



**PLANNING COMMISSION AGENDA
CITY HALL – 1104 MAPLE STREET
SEPTEMBER 5, 2024 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 Sumner City Hall Council Chambers (1104 Maple Street) or virtually by using the meeting access link below:

LOG-IN TO JOIN ZOOM MEETING: <https://sumnerwa-gov.zoom.us/j/88655116217>

Or by phone: 12532158782 (Tacoma)

Webinar ID: 886 5511 6217

---MEMBERS OF THE PUBLIC: PLEASE REMEMBER TO MUTE YOUR DEVICE---

CALL TO ORDER

Pledge of Allegiance

ROLL CALL

Sharon Fochtman, Rob Healy, Mark Isaacs, Kelly Locke, Bill Moody

APPROVAL OF MINUTES

1. Minutes - June 6, 2024
2. Minutes - August 1, 2024

PUBLIC COMMENT

The public may comment on topics that are not on the meeting agenda. Written comments must be submitted via email to annsi@sumnerwa.gov no later than 5:00pm on the day prior to the meeting, or oral comments may be submitted at the meeting. Written comments will be read into the record; all comments are limited to 3 minutes, and the time limit will be strictly enforced.

PUBLIC HEARING - NONE

UNFINISHED BUSINESS

1.
 1. 2024 Comprehensive Plan Update – Updated Elements for Discussion

NEW BUSINESS - NONE

CORRESPONDENCE (NON-TESTIMONY)

COMMISSION COMMENTS

STAFF COMMENTS

ADJOURNMENT



**SUMNER PLANNING COMMISSION
MINUTES
Thursday, June 6, 2024**

CALL TO ORDER

The hybrid meeting was called to order at 6:01 pm by Chair Moody.

ROLL CALL

Commissioners Present (in-person): Fochtman, Healy, Isaacs, Moody,
Commissioners Present (virtually): None Excused absences: Locke

APPROVAL OF MINUTES: April 18, 2024 minutes: Moved and seconded to approve; all in favor.

PUBLIC COMMENT: Senior Planner Ann Siegenthaler noted that staff received a letter from Mr. Randall Adams, but it was received the day of the meeting rather than by 5:00 pm the day before as required in the rules. But he could make oral comments if desired.

Mr. Randall Adams made comments to the Commission regarding the Parks Plan and Ryan House, and how decision to demolish the Ryan House is supposed to conform to the Comp Plan process and is not consistent with the current Comp Plan. Mr. Nick Bierman made comments on the demolition of the Ryan House, and that it is actually noted in the Parks Plan which is part of the Comp Plan, and therefore the demolition is addressed in the Comp Plan.

PUBLIC HEARING: None.

UNFINISHED BUSINESS:

1. 2024 Comprehensive Plan Update – Discussion, Recommendations

Senior Planner Ann Siegenthaler gave a presentation on areas of the Comp Plan where a decision from the Commission is needed. She went through the Staff Report, which contained summaries of the Plan Elements and decisions, staff recommendations on each, and suggested wording for motions.

Staff reviewed the Preferred Alternative that was developed out of the 3 Alternatives in the Draft EIS that address different strategies for meeting housing targets. Noted that the Commission is being asked to select this Preferred Alternative, which will be used to guide the final Comp Plan and EIS. The Commission voted unanimously to accept the staff-recommended Preferred Alternative.

The remainder of the discussion focused primarily on housing policy/code options. The Commission reviewed the options presented in the packet materials and voted unanimously to accept the staff-recommended options for housing (removing the word “affordable” in the short term rental policy). In addition, the Commission recommended approval of the Historic Cultural Resources Element and code updates presented in the packet, containing edits proposed 5/15/24 (after the 4/30/24 public hearing).

NEW BUSINESS None.

CORRESPONDENCE None (not hearing testimony).

COMMISSION COMMENTS None.

STAFF COMMENTS Not going to have a July meeting, but likely August and September meetings.

ADJOURNMENT Motion by Fochtman, Second by Isaacs, all in favor; meeting adjourned 8:27 pm.

Minutes Submitted by: Ann Siegenthaler

DRAFT



**SUMNER PLANNING COMMISSION
MINUTES
Thursday, August 1, 2024**

CALL TO ORDER

The hybrid meeting was called to order at 6:02 pm by Chair Moody.

ROLL CALL

Commissioners Present: Fochtman, Locke (virtual, arrived 6:15pm), Healy, Moody
Unexcused Absences: Isaacs

APPROVAL OF MINUTES:

May 1, 2024 Minutes: Moved to approve (Fochtman), Second (Healy). Passed unanimously.

PUBLIC COMMENT: None before the Commission.

PUBLIC HEARING: None

UNFINISHED BUSINESS: None

NEW BUSINESS

1. Zoning Code Text Amendment - Multifamily Residential Infill Development Regulations
2. Zoning Code Text Amendment – Permit Review and Timelines

Director Windish explained that these code updates are somewhat different than the Comprehensive Plan updates, but are similar in that this is a response to new legislation related to housing. Senior Planner Scott Waller gave an overview of the proposed amendments.

The first code update, multifamily residential infill, focuses on using existing buildings to accommodate housing units, with the intent of increasing housing supply. It would apply to existing commercial buildings and multifamily buildings, and involves only interior building construction. Commissioners had questions about how this would apply to certain sites as examples.

The second code update, permit processes/timelines is also a response to new legislation. The intent is to streamline permit processes (to lower development costs and speed up housing delivery). Changes include consolidated review of various permits, removing requirement for pre-application, establishing timelines for various permits, and other measures to streamline and clarify the process for developers. Many of the measures have already been implemented by the City. Commissioners had questions about the current process and next steps for the code updates.

CORRESPONDENCE None (not hearing testimony).

COMMISSION COMMENTS None.

STAFF COMMENTS Discussed current development around town, the White River Restoration Project, and night market, etc.

ADJOURNMENT

Motion by Fochtman; Healy (Second); all in favor; meeting adjourned at 6:43PM

Minutes Submitted by: Ann Siegenthaler

DRAFT

SUBJECT:

CATEGORY: Information Only

1. 2024 Comprehensive Plan Update – Updated Elements for Discussion

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. Staff Memo - Comp Plan Updated Documents-082824
2. Exhibits-Updated Documents

STAFF CONTACT: Ann Siegenthaler, Senior Planner

SUMMARY BACKGROUND:

The Planning Commission reviewed several Comprehensive Plan (Comp Plan) elements at its June 6, 2024 meeting. These included Housing and Land Use policies and code options. Staff has updated Housing/Land Use per the Commission's recommendations, and will present the updates at this meeting. In addition, other elements of the Comp Plan have been updated to reflect earlier recommendations on the DEIS Preferred Alternative, and to incorporate new data from the recently adopted 2024 Parks Plan. Only the updated documents will be discussed, since the Commission has already made recommendations on the other parts of the Comprehensive Plan.

The purpose of this meeting is for the Planning Commission to review these most recent updates to the documents before making final recommendations at the next meeting.

COUNCIL COMMITTEE/STUDY SESSION: n/a

MEETING/STUDY SESSION DATE:

COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:

Review and provide final comments or edits to the updated Comprehensive Plan documents in the packet.



STAFF MEMO

DATE: August 28, 2024
TO: PLANNING COMMISSION
FROM: Ann Siegenthaler, Senior Planner
RE: **2024 Comprehensive Plan Update – Updated Elements for Discussion**

I. Background

The Planning Commission reviewed several Comprehensive Plan (Comp Plan) elements at its June 6, 2024 meeting. These included Housing and Land Use policies and code options. Staff has updated Housing/Land Use per the Commission's recommendations, and will present the updates at this meeting. In addition, other elements of the Comp Plan have been updated to reflect earlier recommendations on the DEIS Preferred Alternative, and to incorporate new data from the recently adopted 2024 Parks Plan.

The purpose of the September 5, 2024 meeting is for the Planning Commission to review the most recent updates to the documents before making final recommendations at the next meeting. The updated documents are included in this meeting packet (see Exhibits).

II. Elements Previously Discussed with No Further Discussion Proposed

The Planning Commission has already reviewed and made recommendations on most of the Comp Plan Elements. The documents listed below will not be discussed further, since no changes to these have been proposed since the last Commission review. These documents are being incorporated into the final Draft Comprehensive Plan.

1. Community Vision
2. Community Values
3. Plan Monitoring and Amendment Element
4. Governance and Permit Process Element
5. Community Character Element
6. Family and Human Services Element
7. Essential Public Facilities Element and Draft Code
8. Shoreline Master Program Element
9. Environment Element and Critical Areas Code
10. Historic/Cultural Resources Element and Draft Code.

III. Elements Recently Updated

At the Commission's September 5, 2024 meeting, staff and the consultants will present the chapters/documents where there have been notable changes since the last meeting. Staff has also made minor tech edits in a number of places (e.g. dates updated, RCW code references updated, references to old DEIS Alternatives, etc.) These minor tech edits are shown but not proposed for discussion. Notable changes for Commission consideration are listed below.

1. ECONOMIC DEVELOPMENT ELEMENT:
 - Minor edits to Introduction section only, no policy changes
2. LAND USE/HOUSING ELEMENTS & CODE: Incorporating recommendations from 6/6/24 Commission:
 - LAND USE
 - New policy about consistency between sub-area plans (from the 6/6 Commission packet)
 - Adding Manufacture Home Park (MFHP) to descriptions & overlay district
 - Low Density updated to reflect new requirements for additional dwelling units
 - Medium Density Residential density updated to the 22 dwelling units per acre as discussed by the Commission
 - HOUSING
 - Based on agency comments, updated Introduction language about displacement & cost burden; added data on existing housing supply from County data
 - Policy to allow fourplexes on large lots in LDR
 - Policy about incentives for affordable housing by religious organizations
 - Policy about ADUs/Short Term Rentals
 - Policy to revise MFTE incentives for Town Center & East Sumner
 - Policy updates on displacement
3. CLIMATE CHANGE ELEMENT
 - Updating references only to adopted 2024 Parks Plan policies (no policy changes)
4. PARKS and OPEN SPACE ELEMENT
 - Incorporating new policies from the recently adopted 2024 Parks Plan (the March 2024 Comp Plan draft had the old 2018 parks policies)
5. TRANSPORTATION ELEMENT
 - Update to Introduction, per agency comments
 - Update to the LOS standards for arterials and collectors
 - Maps added from draft Transportation Plan
6. TRANSPORTATION MANAGEMENT PLAN
 - Updated potential Traffic Impact Fee that would be charged to development, based on the Preferred Alternative decision and how impacts are distributed (discussion on page 61)
 - Text added to reflect Preferred Alternative analysis in comparison to the DEIS alternatives
 - Additional explanation of vehicle trips generated under the Preferred Alternative
 - Minor map corrections for bicycle and pedestrian facilities
 - Table of 20-Year Transportation Improvement Projects corrected to include Stewart Road widening (approved already, but inadvertently left off the list).

CAPITAL FACILITIES ELEMENT and CAPITAL FACILITIES PLAN

These two documents are being updated to reflect data from the recently adopted 2024 Parks and Trails Plan, and will be presented at the next Commission meeting.

V. Next Steps

Staff recommends that the Commission review and provide final comments or edits to the updated Comp Plan documents. Once the Planning Commission has provided comments, staff will bring to the next meeting several ordinances that are used to officially adopt the entire Comprehensive Plan and EIS. The Commission will be asked at that meeting for a final vote to recommend Council approval of the 2024 Comp Plan.

VI. Exhibits

1. Economic Development and Employment Element
2. Land Use and Housing Elements
3. Land Use/Housing Code Updates
4. Climate Change and Resiliency Element
5. Parks and Open Space Element
6. Transportation Element
7. Transportation Management Plan

EXHIBITS

DRAFT COMPREHENSIVE PLAN DOCUMENTS August 28, 2024

1. Economic Development and Employment Element
2. Land Use and Housing Elements
3. Land Use/Housing Code Updates
4. Climate Change and Resiliency Element
5. Parks and Open Space Element
6. Transportation Element
7. Transportation Management Plan

DRAFT

Economic Development and Employment Element

August 28, 2024

--RED TEXT INDICATES CHANGES MADE SINCE LAST COMMISSION REVIEW--

Introduction

The Growth Management Act provides a planning goal for Economic Development, although an economic development element is not mandatory. There are standards proposed in the Act, should economic development elements be required in the future [RCW36.70A. (7) And (9)]. ~~These standards and the document titled "City of Sumner: Economic Development Planning in Action" have guided the preparation of this element.~~ The Countywide Planning Policies provide a framework for economic development and employment policies within Pierce County. The Puget Sound Regional Council (PSRC) has adopted the Multicounty Planning Policies in VISION 2050 for a regional context.

The policies identified below are intended to satisfy the economic development requirements of the Growth Management Act, the Countywide Planning Policies and the Multicounty Planning Policies. Economic development policies relate closely with other land use, infrastructure and environment policies and cannot be considered alone. Economic development should be used to drive the other goals and policies and never used solely for the sake of economic development.

As of 2021, an estimated 19,300 people commute to Sumner for work, while 4,300 residents work outside of city limits, and only about 500 people both work and live in Sumner (according to 2021 data from Census OnTheMap). Sumner's workers mostly live in other areas of Pierce County, with some commuting from King County as well. The city is a major employment hub regionally, largely due to the Sumner-Pacific Manufacturing Industrial Center (MIC), which has been designated as a "regional center" by the Puget Sound Regional Council. This creates a unique context for economic development in the city.

Note: Narrative added in response to DEIS comments from PSRC.

Goals, Policies, and Objectives

1. *Seek and maintain a strong and diverse economy for all people with a variety of different types and sizes of business, industry and employment.*

- 1.1. Provide adequate land for different kinds of businesses and development to support this element and identify strategic redevelopment opportunities as land supply decreases.
- 1.2. Implement this Element in order to provide jobs for local residents, build and sustain a broad long-term tax base, drive redevelopment, create short-term tax base and improve infrastructure as a means of achieving other goals and policies within this plan. The provisions of this Element shall be used solely to drive the other elements of this Plan.
- 1.3. Work with the Sumner ~~Downtown~~ Main Street Association, Chamber of Commerce, Tacoma Regional Convention & Visitor Bureau, Port of Tacoma, and the Tacoma-Pierce County Economic Development Board to promote and market the economic development potential and amenities of the City and recruit new businesses.
- 1.4. Work towards effective communication between the City and industrial and business interests through the city newsletter, annual visits, social media, and the City's website.
- 1.5. Build upon existing strength of community, small town character, and location to drive future policy decisions and actions.
- 1.6. Encourage ~~agriculture~~ agritourism that expands options for local farms and open other markets for locally grown agricultural products such as farm-to-table programs and tourist activities related activities which support continued to support farming around the City.
- 1.7. Encourage industries and industrial processes that are "clean" sustainable and environmentally responsible and do not degrade the natural and built environment in the and that contribute to the local community.
- 1.8. Develop and sponsor a City-wide comprehensive and strategic economic development and marketing plan to implement the applicable sections of this plan.
- 1.9. In collaboration with regional partners, Develop and implement a business retention program, which would regularly communicate with and support existing businesses.
- 1.10. Recruit restaurants, cafés, microbreweries, public facilities and other similar uses, which serve as gathering spots within the community and encourage evening activity in commercial area.
- 1.11. Maintain and enhance a partnership with many stakeholders downtown including Sumner ~~Downtown Promotion Main Street~~ Association or similar organization, property owners, residents, Sound Transit, and others.
- 1.12. Provide and facilitate committed ongoing communication and collaboration between City and private sector leadership toward the goal of business development.

- 1.13. Create a document that compiles initiatives and activities that can be undertaken to promote economic development in the Downtown including infrastructure improvements, events, and housing initiatives.
- 1.14. ~~To achieve successful programs and projects, institute public and private performance standards that are flexible, dynamic, and enforceable, but which also provide incentives. Monitor the success of programs and projects by instituting public and private key performance indicators.~~
- ~~X.X. Develop and implement a strategic communication and marketing plan for the City, especially Downtown.~~
- 1.15. Periodically evaluate and review Town Center planning efforts. Adjust implementing methods to changing circumstances while using the Town Center vision as a continuing guidepost.
- 1.16. Explore the potential for and encourage the development of retail and shopping opportunities near major freeway interchanges that would serve a regional market. ~~Consider locations near major freeway interchanges as opportunity areas for this type of development.~~
- 1.17. Keep the momentum for Downtown revitalization through implementation of many economic development, infrastructure and housing initiatives identified in the "Projects and Actions" section in the Town Center Plan. Provide for strategies civic investment and an ongoing partnership with stakeholders to implement the various initiatives.
- 1.18. Work with Pierce County and other cities and towns to coordinate economic development strategies and activities to support regional goals and objectives.
- 1.19. Coordinate economic development policies and activities with other Comprehensive Plan Elements.
2. ~~*Provide the necessary infrastructure, protections against incompatible uses, support facilities and services to attract and maintain a high quality manufacturing and industrial center and to make the City a desirable place to live, work, and do business*~~ Support the necessary infrastructure and programs to develop a talented and qualified workforce that can afford to live near where they work.
 - 2.1. Partner with educational providers to explore location of higher education opportunities, such as a college annex, within the city.
 - 2.2. Partner with education and employment organizations and businesses to ~~help offer high-quality and accessible training programs~~ career exploration programs that give all people opportunities to learn, maintain, and upgrade skills necessary to ensure an adequate and trained labor pool.
 - 2.3. Encourage cultural activities such as visual, literary and performance art that involve the community and create a regional identity that celebrates diversity.
 - 2.4. Plan for adequate residential and commercial land to support a substantial work force and reduce worker commute times and maintain a good jobs to housing balance.

