF WALKABLE NEIGHBORHOODS WITH TRANSIT IS SUPPORTED WITH POLICIES IN THE COMMUNITY CHARACTER ELEMENT.

8.5.2 Manufacturing/Industrial Center

The Manufacturing/Industrial Center (MIC) is part of the larger Sumner/Pacific MIC, (Figure X) an area that is targeted for high intensity industrial land uses ~~for~~ to create an employment and economic center on a local, county, and regional level. This area is characterized by light and heavy manufacturing uses, ~~restrictions~~limits on retail uses, and a prohibition of residential uses in this area. The Sumner/Pacific MIC is designated a Regional MIC, giving it special status for infrastructure funding, and is a priority for infrastructure improvements to promote the industrial and economic development in the area.

8.5.3 Innovation District and Enterprise Area
The Innovation District and Enterprise Area (IDEA District) is a flexible overlay designation that may be applied to non-residential areas at the request of a property owner. An IDEA overlay provides greater flexibility in the allowable uses and development standards than the underlying zone, in order to encourage and to expand economic opportunities for innovative, small-scale businesses to locate in Sumner. Criteria are established to ensure that proposed uses are compatible with surrounding properties. The IDEA District could contain a combination of office, retail, residential, co-working spaces, a makerspace and entrepreneur support services.

8.5.4 Planned Mixed Use Development ~~and Planned Residential Development~~
The **Planned Mixed Use Development** (PMUD) overlay area requires a mix of commercial and residential development that will undergo extensive public process including design review, hearing examiner recommendation, and City Council approval. The PMUD offers greater flexibility to develop a mix of ground floor commercial, walkable neighborhoods, increased density as appropriate, adequate open space, complete street designs and opportunities for green and environmentally friendly development. The result is a development that fits the character of the surrounding neighborhood as a whole and is an asset to the community. A PMUD may have a mix of commercial, mixed use structures, and stand-alone multi-family residential in a variety of configurations from live/work units, residential over ground floor commercial, to townhouses, and cottages. Buffer areas can also be configured within a PMUD to minimize conflicts between uses

such as ~~agriculture and~~ large-lot single-family or, between more intense uses such as industrial, depending on the neighborhood.

8.5.5 Planned Residential Development

The **Planned Residential Development** (PRD) overlay is similar to a PMUD but for residential developments. The PRD offers greater flexibility to develop a mix of housing types with varying lot sizes and dimensions, increased density as appropriate, adequate open space, and building setbacks and heights that are compatible with adjacent residential uses. The result is a development that allows for a high level of variety in housing and flexibility in site design while remaining compatible with the character of the surrounding neighborhood.

8.5.6 Town Center Plan Area

The Town Center Plan covers an area within approximately one-half mile radius of the Sumner commuter rail station. This is an area that is targeted for future residential and mixed use development that takes advantage of being near transit and amenities and conveniences in the downtown core. The increased population in the downtown would add to the market for an "everyday" downtown and further strengthen the economic vitality of Main Street. The Town Center Plan also envisions a mixed of uses along Main Street, Traffic and Fryar Avenues and Activity Nodes. The Town Center Plan area has greater increase in heights and residential densities than other areas of the city. The Town Center Plan Subarea is implemented through design standards, and a "form based code." The Town Center is also designated a "Countywide Growth Center." A Form Based Code, adopted for the Town Center, contains design details on building forms and streetscapes.

There are four districts within the Town Center Plan subarea:

- Historic Central Business District (HCBD)
- Station District (SD)
- West Sumner District (WSD)
- Riverfront District (RD)

TABLE 1
LAND USE DESIGNATIONS

NOTE: THE LAND USE DESIGNATIONS HERE SET A RANGE OF DENSITIES THAT MAY BE ADOPTED IN THE ZONING CODE. FOR LDR: THE DENSITY CHANGES RECOMMENDED BELOW REFLECT NEW STATE LEGISLATION THAT ALLOWS 2 UNITS ON EVERY LOT IN ZONES THAT ALLOW SINGLE FAMILY HOMES. FOR MDR: THE DENSITY IS PROPOSED TO INCREASE SLIGHTLY TO SUPPORT SMALL APARTMENT BUILDINGS IN MDR NORTH OF MAIN STREET (WHERE APARTMENTS NOT CURRENTLY ALLOWED). BOTH PROPOSALS HELP MEET SUMNER'S ASSIGNED HOUSING TARGETS.

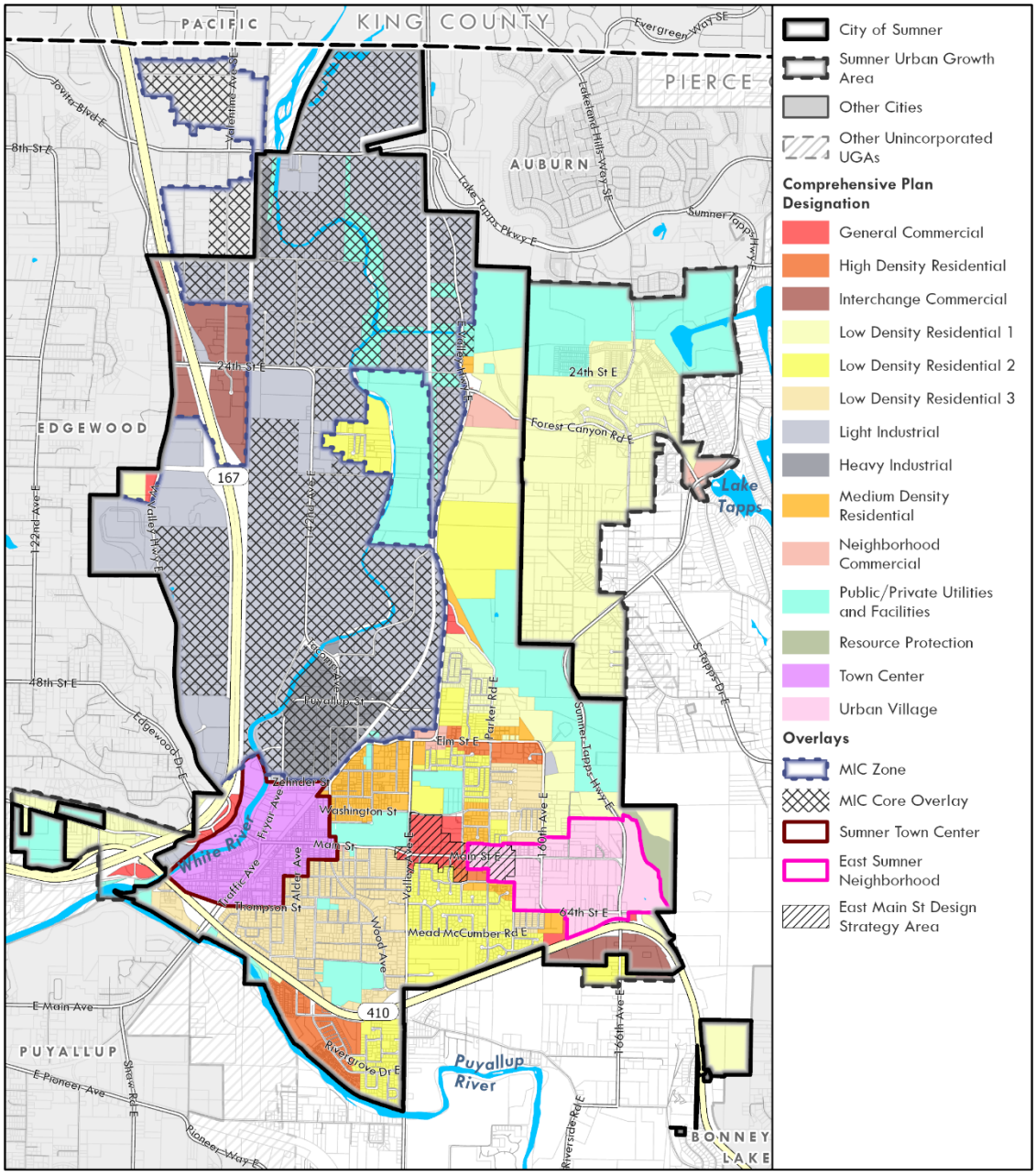
CATEGORY	DENSITY
Residential	
Resource Protection (RES)	1 du/20 acres
Residential-Protection (R-P)	1 du/20 acres
Low Density Residential-1 (LDR-1)	2.9 – 10.0 ~~5.0~~ du/acre*
Low Density Residential-2 (LDR-2)	5.1- 13.0 ~~6.5~~ du/acre*
Low Density Residential-3 (LDR-3)	7.0- 20.0 ~~10.0~~ du/acre*
Medium Density (MDR)	8.1-~~15~~ 17 [OPTION A] OR 22 [OPTION B] du/acre*
NOTE: OPTION A AND OPTION B ABOVE REFLECT 2 DIFFERENT APPROACHES TO ACHIEVING DENSITY AND SHOW THE 2 OPTIONS BEING REVIEWED IN THE EIS.	
High Density (HDR)	12.1-25 du/acre*
Commercial	

CATEGORY	DENSITY
General Commercial (GC)	12.1-25 du/acre*
Interchange Commercial (IC)	--
Neighborhood Commercial (NC)	12.1-25 du/acre*
Town Center Plan area	Unlimited density per TCP Form Based Code
Urban Village (UV)	26-40 du/acre*
Manufacturing	
Light (M-1)	--
Heavy (M-2)	--
Public/Private Facilities & Utilities (P)	
Overlay Designations	
Shoreline	Refer to Sumner SMP
Planned Residential Development (PRD)	Based on underlying zone
Planned Mixed Use Development (PMUD)	5-37.5 du/acre
Town Center Plan Subarea Sub-Districts	Unlimited if height, open space, setbacks, and parking are met.
Innovation District & Enterprise Area	Based on underlying zone

Source: Sumner Community Development Department
Notes: du = dwelling unit
SMP = Shoreline Master Program
*Density may be increased to 30-50 du/ac for affordable senior housing through a PRD process, or for affordable housing on properties owned by religious organizations.