- 2.5. In conjunction with transit providers, encourage an adequate transit system to serve the employment centers to allow connections to the transit centers within and outside the City and ensure transit access for those coming to work in the city.
- 2.6. Encourage adequate ~~child day care~~ childcare and adult care facilities to support a diverse work force.
- 2.7. Monitor demographic trends to ensure ~~City policies and direction correspond~~ City policies and direction are consistent with the needs of the local populations, with an emphasis on communities affected by poverty, exclusion and discrimination, and other historically underserved communities.

~~X.X. Work with Pierce County and other cities and towns to ensure that economic development strategies are carried out consistently.~~

~~X.X. Coordinate economic development policies and activities with other Comprehensive Plan Elements.~~

- 2.8. Organize City government to provide a business contact or other mechanism to ensure businesses have easy and reliable communication with City officials and leadership.

3. *Assure that adequate public facilities and public services are available to support industrial and commercial development.*

- 3.1. Develop and maintain accurate and up-to-date capital facility plans for domestic water, storm sewers, sanitary sewers, transportation and parks.
 - 3.1.1. Work with new development and other agencies to utilize effective and cooperative measures to fund capital facility costs.
 - 3.1.2. Review permit procedures bi-annually in conjunction with preparing the City's budget to ensure fees, processing times and resources are sufficient to meet these goals.

4. *Encourage a supportive environment for small businesses, locally owned and women- and minority-owned businesses as a vital part of the City's economic framework.*

- 4.1. Allow for home occupations within residential zones consistent with the residential character.
- 4.2. Encourage mixed-use areas where small scale commercial and light manufacturing uses can occur consistent with other Comprehensive Plan policies.
- 4.3. Ensure regulations accommodate a variety of lot sizes and land uses for small business development.
- 4.4. Market opportunities for small business and recruit small businesses for appropriate locations within the city.
- 4.5. Use land use and other regulatory controls to allow for a mix of small businesses, chain and franchises operations, light manufacturing, artisan shops, craft production, small research and

development businesses, and other innovative and emerging trends. Promote “innovation districts” in appropriate locations.

5. Improve the resiliency of the local Sumner economy to climate change and reduce its carbon emissions where practicable.

- 5.1. As part of the Sumner Emergency Management Plan, identify potential measure that could support a sustainable economic recovery after a disaster.
- 5.2. Support local businesses’ efforts to bolster climate preparedness and continuity of operations by connecting them with programs that increase resiliency, such as onsite renewable energy generation, energy storage, and back-up power.
- 5.3. Support where possible, programs and agencies that work with employees and businesses to facilitate a green jobs pipeline.
- 5.4. Support the resilience of the local food economy by encouraging farmers' markets and expanding community gardening opportunities on private development sites and non-profit agency sites.
- 5.5. Promote purchasing from local businesses to support economic development and reduce emissions associated with the transportation, production, and distribution of goods.

6. *Promote downtown as the town’s cultural, historic and activity center of the entire community.*

- 6.1. Invest adequate resources in ways that strengthen downtown. Whenever possible, these monies shall be used to leverage additional dollars from public and private sources for improvements.
 - 6.1.1. Partnering with the ~~Puyallup/Sumner~~ Chamber of Commerce, ~~and small downtown~~ business association(s), and other agencies to work with local lenders to secure sources of capital for existing businesses’ building improvements and/or business expansion.
 - 6.1.2. Assist with business expansions and new establishments such as through pre-application review and consultation and permit fast track for businesses that are proven catalysts for economic growth such as:
 - Restaurants and eating establishments in the downtown;
 - Manufacturing and businesses that provide family wage jobs;
 - Alternative energy that furthers the community’s commitment to new technologies; and
 - Aerospace and other products or services that bring in money from outside the region.
 - 6.1.3. Invest in resources and programs that enhance public safety downtown.
- 6.2. Every 5 years, in conjunction with interested parties, examine the needs for downtown parking within the Town Center and develop methods for providing attractive, safe, accessible,

effective and well utilized parking. Modify and adjust on and off-street parking which serves retailers, other businesses, residents, and major employers downtown shall be implemented based on the 5-year parking study.

- 6.2.1. Redesign and install new parking lot signs that are strategically placed throughout the downtown area. Ensure designation of short and long-term parking, and enforcement of parking limitations.
- 6.2.2. Improve safety by creating additional lighting and pedestrian facilities in parking areas.
- 6.2.3. Implement short-term, medium-term, and long-term parking strategies as indicated by the 5-year parking study.
- 6.2.4. Encourage businesses conducive to shared parking, or uses that provide onsite, under-building parking.
- 6.3. Promote a diversity of uses within the downtown, which support the activity base by providing employment, recreational, residential, and a variety of commercial activities.
- 6.4. Give downtown locations highest priority when siting city and government facilities such as libraries and administration offices, which have significant employment or destination potential.
- 6.5. Adopt incentives and actively seek out and recruit developers to construct more housing in and near Downtown to strengthen Downtown businesses that will in turn offer goods and services for residents.
- 6.6. In conjunction with interested parties, improve the visual appearance of downtown through public and private measures for beautification, facade improvements, and preservation of historic properties, design strategies, maintenance, and streetscape improvements.
- 6.7. Work with other organizations to promote civic and community events which foster community pride and promote the downtown and other critical commercial areas.
- 6.8. In conjunction with transit agencies, explore linking downtown with the other parts of the city with a community-based transit system, which compliments the special needs of downtown.
- 6.9. Work with building owners to encourage viable uses on the second floors of existing buildings by exploring options in the building and fire codes.
- 6.10. Work with downtown stakeholders and the Sumner Downtown Promotion Association to develop and implement a detailed downtown "Main Street"-based revitalization strategy addressing organization, design, economic restructuring and promotion.
- 6.11. Promote and market the redevelopment potential of key downtown locations ~~such as the Library site and the Red Apple Market site~~ through partnering with property owners, developers, Sound Transit, and other key parties.

- 6.12. Continue to provide and fund maintenance of public restroom facilities for the downtown business district.
- 6.13. Create 350-500 new housing units in the Town Center in close proximity to the train station and existing businesses.
- 6.14. Promote businesses that meet the daily needs of residents – markets, dry cleaners, laundromats, eateries, pharmacies, banks, pet stores, beauty salons/barbershops, etc.
- 6.15. Encourage more mixed commercial/service/housing uses in the Town Center, along Traffic and Fryar Avenues. Discourage light industrial zoning in the Town Center in favor of mixed-use zoning unless there is an educational or artist component.
- 6.16. Create a market strategy to attract new business compatible with long-range plan and zoning intents, and strengthen and increase the variety of commercial shopping and service opportunities for the community. Allocate resources to implement market strategy.
- 6.17. Coordinate ~~with Sumner Downtown Promotion Association~~ downtown business association(s) and ~~Puyallup/Sumner~~ Chamber of Commerce on education, e.g. business management, business promotion ideas, entrepreneurship, etc.
- 6.18. Create a mixed economy Downtown that provides basic and specialty retail, services, destination attractions, hospitality and entertainment uses.
- 6.19. Accommodate mixed use developments with commercial on the ground floor. Require that mixed use buildings within the Town Center and that have the potential for businesses on ground floor install ceiling heights and infrastructure for future conversion of residential to commercial spaces.
- 6.20. Reduce the parking requirement for multi-family developments within the Town Center to facilitate development that accommodates the transit rider, anticipates lower car ownership in this area because of transit, and changing trends and services related to transit and transportation such as on-demand services and autonomous vehicles.
- 6.21. Within the Town Center allow for visitor parking for multi-family and portions of commercial parking to be counted toward parking capacity for such developments. Smaller retail, restaurants, and other desirable pedestrian-oriented businesses should be allowed without an off-street parking requirement provided they agree to not protest the formation of a future local improvement district for the construction of public parking in the Town Center.
- 6.22. Pursue creative solutions to accommodate parking for development through the creation of local improvement districts and other means.
- 6.23. In the Town Center structured and in-building or under-building parking is preferred over surface parking. Limit the development of surface parking.

7. Support the Sumner-Pacific Manufacturing/Industrial Center (SPMIC) as a vibrant and successful industrial employment area with regional and local significance.

- 7.1. Partner with the Ports of Seattle and Tacoma on regional economic development initiatives related to the industrial sector.
- 7.2. Expand outreach to and maintain regular dialogue with the SPMIC business community.
- 7.3. Connect local businesses with workforce development programs of regional organizations like the Pierce County Workforce Development Council and the Washington State Department of Commerce.
- 7.4. Partner with the local School District, Community College, and SPMIC employers to create paid internship programs for students interested in Manufacturing, Food Processing, or Warehousing employment.

8. Encourage the SPMIC to retain and grow its existing industrial businesses as well as attracts new businesses.

- 8.1. Raise the SEPA categorical exemption thresholds for industrial buildings and associated parking and land clearing provided there are sufficient building, grading, and critical area protections in place.
- 8.2. Partner with the Department of Commerce on the Regulatory Roadmap Project, an online site selection tool that distills all local, regional, and state requirements into easy-to-understand checklists for gauging feasibility of sites for manufacturing facilities.

9. The SPMIC should include a diverse range of small and large industrial businesses.

- 9.1. Promote small business growth through incentives, business recruitment, and other forms of support.
- 9.2. Encourage small businesses development and entrepreneurialism in the SPMIC by partnering with the Ports of Seattle and Tacoma to develop a local incubator for a range of industrial production uses, including food processing.
- 9.3. Encourage the creation of a "specialty manufacturing and artisan district" in the Pacific portion of the SPMIC, and where appropriate in Sumner, that promotes the development, production, sale, and distribution of products and services in a street environment with coordinated pedestrian amenities, signage, and landscaping, with increased attention to building and site design.
- 9.4. Encourage a modest-level of small-footprint businesses in the SPMIC that provide close-by services for workers, such as food establishments, medical services and daycare.

Draft Land Use and Housing Elements

Land Use August 28, 2024

--RED TEXT INDICATES CHANGES MADE SINCE LAST COMMISSION REVIEW--

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. Its 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 9-2) category descriptions, and statistics are found following the goals, policies, and objectives provided below.

The Land Use Element establishes the growth patterns and uses that the community anticipates will be needed to accommodate projected growth over the planning period (to 2044). Pierce County has adopted housing, employment, and population growth targets for Sumner for 2020-2044 as follows:

- 1,985 housing units
- 5,313 jobs
- 4,904 residents

The Sumner-Pacific MIC also must plan for 20,000 jobs total in order to maintain its status as a Manufacturing Industrial Center, per PSRC requirements.

The Land Use Element is divided into sub-elements due to the variety and complexity of issues. The section addresses:

- Land Use
- Historic and Cultural Resources
- Essential Public Capital Facilities
- Commuter Rail/Regional Transit

- ~~Permit Process~~
- ~~Plan Monitoring and Amendment~~
- ~~Governance~~

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 ~~design guidelines and ordinances~~ 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.

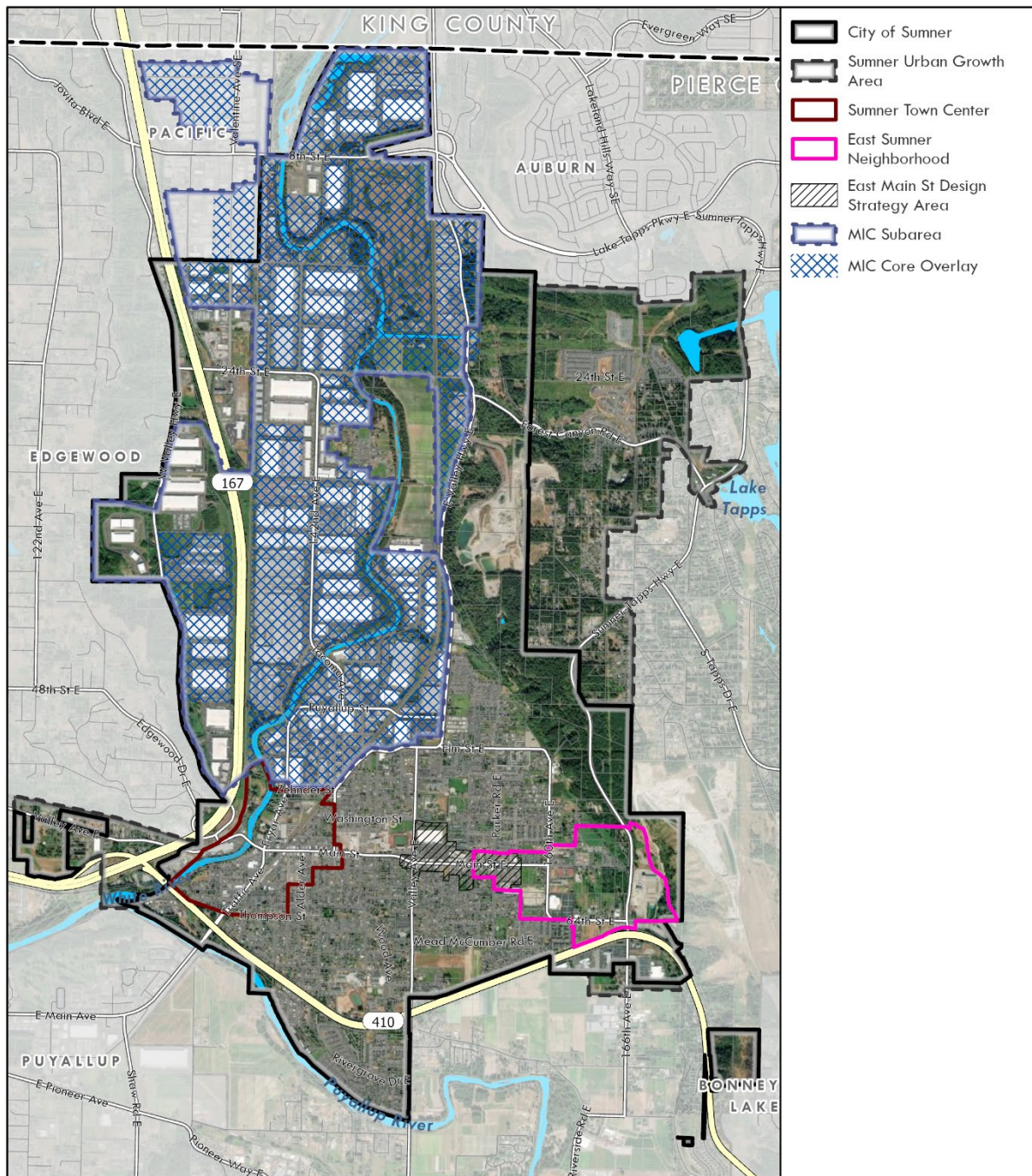
Note: The State requires a 5-year progress report on some Comprehensive Plan topics (e.g., Climate, Housing, Permitting) but not required for all elements.
 - 1.4. **Planning sub-areas.** Identify planning sub-areas that warrant further study and special design considerations and/or economic development 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~~.
 - 1.4.3. Policies in other adopted City of Sumner plans that are identical to policies in the adopted Comprehensive Plan shall be updated automatically when those same Comprehensive Plan policies are updated through the legislative process.

Note: In a few instances, the City has adopted subarea plans with policies specific to the subarea, and those policies were imported verbatim into the old Comprehensive Plan. Where a policy is updated in the 2024 Comprehensive Plan Update, that should supersede the older policy in the subarea plan.

- 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 9-2 titled "Comprehensive Plan 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 9-1. Vicinity and Plan Boundaries Map



CITY OF SUMNER

Vicinity Map

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.



0 1/2
Miles



CITY OF
SUMNER
WASHINGTON

Map Date: January 2024

Source: Sumner, 2023; BERK, 2024.

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 9-1.
- 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 9-1.
- 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 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. Adopt land use standards and connect residents to informational resources to mitigate wildfire risk.
- 6.8. Study the potential impacts of a citywide tree retention program on climate resilience and housing development.

- 6.9. 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:

7. *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 9-2. These designations guide the zoning districts in the adopted zoning map. Table 9-1 summarizes the categories and densities of particular districts.*

7.1. Residential

- 7.1.1. 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.
- 7.1.2. 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.

- 7.1.3. 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-~~2010~~ 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, manufactured home parks and subdivisions, 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.

- 7.1.4. 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 parks and 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.

- 7.1.5. 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, manufactured home parks and subdivisions, 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.

7.2. Mixed Use

~~X.X.X. 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).

- 7.2.1. 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).

7.3. Commercial

- 7.3.1. 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.
- 7.3.2. 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.

- 7.3.3. 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.

7.4. Manufacturing and Industrial

- 7.4.1. 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.

- 7.4.2. 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.
- 7.4.3. 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 9-2 Comprehensive Plan Map. Proposed parks are indicated in the Parks Plan.

7.5. Overlay Designations

- 7.5.1. 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 19-1 in the Shoreline Element.

~~X.X.X. 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).

~~X.X.X. 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.

- 7.5.2. Manufacturing/Industrial Center: The Manufacturing/Industrial Center (MIC) is part of the larger Sumner/Pacific MIC, (Figure 9-1) 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.
- 7.5.3. 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.
- 7.5.4. 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.

- 7.5.5. 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.
- 7.5.6. 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)
- 7.5.7. Manufactured Home Park Overlay: The Manufactured Home Park (MFHP) Overlay district applies to properties primarily in manufactured home park use where the MFHP was created prior to 2024. The purpose of the overlay is to support the continuation of manufactured homes as the primary use on the property and to help ensure that MFHPs continue to provide an affordable housing option for Sumner residents. The overlay is not intended to apply to new MFHPs, but may be applied in the future to MFH subdivisions if residents become vulnerable to displacement and apply to the Director for designation. The overlay is a land use designation only and is not intended to include provisions for rent control or tenant protections.

Note: Sumner code defines MFHP as: “... a tract of land designed and maintained under a single ownership or unified control where two or more spaces or pads are provided solely for rent or lease for the placement of manufactured homes for residential purposes.” MFHPs require a conditional use permit; Sumner has 4 such parks. Sumner’s current code chapter 18.34 Manufactured Home Parks from the 1990s would be updated to reflect current conditions and appropriate standards.

Note: The State requires cities to address potential displacement of low income households. Adopting a MFHP designation has the potential to protect hundreds (approximately 260) of low-income households who live in Sumner. This helps reduce the chance of re-development into market rate housing and displacing the low-income residents. There is also a proposed policy in the Housing Element that supports MFHP protection. Future code updates to implement the policy would have more details regarding the range of uses allowed (e.g. manufactured homes or affordable cottages, etc.) and how the overlay would be applied.

Note: REGARDING THE DENSITY TABLE BELOW: 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 middle housing, such as small-scale apartment buildings and townhomes. This and proposed code changes will support such development primarily in MDR north of Main Street (where apartments not currently allowed). Both proposals help meet Sumner's assigned housing targets. These densities were reviewed and recommended by the Planning Commission on 6/6/24.

Table 9-1: Land Use Designations

CATEGORY	DENSITY
<u>Residential</u>	
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 <u>17</u> [OPTION A] OR <u>22</u> [OPTION B] du/acre
High Density (HDR)	12.1-25 du/acre*
<u>Commercial</u>	
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

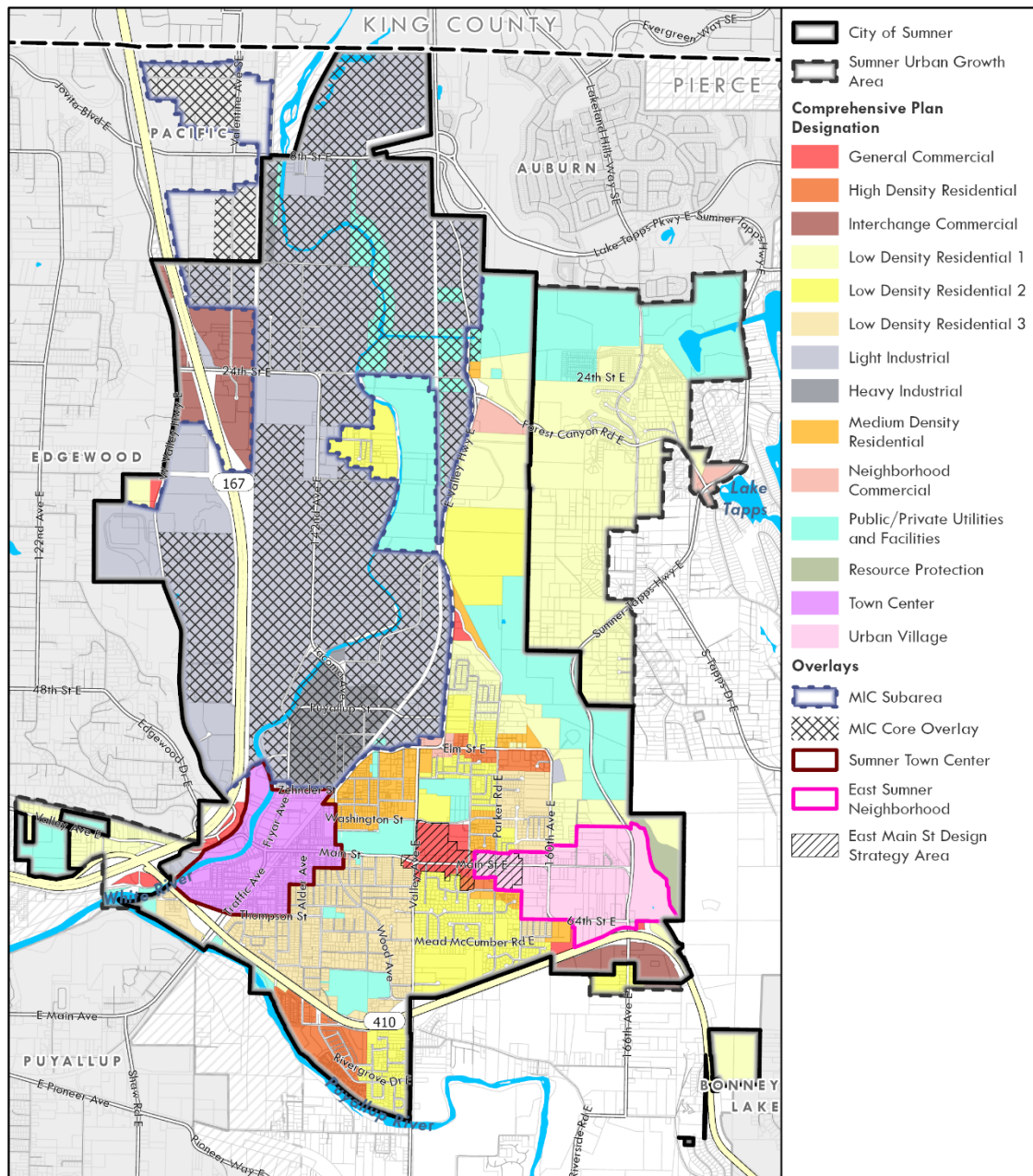
SMP = Shoreline Master Program

*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 9-2. Comprehensive Plan Map

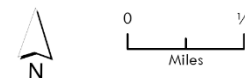
Note: No changes to existing comprehensive plan map.



CITY OF SUMNER

Comprehensive Plan Map

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: January 2024

Housing

August 28, 2024

--RED TEXT INDICATES CHANGES MADE SINCE LAST COMMISSION REVIEW--

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. Additional 2024 analysis as part of the Comprehensive Plan's environmental review found that racially disparate impacts appear to be present in Sumner, particularly around homeownership and housing cost burden. Housing cost burden is also higher for renter households. Additionally, displacement risk is considered to be high in Sumner relative to other parts of Pierce County. Policy revisions as part of the 2024 Comprehensive Plan periodic update aim to reduce barriers to affordability and homeownership to address these impacts.

[Note: content added to introduction in response to DEIS comments from the Washington State Department of Commerce]

The Land Use Element and Comprehensive Plan Map (Figure 9-2) 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.

Pierce County has adopted housing targets for Sumner for each income band, per state requirements in the Growth Management Act:

Figure 14-1: Adopted Housing Targets by Income Band (2020-2044)

	Total	0-30% AMI Non- PSH*	0-30% AMI PSH*	30-50% AMI	50-80% AMI	80-100% AMI	100- 120% AMI	>120 % AMI	Emergency housing needs (beds)
<i>Estimated Supply (2020)</i>	4,492	<u>73</u>	<u>0</u>	<u>445</u>	<u>1,334</u>	<u>1,049</u>	<u>518</u>	<u>1,073</u>	<u>0</u>
<i>Allocation (2020-2044)</i>	1,985	256	347	368	291	125	114	484	121

Source: Pierce County Ordinance No. 2023-22s.

Goals, Policies, and Objectives

1. Encourage the maintenance and preservation of existing housing stock and residential neighborhoods. Encourage public and private reinvestment in older residential neighborhoods and private rehabilitation of housing.
 - 1.1. Encourage private reinvestment in older residential neighborhoods and private rehabilitation of housing, such as temporarily Consider waiving or reducing permit fees for low-income housing rehabilitation projects. completing public works projects, etc.
 - 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.
 - 1.4. 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.

~~X.X. In cooperation with the County, promote the use of weatherization programs in existing housing.~~

Note: Moved this under Goal 3.

- 1.5. Promote County and local programs that reduce maintenance and rehabilitation costs for residents.

Note: Pierce County has a Home Repair Program and a Home Rehabilitation Loan Program.

~~X.X. 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.~~

~~X.X.X. 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.

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

~~X.X.X. 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.

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

~~X.X 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/manufactured home parks as affordable housing.

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

~~X.X 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.~~

~~X.X 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.

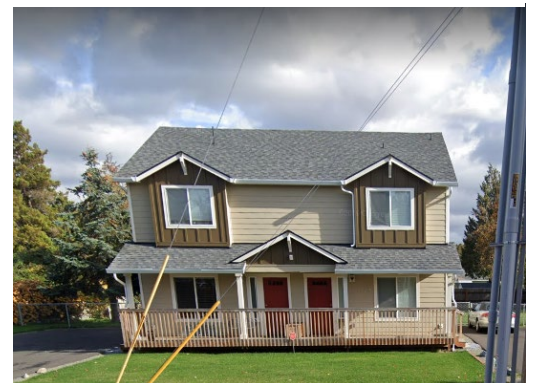
- 2.5.1. Through the Comprehensive Plan, Zoning Code, Subdivision code, ~~and Design Guidelines, and other regulations and standards.~~ allow for a variety of housing types and lot configurations including ~~multi-family housing, mixed use development, cluster development, zero-lot line and similar subdivisions, 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.

Figure 14-2: Duplex Example
(Google Street View)



- 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: This policy was reviewed and recommended by Planning Commission 6/6/24. Policy supports small housing infill projects that add housing capacity.

- 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 HSR zones. New single family construction is not allowed in commercial and manufacturing zones.

- 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 6,000s.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.

Figure 14-3: Triplex Example
(Sightline Institute)



Figure 14-4: Townhouse Example



- 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, such as height and density, and consider fee waivers. ~~OPTION B: Support affordable housing development by religious organizations through density bonuses and fee waivers.~~

Note: This policy was reviewed and recommended by the Planning Commission on 6/6/24. 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 higher density can be achieved through the number of dwellings and number of floors.

- 2.5.17. Consider potential restrictions on the use of ADUs and other housing units as short-term rentals.

Note: The Planning Commission asked staff to explore code updates to limit short-term rentals to limit potential impacts on housing, and recommended this policy wording on 6/6/24. The Department of Commerce also recommends restricting short-term rentals of ADUs.

- 2.6. Collaborate with other Pierce County jurisdictions on housing affordability through the South Sound Housing Affordability Partnership (SSHA³P).
- 2.7. Support the reclamation of mine sites for housing once mining operations end.

~~XX 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.

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

~~X.X. Policy about town-center transition areas moved to town-center policies in 4.0 below.~~

~~X.X Policy about incentives for senior housing moved to goal 2.0.~~

~~X.X 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 ~~Promote~~ 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.

~~X.X. 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 low density single-family residential at a maximum of 3 stories as appropriate.
- 4.4. Maintain the Town Center ~~will contain~~ "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: Adopt a~~ Maintain the Multi-family Tax Exemption allowance ~~per RCW 84.14 that would 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: This policy was reviewed and recommended by the Planning Commission on 6/6/24, and would change the current MFTE to apply it only to affordable housing developments.

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

- 5.1. ~~OPTION A: Maintain and consider expanding~~ Apply the Multi-Family Tax Exemption allowance for targeted areas in to 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. The Planning Commission recommended on 6/6/24 that the MFTE area be expanded to include all of East Sumner neighborhood boundary area. While this policy can have fiscal impacts on other property taxpayers in Sumner, the MFTE is used by many cities as an effective way to incentivize affordable housing.

6. Support measures to prevent or mitigate residential displacement through tenant protections and existing programs.

Note: Goal 6 is proposed in order to address requirements in State HB 1220 regarding anti-displacement policies in local comprehensive plans.

- 6.1. ~~Promote~~Consider working with agencies to provide public information on County/State programs on eviction prevention, property tax assistance, mortgage assistance, energy assistance, and foreclosure prevention counseling.
- 6.2. Consider ~~supporting~~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.

Note: Policy updates above were reviewed and recommended by the Planning Commission on 6/6/24. With limited resources, it would be difficult for the City to enforce landlord/tenant laws or to have an advocacy or clearing-house role in tenant protection programs. Protection of low income households in Sumner's existing MFHPs was determined to be a reasonable strategy to address displacement as required by the State.

DRAFT

Housing and Land Use Code

August 28, 2024

--RED TEXT INDICATES CHANGES MADE SINCE LAST COMMISSION REVIEW--

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 one multiplex per parcel~~ with up to four units in lieu of one detached single family dwelling.
- ~~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: 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:

...

G. Manufactured housing development:

a. Manufactured home parks subject to SMC 18.34; and

b. Manufactured housing subdivisions subject to SMC Title 17;

...

Note: The State requires cities to address potential displacement of low income households. A strategy proposed in the Land Use Element of the Comprehensive Plan is to create a MFHP Overlay District that would protect sites from market rate development (the district would not be applied yet, but would be in place for the future). For 2024 code updates, the proposal is to state clearly in the Zoning Code that MFHPs are allowed in residential zones (2 currently in LDR, 2 currently in HDR.).

- M. 1. Assisted living facilities, board and care homes, hospices or nursing homes that meet building height and other standards in the zone require a conditional use permit.
- 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;
- 3. Affordable multifamily housing on properties owned by a religious organization 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.

...

- 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).

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 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.

4. The accessory dwelling unit shall contain a maximum floor area of 1,000 square feet, excluding any related garage area used for vehicle parking; provided, that if an attached accessory unit is completely located on a single floor, the director may allow increased floor area up to the minimum area necessary in order to efficiently use all floor area, so long as all other standards set forth in this section are met;
5. *Repealed by Ord. 2300;*
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.

- o SUMNER CURRENTLY HAS DESIGN GUIDELINES THAT APPLY SPECIFICALLY TO ADUs, SUCH AS DOOR PLACEMENT AND QUALITY MATERIALS. HB 1337 DOESN'T ALLOW THIS.
- o 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.
- o 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.
- o 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(~~H~~)(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).

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 homes 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. Triplexes and fourplexes

P. Community Gardens.

18.14.030 Accessory buildings and uses

...

G. Wireless communication facilities subject to the standards of chapter 18.37 SMC. (Ord. 2134 § 15, 2005; Ord. 1830 § 20, 1998; Ord. 1694 § 1, 1995)

H. 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 HB 1337.

...

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.

...

K. ~~Manufactured home parks~~ Manufactured housing development:

1. Manufactured home parks subject to SMC 18.34; and

2. Manufactured housing subdivisions subject to SMC Title 17;

...

S. Senior housing and low income housing

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

2. Affordable multifamily housing on properties owned by a religious organization exceeding the maximum density and other standards for the zone 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.

18.14.070 Property Development Standards for MDR/HDR

Table 18.14.070

	MDR	HDR
...	...	...
C. Maximum development density in dwelling units per net acre	15 <u>22</u>	25
...	...	...

- ~~OPTION A: Maximum development density in Table 18.14.070 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 SUPPORT MIDDLE HOUSING, SUCH AS SMALL-SCALE APARTMENTS AND TOWNHOMES, AND TO MEET THE STATE-REQUIRED TARGETS FOR HOUSING CAPACITY AND AFFORDABILITY. FOR COMPARISON, CURRENT ALLOWED DENSITY IN EAST SUMNER IS 26 DU/AC (MDR) AND 40 DU/AC (HDR).

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 18.16 - Commercial Districts

18.16.020 Principal and conditional uses.

...

		NC	GC	IC
1.	Accessory parks and recreation facilities for use by on-site employees or residents	P	P	P
...				
34a.	Multifamily dwellings, rooming houses and boarding houses, senior apartments, retirement homes, assisted living facilities, continuing care communities, board and care homes, hospices, or nursing homes subject to the standards and locations as applicable in SMC 18.16.040	P	P	
34b.	Senior apartments, retirement homes or continuing care communities that exceed allowable densities or that do not meet other standards	PRD	PRD	

	of the respective zone may be allowed through a planned residential development, pursuant to chapter 18.24 SMC, subject to the standards and locations as applicable in SMC 18.16.040			
<u>34c.</u>	<u>Affordable multifamily housing on properties owned by a religious organization exceeding the maximum density and other standards for the zone may be allowed only through a planned residential development, pursuant to chapter 18.24 SMC, subject to SMC 18.16.040.</u>	<u>PRD</u>	<u>PRD</u>	
...	...			
<u>76.</u>	<u>Community gardens</u>	<u>P</u>	<u>P</u>	<u>P</u>

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 18.30 - East Sumner Urban Village Overlay District

18.30.030 Performance standards

B. Commercial Districts. Those uses listed below shall govern the uses permitted and conditionally permitted where the base designations GC and NC are combined with the ESUV overlay district. Where a "P" is indicated, the respective use in the same row is permitted in the zone classification in the same column. Where a "CUP" is indicated, the respective use in the same row is conditionally permitted in the zone classification in the same column. A conditional use permit shall be required and in full force and effect in order to establish the conditional uses. Where a "PRD" is indicated, the respective use in the same row is permitted through a planned residential development. A planned residential development shall be required and in full force and effect in order to establish the use.

		NC/ESUV	GC/ESUV
1.	Accessory parks and recreation facilities for use by on-site employees or residents	P	P
...	...		