NOTE: GOVERNMENTS ARE REQUIRED BY LAW (RCW 35A.63.300) TO ALLOW RELIGIOUS ORGANIZATIONS AN INCREASED DENSITY BONUS "CONSISTENT WITH LOCAL NEEDS" FOR AFFORDABLE HOUSING DEVELOPMENT (MUST BE EXCLUSIVELY FOR LOW-INCOME HOUSEHOLDS FOR AT LEAST 50 YEARS). THE RCW DOES NOT DEFINE A SPECIFIC DENSITY BONUS NUMBER, BUT STAFF PROPOSE SIMILAR ALLOWANCES TO THOSE FOR AFFORDABLE SENIOR HOUSING.

FIGURE XX: COMPREHENSIVE PLAN MAP
[OPTION A: NO CHANGES TO EXISTING MAPPING]



CITY OF SUMNER

Comprehensive Plan Map

N

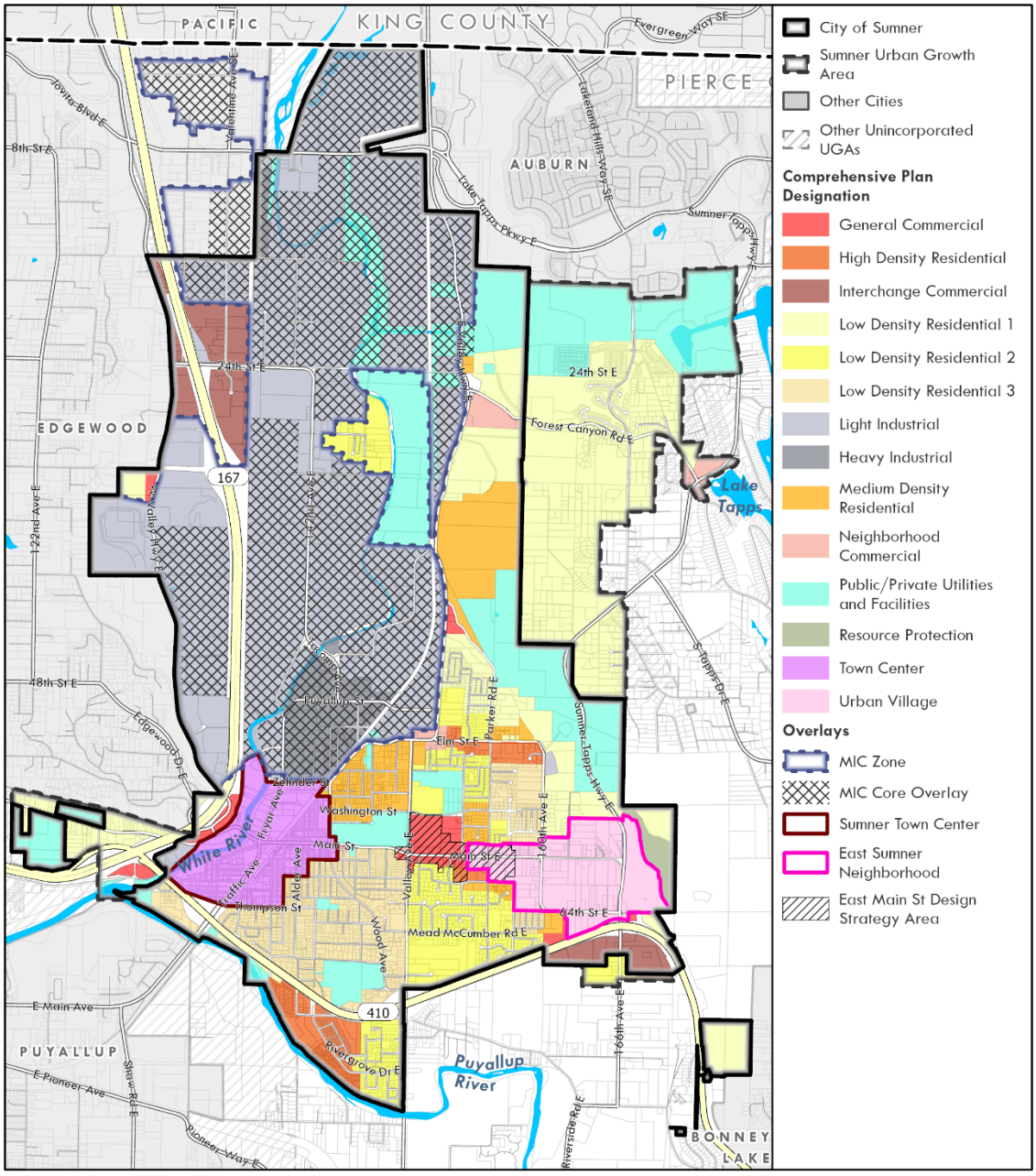
0 ½ Miles

CITY OF SUMNER WASHINGTON

Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.

Map Date: August 2023

[OPTION B: only change is the Cava Mine site is shown as zoned MDR instead of LDR]



CITY OF SUMNER

Comprehensive Plan Map

N

0 ½ Miles

CITY OF SUMNER WASHINGTON

Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.

Map Date: August 2023

CODE CHANGES – See Housing Element for related changes

MEMORANDUM

DATE: November 9, 2023
TO: PLANNING COMMISSION
FROM: Ann Siegenthaler, Senior Planner and BERK Consulting
RE: **2024 Comp Plan Update – HOUSING ELEMENT**

I. DISCUSSION

The Planning Commission discussed the Housing and Land Use draft elements at the September 7, 2023 meeting. Key items for further discussion are included in the table below for further discussion on November 16, 2023.

Topic	Previous Discussion
Increases in MDR maximum density	Some support for keeping maximum density same as now. (See below ***C. MDR Density Increases*** for more context)
Allowing apartments in all MDR and HDR zones	Some concerns about apartments in MDR (higher intensity than multiplexes and similar)
Allowing larger lots (1.5x minimum parcel size) in LDR 12 and LDR 8.5 to build triplexes and fourplexes Or, alternatively, allow only if one unit is designated affordable)	Concerns about requiring one unit to be designated affordable due to monitoring needs. Some support for fourplexes on those larger lots in LDR12, not LDR8.5
Potentially changing current MFTE in Town Center to affordable only, expanding affordable MFTE areas in East Sumner Or, alternatively, mandating 20% affordable housing in Town Center and East Sumner	Some support for expanding MFTE as incentive-based approach, some support for more aggressive mandatory affordability. (See below ***D. Key Locations – Housing Policy Changes*** for more context)
Incentivizing ADUs beyond State-mandated changes (ex. pre-approved plan sets, reduced permit fees)	Some input that changes in State law already incentivize ADUs enough.
Anti-displacement policies	Some concerns on tenant protection impacts to property owners. (See below ***G. Antidisplacement Strategies*** for more context)
Manufactured home park preservation	General support, would like to hear from affected property owners if regulatory changes are proposed (See below ***G. Antidisplacement Strategies*** for more context)

II. OTHER TOPICS AND RESOURCES

Questions and comments on the following topics also emerged at the September 7, 2023 meeting. More context and resources are provided below.

A. Consequences of Non-Compliance

If the City does not show capacity for housing targets at all income bands or otherwise does not meet new State requirements, Sumner would be out of compliance with the Growth Management Act (GMA). This would mean being ineligible for funding from some State and regional sources (e.g. PSRC), particularly funding for transportation. This would also open the City to legal challenges.

B. Housing Affordability and Availability

There are many factors that affect housing costs. However, the City is specifically required to address the new requirements in the GMA, which are related to how zoning and development regulations can affect affordability and availability. The Planning Commission's role is to review and provide recommendations on zoning and development regulations.

BERK's housing capacity analysis in Sumner is based on guidance from the Department of Commerce. The guidance generally assumes that higher-density housing types are more likely to be affordable than single-family detached units. The analysis also takes into account those areas of the city where we know even high-density housing types are unlikely to produce affordable units (such as Town Center and East Sumner). Policy changes that offer greater flexibility in housing types, higher maximum densities, or designated affordable units help the city add capacity for lower and moderate income bands and show compliance with state law. A combination of such policies will be needed to reach the capacity needed to serve all income bands.

If the Planning Commission would like to learn more about housing needs and affordability in the region, below are additional resources on housing cost drivers and actions cities can take:

- An organization that provides resources to local governments, MRSC, provides an overview of common causes of housing affordability problems and what local governments can do.
- Association of Washington Cities produced a 2021 Housing Report that includes strategies and case studies on affordability.
- The Washington State Affordable Housing Advisory Board (AHAB) is working on a 5-year Housing Advisory Plan. Draft materials can be found here. Page 8 of the draft Market Trends document describes factors affecting Washington's housing affordability crisis.

C. MDR Apartments and Density Increases

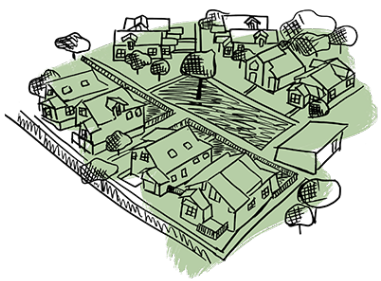
Maximum density in MDR is currently 15 du/acre. The City may choose to increase the maximum density to better match currently allowed and proposed medium density housing types. Currently, townhomes and multiplexes are allowed in all MDR areas, and apartments are allowed south of East Main Street. Staff recommends two approaches to the MDR zone:

- Allow small-scale apartments up to 3 stories in all MDR-zoned areas (not just south of East Main).
- Increase the allowed density in MDR to better accommodate multiplexes and small apartments.

These strategies will accommodate more diversity in housing types and will help the City comply with state law on housing capacity by income band.

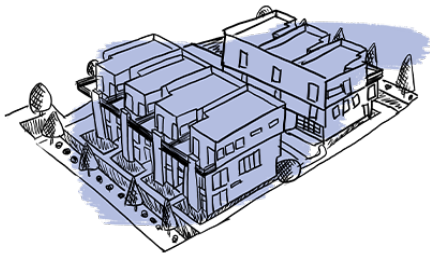
The following illustrations from JHP Architecture and Urban Design provide context to different density ranges:

Single-Family Cluster Housing



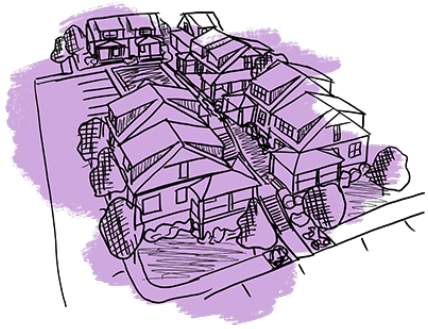
- Usually smaller than a typical detached single-family home
- 10 to 12 units per acre

Townhomes or Rowhouses



- Single-family attached housing
- 12 to 18 units per acre

Small walk-up style multifamily



- 2-3 stories
- 15 to 22 units per acre
- Similar to recommendations for MDR

Garden apartments

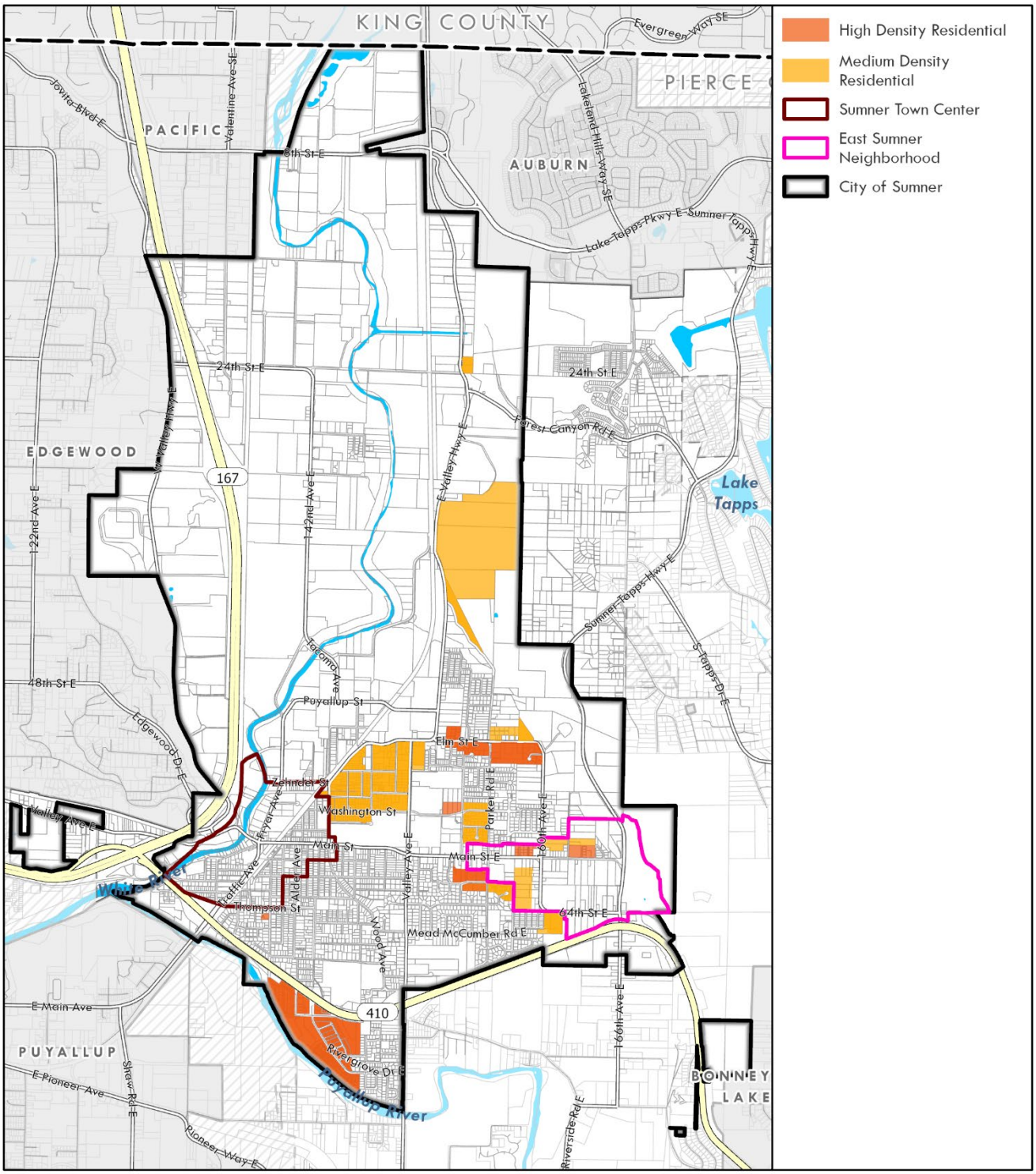
- 2-3 stories
- 19 to 25 units per acre
- Similar to recommendations for MDR

D. Key Locations – Multifamily Housing Policy Changes

This map (Exhibit 1) shows locations that could change based on possible policy choices around MDR/HDR and changes to the Multifamily Tax Exemption:

- Cava mine site rezone from LDR to MDR
- MDR maximum density increases
- Allowing low-rise apartments in MDR and HDR north of East Main Street (areas south of East Main Street already allow apartments)
- Changes to MFTE in Town Center and/or East Sumner. This could include making MFTE only available for affordable development in Town Center, and/or potentially expanding the East Sumner MFTE area.
- Mandatory affordability in Town Center and/or East Sumner. This is an alternative to the option above, that would require all new housing development in these areas to include 20% affordable units.

MDR and HDR areas shown in the map are those that are currently zoned MDR or HDR and/or that have an MDR or HDR comprehensive plan map designation.



(Note: for discussion purposes only, see description above under D)

E. Overburdened Communities, Vulnerable Populations, and Underserved Communities

Overburdened communities are defined by the State as "a geographic area where vulnerable populations face combined, multiple environmental harms and health impacts"

Vulnerable populations are defined by the State as "population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: (i) Adverse socioeconomic factors, such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase

vulnerability to the effects of environmental harms; and (ii) sensitivity factors, such as low birth weight and higher rates of hospitalization."

Underserved communities typically refer to areas that are not served by infrastructure or services at the same level as other areas. This could, for example, look like a neighborhood not having sidewalks, nearby grocery stores, or nearby health care options.

F. Overburdened Communities Maps

There are several data sources related to environmental exposures and overburdened communities in Washington:

- The Washington State Department of Health Disparities Map estimates a cumulative environmental health impact score for each census tract that reflects exposure to pollutants and factors that affect people's vulnerability to environmental pollution. It shows that most of Sumner has high risk of health disparities compared to other parts of the state, with slightly higher scores in the north tract.
- Pierce County has also developed an interactive map at the Census block group level. This includes an "Environmental Index" that gives insight into the relationship between the environment and health. Sumner's block groups score low or very low compared to other parts of Pierce County (indicating low environmental health). Block groups including Town Center and areas along SR410 show particularly low scores in this index.

G. Antidisplacement Strategies

The City is required by HB1220 to include policies and strategies for anti-displacement of vulnerable and low income residents. Proposed Policy 6.0 reflects the required policy direction. In terms of strategies for implementing anti-displacement, the City has flexibility in what those strategies may be. Examples of anti-displacement strategies the City should consider:

- Tenant relocation assistance, in which developers must pay an amount to displaced low-income renters.
- Manufactured home park zoning designation and applies it to manufactured home parks at risk of displacement.
- Just cause eviction protections, in which landlords must give written notice stating the specific "just cause" and supporting facts for the eviction.
- Notice of intent to sell ordinance, in which landlords must post a notice to give tenants time to prepare and to consider tenant purchase of the building.
- Connect residents with information on County and State tenant protections and programs, for example, through resources linked on the City website and targeted outreach through community organizations.

To implement these strategies, City regulations would be updated based on Commission and Council comments.

Options for Manufactured Home Park Preservation

Manufactured Home Parks (MHPs) provide long term, affordable housing but are vulnerable to displacement. Staff is not proposing at this time any specific MHP preservation regulations that would affect those existing communities. If the City pursues such regulations in the future, these will follow the ordinance adoption process, including opportunities for public feedback and notification of park owners and residents.

If the Planning Commission would like to learn more about this topic, below are resources relating to mobile/manufactured home park preservation:

- MRSC article with an overview of manufactured home park preservation options
- MRSC article with background and examples on manufactured home park zones
- Kent and Kenmore have adopted mobile home park zoning as a preservation technique.
- See 2021 Tacoma Displacement Brief for additional antidisplacement strategies.

H. Emergency Shelter, Emergency Housing, Permanent Supportive Housing, and Transitional Housing

Generally, emergency shelter/housing facilities are temporary facilities that offer shelter to homeless persons or those at imminent risk of homelessness. Permanent supportive/transitional housing generally are subsidized

housing with unlimited or longer term rental periods and which usually include support services to help retain tenancy. Sumner already adopted regulations to address the HB1220 (2021) requirements around these housing/shelter types. However, the Department of Commerce has provided more recent guidance on spacing and occupancy limits. Sumner's existing code includes limits on facility spacing and limits on number of occupants, neither of which meet the newest State guidance.

Commerce guidance now suggests that 880 feet is the maximum spacing that a city can reasonably require, and that emergency housing and emergency shelter occupancy limits should be based on fire/building code. Staff proposes updating regulations for consistency.

HOUSING

NOTE: Changes made since previous Planning Commission review are shown in blue highlight.

INTRODUCTION

The Growth Management Act (GMA) requires consideration of housing needs through the State Planning Goals and through the requirements for a housing element. Housing Elements are required to recognize the vitality of existing neighborhoods, inventory existing and projected housing needs, identify sufficient land for a variety of housing types and needs, and make adequate provisions for the existing and projected needs for all economic segments of the community.

The 2021 Sumner-Bonney Lake Housing Action Plan identified existing and future housing needs in Sumner. These needs include: increasing numbers of the elderly, female-headed households, smaller household sizes, and the homeless; very low vacancy rates for single-family units and somewhat low vacancy rates for multi-family units; a large percentage of households which earn less than the County median income; and single-family housing costs above county median and rental costs below the county median. The Land Use Element and Comprehensive Plan Land Use Map (Figure X) provide for a variety of housing densities and housing types including single-family, multi-family, and mixed uses. The goals, policies and objectives below are intended to reinforce other elements of the Comprehensive Plan, and to describe the community's commitment to housing.