34a.	Senior housing including retirement homes and senior apartments, assisted living facilities, continuing care communities, board and care homes, hospices, or nursing homes, subject to density maximums and locations specified in SMC 18.30.080(B) and 18.30.090	P	P
34b.	Senior housing that exceeds the density maximums and other standards of SMC 18.30.080(B), subject to the locations specified in SMC 18.30.090	PRD	PRD
<u>34c.</u>	<u>Affordable multifamily housing on properties owned by a religious organization exceeding the maximum density and other standards for the zone may be allowed only through a planned residential development, pursuant to chapter 18.24 SMC, subject to performance standards for multifamily residential uses in 18.30.090.</u>	<u>PRD</u>	<u>PRD</u>
...	...		
<u>57.</u>	<u>Community gardens</u>	<u>P</u>	<u>P</u>

Chapter 18.24 Planned Residential Development

18.24.020 Districts where permitted.

A. Planned residential development (PRD) may be permitted in the following residential districts:

1. LDR, low density residential district;
2. MDR, medium-density residential district;
3. HDR, high-density residential district.

B. A senior housing or affordable multifamily housing on properties owned by a religious organization PRD may be permitted in the following districts:

1. LDR, low density residential district;
2. MDR and ESUV/MDR, medium-density residential districts;
3. HDR and ESUV/HDR, high-density residential districts;
4. NC, neighborhood commercial district;
5. GC, general commercial district;

6. ESUV/NC, East Sumner urban village neighborhood commercial;
7. ESUV/GC East Sumner urban village general commercial.

...

18.24.030 Permitted uses in a PRD.

The following uses are allowed in planned residential developments:

A. Within the LDR districts, allowable residential uses shall include only the following:

1. Single-family residences or detached condominiums; or
2. Senior housing, including senior apartments or combination of senior housing types, provided at least 20 percent of the dwelling units are maintained as affordable housing.

3. Affordable multifamily housing on properties owned by a religious organization.

B. Within the MDR or HDR and ESUV/MDR or ESUV/HDR districts, residential development of all types regardless of the type of building in which such residence is located, such as single-family residences, manufactured homes, duplexes, triplexes, fourplexes, townhouses, condominiums or senior apartments or other senior housing types; provided, that:

1. Senior housing shall maintain at least 20 percent of the units as affordable housing; ~~and~~
2. Hotels, motels and mobile home parks are excluded; and

3. Affordable multifamily housing on properties owned by a religious organization shall include 100 percent of the units as designated affordable housing.

C. Within commercial districts, allowable residential uses in a planned residential development shall only include:

1. Senior housing, subject to location requirements specified in each district; provided, that at least 20 percent of the dwelling units are maintained as affordable housing.

2. Affordable multifamily housing on properties owned by a religious organization, subject to SMC 18.16.040; provided, that 100 percent of the units as designated affordable 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.

...

18.24.060 Property development standards in a PRD

A. Acreage Minimum. The minimum site for a planned residential development shall be as follows:

1. For low density residential zones, one acre.
2. For medium density residential zones, one-half acre.
3. For a senior housing PRD on a property owned or controlled by a religious organization~~church~~, public housing authority, or government agency that includes other uses, the site devoted to senior housing uses shall be a minimum of one-half acre. Density shall be calculated based on the area devoted to senior housing uses.

4. For an affordable multifamily housing PRD on a property owned by a religious organization that includes other uses, the site devoted to affordable housing shall be a minimum of one-half acre. Density shall be calculated based on the area devoted to affordable housing uses.

...

D. Density Standards. The maximum density permitted in the underlying zone shall serve as the base density. The base density may be adjusted based on conformance with the following:

1. Density Standards for General Residential Development. The total density for a planned residential development that does not include senior housing or affordable housing shall be the same as the density of the base zone, except that the allowed density may be clustered on the site.
2. Density Standards for Senior Housing and Affordable Multifamily Housing on Properties Owned by a Religious Organization. The base density for senior housing and religious organization affordable housing may be increased according to the zone in which it is located, as follows:
 - a. Low density residential (LDR) zone: up to 50 dwelling units per acre to a total maximum of 200 units.
 - b. Medium density residential and high density residential (MDR, HDR, ESUV/MDR, ESUV/HDR) zones: up to 50 dwelling units per acre.
 - c. Neighborhood commercial (NC, ESUV/NC) zones: up to 50 dwelling units per acre.
 - d. General commercial (GC, ESUV/GC) zones: up to 50 dwelling units per acre.

E. Building Height for Senior Housing and Affordable Multifamily Housing on Properties Owned by a Religious Organization. The maximum building height permitted in the underlying zone shall serve as the base height. Base height for senior housing and religious organization affordable housing may be increased according to the zone in which the development is located, as follows:

1. Low density residential (LDR) zone: Up to 35-foot building height; provided, that buildings greater than a 30-foot height have increased setbacks adjacent to single-family residential uses, based on the following guidelines: a) buildings adjacent to a

rear yard should have a setback that increases by four feet for every one foot over the base height; and b) buildings adjacent to a side yard should have a setback that increases by two feet for every one foot increase over the base height.

2. Medium density residential and high density residential (MDR, HDR, ESUV/MDR, ESUV/HDR) zones: Up to 50-foot building height; provided, that buildings greater than a 35-foot height have increased setbacks based on the following guidelines: buildings adjacent to single-family rear yards and side yards should have a setback that increases by two feet for every one foot over the base height.

3. Neighborhood commercial (NC, ESUV/NC) zones: up to 50-foot building height.

4. General commercial (GC, ESUV/GC) zones: up to 50-foot building height.

F. Open Space. The minimum open space established in SMC 18.41.200 may be reduced as follows:

1. A single-family dwelling planned residential development shall provide not less than 30 percent of the lot area for common open space.

2. Attached single-family dwellings and multifamily developments may have reduced private open space, provided the area in common open space is not less than 30 percent of the lot area.

3. Senior apartments and affordable multifamily housing on properties owned by a religious organization may have reduced private open space to zero, provided the area in common open space is not less than 20 percent of the lot area devoted to senior housing or affordable multifamily housing uses.

4. Required open space shall be:

a. Concentrated in large usable areas and designed to provide either passive or active recreation;

b. If under one ownership, owned and maintained by the ownership; or

c. Held in common ownership by all the owners of the development by means of a homeowners' or similar association. Such association shall be responsible for maintenance of the common open space; or

d. Dedicated for public use, if acceptable to the city and/or other appropriate public agency.

Displacement Provisions

NOTE: DISPLACEMENT PROVISIONS SHOWN IN THE PRIOR DRAFT WERE REMOVED AS THOSE DISCUSSED AND APPROVED BY PLANNING COMMISSION ARE ADDRESSED IN DRAFT COMPREHENSIVE PLAN POLICIES. THE NEXT STEPS FOR IMPLEMENTATION IN THE CODE WILL GO THROUGH A SEPARATE PROCESS IN 2025.

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 earlier proposal for waiving or reducing fees was discussed with the Planning Commission and staff later recommended against these strategies unless future financial analysis or rate studies show it's effective for Sumner.

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: The current code requirement for ADUs to go through design review is proposed to be removed. HB 1337 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.

Performance Standards for Permanent Supportive Housing, Transitional housing, Emergency Shelters, and Emergency Housing

NOTE: THE CHANGES LISTED BELOW UPDATE OCCUPANCY LIMITS AND SPACING FOR THESE FACILITIES. 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. ALSO, 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.

Chapter 18.12 - Low Density Residential District**18.12.080 Performance standards**

...

R. Permanent supportive housing and transitional housing shall:

1. Comply with all applicable setbacks, height and other dimensional standards as required in this chapter;
2. Be limited to occupancy ~~set by the City fire code by one family per dwelling unit;~~
3. Comply with the maximum housing density for the zone ~~and occupancy limits set by the City fire code, except that in no case shall density exceed a maximum of 10 housing units on any single parcel of land;~~ and
4. Where the number of housing units exceeds one unit per lot, such housing shall not be located within ~~880 feet one-half mile~~ of any other emergency shelter or emergency housing use; or any permanent supportive housing or transitional housing use.

...

Chapter 18.14 - Medium and High Density Residential District**18.14.080 Performance Standards**

...

P. Permanent supportive housing and transitional housing shall:

1. Comply with all applicable setbacks, height and other dimensional standards as required in this chapter;
2. Comply with the maximum housing density for the zone ~~and occupancy limits set by the City fire code, except that in no case shall density exceed a maximum of 10 housing units on any single parcel of land;~~ and

3. Not be located within ~~880 feet one-half mile~~ of any other emergency shelter or emergency housing use; or any permanent supportive housing or transitional housing use.

...

Chapter 18.16 - Commercial Districts

18.16.080 Performance Standards

...

W. Indoor emergency shelters and indoor emergency housing shall:

1. Comply with all applicable setbacks, height and other dimensional standards as required in the zone;
2. ~~Comply with occupancy limits set by the City fire code~~~~Be limited to no more than five families or 20 occupants, whichever is fewer;~~
3. Not be located within ~~880 feet one-half mile~~ of any other emergency shelter or emergency housing use; or any permanent supportive housing or transitional housing use.

X. Permanent supportive housing and transitional housing shall:

1. Comply with all applicable setbacks, height and other dimensional standards as required in the zone;
2. Comply with the maximum residential density and mixed use requirements for the zone as specified in SMC 18.16.040 ~~and occupancy limits set by the City fire code; except that in no case shall density exceed 25 dwelling units per acre;~~ and
3. Not be located within ~~880 feet one-half mile~~ of any emergency shelter or emergency housing use; or any other permanent supportive housing or transitional housing use.

...

Chapter 18.18 - Manufacturing Districts

18.18.060 Performance standards

...

V. Indoor emergency shelters and indoor emergency housing shall:

1. Comply with all applicable setbacks, height and other dimensional standards as required in the zone;
2. ~~Comply with occupancy limits set by the City fire code~~~~Be limited to no more than five families or 20 occupants, whichever is fewer;~~

3. Not be located within ~~880 feet one-half mile~~ of any other emergency shelter or emergency housing use; or any permanent supportive housing or transitional housing use.

W. Permanent supportive housing and transitional housing shall:

1. Comply with all applicable setbacks, height and other dimensional standards as required in the zone;
2. ~~Comply with occupancy limits set by the City fire code~~~~Not exceed a maximum housing density of 25 dwelling units per acre;~~
3. In no case exceed a maximum of 10 housing units on any single parcel of land; and
4. Not be located within ~~880 feet one-half mile~~ of any emergency shelter or emergency housing use; or any other permanent supportive housing or transitional housing use.

...

Chapter 18.29 - Town Center Code

18.29.060 Performance standards

...

G. Indoor emergency shelters and indoor emergency housing shall:

1. Comply with all applicable setbacks, height and other dimensional standards as required in the district;
2. ~~Comply with occupancy limits set by the City fire code~~~~Be limited to no more than five families or 20 occupants, whichever is fewer;~~ and
3. Not be located within ~~880 feet one-half mile~~ of any other emergency shelter or emergency housing use; or any permanent supportive housing or transitional housing use.

H. Permanent supportive housing and transitional housing shall:

1. Comply with all applicable setbacks, height and other dimensional standards as required in the district;
2. ~~Comply with occupancy limits set by the City fire code where applicable; and in no case shall~~ ~~Not~~ exceed a maximum housing density of 25 dwelling units per acre;
3. Not be located within ~~880 feet one-half mile~~ of any emergency shelter or emergency housing use; or any other permanent supportive housing or transitional housing use.

...

Note: Staff recommends that occupancy be based on the fire code (per State guidelines) but that there also should be a maximum du/ac applied to PSH and transitional housing. Otherwise, because the Manufacturing Districts have no du/ac specified for the underlying zone, it could mean unlimited density for this type of housing. It's not an issue in other zones since other zones all have maximum du/ac already defined.

Chapter 18.30 - East Sumner Urban Village Overlay District

18.30.090 Performance standards

...

G. Indoor emergency shelters and indoor emergency housing shall:

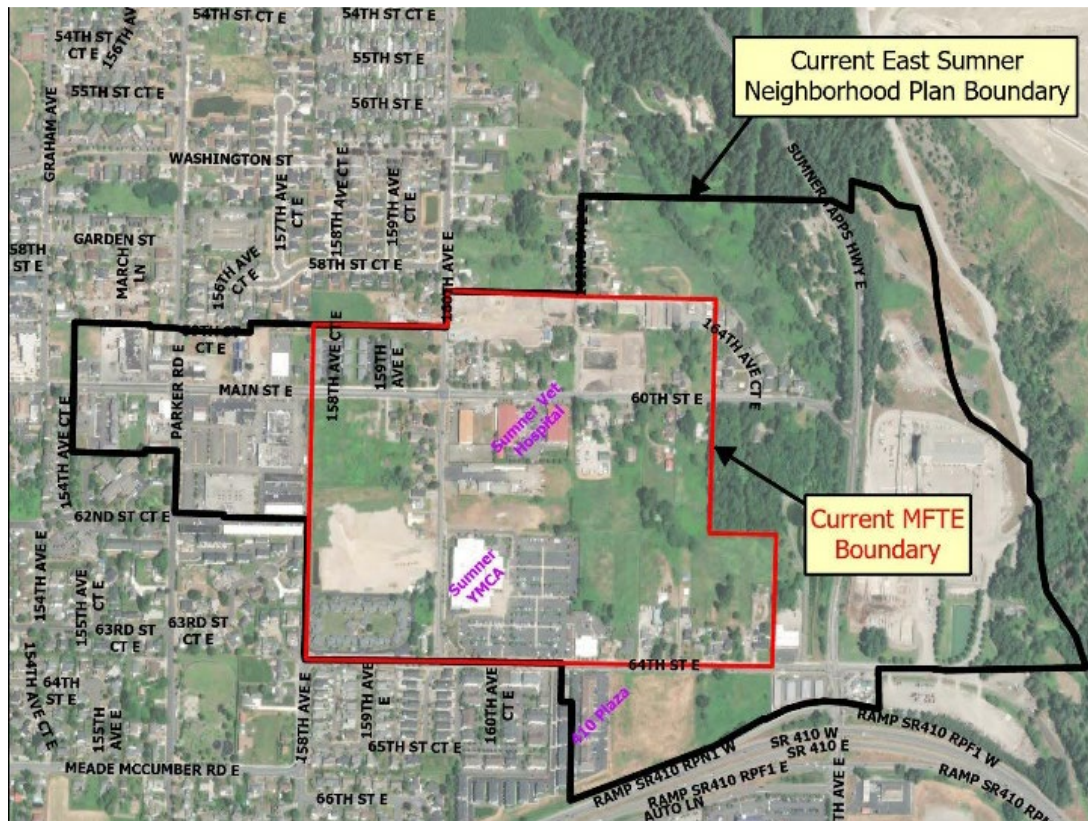
1. Comply with all applicable setbacks, height and other dimensional standards as required in the zone;
2. Comply with the performance standards of SMC 18.30.090, including location requirements;
3. ~~Comply with occupancy limits set by the City fire code~~
~~Be limited to no more than five families or 20 occupants, whichever is fewer;~~ and
4. Not be located within ~~880 feet one-half mile~~ of any other emergency shelter or emergency housing use, or any permanent supportive housing or transitional housing use.

H. Permanent supportive housing and transitional housing shall:

1. Comply with all applicable setbacks, height and other dimensional standards as required in the zone;
2. Comply with the performance standards of SMC 18.30.090, including location;
3. ~~Comply with occupancy limits set by the City fire code~~
~~Not exceed a maximum housing density of 25 dwelling units per acre;~~
4. Not be located within ~~880 feet one-half mile~~ of any emergency shelter or emergency housing use; or any other permanent supportive housing or transitional housing use.

...

EAST SUMNER MFTE AREA – EXISTING AND PROPOSED



DRAFT

Climate Change and Resiliency August 28, 2024

---TEXT IN RED INDICATES CHANGES SINCE LAST COMMISSION REVIEW---

Introduction

As of 2023, the Growth Management Act (GMA) requires comprehensive plans to include a Climate Change and Resiliency Element, with two subelements: greenhouse gas reduction and resiliency. The greenhouse gas emissions reduction subelement identifies actions the City will take to reduce greenhouse gas emissions and per capita vehicle miles traveled. The resiliency subelement includes policies that enhance resiliency to the impacts of climate change. Both elements must prioritize actions that benefit communities overburdened by environmental health and climate change impacts.

Climate Change and Resiliency goals and policies are integrated throughout the Comprehensive Plan and cross-referenced in this element.

Greenhouse Gas Emissions Reduction

Key sources of greenhouse gas emissions in Sumner include electricity, heating, and cooling; transportation; solid waste and wastewater processing; natural gas and propane transport and use; industrial processes; land use; and tree loss. The Comprehensive Plan includes goals and policies intended to reduce these emissions that contribute to climate change.