GOALS, POLICIES, AND OBJECTIVES

~~***1. Encourage the maintenance and preservation of existing housing stock and residential neighborhoods.***~~

1.~~1~~ Encourage public and private reinvestment in older residential neighborhoods and private rehabilitation of housing.

1.1~~.1~~ Consider waiving or reducing permit fees for low-income housing rehabilitation projects.

1.2 Review and revise regulations to encourage rehabilitation instead of demolition of existing homes, where feasible.

1.3 Equitably invest in municipal infrastructure capital replacement, repair, and maintenance, including sidewalks, street trees, and parks. ~~Support the revitalization of older neighborhoods by keeping the streets and other municipal systems in good repair.~~

1.3 ~~Establish programs focused on promoting good management and reducing criminal activity in multi-family developments and areas. This could include crime free/resistant housing programs~~

Promote safety and deter vandalism in residential neighborhoods through environmental design best practices in development permits and "safe street" concepts. ~~in multi-family design and maintenance.~~

~~1.4 In cooperation with the County, Puget Sound Energy, and other providers, promote programs that help minimize utility costs for residents, such as weatherization programs.~~
NOTE: MOVED THIS UNDER GOAL 3

1.4 Promote County and local programs that reduce maintenance and rehabilitation costs for residents.
NOTE: PIERCE COUNTY HAS A HOME REPAIR PROGRAM, AND HOME REHABILITATION LOAN PROGRAM.

~~1.5 In order to balance the protection of viable neighborhoods and the need to provide for a range of housing to all life stages and economic segments, allow for accessory units in single-family neighborhoods.~~

~~1.4.1 Maintain Design Guidelines to ensure new multi-family is consistent with the character of existing neighborhoods. Maintain design standards for neo-traditional single-family developments.~~

NOTE: THIS POLICY TO BE DELETED BECAUSE DESIGN GUIDELINES FOR ALL TYPES OF DEVELOPMENT ARE ALREADY ADDRESSED IN COMMUNITY CHARACTER ELEMENT.

~~1.4.2 Allow for accessory dwelling units in low density residential districts.~~

~~1.4.3 Reduce regulatory obstacles to permitting accessory dwelling units.~~

NOTE: MOVED THE ABOVE AND REWORDED UNDER GOAL 2, TO REMOVE REDUNDANCY AND CONSOLIDATE UNDER THE MOST RELEVANT GOAL.

1.5 Accommodate local non-profit housing agencies' efforts to purchase and rehabilitate housing to meet affordable housing needs and special needs of the community.

1.6 ~~Multi-family housing outside the Town Center area and outside the East Sumner Urban Village should be "ground related" housing, such as single family attached, cottages, and townhouses. This does not include mixed use commercial/residential buildings or "housing for the aged" such as assisted living facilities, continued care communities, board and care homes, hospices or nursing homes.~~

NOTE: THIS POLICY TO BE DELETED SINCE NEW STATE HOUSING LEGISLATION REQUIRES ADDING MORE AFFORDABLE OPTIONS. TOWN CENTER AND EAST SUMNER AREA ALREADY ALLOW APARTMENTS; PROPOSED NEW REGULATIONS WILL ALLOW SMALL SCALE APARTMENTS IN MEDIUM DENSITY RESIDENTIAL ZONES.

1.7 Support the preservation of existing mobile home parks as affordable housing.

2. Provide a range of housing types for all life stages and economic segments of the Sumner community.

~~2.1 Strive to meet the City's fair share of housing needs by planning that 25% of the growth population allocation is satisfied through affordable housing.~~

~~2.1.1 Develop a housing strategy to implement fair share objectives. It shall include an inventory of affordable housing, an analysis of Sumner's fair share as compared to surrounding cities, and a phased approach to meet the community's fair share housing allocation. Milestone dates and interim objectives shall be established to allow for progress in meeting the overall fair share targets. The housing strategy should be completed by December 2017.~~

NOTE: POLICY TO BE DELETED AS NO LONGER RELEVANT; IT HAS BEEN SUPERSEDED BY HOUSING LEGISLATION (HB 1220).

2.1 Promote the development of senior housing units in proximity to needed services.

2.2 Provide incentives for developing senior housing ~~in the downtown~~ such as permit fee waivers and reductions, parking requirement reductions, and multi-family tax exemptions.

2.3 ~~Provide for~~ Encourage design elements in housing that support transit access,~~and~~ pedestrian ~~improvements to support~~ connections, and universal access features for special needs populations, older adults, lower income, and residents with limited access to an automobile.

2.4 Provide residents with information on County, State, and other programs that support homeownership, such as loan and down payment assistance for first-time homebuyers, veterans, and residents with disabilities.

NOTE: HOMEOWNERSHIP SUPPORT IS A KEY TOPIC IN VISION 2050 AND THE PIERCE COUNTY CPPs.

2.5 Plan for an adequate supply of land ~~in appropriate land use designations and zoning categories~~ to accommodate projected housing needs for all income bands ~~household growth.~~
NOTE: THIS REVISION COMES DIRECTLY FROM STATE HB 1220 REQUIREMENTS.

2.5.1 Through the Comprehensive Plan, Zoning Code, Subdivision code, ~~and~~ Design Guidelines, and other regulations and standards, allow for a variety of housing types and lot configurations including ~~multi-family housing, mixed use development, cluster development, zero-lot line and similar subdivisions, planned unit development, and non-traditional housing forms such as adult family homes.~~ government-assisted housing; housing for moderate, low, very low, and extremely low-income households; manufactured housing; multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and duplexes, triplexes, and townhomes.
NOTE: THIS REVISION ALIGNS WITH GROWTH MANAGEMENT ACT LANGUAGE.

2.5.2 Allow for a variety of lot sizes in low density residential districts including a percentage of lots larger and smaller than the minimum lot size.

2.5.3 Allow for at least two dwelling units on all lots zoned predominantly for residential use.

NOTE: THIS IS REQUIRED IN NEW STATE LAW HB 1110.

2.5.4 OPTION A: Provide flexibility for larger lots in low density residential districts to build triplexes and fourplexes. OPTION B: Allow larger lots in low density residential districts to build triplexes and fourplexes if at least one unit is dedicated as affordable housing.

NOTE: OPTION A AND OPTION B ABOVE REFLECT 2 DIFFERENT APPROACHES TO ACHIEVING DENSITY AND SHOW THE 2 OPTIONS BEING REVIEWED IN THE EIS.

2.5.5 ~~Allow for accessory dwelling units in low density residential districts.~~
Allow for two accessory dwelling units per lot in low density, medium density, and high density residential districts.

2.5.6 Support the development of accessory dwelling units by reducing regulatory obstacles and streamlining permit procedures such as providing pre-approved plan sets and reduced permit fees.

NOTE: NEW STATE LEGISLATION REQUIRES SUMNER TO ALLOW 2 ADUs ON A LOT IN ALL ZONES THAT ALLOW SINGLE FAMILY HOMES, WHICH INCLUDES LDR, MDR AND HDR ZONES. NEW SINGLE FAMILY CONSTRUCTION IS NOT ALLOWED IN COMMERCIAL AND MANUFACTURING ZONES.

2.5.6 Participate in the development of data for buildable lands analysis as required by the Growth Management Act.

2.5.7 Incorporate reasonable measures as necessary to accommodate the projected population growth.

2.5.8 Establish lot sizes and standards that maintain Medium- and High-Density Residential zoning districts for higher density residential development.

NOTE: SUMNER RECENTLY ESTABLISHED A MAXIMUM LOT SIZE OF 6,000 S.F. FOR SINGLE FAMILY HOMES IN THESE DISTRICTS.

2.5.9 Review the Zoning Code, Subdivision Code, Building Codes, and other development-control ordinances to identify and ~~remove~~ address excessive, duplicative, unclear, or unnecessary regulations. The analysis should consider in particular unit type allowances; lot, site, and building dimensions; ~~lot width, access widths,~~ street improvement standards~~,~~; parking~~,~~; common service lines as well as other ~~issues~~ development standards.

2.5.10 Review the City's administrative procedures and streamline the permit process for housing development, with affordable housing ~~developments~~ as a priority.

2.5.11 Consider implementing strategies such as an inclusionary housing program, minimum densities, density bonuses, adaptive re-use, and others to promote affordable housing.

2.5.12 ~~Consider participation~~ Participate, where appropriate, with developers and agencies in the preparation of applications for federal or state housing funds.

2.5.13 Identify and catalogue real property owned by the City that is no longer required for its purposes that might be suitable ~~for~~ to assemble, reutilize, or redevelop for affordable housing projects. ~~the development of affordable housing for very low to moderate income households. The inventory shall be provided to the state Department of Commerce annually in accordance with state law.~~

NOTE: POLICY REVISED SINCE CATALOGING AND REPORTING NOT ACTUALLY REQUIRED. HOWEVER, COUNTYWIDE PLANNING POLICIES SUGGEST THAT CITIES EXPLORE THEIR SURPLUS LANDS FOR POSSIBLE AFFORDABLE HOUSING PROJECTS (E.G. SOLD TO OR PARTNERED WITH THIRD PARTY).

2.5.14 Implement the strategies in the 2021 Sumner-Bonney Lake Housing Action Plan.

2.5.15 For SEPA environmental reviews of housing construction, establish thresholds for SEPA exemptions to streamline the review process, consistent with allowed State thresholds.

2.5.16 OPTION A: Support affordable housing development by religious organizations through density bonuses. OPTION B: Support affordable housing development by religious organizations through density bonuses and fee waivers.

NOTE: OPTION A AND OPTION B ABOVE REFLECT 2 DIFFERENT APPROACHES TO ACHIEVING DENSITY AND SHOW THE 2 OPTIONS BEING REVIEWED IN THE EIS.

2.6 Collaborate with other Pierce County jurisdictions on housing affordability through the South Sound Housing Affordability Partnership (SSHA^{3}P).

2.7 Support the reclamation of mine sites for housing once mining operations end.

~~2.3~~ ~~Encourage a variety of housing available to all economic segments of the community.~~ *NOTE: POLICY CONSOLIDATED INTO POLICY 2.5 ABOVE.*

2.8 Provide for a jobs and housing balance that satisfies the local need for employee housing and affordability.

2.9 Promote fair and equal access to housing for all persons in accordance with state law by connecting residents to information on tenant protections.

2.10 ~~Make a biennial report to the City Council and the Pierce County Regional Council regarding the progress made in meeting community housing needs.~~ Five years after the comprehensive plan periodic update, make a report to the City Council, Pierce County Regional Council, and Washington State Department of Commerce regarding the progress made in permit processing timelines, housing affordability, and housing availability.

NOTE: RCW 36.70A.130 NOW REQUIRES A REPORT FIVE YEARS AFTER THE PERIODIC UPDATE ADOPTION. THIS INCLUDES REVIEW OF IMPLEMENTATION OF CHANGES TO THE HOUSING ELEMENT AND IMPACTS TO HOUSING AFFORDABILITY AND AVAILABILITY.

~~2.7~~ *POLICY ABOUT TOWN CENTER TRANSITION AREAS MOVED TO TOWN CENTER POLICIES IN 4.0 BELOW*

~~2.8~~ *POLICY ABOUT INCENTIVES FOR SENIOR HOUSING MOVED TO GOAL 2.0*

~~2.9~~ *POLICY ABOUT CRIME RESISTANT DESIGN MOVED TO GOAL 1.0 ABOVE*

3. Encourage energy efficiency in housing developments.

3.1 ~~Promote the use of energy conservation features in the design of all new residential structures.~~ Encourage, through incentives and technical support, energy conservation, energy efficiency in building materials and site design, and the application of sustainable, or "green" development practices.

3.2 Reduce reliance on automobiles by promoting higher density and infill developments that are located near major transportation links such as the Sumner Commuter Transit Station, and by supporting a network of transit stops connecting neighborhoods to the station.

3.3 Continue to enforce the energy efficiency requirements in the State Energy Code and other Washington State building codes ~~requirements~~.

3.4 Establish standards for street widths, landscaping, and parking lots to reduce heat loss or provide shade.

3.4.1 Adopt flexible street standards to allow for narrower streets in appropriate locations to reduce pavement area.

~~3.5 Review and update codes as necessary regarding solar energy.~~

3.5 Recognize and support energy conservation and efficiency programs.

3.6 In cooperation with the County, Puget Sound Energy, and other providers, promote programs that help minimize utility costs for residents, particularly seniors and households with lower incomes, such as bill assistance, permitting and fee assistance, weatherization programs, pipe repairs, and installation of energy efficient heating and cooling appliances in existing housing.

4. Provide for a variety of housing types and densities in the Town Center Plan area in close proximity to the train station.

4.1 Promote the construction of housing stock in the Town Center by at least 500-1000 dwelling units by 2035.

4.2 Adopt greater height limit, 5-6 stories, for development at higher density in West Sumner and west of the White River to promote re-development of the area for transit-oriented development.

4.3 Adopt greater height limits, 4-5 stories, east of the BNSF Railroad with a transition area to single-family residential at a maximum of 3 stories as appropriate.

4.4 Maintain the Town Center "transition areas" that will be at reduced height (maximum 3 stories) to create more compatible transition between ~~traditionally single-family~~ low density residential zones and areas with increased height.

4.5 Encourage land assembly allowing for feasible and attractive housing or mixed housing/commercial developments. Waive permit fees associated with lot consolidation such as lot line adjustments. Facilitate matching compatible owners that can work jointly to consolidate and sell/develop.

4.6 Prohibit garden style apartments in the Town Center that would promote surface parking.

4.7 In order to promote redevelopment to desired densities, prohibit new single-family residential development and limit expansion of existing single family.

4.8 OPTION A: Maintain the Multi-family Tax Exemption allowance ~~to~~ and create other substantial *incentives* for re-development in the Town Center by providing property tax relief for qualified ~~multifamily and~~ affordable housing developments for 12 years.
OR
OPTION B: *Require* all multifamily housing developments in Town Center to include a minimum percentage of affordable units.

NOTE: THE REVISIONS ABOVE AND BELOW REGARDING MFTE ARE INCLUDED FOR COMMISSIONER CONSIDERATION. ONE OPTION IS CREATING TAX CREDIT PROGRAMS AND DEVELOPMENT STANDARDS TO ***INCENTIVIZE*** *AFFORDABLE HOUSING; ANOTHER OPTION IS TO* ***REQUIRE*** *A CERTAIN NUMBER OF AFFORDABLE UNITS.*

5.0 *Support high density multifamily development and apartments in key locations in East Sumner Neighborhood Plan area.*

5.1 OPTION A: Maintain and consider expanding the Multi-Family Tax Exemption allowance for targeted areas in the East Sumner Urban Village area to create *incentives* for affordable housing.
OR
OPTION B: *Require* all multifamily housing developments in the East Sumner Urban Village to include a minimum percentage of affordable units.

NOTE: A SMALL MFTE AREA IN EAST SUMNER WAS ADOPTED IN 2022.

6.0 Prevent and mitigate residential displacement through tenant protections and existing programs.

NOTE: POLICY 6.0 IS PROPOSED IN ORDER TO ADDRESS REQUIREMENTS IN STATE HB 1220 REGARDING ANTI-DISPLACEMENT POLICIES IN LOCAL COMPREHENSIVE PLANS.

6.1 Promote County programs on eviction prevention, property tax assistance, mortgage assistance, energy assistance, and foreclosure prevention counseling.

6.2 Consider adopting tenant protections such as tenant relocation assistance, just cause eviction protections, and notice of intent to sell, consistent with State law.

6.3 Consider adopting provisions in the zoning code such as special zones or development standards that protect manufactured home parks over other types of housing developments.

CODE CHANGES

Definitions

3.52.020
A. "Affordable housing" means residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed 30 percent of the household's monthly income. For the purposes of housing intended for owner occupancy, "affordable housing" means residential housing that is within the means of low- or moderate-income households.

18.04.0035 Accessory unit
"Accessory unit" means a second dwelling unit located on the same lot as a single-family housing unit, duplex, triplex, or townhome, either in or added to the principal unit ~~an existing single-family detached dwelling~~, or in a separate accessory structure on the same lot as the ~~main dwelling~~ principal unit, for use as a complete, independent living facility with provision within the accessory apartment for cooking, eating, sanitation, and sleeping. Such a dwelling is an accessory use to the main dwelling. Accessory units are also commonly known as "mother-in-law" units or "carriage houses."

NOTE: THIS DEFINITION COMES DIRECTLY FROM NEW STATE LEGISLATION DEFINING ADUs AND WHAT IS CONSIDERED THE MAIN DWELLING.

18.04.0115 Apartments. "Apartments" means a building designed for the purpose of human habitation containing ~~two or more~~ more than two dwelling units where units are stacked vertically one upon another, but does not include a multiplex such as a triplex or fourplex.

18.04.0375 Family. "Family" means ~~an individual, or two or more persons related by blood, marriage, or adoption. For the purposes of this title, "family" includes a group of not more than five persons who are not related, but~~ a group of persons who may be related who are living and sharing kitchen facilities together as a single housekeeping unit. ~~(Six or more unrelated persons living together constitutes a "Group residence." See "Group residence.")~~

NOTE: RCW 35.21.682 AND RCW 35A.21.314 PROHIBIT CITIES FROM LIMITING THE NUMBER OF UNRELATED PERSONS IN A HOUSING UNIT.

18.04.XXXX Community Garden. "Community garden" means a garden for growing produce that serves the local community and is managed by and located on the premises of a public agency, non-profit organization, or private development.

Chapter 18.12, Low Density Residential District (LDR-4, LDR-6, LDR-7.2, LDR-8.5, LDR-12)

18.12.020 Principal Uses

A. Adult family homes;

B. Manufactured homes subject to the standards of SMC 18.12.080(N), but not to exceed one dwelling on any one lot, except for accessory dwellings as provided in SMC 18.12.030;

C. Minor utility facilities;

D. Single-family detached dwellings, but not to exceed one detached dwelling on any one lot, except for accessory dwellings as provided in SMC 18.12.030;
E. Duplexes, on any one lot in lieu of one single family detached dwelling;
…

H. Existing automotive and motorized vehicle sales and rental agencies lawfully operating as of June 1, 2000 and in accordance with SMC 18.12.080(M);
…

J. Multiplexes;

- OPTION A: In the LDR 8.5 and LDR 12 zones on parcels more than 1.5 times the minimum lot size, multiplexes with up to four units.
- OPTION B: In the LDR 8.5 and LDR 12 zones on parcels more than 1.5 times the minimum lot size, where at least one unit is dedicated long-term affordable housing, multiplexes with up to four units.

NOTE: REQUIRING 1 AFFORDABLE UNIT IN A FOUR-PLEX IS LIKELY FEASIBLE FOR MOST SMALLER DEVELOPERS; REQUIRING MORE AFFORDABLE UNITS WOULD NOT BE AS FEASIBLE AND LIKELY RESULT IN DEVELOPERS BUILDING ONLY DUPLEXES. IN SUMNER, ABOUT 70 LOTS FIT THIS LARGER SIZE/ZONING AND MIGHT QUALIFY FOR FOUR UNITS PER LOT.

NOTE: TO HELP MINIMIZE POTENTIAL IMPACTS, SUMNER DESIGN GUIDELINES APPLY TO MULTIFAMILY DEVELOPMENTS, INCLUDING DUPLEXES AND BUILDINGS WITH 3 OR MORE DWELLING UNITS. GUIDELINES ADDRESS BUILDING MATERIALS AND ALSO ADDRESS IMPACTS ON SURROUNDING PROPERTIES, THROUGH OPEN SPACE REQUIRED, BUILDING HEIGHT, AND SETBACKS.

K. Community Gardens.

18.12.040 Conditional Uses

The following uses in the LDR district require a conditional use permit or, where specifically required, a planned residential development approval from the city:
…

M. 1. Assisted living facilities, board and care homes…

2. Multifamily senior housing, including retirement homes, senior apartments and continuing care communities may be allowed only through a planned residential development, pursuant to chapter 18.24 SMC;
…

S. Permanent supportive housing that exceeds ~~one~~ two dwellings on any one lot, subject to the performance standards in SMC 18.12.080(R); and

NOTE: STATE LAW REQUIRES SUMNER TO ALLOW 2 UNITS PER LOT (HB 1220). PERMANENT SUPPORTIVE HOUSING AND TRANSITIONAL HOUSING (BELOW) MUST MEET THE SAME SETBACKS AND HEIGHT IN THE ZONE.