Goals and policies that reduce greenhouse gas emissions include:

Governance and Permit Process: 1.7

- Key topics: energy efficiency

Community Character: 1.1, 2.3, 2.5, 2.6, 2.7, 3.2, 3.6, 5.4, 5.6, 5.7, 7

- Key topics: walkability and pedestrian scale, bicycle-friendly streets, transit-oriented development, efficient use of water and energy, tree planting and urban forestry

Family and Human Services: 5.4, 5.6

- Key topics: walkability and bikeability

Economic Development and Employment: 1.7, 5, 5.5

- Key topics: sustainable industries and practices, reducing emissions

Land Use: 4.1

- Key topics: walkability and transit-oriented development

Environment: 1.10, 2.1, 2.5, 8.3, 9, 9.1, 9.2, 9.3, 9.5, 10, 10.1

- Key topics: tree planting and carbon sequestration, alternative energy technologies, alternative modes of transportation, alternative fuels and electric vehicles, energy conservation and efficiency, recycled materials

Housing: 3, 3.1, 3.2, 3.3, 3.4, 3.4.1, 3.5, 3.6

- Key topics: energy conservation and efficiency, alternative modes of transportation, transit-oriented development, reducing pavement area to prevent heat loss

Parks: ~~1.12, 1.13, 2.6, 3, 3.1, 3.2, 3.3, 3.4, 3.5~~ 1.1.2, 2.1.1, 2.2.1, 3, 3.1, 3.3, 3.4

- Key topics: walkability and bikeability

Note: Parks policies have been updated to reflect the 2024 Parks and Trails Plan.

Transportation: 6, 6.3, 6.4, 6.7, 7.2, 7.5, 8, 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 10, 10.3.1, 10.6, 10.7, 10.8, 10.9

- Key topics: alternative fuels, electric vehicles, transportation demand management, walkability and bikeability, transit-oriented development

Capital Facilities: 3, 3.1, 3.2, 3.3, 3.4, 3.6, 3.8, 16.1

- Key topics: recycling, energy efficiency and green development practices in City projects, tree planting for energy efficiency, alternative energy

Utilities: 1, 1.4, 1.4.1, 1.4.2, 1.4.3

- Key topics: alternative energy

Resiliency

Sumner and the rest of Pierce County are expected to be impacted by climate change over the next 20 years and beyond. The area can expect increased precipitation, higher temperatures in the summer months, more high fire danger days, and increased streamflows. This is likely to increase the risk of heat waves, flooding, and wildfires which can impact infrastructure, the natural environment, and human health. Goals and policies in this plan are intended to make Sumner more resilient to these impacts.

Goals and policies relating to resiliency include:

Governance and Permit Process: 1.7

- Key topics: water and air quality, sustainable building design, low impact development, energy efficiency

Community Character: 1.5, 5.4, 5.6, 5.7, 5.9

- Key topics: natural drainage, energy efficiency, recycling, tree planting, parks and open space preservation, natural resource conservation

Family and Human Services: 1.3, 2.1.5, 2.2.1, 2.4.4, 5.5, 6.0, 6.1.1, 6.1.2, 6.1.3, 6.2

- Key topics: emergency preparedness and management; food access; parks and open space; tree canopy and shade; refuges for heat, cold, and smoke

Economic Development and Employment: 5, 5.4

- Key topics: economic resiliency to climate change, food economy resiliency

Land Use: 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 6.9

- Key topics: tree canopy, landscape screening for air and noise pollutants, parks and open space, tree planting, reducing health risks, mitigating wildfire risk, supporting small-scale agricultural uses

Historic and Cultural Resources: 1.1.4, 1.2, 1.8

- Key topics: protocol for artifact discovery, ecosystem protection, cultural foods and resources, protection of historic sites from climate impacts

Environment: 1.7, 1.8, 1.9, 1.10, 5.1, 5.11, 5.2, 5.3, 5.5, 5.7, 5.8, 5.9, 6.1, 6.3, 6.4, 7.1, 7.2, 7.2.5, 7.2.6, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 8.3, 8.3.2, 8.3.3, 8.5, 8.6, 9.1, 9.2, 9.2.1, 9.2.2, 9.4

- Key topics: green energy, emergency preparedness, fire safety and wildfire prevention, water quality, low impact development, stream cooling, wetland protection, tree protection, flood resilience, protection of plants and animals, recycling, energy and resource efficiency

Housing: 3.3, 3.4, 3.4.1, 3.6

- Key topics: energy efficiency, shade, reducing pavement area, minimizing utility costs for residents

Parks: ~~1.8, 2, 2.1, 2.2, 2.4, 2.7, 2.8, 2.9, 2.10, 2.11, 2.13, 2.14, 2.15, 2.16, 2.17, 2.18~~ 1.1.4, 2, 2.1, 2.2, 2.3, 3, 3.1, 3.3, 3.4

- Key topics: habitat protection, open space protection ~~and acquisition~~, parks and recreation, urban tree canopy, stormwater filtration, accessibility ~~water quality~~

Note: Parks policies have been updated to reflect the 2024 Parks and Trails Plan.

Transportation: 1.5, 3.4, 10.1, 10.4, 10.5

- Key topics: stormwater filtration, habitat protection, infrastructure resilience

Capital Facilities: 3.0, 3.2, 3.3, 3.5, 3.6, 3.10, 3.11, 15.2.2, 15.4, 16.1, 16.2

- Key topics: recycling, resiliency of capital facilities projects, energy efficiency, tree planting, stormwater management and water quality, solid waste reduction, generators for critical facilities, flood protection

Utilities: 4.1.2, 6.2, 6.4, 7.1

- Key topics: energy efficiency, weatherization, service continuity, emergency response, cost effectiveness

Shoreline: 6.0, 7.0, 8.0

- Key topics: shoreline protection, flood protection

DRAFT

Parks and Open Space Element

August 28, 2024

---TEXT IN RED INDICATES CHANGES SINCE LAST COMMISSION REVIEW---

Introduction

The Parks and Trails Plan (20~~24~~¹⁸) is adopted by reference into the Comprehensive Plan. Goals and policies are as follows below.

Note: Previous draft had 2018 Parks Plan text, and now is being replaced with the goals and policies from the recently adopted 2024 Parks and Trails Plan.

Goals, Policies, and Objectives

1. Ensure facilities are safe and comfortable for a wide range of users.

1.1. Provide amenities people need

1.1.1. Restrooms

1.1.2. Parking

- Further develop trailheads
- Add parking improvements, including ADA options
- EV charging/parking

1.1.3. Accessibility

- Inclusive playgrounds and amenities

1.1.4. Weather

- Covered court & shade structures
- Spray park

1.2. Maintain facilities for safety

1.2.1. Playgrounds

1.2.2. Vandalism prevention

1.2.3. Industry safety standards

1.3. Keep spaces comfortable & inviting

1.3.1. Lighting

1.3.2. Landscape features

1.3.3. Maintenance levels of service/standards

1.3.4. Develop consistent and sufficient placemaking and wayfinding signage (Tourism Plan)

2. Foster spaces that are attractive and inviting, balancing a variety of needs and uses.

2.1. Provide spaces for exercise and physical health

2.1.1. Paths/trails for walking/jogging

2.1.2. Diversify courts for basketball, volleyball, pickleball and tennis.

2.1.3. Fix drainage issues to increase availability of fields for soccer, football, lacrosse & other sports as well as passive use.

2.2. Provide spaces for people to experience nature

2.2.1. Construction/maintenance of Sumner Link Trail

2.2.2. Find places in new park designs to incorporate nature, potential Tribal horticulture.

2.2.3. Continue nursery to replace lost trees with mature trees.

2.2.4. Find strategies to protect White River Restoration habitat areas from unauthorized use.

2.3. Provide spaces to build community

2.3.1. Strategies to foster individuals using spaces together

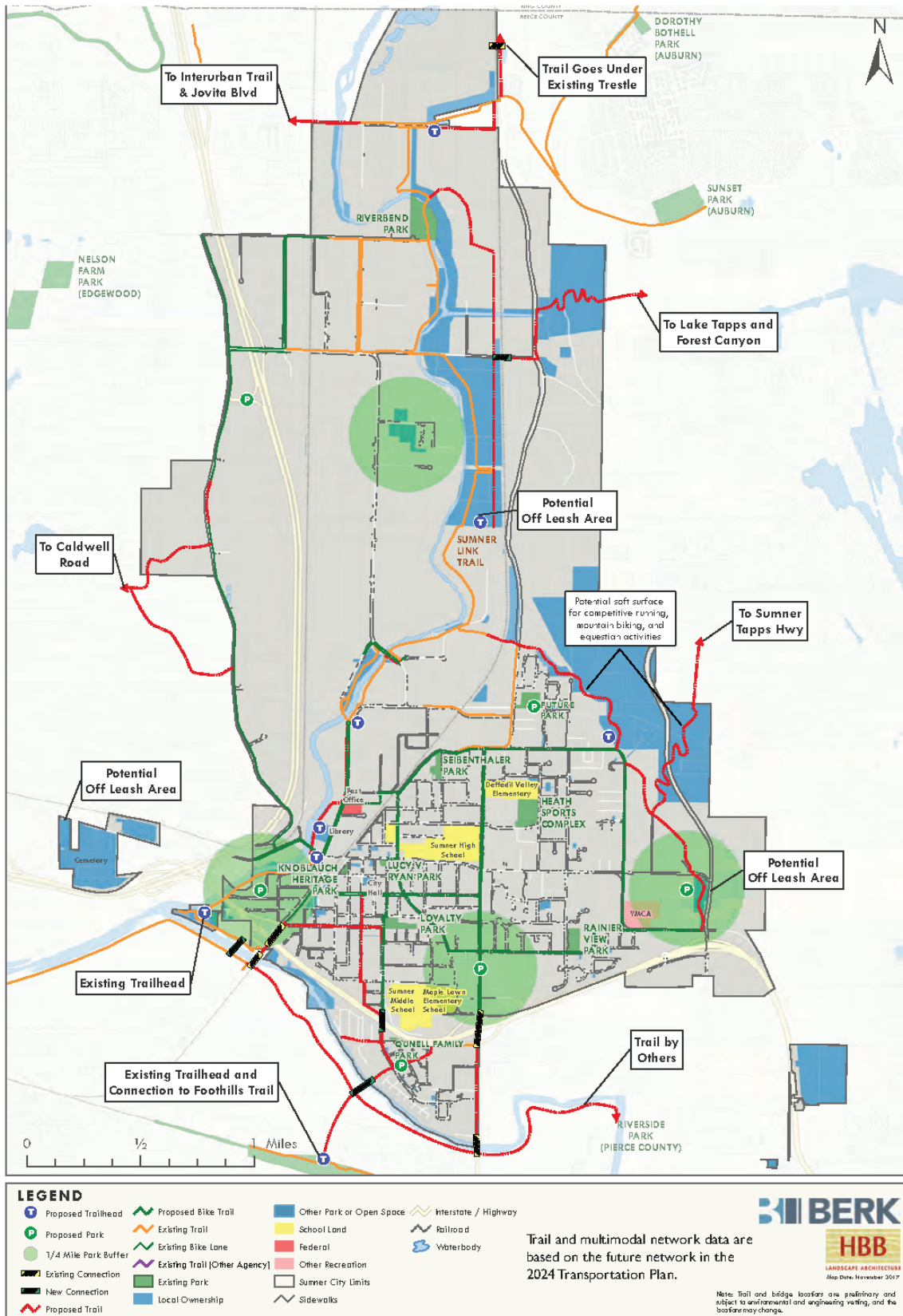
- New seating
- Create informal yard game areas
- Off-leash dog park

2.3.2. Strategies to foster personal meetings/celebrations (i.e. birthday parties)

- Move gazebo to...
- Possible purchase of Rotary Scout Hall
- Heritage Park building
- Evaluate reservation system

- [Update Senior Center fixtures/explore expanded use](#)
- 2.3.3. [Strategies to foster/support community events](#)
 - [Resign Heritage Park–new stage area & building](#)
 - [Activate Hops Alley](#)
- 2.4. [Provide spaces that foster art and culture](#)
 - 2.4.1. [Develop unique pocket parks and plazas with Sumner-specific murals and programming \(Tourism Plan\)](#)
 - 2.4.2. [Redesign Heritage Park stage for better entertainment options](#)
 - 2.4.3. [Include acoustical design in new event spaces for maximum uses](#)
- 3. [***Integrate and connect parks, trails and open spaces with various users for easy access.***](#)
 - 3.1. [Biking routes for recreation/transportation](#)
 - 3.1.1. [Develop bike lanes to encourage non-vehicular transportation and links \(TMP,Tourism Plan\)](#)
 - 3.1.2. [Promote bike trails linking downtown and industrial area \(Tourism Plan\)](#)
 - 3.1.3. [Complete Rivergrove Pedestrian Bridge to reconnect Rivergrove to amenities \(TMP\)](#)
 - 3.1.4. [Complete bridge over Puyallup River to connect Sumner/Rivergrove to regional system](#)
 - 3.1.5. [Work with region to further connect and promote regional trail system](#)
 - 3.2. [Parking access](#)
 - 3.2.1. [Explore the parking needs and options to access the trail and future trailhead locations](#)
 - 3.2.2. [Improve parking access/safety](#)
 - 3.2.3. [Continue alley activations to improve safety, experience of downtown parking.](#)
 - 3.3. [Pedestrian access](#)
 - 3.3.1. [Activate alleys to balance pedestrian access from Main Street.](#)
 - 3.3.2. [Complete Rivergrove Pedestrian Bridge to reconnect Rivergrove to amenities \(TIP\)](#)
 - 3.4. [ADA, Senior access](#)
 - 3.4.1. [Blend of improvements for ADA and senior access.](#)

Figure 15-1: Parks and Trail System



DRAFT

Transportation Element

August 28, 202

---TEXT IN RED INDICATES CHANGES SINCE LAST COMMISSION REVIEW---

Note: 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 Transportation 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 section. One introduction is suggested at the beginning of the transportation element. The Transportation Plan is the city's roadmap and vision for transportation. The Plan provides more detail on the state of the city transportation 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.

Forecast land use alternatives were evaluated for the City of Sumner and utilized to develop improvements to the motorized and non-motorized facilities in the City of Sumner. Future 2044 traffic forecasts were developed through the modeling process, which converts land use estimates of housing and employment (by category) into daily person trips by trip purpose. The daily person trips are then converted into weekday PM peak hour vehicle trips based on factors from the PSRC regional travel demand model. Under the planned growth, there are expected to be approximately 12,550 weekday PM peak hour vehicle trips and 30,016 weekday PM peak hour vehicle miles traveled by 2044, which is an increase of almost 2,500 vehicle trips and 6,400 vehicle miles traveled over 2024 conditions.

Goals, Policies, and Objectives

Overall

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.
 - 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.

- 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.~~
- 1.5. Adopt construction guidelines that will reduce the potential failure of key bridges and transportation routes.

Public Involvement

~~The City of Sumner transportation system is intended to serve...involving the community is very important...~~

Note: Unnecessary 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.

~~X.X. 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~~ educate ion the community on the needs of the Sumner UGA transportation system. ~~These include~~ 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.
 - ~~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...~~

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

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

- 3.1. ~~The State highway system provides... Coordinate with the State and other major providers of regional infrastructure such as freight corridor operators to identify and implement improvement needs along the State highway system and other regional facilities serving Sumner. 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.

~~X.X. 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: Unnecessary 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...~~

Note: Unnecessary 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. ~~1. Support regional transit connections in the Sumner Planning Area. 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.

- 3.4. Work in conjunction with the County to continue its Bridge Retrofit Program.

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...

Note: Unnecessary 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 a LOS D standard or better for selected arterials and collectors in the city where analysis indicates such LOS is warranted. City of Sumner shall be LOS D or better, except for the following locations:**

- ~~■~~ **Traffic Avenue/Main Street/Fryar Avenue (LOS F)**
- ~~■~~ **Main Street/Alder Avenue (LOS F)**
- ~~■~~ **Valley Avenue East/Main Street (LOS F)**
- ~~■~~ **West Valley Highway East/Valley Avenue/Sumner Heights Drive (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; it is not a policy. The intent is captured in 4.1.

4.1.3. ~~Allow~~ left turns and through movements on side streets intersecting with arterials ~~may to~~ operate below the adopted LOS D standard. ~~The poor level of service may affect~~ 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.

~~XX 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.

~~XX 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).

~~XX Exceptions to concurrency also will be provided at the following locations in the City until improvements identified in the transportation plan are funded and constructed:~~

- ~~■ 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: Unnecessary narrative deleted.

4.3. Streets and arterials shall be classified to reflect their desired functional use: and be designed consistent with the design guidelines in the Sumner Transportation Plan and the City of Sumner Development Specifications and Standard Details. ~~Design 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: Unnecessary narrative deleted.

- 4.4. 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 traffic on the city transportation system and the community, maintain~~ Establish truck route restrictions based on functional classification, connectivity, and land uses 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 is included. Unnecessary 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 Provides 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...~~

Note: Unnecessary 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...~~

Note: Unnecessary narrative deleted.

~~X.X. 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...~~

Note: Covered in policies above.

~~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...~~

Note: Covered in policies above.

~~X.X. 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.

~~X.X. 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. Prioritize 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 an ongoing 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.

- 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.

~~The City recognizes that special events such as fairs, parades, athletic events, and large meetings can burden the transportation system beyond its ordinary capacity. The City also recognizes that such events can expand the culture and quality of life of the community. 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 unnecessary 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 facilitate 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 alternatives and 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, or Pierce Transit. Prior to initiation of any expanded transit service the City will conduct a thorough demand study and fiscal analysis.~~
- 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.~~

~~X.X 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. Preserve existing railroad rights-of-way within the City's Urban Growth Area and connections to the national rail system.
- 7.4.1 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.

~~X.X 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.

~~X.X 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 policies 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.

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.

~~X.X. 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.