T. Transitional housing that exceeds ~~one~~ two dwellings on any one lot, subject to the performance standards in SMC 18.12.080(R).

U. Affordable housing apartments on property owned by a religious organization may be allowed only through a planned residential development, pursuant to chapter 18.24 SMC.

NOTE: THIS WOULD FOLLOW THE SAME PROCESS ALREADY ADOPTED FOR MULTIFAMILY SENIOR HOUSING.

18.12.030 Accessory Uses

A. Accessory dwelling units subject to the following criteria:

NOTE: THE STANDARDS BELOW FOR ADUs ARE BEING UPDATED TO MATCH NEW STATE LEGISLATION (HB 1337). SUMNER CAN NO LONGER REQUIRE CERTAIN STANDARDS:

- *CANNOT REQUIRE OWNER RESIDENCY*
- *MUST REMOVE PARKING REQUIREMENTS NEAR TRANSIT*
- *ALLOW BOTH ATTACHED AND DETACHED ADUs ON ANY LOT*
- *ALLOW AT LEAST 24-FOOT BUILDING HEIGHT (VERSUS 18-FOOT)*
- *CANNOT REQUIRE SETBACKS GREATER THAN THE MAIN DWELLING*
- *CANNOT REQUIRE THE BUILDING ENTRANCE LOCATION TO BE RESTRICTED*
- *CANNOT IMPOSE CERTAIN DESIGN STANDARDS.*
- *CANNOT PROHIBIT THE SALE OF A CONDOMINIUM UNIT INDEPENDENTLY OF A PRINCIPAL UNIT ON THE GROUNDS OF IT BEING BUILT AS AN ADU*

1. ~~One~~ Two accessory dwelling units shall be allowed per legal building lot as a subordinate use in conjunction with the one ~~single-family detached dwelling~~ primary dwelling unit allowed under SMC 18.12.020~~(D) which, for the purposes of this section, is the primary dwelling unit~~;except that no accessory dwelling units are allowed where the building lot is below the minimum lot size specified for the zone.

2. ~~Either the primary dwelling unit or the accessory dwelling unit must be occupied by the owners of the property. In addition,~~ Accessory dwelling units shall not be subdivided or otherwise segregated in ownership from the primary dwelling unit, except in accordance with subsections (A)(14) and (15) of this section. ~~The owners shall sign an affidavit affirming that the owners will occupy the main building or the accessory dwelling unit as their primary residence for at least six months of every year. The owners shall sign a covenant agreeing to the conditions of this section which shall be recorded with the Pierce County auditor. The form of the affidavit and covenant shall be specified by the development services department;~~

~~3. The accessory dwelling unit and primary dwelling unit together may account for a total of two families established by the definition of "family" in this title.~~
NOTE: RCW 35.21.682 AND RCW 35A.21.314 PROHIBIT CITIES FROM LIMITING NUMBER OF UNRELATED PERSONS IN A HOUSING UNIT.

6. There shall be one off-street parking space provided for per accessory dwelling units, except that no off-street parking shall be required for accessory dwelling units that are located within one-half mile of the Sumner transit station if the applicant demonstrates that on-street parking is available.

7. Accessory dwelling units may be located as an attached unit in the same building as the primary dwelling unit or in a detached accessory building, except that, in the LDR 4,000 zone, accessory dwelling units shall be located only in the same building as the primary dwelling unit;

8. General appearance and layout regulations for accessory dwelling units are as follows:
   Accessory dwelling units constructed concurrently with a subdivision shall be subject to subdivision Design Review pursuant to SMC 18.40.020.

   a. Detached accessory dwelling units for which any portion of the structure is located closer to the front of the lot than the rear of the primary dwelling unit shall be consistent with the exterior architectural style of the primary dwelling unit, including style of siding and windows;
   b. The entrance for an attached accessory dwelling unit shall be located either on the rear or the side of the primary dwelling unit;

   NOTE: STATE HB 1337 DOESN'T ALLOW DESIGN REVIEW STANDARDS THAT ARE MORE RESTRICTIVE THAN THE PRINCIPAL UNIT.
   - *SUMNER CURRENTLY HAS DESIGN GUIDELINES THAT APPLY SPECIFICALLY TO ADUs, SUCH AS DOOR PLACEMENT AND QUALITY MATERIALS. HB 1337 DOESN'T ALLOW THIS.*
   - *A NEW "INFILL" SINGLE FAMILY HOME IN SUMNER MUST MEET A FEW SIMPLE DESIGN GUIDELINES RELATED TO ARCHITECTURALLY COMPATIBLE SIDING AND PROHIBITING MATERIALS LIKE CORRUGATED SIDING. A NEW ADU CONSTRUCTED AT THE SAME TIME COULD BE SUBJECT TO THE SAME GUIDELINES.*
   - *SINGLE FAMILY SUBDIVISIONS OF 10 OR MORE LOTS REQUIRE DESIGN COMMISSION REVIEW. SINGLE FAMILY SUBDIVISIONS OF 9 OR FEWER UNITS REQUIRE ADMINISTRATIVE DESIGN REVIEW. ADUs CONSTRUCTED AS PART OF A NEW SUBDIVISION COULD BE SUBJECT TO THE SAME DESIGN GUIDELINES.*
   - *IN A FUTURE CODE UPDATE, STAFF WILL REVIEW SMC 18.40 TO UPDATE ADU DESIGN REVIEW TO COMPLY WITH STATE REQUIREMENTS.*

9. Height. Detached accessory dwelling units shall have a maximum building height of 24 ~~18~~ feet, unless the principal dwelling unit is less than 24 feet in height, in which case the height of the ADU shall not exceed the height of the principal dwelling unit. In no case shall the second story contain exterior walls exceeding five feet in height on more than 50 percent of the perimeter of the second story. Attached accessory dwelling units may match the height of the primary dwelling unit, except that attached units located closer than 30 feet to the rear property line shall have a maximum building height of 18 feet;
   NOTE: BUILDING/WALL HEIGHT RESTRICTION CANNOT BE MORE RESTRICTIVE THAN FOR THE PRIMARY UNIT.

10. Setbacks, Detached Units. Minimum yard setbacks for detached accessory dwelling units are as follows:
NOTE: SETBACKS BELOW ARE REVISED SINCE THEY CANNOT BE MORE RESTRICTIVE THAN FOR THE PRIMARY UNIT; ALSO STATE LAW SPECIFICALLY REQUIRES CITIES TO ALLOW ADUs TO ABUT AN ALLEY LOT LINE.

a. Front yard setback: equal to or greater than existing front setback of the primary dwelling unit;

b. ~~Rear yard setback:~~ All other setbacks: ~~minimum of 15 feet~~, same as required for the primary dwelling unit, except when:

i. The rear property line is abutting an alley, in which case the ADU may be located at the lot line ~~the setback shall be that required for garage ingress and egress per SMC 18.12.080(E)~~; or,

ii. The ADU is a maximum of 18 feet in height, in which case it may be located 15 feet from the rear property line, and 7.5 feet from interior side yard lot lines.
NOTE: STATE LAW LIKELY ALLOWS A "VOLUNTARY" HEIGHT RESTRICTION IN EXCHANGE FOR LESSER RESTRICTIONS THAN THE PRIMARY DWELLING. IF SUMNER ALLOWS ADUs CLOSER THAN THE 30-FOOT REAR SETBACK FOR THE MAIN HOUSE, WE COULD REQUIRE A MAXIMUM HEIGHT OF 18 FEET (MATCHES CURRENT CODE).

~~c. Interior side yard: minimum of five feet, except as follows:~~
~~i. If the interior side property line is abutting an alley with vehicular access to a garage, then the setback is per SMC 18.12.080(E).~~
~~ii. If the interior side property line is the rear property line of an adjacent lot, the side yard shall be a minimum of 15 feet;~~
NOTE: THIS IS MORE RESTRICTIVE THAN THE PRIMARY DWELLING UNIT.

~~d. Street side yard: same as required for the primary dwelling unit;~~

11. Setbacks, Attached Units. Minimum yard setbacks for attached accessory dwelling units shall be the same as the setback requirements for the primary dwelling unit; except that the rear yard setback is a minimum of 15 feet if the attached accessory dwelling unit is 18 feet or less in height;

12. Windows.

NOTE: NEW STATE LAW (HB 1337) REQUIRES CITIES TO MINIMIZE THE USE OF DESIGN STANDARDS ON ADUs, WHICH CAN MAKE ADUs MORE TIME-CONSUMING AND COSTLY TO CREATE. HOWEVER, IT APPEARS CITIES CAN HAVE SOME REGULATIONS THAT ADDRESS PRIVACY.

a. Windows in living, dining, and great room areas located above the first floor shall face interior to the site.

b. If the ADU is closer than 10 feet to a side setback or closer to the rear setback than the rear setback for the primary residence (except at an alley), window area on the ground floor is limited to 30 percent of the area of the facade;

13. The accessory dwelling unit shall meet all technical code standards including building, electrical, fire, plumbing and other applicable code requirements;

14. The accessory dwelling unit may be subdivided from the original parcel; provided, that the minimum lot size, all yard requirements as well as other applicable dimensional standards for a single-family dwelling, such as lot coverage and building height, of this title are met; and provided, that the subdivision is assessed the difference between the ADU fees already paid and the full permit fees for a single-family home in effect at the time of subdivision;

15. Accessory dwelling units that are subdivided from the original parcel shall meet the off-street parking standards for a single-family dwelling in SMC 18.12.060 for the applicable zone;

16. **Conversion of existing accessory structure to ADU**. Existing accessory structures may be converted into an accessory dwelling unit, subject to the following provisions:

~~a. An accessory structure can be converted to an accessory dwelling unit so long as the building height, setbacks, and other provisions of this subsection (A) are met, unless otherwise provided in this section;~~

~~b. Setbacks. No conversion of an accessory structure to an accessory dwelling unit shall encroach further into the setbacks established in this subsection (A) for accessory dwelling units; except for preexisting structures as provided in subsection (A)(16)(c) of this section;~~

a. The converted structure does not encroach further than the existing accessory structure into the setbacks established in section 10;
b. The converted structure does not further violate lot coverage requirements;
c. The converted structure meets all other development standards as required in 18.12.030(A).
d. The original structure to be converted was legally constructed prior to the adoption of this code.