~~X.X. 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.

~~X.X. 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.

~~X.X. 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.

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

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

~~X.X. 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.~~

~~X.X. 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 construction so policies no longer relevant.

Commute Trip Reduction and Transportation Demand Management (TDM)

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.

~~X.X. 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 social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.
- 9.3. 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.~~

Land Use and Environmental Considerations

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 residents citizens.

- 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 as providing electric vehicle charging infrastructure.
- X.X. ~~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 recovery strategies, and plan for coordinated responses.

~~X.X. 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.
- 10.7. Convert public fleets to zero-emission vehicles.
- 10.8. The City should promote and allow telework wherever possible.
- 10.9. Expand public electric vehicle charging stations and encourage and incentivize private electric vehicle charging stations.

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.~~ 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.

Note: First line of policy moved to Goal 7.

- 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...~~

Note: Unnecessary 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.

~~X.X. Continue planning for transportation facilities within Sumner and its UGA on a continuing basis meeting changes in land use decisions.~~

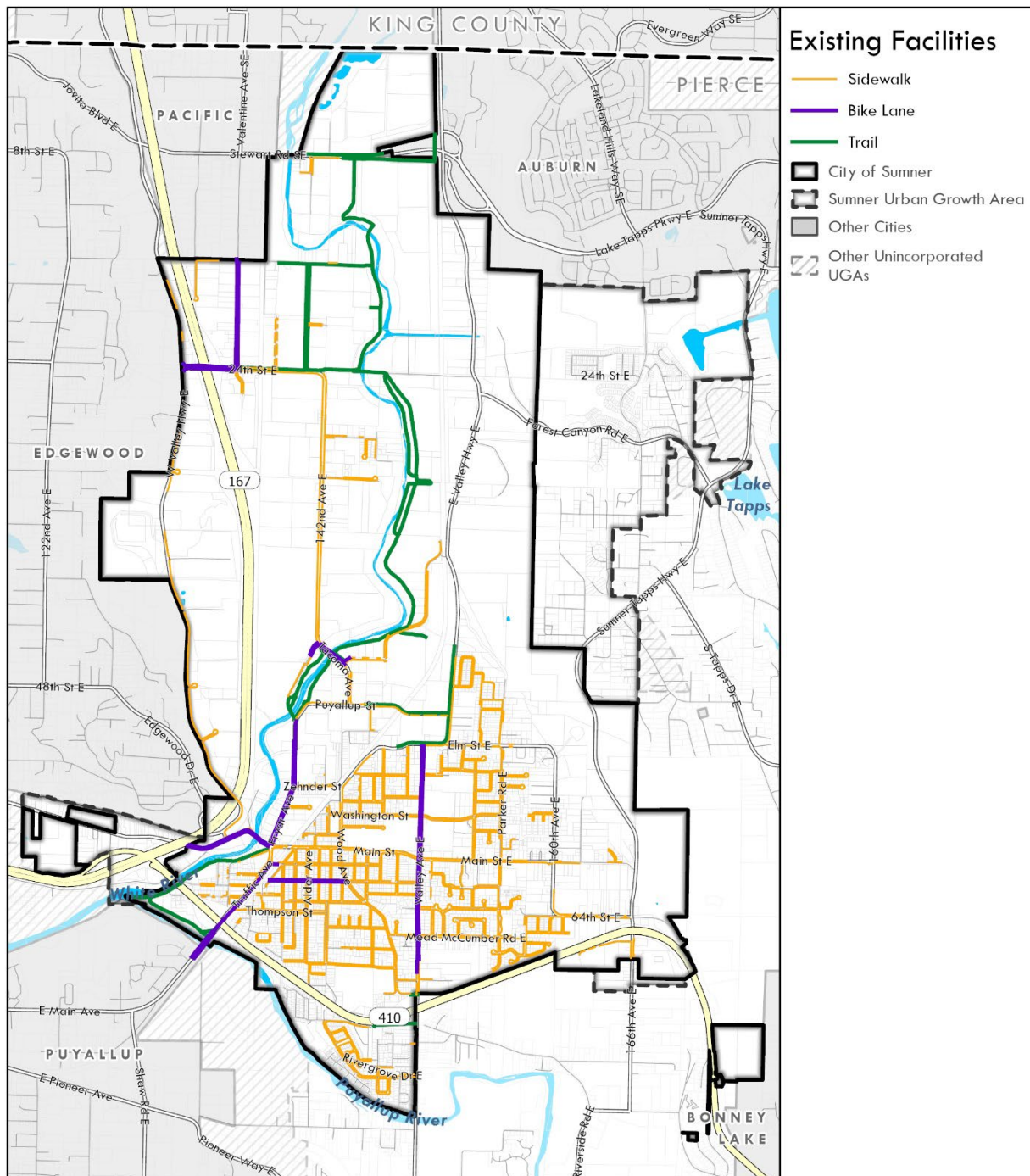
Note: Policy is unnecessary since it is part of the comp plan process and required by GMA.

- 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 whenever 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.

Figure 16-1: Existing Non-Motorized Facilities (added from draft Transportation Plan)



CITY OF SUMNER

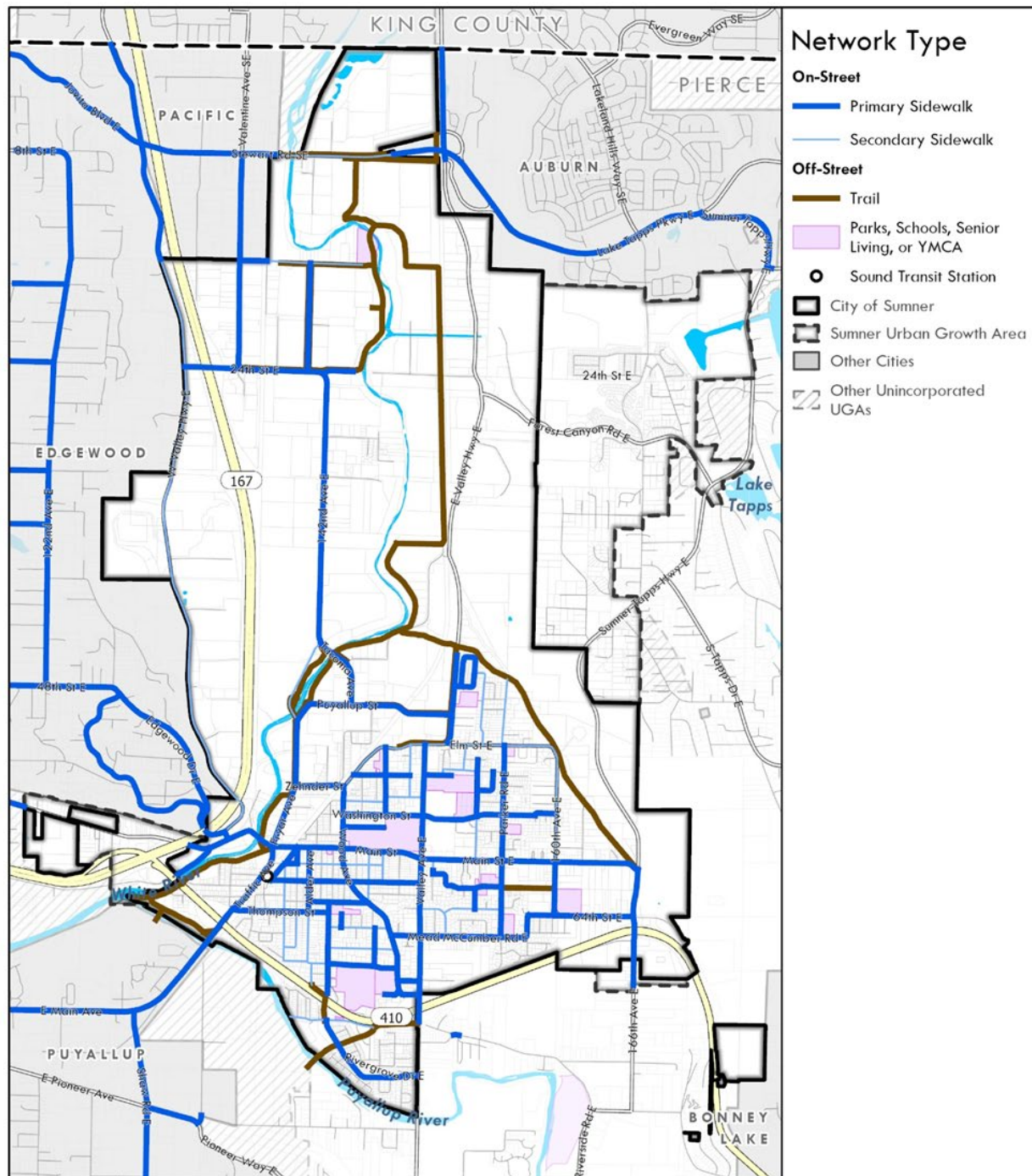
Existing Non-Motorized Facilities



Map Date: August 2024

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.

Figure 16-2: Future Pedestrian Network



CITY OF SUMNER

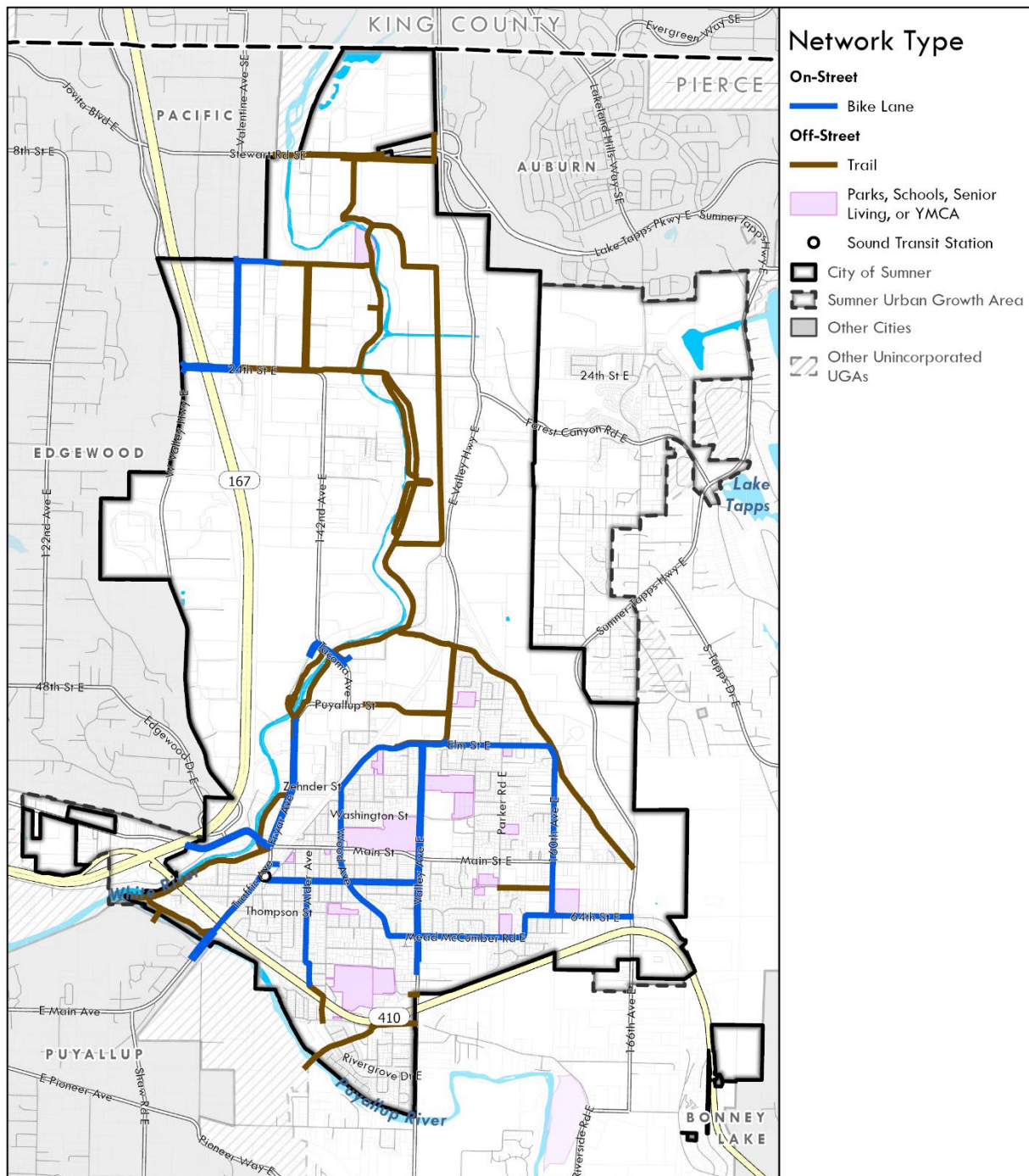
Future Pedestrian Network

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: February 2024

Figure 16-3: Future Bike Network



CITY OF SUMNER

Future Bike Network



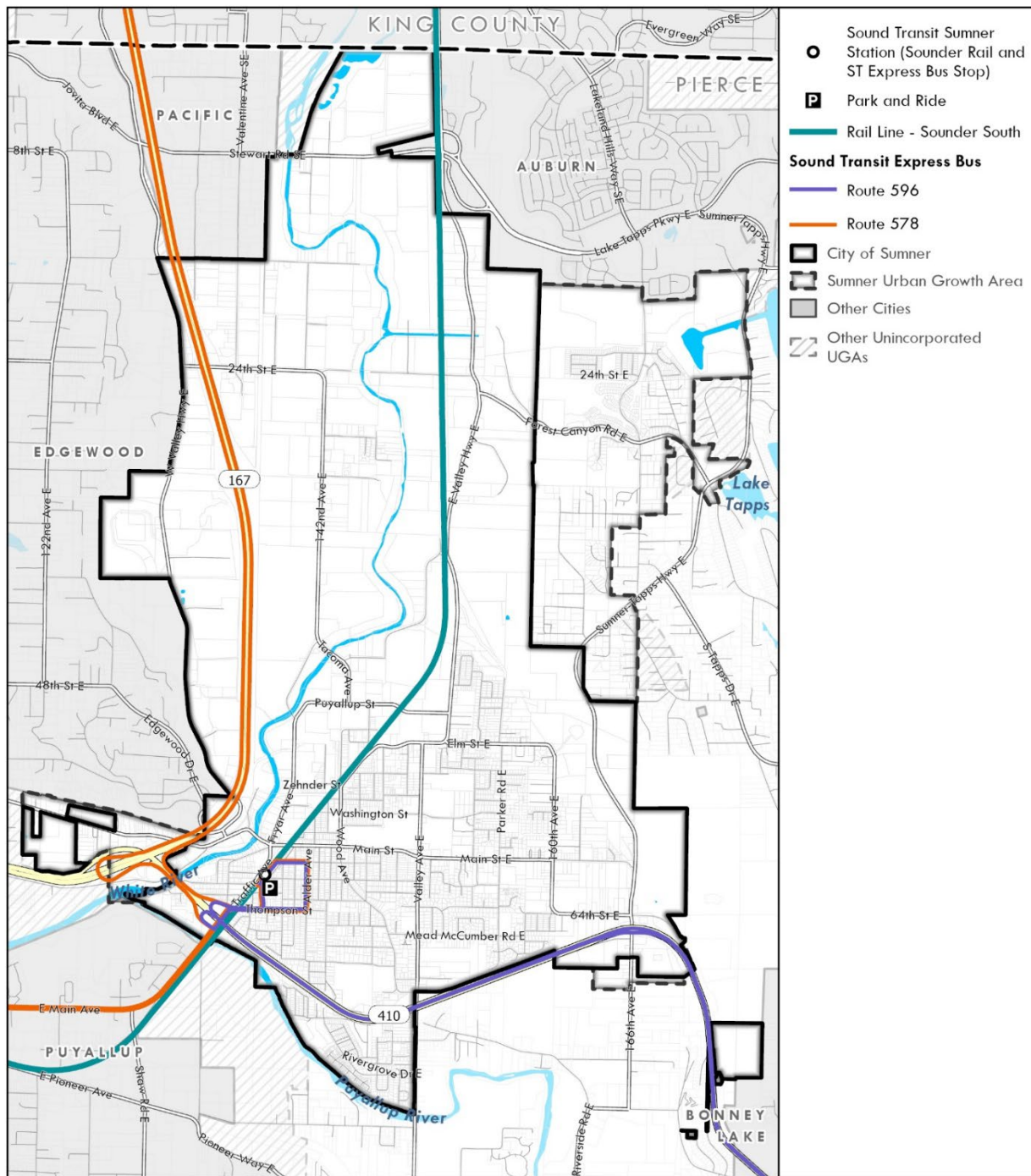
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Miles



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 2024

Figure 16-4: Existing Transit Service (added from draft Transportation Plan)



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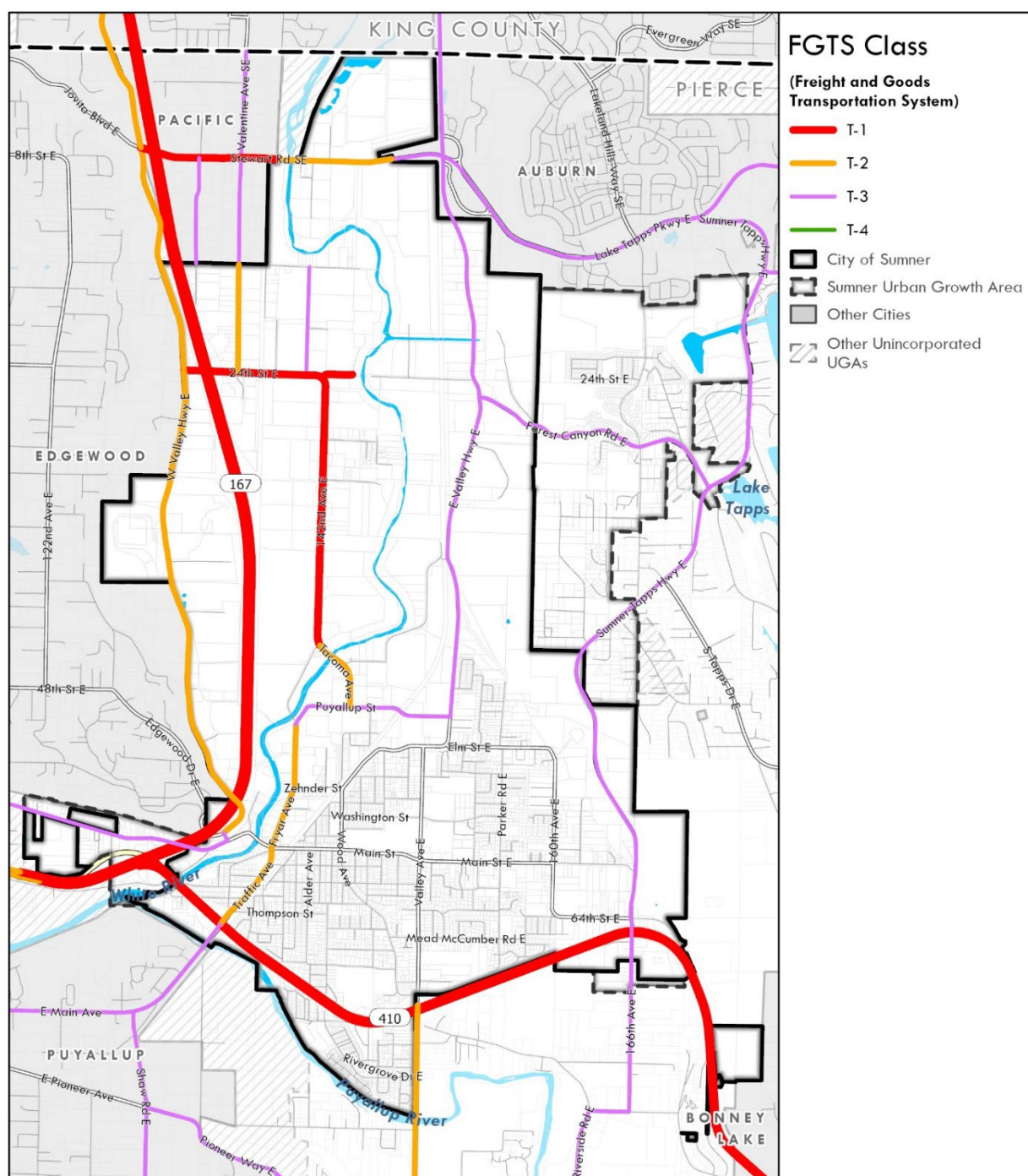
Existing Transit Service

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: February 2024

Figure 16-5: Existing Truck Routes



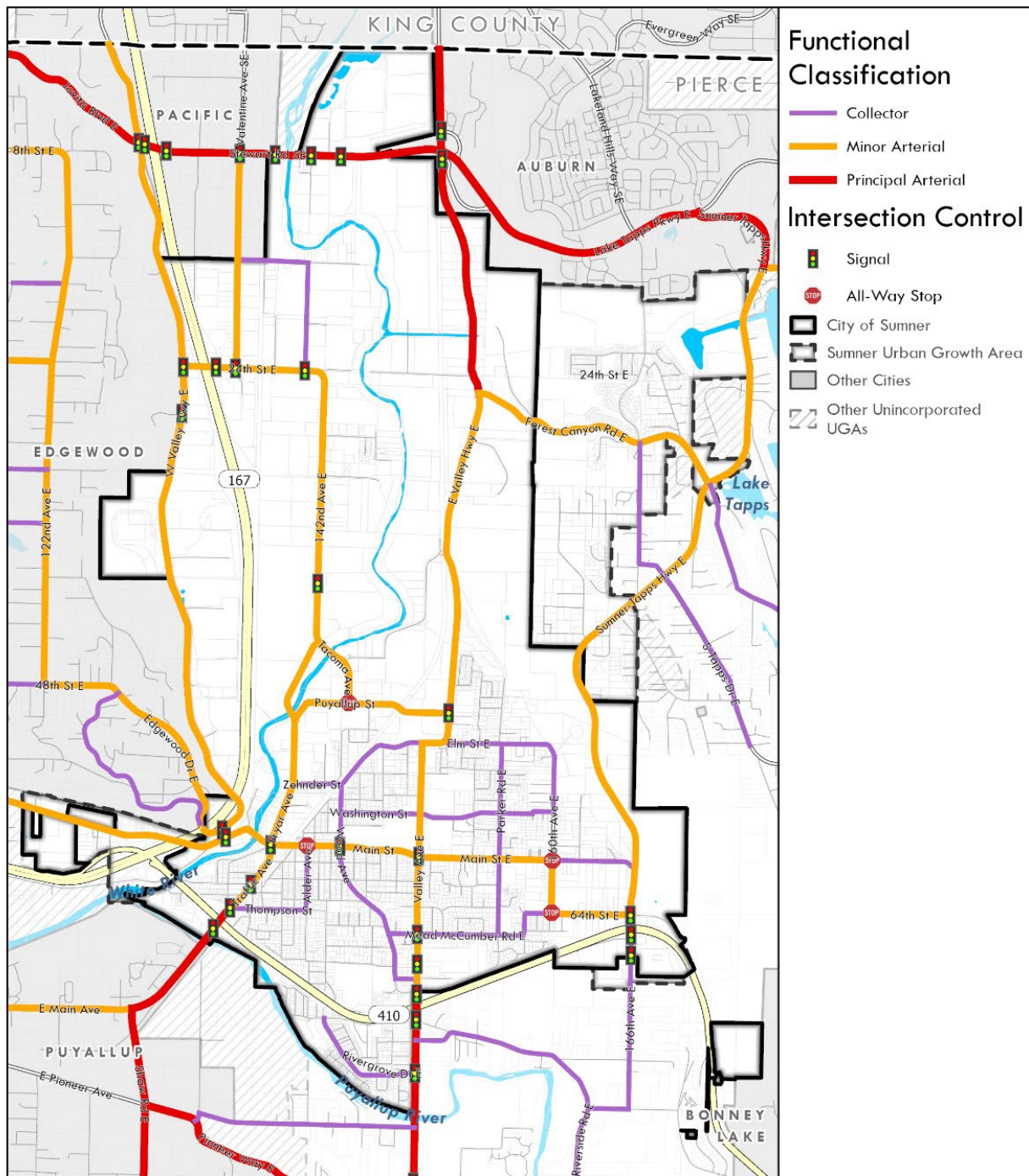
CITY OF SUMNER

Existing Truck Routes

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: February 2024

Figure 16-6: Existing Traffic Control and Functional Classification (added from draft Transportation Plan)



CITY OF SUMNER

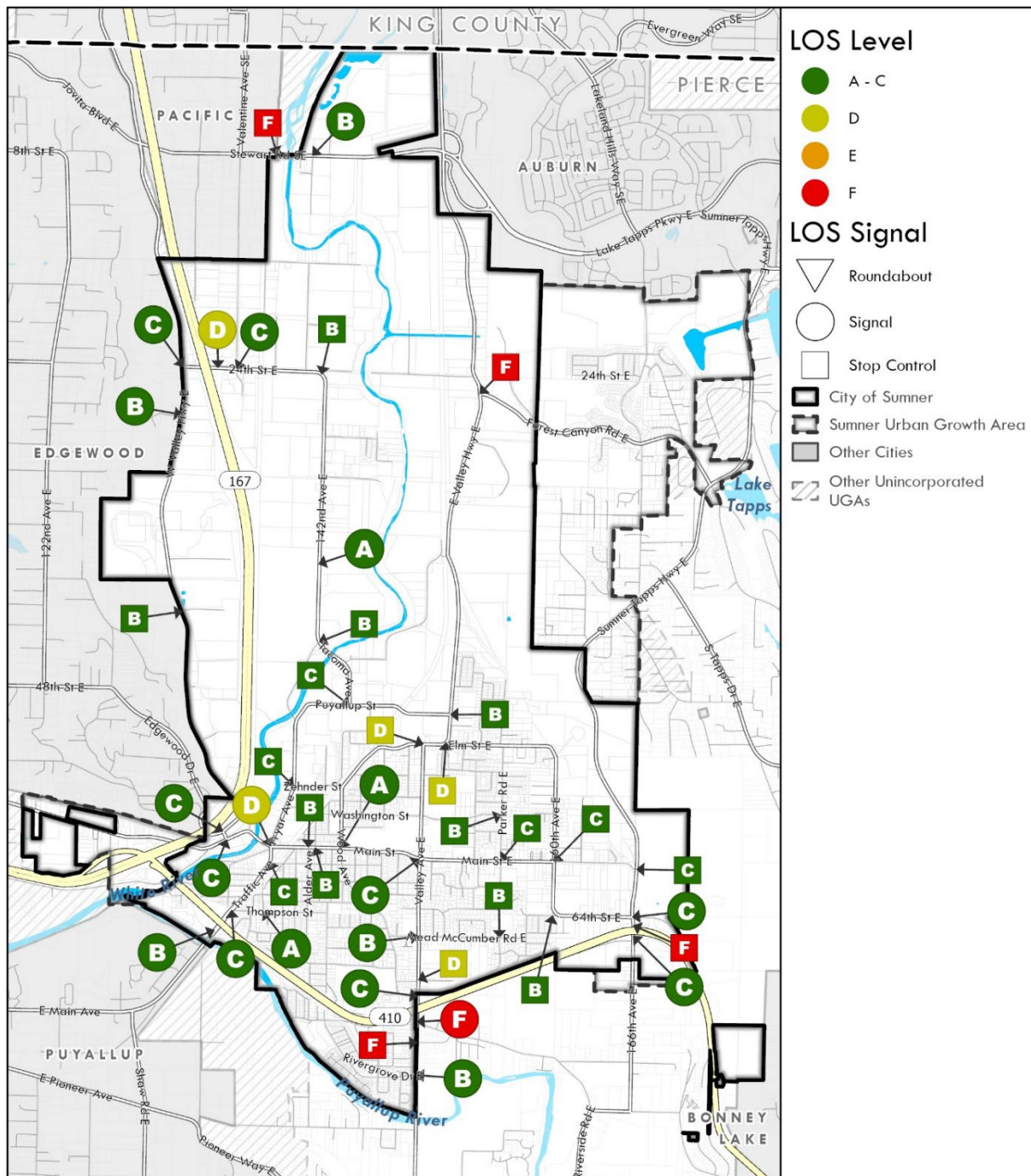
Existing Traffic Control and Functional Classification

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: February 2024

Figure 16-7: Existing Weekday PM Peak Hour Level of Service (added from draft Transportation Plan)



CITY OF SUMNER

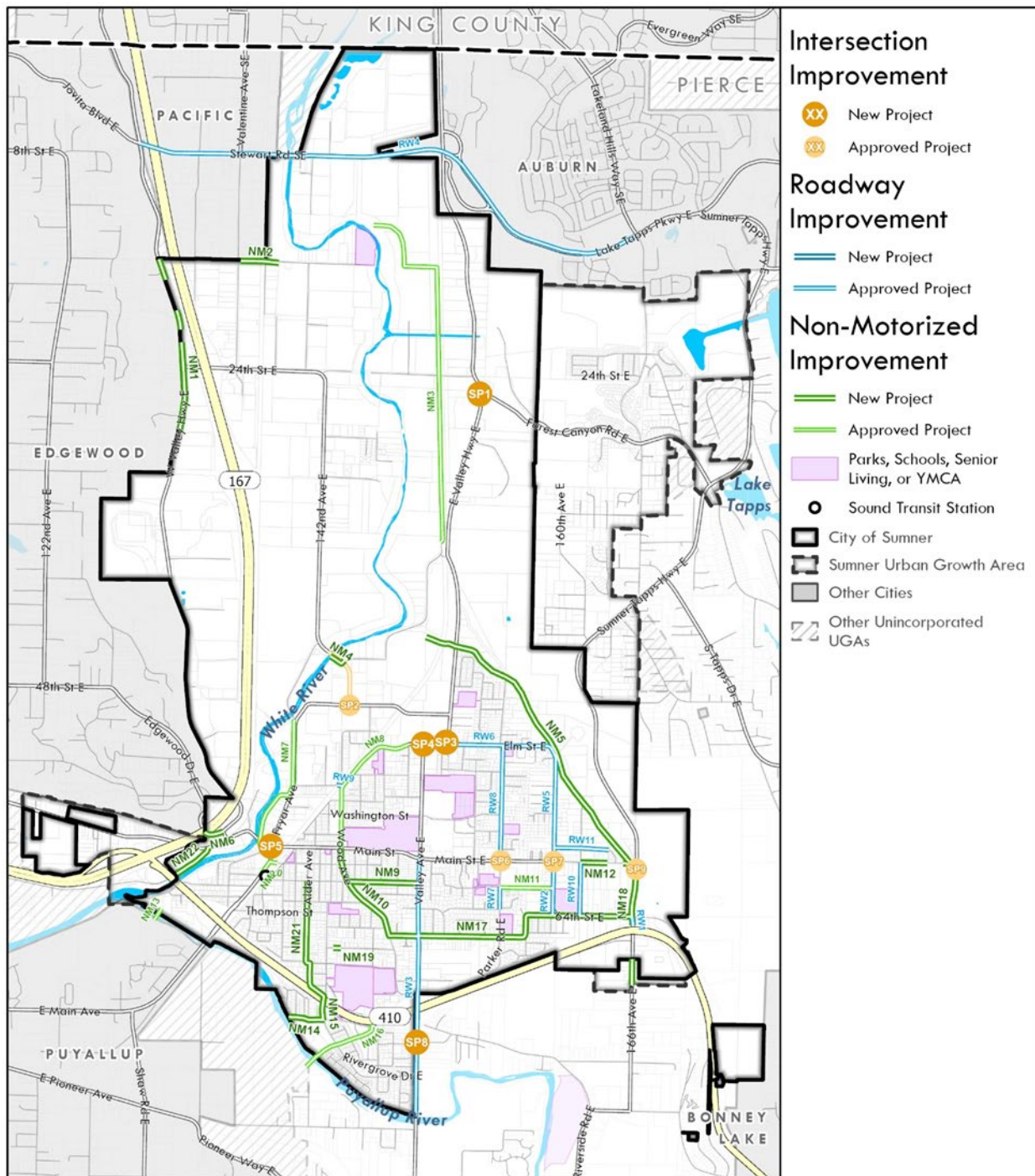
Existing Weekday PM Peak Hour Level of Service

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: February 2024

Figure 16-8: 20-Year Transportation Improvement Projects



CITY OF SUMNER

20-Year Improvement Projects



Map Date: February 2024

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.

City of Sumner Final Transportation Plan

Draft August 2024



Consultant Team
Transpo Group

Table of Contents

Executive Summary	iii
1. Introduction	1
Growth Management Act	1
Study Area	2
2. Goals and Policies	4
3. Inventory of Existing Transportation System	5
Freeways, Arterials, and Collectors	5
Traffic Volumes	8
Truck Traffic	11
Traffic Operations	13
Traffic Safety	16
Transit Service and Rail Service	20
Freight Train Traffic	23
Pedestrian and Bicycle Facilities	23
Transportation Demand Management	24
Technology	25
4. Travel Forecasts and Alternatives Evaluation	26
Land Use Data	26
Travel Forecasting Model	28
Alternatives Analysis	32
5. Transportation Improvement Program	41
Streets and Highways	41
Public Transit and Travel Demand Management	47
Pedestrians and Bicycles	49
Freight Rail Service	51
Air Transportation	51
Transportation Improvement Projects	51
6. Finance and Implementation Program	57
Financing Program	57
Reassessment Strategy	62
Implementation Program	62
7. Consistency With Other Agencies	65

Appendix

Appendix A LOS Definition

Appendix B LOS Summary and Worksheets

Appendix C Transportation Impact Fee Detail

Exhibits

Exhibit 1-1. Study Area	3
Exhibit 3-1. Existing Traffic Control and Functional Classification	6
Exhibit 3-2. Characteristics of Key Roadways Serving Sumner	7
Exhibit 3-3. Existing Daily Traffic Volumes	9
Exhibit 3-4. Weekday PM Peak Hour Roadway Volumes and Annual Growth	10
Exhibit 3-5. Existing Truck Routes	12
Exhibit 3-6. Existing Weekday PM Peak Hour Level of Service	15
Exhibit 3-7. 2015 and 2023 Weekday PM Peak Hour Level of Service Comparison	16
Exhibit 3-8 Sumner 5-Year (2018-2022) Collision History	17
Exhibit 3-9 Fatal and Serious Injury Collision Types	18
Exhibit 3-10 Existing Transit Service	20
Exhibit 3-11 Existing Non-Motorized Facilities	22
Exhibit 4-1. 2044 Land Use Growth Allocation by Alternative	27
Exhibit 4-2. Total Land Use by Alternative	27
Exhibit 4-3 2044 Baseline Transportation Improvements	26
Exhibit 4-4 Future Pedestrian Network	28
Exhibit 4-5 Future Bike Network	29
Exhibit 4-6 Weekday PM Peak Hour Vehicle Trips by Alternative	30
Exhibit 4-7 Alternative 1 and 2 Weekday PM Peak Hour Traffic Volumes	31
Exhibit 4-8 Illustration of Vehicle LOS	32
Exhibit 4-9 Weekday PM Peak Hour LOS Summary	34
Exhibit 4-10 Pedestrian LOS Standard	37
Exhibit 4-11 Future Pedestrian Level of Service	37
Exhibit 4-11 Future Bike Level of Service	38
Exhibit 5-1. Functional Classification Guidelines	42
Exhibit 5-2. Functional Classification Plan	44
Exhibit 5-3. Truck Route Plan	46
Exhibit 5-4. Non-Motorized Plan	48
Exhibit 5-5 20-Year Transportation Improvement Projects and Costs	50
Exhibit 5-6 20-Year Transportation Improvement Projects	54
Exhibit 6-1. Transportation Projects and Programs Cost Summary	58
Exhibit 6-2. Existing and Projected Revenues	58
Exhibit 6-3. Potential Transportation Impact Fee Rates	59
Exhibit 7-1. Transportation Plan Approach	65
Exhibit 7-2. State Highway Improvement Plan	66

Executive Summary

The Transportation Plan provides the link between the Land Use Element and the transportation facilities and services needed to support growth during the next twenty years. This is accomplished by identifying capacity, operational, and safety improvements along City roadways and by addressing multimodal needs such as transit, pedestrian, and bicycle facilities.