NOTE: NEW STATE LAW GREATLY RESTRICTS CITIES FROM APPLYING STANDARDS TO CONVERSIONS OF EXISTING ACCESSORY STRUCTURES (E.G. GARAGE) TO AN ADU—EVEN IF THEY DON'T MEET CURRENT SETBACKS OR LOT COVERAGE REQUIREMENTS. THE CODE UPDATES ABOVE ADDRESS STATE REQUIREMENTS WHILE ENCOURAGING CONVERSIONS IF THEY MEET ADDITIONAL STANDARDS.

~~c. Where the structure to be converted was constructed prior to 2012, the converted unit may have a minimum rear yard of three feet, and a minimum interior side yard of three feet, if located in the rear 33 percent of the lot, or in back of the front 75 feet of the lot; except as follows:~~

~~i. An accessory structure with vehicular access from an alley shall have a rear setback and interior side setback established by SMC 18.12.080(E); unless the interior side property line is the rear property line of an adjacent lot, in which case the setback shall be a minimum of 10 feet at the abutting rear yard;~~

~~ii. The converted unit shall be no taller than one story and 16 feet; and~~

e. The structure to be converted shall be of sound condition and meet current fire, building and safety regulations, as determined by the building official;

f. Parking. If off-street parking spaces for the primary dwelling unit are removed as part of converting an existing accessory structure to an accessory dwelling unit, the applicant shall demonstrate on a site plan how the provisions in subsection (A)(6) of this section and the parking requirements in SMC 18.12.070~~(J)~~(K) are being met;
NOTE: THIS REFERENCES THE PARKING REQUIREMENTS FOR THE MAIN DWELLING.

g. Conversion of a nonconforming structure to an accessory dwelling unit shall not result in an increase in the nonconformity; and

h. An accessory structure conversion may be expanded beyond its existing footprint and setbacks up to a maximum of 1,000 square feet in area, provided:
   i. the finished structure shall comply with the maximum building height in 18.12.030(A)(9);
   ii. the expanded portion of the structure shall meet the setbacks established in 18.12.030(A)(10).

18.12.040 Conditional Uses
Affordable housing, affordable senior housing---SEE LAST PAGE

Chapter 18.14, Medium and High Density Residential Districts

18.14.020 Principal Permitted Uses
The following uses are permitted in all MDR and HDR districts unless otherwise specified:

…

H. One new single-family dwelling on each building site in the MDR zone only, subject to maximum lot size in 18.14.070. Single-family dwellings legally constructed prior to the adoption of this code are permitted in the MDR and HDR zones.

…

L. One manufactured home~~s~~ per lot in the MDR zone only, subject to the standards of SMC 18.14.080(N), except when placed in a manufactured home park, pursuant to SMC 18.14.040(K)).

NOTE: THIS IMPLEMENTS THE PROPOSED POLICY TO MAINTAIN HIGH DENSITY ZONES FOR HIGH DENSITY HOUSING, NOT FOR SINGLE FAMILY HOMES.

…

N. Apartments up to three stories ~~in the medium density and high density residential zone south of East Main and 60th Street East~~, ~~except for senior housing subject to SMC 18.14.040~~

NOTE: CURRENT CODE ALLOWS APARTMENTS ONLY IN TOWN CENTER PLAN AND EAST SUMNER NEIGHBORHOOD PLAN BOUNDARIES. NEW CODE WOULD ALLOW APARTMENTS IN BOTH MDR AND HDR ZONES. ALTHOUGH THESE ARE MULTIFAMILY ZONES, SUMNER YEARS AGO REMOVED APARTMENTS FROM ALLOWED USES.

…

O. Community Gardens.

18.14.030 Accessory buildings and uses
ADUs allowed subject to 18.23.030.

NOTE: Since the MDR and HDR zones allow for single-family development, ADUs must also be allowed per HB1337.

18.14.040 Conditional Uses

~~B. Dwellings constructed for and occupied by households with at least one member being physically handicapped may exceed allowable dwelling unit densities by 50 percent of that permitted by the respective zone. A title notice indicating occupancy by the physically handicapped is required;~~

…

NOTE: THIS PROVISION NO LONGER NEEDED, SINCE NEW CODE WILL ALLOW EITHER 2 DWELLINGS PER LOT OR 2 ADUs PER LOT ALONG WITH THE PRINCIPAL UNIT.

S. Multifamily senior housing, including senior apartments, retirement homes and continuing care communities exceeding the maximum density for the zone may be allowed only through a planned residential development, pursuant to chapter 18.24 SMC;

T. Affordable multifamily housing on properties owned by a religious organization exceeding the maximum density for the zone may be allowed only through a planned residential development, pursuant to chapter 18.24 SMC.

18.14.70 Property Development Standards for MDR/HDR

C. **Maximum density.**
- OPTION A: maximum density would change in MDR from 15 to 22.
- OPTION B: maximum density would change in MDR from 15 to 17.

NOTE: CITIES ARE NOT SPECIFICALLY REQUIRED TO UPDATE DENSITY IN THESE ZONES. HOWEVER, ALLOWING HIGHER DENSITY IS NECESSARY TO MEET THE STATE-REQUIRED TARGETS FOR HOUSING CAPACITY AND AFFORDABILITY.

18.14.080 Performance Standards for MDR/HDR

N. Manufactured homes shall meet all of the following conditions:
~~1. Manufactured homes shall be new;~~
2. Manufactured homes shall be set upon a permanent foundation and the space from the bottom of the home to the ground shall be enclosed by ~~concrete or an approved concrete~~ a product which can be either load-bearing or decorative;
3. Manufactured homes shall be thermally equivalent to the State Energy Code;
4. Manufactured homes shall have exterior siding similar in appearance to siding materials commonly used on site built single-family homes;
5. The roofs of manufactured homes shall be constructed with a shake or shingle, coated metal, or similar material ~~with a nominal roof pitch of 3:12~~; and
6. Manufactured homes shall be comprised of at least two fully enclosed parallel sections each of not less than 12 feet wide by 36 feet long.

NOTE: A "MANUFACTURED HOME" (MFH) IS FACTORY BUILT TO FEDERAL H.U.D. STANDARDS WHICH ADDRESS BUILDING CODES, ENERGY CODES, ETC., AND HAS AN APPEARANCE SIMILAR TO A SINGLE FAMILY HOME BUILT ON SITE. A "MOBILE HOME" IS A FACTORY BUILT DWELLING BUILT PRIOR TO JUNE 15, 1976. NO MOBILE HOMES HAVE BEEN BUILT SINCE INTRODUCTION OF THE HUD MANUFACTURED HOME CONSTRUCTION AND SAFETY STANDARDS ACT. THE REQUIREMENT THAT A MFH BE NEW EXCLUDES MANY HOMEOWNERS FROM SINGLE FAMILY NEIGHBORHOODS.

Chapter 18.29, Town Center Code (TCC) and Chapter 18.30, East Sumner Urban Village Overlay District (ESUV)

L. **Apartments and multifamily residential**

1. Multifamily dwellings; rooming houses and boarding houses; senior apartments, retirement homes, and continuing care communities; assisted living facilities, board and care homes, hospices, or nursing homes.

2. Affordable multifamily dwellings

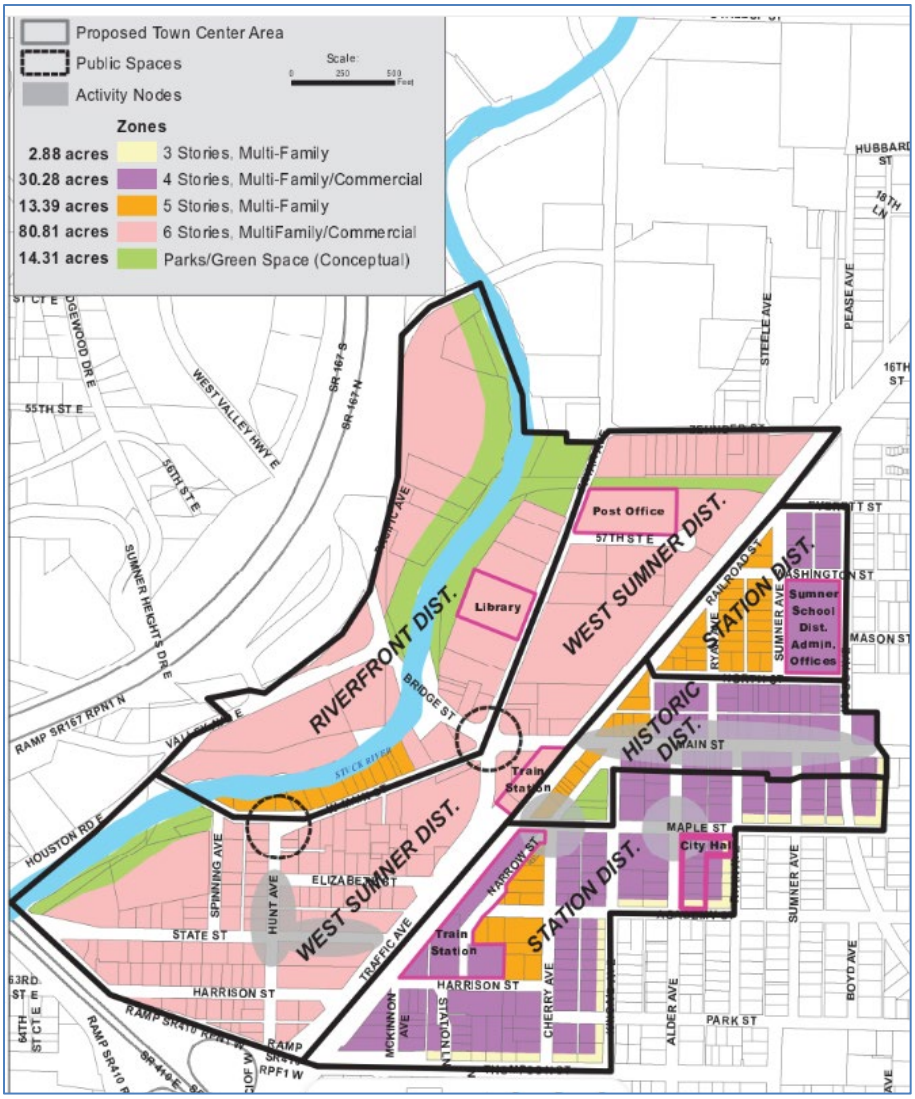
- OPTION A: affordable housing development (less than 80% AMI) is incentivized in the existing Town Center Multifamily Tax Exemption (MFTE) area by limiting MFTE eligibility to affordable developments.

- OPTION B: 20% of units in new developments in the TC-5 and TC-6 zones and East Sumner will by mandatory affordable to less than 80% AMI

NOTE: TC-5 AND TC-6 DENOTE THE BUILDING HEIGHT ALLOWED; THESE ZONES PRIMARILY LOCATED AROUND THE TRANSIT STATION AND WEST OF TRAFFIC AVENUE. THE ASSUMPTION IS THAT MORE DENSE DEVELOPMENTS ARE MORE LIKELY TO SUPPORT SOME AFFORDABLE UNITS.

NOTE: THESE CODE UPDATES ARE INTENDED TO INCREASE SUMNER'S CAPACITY FOR AFFORDABLE HOUSING, WHILE CONCENTRATING MOST OF THE DENSITY INCREASE IN THE 2 SUBAREAS WITH THE GREATEST POTENTIAL FOR DWELLING UNITS. NOTE THAT "AFFORDABLE" IN THE COMPREHENSIVE PLAN MEANS AFFORDABLE TO HOUSEHOLDS MAKING LESS THAN 80% OF THE AVERAGE MEDIAN INCOME IN PIERCE COUNTY. THE CITY'S CURRENT MFTE PROGRAM IN TOWN CENTER HAS OPTIONS FOR MARKET RATE AND AFFORDABLE DEVELOPMENTS.

SEE TOWN CENTER MAP BELOW.



SMC 18.16.020, 18.30.030 – Permit Community Gardens in NC/GC/IC and ESUV

Chapters 18.12, 18.14, 18.16, 18.30 - Conditionally Allow Affordable Apartments

Low Density Residential, Medium Density and High Density Residential, Neighborhood Commercial, and General Commercial:

1. Senior housing may be allowed only through a planned residential development, pursuant to chapter 18.24 SMC…

2. Apartment housing with 100% affordable units on properties owned by religious organizations may be allowed only through a planned residential development, pursuant to chapter 18.24 SMC.

NOTE: SENIOR HOUSING (APARTMENTS) IS CURRENTLY ALLOWED IN MOST ZONES BUT ONLY IF 20% OF THE UNITS ARE AFFORDABLE. NEW CODE WILL EXPAND THAT TO ALLOW RELIGIOUS INSTITUTIONS TO CREATE AFFORDABLE HOUSING (NOT JUST FOR SENIORS) ON THEIR PROPERTIES. THIS IS REQUIRED UNDER STATE LAW.

Chapter 18.24 Planned Residential Development

Update the uses and property development standards for PRDs to allow for affordable apartment housing on properties owned by religious organizations, with the same height, density, and other standards as for senior housing.

NOTE: THE PRD STANDARDS AND PROCESS ALLOW INCREASED DENSITY AND BUILDING HEIGHT FOR THESE AFFORDABLE HOUSING DEVELOPMENTS AND REQUIRE A PUBLIC HEARING WITH THE HEARINGS EXAMINER.

Displacement Provisions (all zones)
To be consistent with State requirements, the City should consider incorporating into the code a combination of strategies for anti-displacement.

- OPTION A: The City adopts an ordinance for tenant relocation assistance, in which developers must pay an amount to displaced low-income renters.
- OPTION B: The City adopts a manufactured home park zoning designation and applies it to manufactured home parks at risk of displacement.
- OPTION C: The City adopts just cause eviction protections, in which landlords must give written notice stating the specific "just cause" and supporting facts for the eviction.
- OPTION D: The City adopts a notice of intent to sell ordinance, in which landlords must post a notice to give tenants time to prepare and to consider tenant purchase of the building.
- OPTION E: The City connects residents with information on County and State tenant protections and programs, for example, through resources linked on the City website and targeted outreach through community organizations.

Impact Fees (Chapter 3.5, 12.36, 12.38)
Proposed updates to various chapters to provide additional incentives for affordable units.

- OPTION A: ADUs would be made exempt from impact fees.

NOTE: PER STATE BILL HB 1337, FEES FOR ADUs CANNOT BE MORE THAN 50% OF THE CHARGE FOR THE PRINCIPAL UNIT. CURRENTLY, SOME FEES CHARGED BY THE CITY ARE 75%-80% OF THE FEES FOR THE PRINCIPAL UNIT; THEREFORE, ADU FEES WILL NEED TO BE UPDATED.

- OPTION B: Religious organizations building affordable housing units would be made exempt from impact fees.

NOTE: THE COMMISSION MAY ALSO CONSIDER WAIVING THESE FEES FOR SENIOR AFFORDABLE HOUSING, AND/OR WAIVING OTHER TYPES OF FEES FOR CERTAIN HOUSING TYPES, SUCH AS SEWER/STORM/WATER CONNECTION FEES.

Performance Standards for permanent supportive housing and transitional housing

Allowed in LDR, MDR/HDR, Commercial zones and Industrial zones. Update existing regulations to comply with State guidelines:

- Update occupancy limits (currently varies from 10 units per parcel to 25 du/acre) to occupancy based on the fire code.
- Update spacing (currently half-mile between facilities) to 880 feet per State.

Performance Standards for Emergency Shelters and Emergency Housing

Allowed in Commercial zones and Industrial zones only. Update existing regulations to comply with State guidelines:

- Update occupancy limits (currently 20 occupants) to occupancy based on the fire code.
- Update spacing (currently half-mile between facilities) to 880 feet per State.

NOTE: CURRENT CODE IS NOT CONSISTENT WITH STATE GUIDELINES AND LAWS THAT STATE THAT CITIES CANNOT LIMIT THE NUMBER OF UNRELATED PERSONS IN A DWELLING. INSTEAD, SOME CITIES BASE OCCUPANCY ON BUILDING/FIRE CODE REQUIREMENTS.

NOTE: PER STATE GUIDELINES, CITIES SHOULD BE CAREFUL OF ARBITRARY SPACING REQUIREMENTS THAT MAY NOT ACTUALLY REDUCE NEIGHBORHOOD IMPACTS. INSTEAD, CODES COULD INCLUDE LOCATION CRITERIA SUCH AS LOCATING NEAR TRANSIT OR SERVICES. SPACING REQUIREMENTS IN STATE LAW CREATE A "COMMUNITY PROTECTION ZONE" OF 880 FEET FROM INCOMPATIBLE USES.

18.40.020(2) Design Review ADUs.

…

B. Administrative Review. The following types of projects shall require design review according to the procedures for Type III.b decisions, chapter 18.56 SMC, Procedures for Land Use Permits:

…

~~2. Accessory units in residential zones.~~

NOTE: HB1337 does not allow more restrictive design review for ADUs than for the principal unit. Only ADUs as part of a subdivision would be subject to design review, like the principal units.

SUMNER PLANNING COMMISSION
Regular Meeting
MINUTES
Thursday, September 7, 2023

CALL TO ORDER

The hybrid meeting was called to order at 6:06 pm by Chair Elfers.

ROLL CALL

Commissioners Present (in-person): Elfers, Isaacs, Moody
Commissioners Present (virtually): Fochtman (6:08pm), Locke, Stoneking
Excused Absences: None

APPROVAL OF MINUTES

1. Minutes from August 3, 2023: Motion by Stoneking, 2nd by Moody, approved.

PUBLIC COMMENT

None before the Commission.

UNFINISHED BUSINESS

1. Overview of Environmental Impact Statement (EIS) alternatives & process

2. 2024 Comprehensive Plan – Finish Discussion on Essential Public Facilities, Utilities, Historic/Cultural Resources.

BERK Consulting presented an overview of the EIS process and the selection of alternatives for evaluation. The alternatives focus mostly on options for addressing housing targets for capacity and income bands.

Staff noted that revisions were made to Essential Public Facilities Element and Historic/Cultural Element since the last Planning Commission review. Discussion then moved to Item 1 under New Business.

NEW BUSINESS

1. 2024 Comprehensive Plan – Discuss Land Use Element, Housing Element

Consultants Lisa Grueter and Stefanie Hindmarch from BERK Consulting presented the Land Use and Housing Elements. The consultants presented each chapter, including policies and recommended code updates for the Housing Element, and answered questions from the Commissioners. Commissioners had questions and concerns related to the code/policies, including: clarification of environmental justice and

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vulnerable communities, factors that contribute to housing costs, implications of not accepting the densities and targets assigned by the State, appropriate density for the MDR zone, allowances for 4-plexes in LDR zones, whether to make MFTE mandatory or create incentives, potential incentives for ADUs, potential impacts of anti-displacement policies on property owners.

Due to the late hour at 8:19 pm, the Commission voted to table further discussion on Unfinished Business Item 2 to a future meeting, with motion by Mr. Moody and second by Mr. Isaacs; vote was unanimous yes.

COMMISSION COMMENTS

Commissioners noted the difficulty of the policy questions and that it would be helpful for staff to be clear about what are State mandates that the Commission cannot change.

STAFF COMMENTS

Ms. Siegenthaler discussed the preferred approach to Commission reviews, to streamline meetings. Commissioners are reminded to read the packet ahead of time and come prepared to discuss key policy questions. Tech edits can be emailed to staff ahead or shortly after meeting. Staff asked Commissioners to confirm attendance at the September 21 meeting. Staff reminded Commissioners to take the required cybersecurity training.

ADJOURNMENT

Chair Elfers motioned to adjourn the meeting, Moody seconded; all were in favor. With no further business in front of the Commission, MEETING ADJOURNED AT 8:47 pm.

Minutes Submitted by: Ann Siegenthaler

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