The City has identified a range of goals and policies to implement the Transportation Plan efficiently and effectively. The goals and policies are outlined elsewhere, in the Transportation Element of the Comprehensive Plan. The Transportation Element strives to emphasize the importance of pedestrians and bicycles and prioritizes the creation of a network of multimodal transportation.

Inventory of Existing Transportation System

An inventory of the existing Sumner transportation system was conducted in Spring and Summer 2023. The inventory covers the street system, traffic volumes, traffic operations, traffic safety, transit and rail service, and pedestrian and bicycle facilities. The inventory is used in updating the City's travel demand model to determine the future traffic conditions for this 2024 Sumner Transportation Plan.

Street System. The street system inventory includes discussion of Sumner roadway functional classifications, which is the hierarchy of roadways in the city. The classifications act as a guide for future development of the street system. Sumner also has adopted a formal truck route plan to manage truck traffic within its city limits.

Daily and weekday PM peak hour traffic volumes were also reviewed to understand the amount of vehicle traffic carried on the city streets. Daily traffic volumes have grown; however, the City's weekday PM peak hour traffic volumes have changed less than 1 percent per year since the 2015 Transportation Plan was completed and along some roadways traffic volumes have decreased. Since the COVID-19 pandemic travel patterns have changed with more people working from home or having flexible work hours such that they may not commute during the evening period.

Traffic Volumes and Operations. Traffic volumes were used to evaluate traffic operations for Sumner's key intersections. Traffic operations analysis provides a quantitative method for evaluating existing and future transportation conditions. The nationally recognized Highway Capacity Manual (HCM) level of service (LOS) method is used to evaluate intersection operations of Sumner facilities. Five intersections do not meet the currently adopted LOS standard during the weekday PM peak hour operating at LOS E or F. The poor operations are known issues at the SR 162 and SR 410 WB Ramps and the East Valley Highway/Forest Canyon Road E intersection due to regional traffic impacts. The existing traffic operations are considered in developing the transportation improvement program documented in Chapter 5 of this Plan.

Traffic Safety. Citywide collision records for the last 5-years (2018-2022) are used to identify potential safety issues for vehicles, pedestrians, and cyclists. Of the 21 serious injury and fatal crashes, over 20 percent involved pedestrians and about 5 percent involved bicyclists. The most frequently reported collision type was rear-end crashes, which often occur in congestion or stop-and-go traffic. The review of

traffic safety is used to inform decisions related to street and intersection improvements documented in Chapter 5 of this Plan.

Transit and Rail Service. Sumner is currently not served by Pierce Transit, which limits transit options and accessibility within the city. The only transit stop in the city is at the Sumner Sounder Train Station and is served by Sound Transit. Sound Transit's Sounder S line offers commuter rail service between Lakewood and downtown Seattle with stops in Tacoma, Puyallup, Sumner, Auburn, Kent, and Tukwila. The transportation improvement program documented in Chapter 5 of this Plan considers the need to collaborate with Pierce Transit on potential future transit service based on anticipated growth of the city.

Freight Train Traffic. Sumner has Burlington Northern Santa Fe (BNSF) and Union Pacific (UPRR) lines. There are currently 71 trains that run through Sumner on the BNSF tracks and 10 trains on the UPRR line daily. Based on a review of Washington State's Joint Transportation Committee Road-Rail Safety Study Crossing Analysis, additional trains are anticipated in the future along the BNSF and UPRR lines in Sumner.

Pedestrian and Bicycle Facilities. The city is striving to create a fully integrated transportation system and recognizes the need to prioritize locations where it expects heavy non-motorized use, such as routes connecting residential areas to recreational facilities and schools, and places of employment. Sidewalks are located intermittently around the city, mostly along arterial roadways located within Sumner's downtown and nearby neighborhoods. There are limited formal bicycle facilities in Sumner. To prioritize the pedestrian and bicycle system for Sumner, Chapter 4 describes recommended level of service (LOS) guidelines.

Transportation Demand Management. The City of Sumner has adopted a Commute Trip Reduction (CTR) program. The CTR program establishes goals consistent with State legislation.

Technology. Transportation System Management and Operations (TSMO) is an integrated approach to optimize the performance of existing infrastructure by implementing multimodal, intermodal, and often cross-jurisdictional systems, services, and projects. Most of the city's current transportation infrastructure is outdated and there are limited abilities to provide TSMO without future upgrades. In addition, electric vehicles are also considered transportation technology. There is no City-provided charging infrastructure in the right-of-way or on City-owned properties (e.g., public parking lots).

[Travel Forecasts and Alternatives Evaluation](#)

Sumner's Transportation Plan is developed based on the evaluation of the existing and future transportation system needs. Travel forecasts were developed by updating the Sumner's travel demand model based on the 20-Year land use plan. The model is a tool that converts existing and future land uses into trips. ~~Three~~Four land use alternatives were evaluated to identify transportation needs for vehicles, bicycle, and pedestrian modes including updates to the transportation programs and improvement projects. Recommendations are made to update the vehicle LOS policy and adopt a new pedestrian and bicycle LOS policy. The future needs for the transportation system are identified by evaluating the level of service (LOS) for vehicles, pedestrians, and bicycles. The outcome of the analysis is a list of programs and projects to support the Sumner 20-Year growth plan.

Transportation Improvement Program

The alternatives analysis, financing, and goals and policies were used to develop a comprehensive transportation improvement program (TIP) for the City. The program addresses existing and forecast needs within the 20-year planning horizon. Key recommendations for the Sumner transportation improvement program are:

1. Monitor the transportation system against the Transportation Plan.
2. Add a signal replacement program to the maintenance and operations program.
3. Explore additional transit service for Sumner including getting involved in the Pierce Transit long-range planning efforts.
4. If public transit service is provided within Sumner in the future, the City should adopt a transit LOS.
5. Adopt the non-motorized system and LOS standards.
6. Adopt the list of multimodal transportation improvements and continue to monitor the establishment LOS by mode to ensure the improvements continue to support the goals and policies.

The list of 20-Year improvements is provided in Exhibit 5-5 beginning on page 50.

Finance and Implementation

The GMA requires the Transportation Plan to include a multi-year financing plan based on the identified needs in the transportation improvement program. The financing plan for the Transportation Plan provides a basis for the City's annual Six-Year Transportation Improvement Program (TIP).

Finance. Key funding sources for the city include fees and taxes, grants, partnerships with other agencies, developer funding improvements and transportation impact fees (TIFs).

Part of the finance strategy is to update the transportation impact fee. The update recommends eliminating the current TIF approach with three districts and having one fee schedule for the entire city to simplify the structure and make the fee equitable throughout the city. The ~~draft~~ fee update, including non-motorized transportation improvements, is \$~~7,452~~10,696 per weekday PM peak hour vehicle trip. Staff will review and recommend options for the City Council to determine what fee is ultimately selected. The remaining funds not covered by the TIF, or other revenue sources would be made up with sources like grants.

Reassessment. The funding strategy is partially based on grants and other outside funding that the city does not control. The city may be able to shift revenues from other funding programs to address specific needs as yearly budgets are prepared or consider other revenue options such as increasing the vehicle license tab fee. The City is committed to reassessing their transportation needs and funding sources each year as part of their annual Six-Year Transportation Improvement Program (TIP). This allows the city to match the financing program with the shorter-term improvement projects and funding.

Implementation. Implementation includes coordination with developers and partnering with other agencies to construct the transportation improvement projects. Partnering with other agencies and use of grants will be especially critical in the implementation of safety, capacity, and operational improvements along SR 167 and SR 410. This may include re-prioritizing roadway projects as new

funding sources become available or by focusing on areas most impacted by new development. The City will also continue to review strategies for phasing improvements allowing funding to be spread over a longer period. In addition, the city will need to review, maintain, and update its Concurrency Management Program, Transportation Impact Fee, and other development review processes to account for the revised multimodal LOS standards and assure that the impacts of growth are mitigated, and transportation improvements are completed concurrent with new development.

Consistency with Other Agencies

The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. As part of the Transportation Plan, consistency with nearby transportation agencies is reviewed including Washington State Department of Transportation (WSDOT), Pierce County, Sound Transit, Auburn, Pacific, Edgewood, and Puyallup. The Plan is consistent with nearby agencies and the city is committed to continuing to partner with these agencies to improve transportation for the community.

1. Introduction

The City of Sumner adopted its first Transportation Plan in January 1993. In 1994, the City adopted a Comprehensive Plan consistent with the Growth Management Act (GMA) and the Transportation Plan was updated in 2002 and 2015. Amendments to the 2015 Transportation Plan were adopted in 2017, 2019, and 2020.

The Transportation Plan provides the link between the Land Use Element and the transportation facilities and services needed to support growth during the next twenty years. This is accomplished by identifying capacity, operational, and safety improvements along City roadways and by addressing multimodal needs such as transit, pedestrian, and bicycle facilities. The Transportation Plan reflects the interdependence of transportation and land use and is influenced by choices made as part of the Land Use Element. Conversely, land uses are similarly influenced by choices and policies made in the Transportation Plan.

The Transportation Plan implements the City's Transportation Element, which is a key component of the City's Comprehensive Plan which works hand-in-hand with other Comprehensive Plan Elements. The Transportation Element identifies the City of Sumner's goals and policies for transportation as well as the City's future transportation system and facilities, level-of-service (LOS) standards, and concurrency monitoring system. Future land uses proposed as part of the Land Use Element are used to develop transportation strategies and to identify 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 Transportation Plan and Transportation Element.

The Plan update includes an inventory of existing transportation facilities and services, development and analysis of 2044 travel forecasts, evaluation of needs and deficiencies, identification of transportation system improvements consistent with goals and policies, and financing strategies. The Plan update also addresses requirements for a concurrency program and the multimodal transportation impact fee (TIF) program.

Growth Management Act

The Transportation Element was developed in accordance with the Washington State Growth Management Act (GMA). The GMA requires that the following topics be addressed within the Transportation Plan:

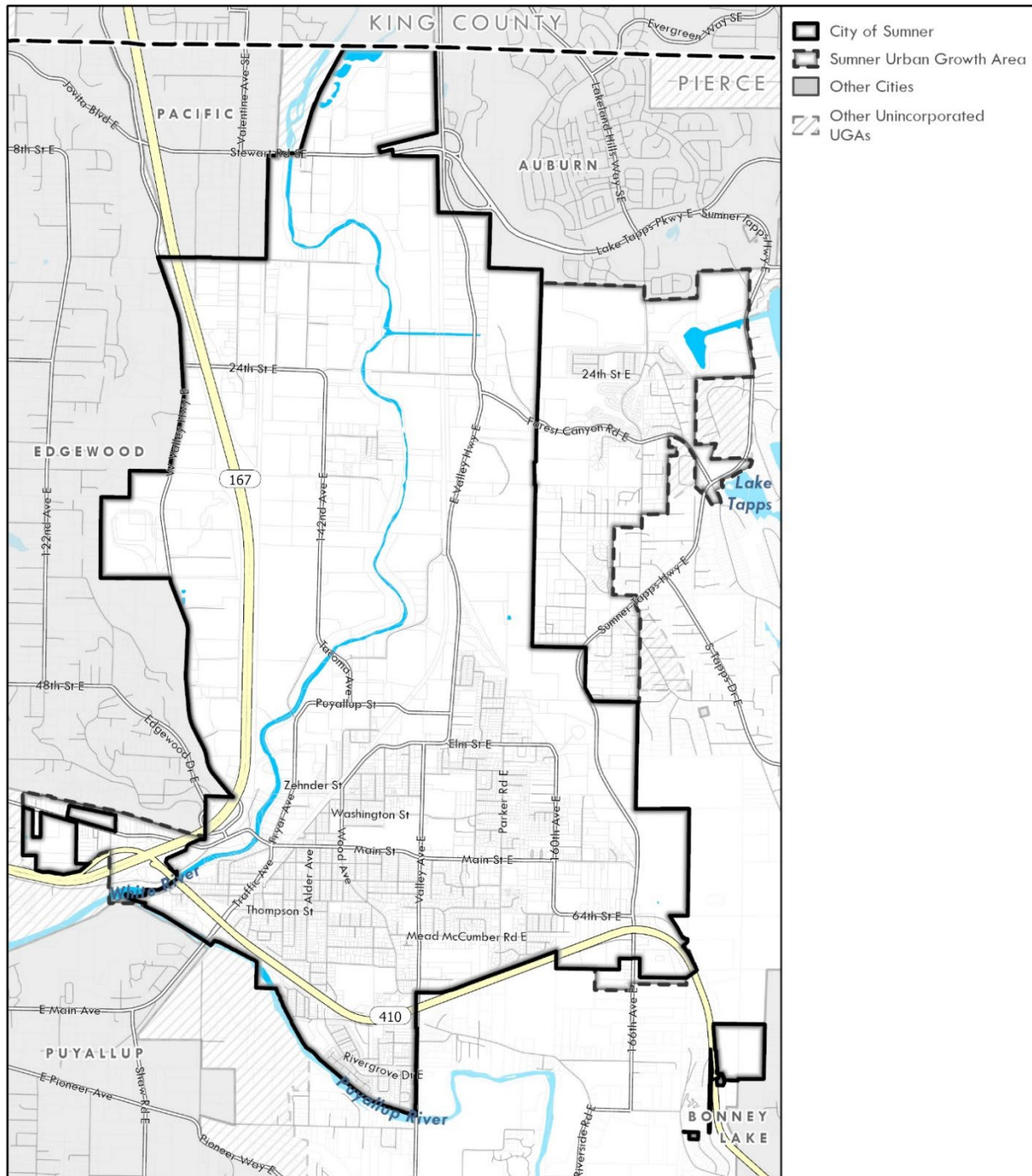
- Land use assumptions used in estimating travel demand.
- Facility and service needs, including an inventory of air, water, and ground transportation facilities and services, transit alignments, general aviation/ airport facilities, and state-owned transportation facilities within the city's jurisdictional boundaries.
- Level of service (LOS) standards to gauge the performance of the system.

- Identification of actions and requirements needed to bring existing facilities and services up to standard.
- Forecasts of future traffic based on the land use plan.
- Identification of improvements and programs needed to address current and future transportation system deficiencies, including Transportation Demand Management strategies.
- A realistic multi-year financing plan that is balanced with the adopted level of service standards and the land use element.
- An explanation of intergovernmental coordination strategies and regional consistency.
- Local transportation elements must also include the following:
 - Estimated traffic impacts to State-owned transportation facilities resulting from land-use assumptions.
 - LOS for state-owned transportation facilities.
 - Identification and assessment of GMA concurrency and the applicability to highways of statewide significance.
 - A pedestrian and bicycle component that includes collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

Study Area

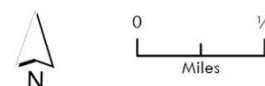
The study area includes all areas within Sumner City limits and Urban Growth Area (UGA). The UGA has been delineated with Pierce County, consistent with the requirements of the GMA. The transportation planning study area is shown in Exhibit 1-1. The city lies adjacent to the UGAs of the City of Pacific and City of Auburn (north) and the City of Edgewood (west). Unincorporated areas of Pierce County also surround portions of Sumner.

Exhibit 1-1. Study Area



CITY OF SUMNER

Transportation Plan Study Area



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: February 2024

2. Goals and Policies

The City has identified a range of goals and policies to implement the Transportation Plan efficiently and effectively. The goals and policies are outlined elsewhere in the Transportation Element of the Comprehensive Plan. 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.

The goals and policies provide a framework for decision making related to transportation projects and programs. The transportation goals and policies cover the following elements:

- Citywide Transportation Goal
- Public Involvement
- Agency Coordination
- Transportation System Mobility and Efficiency
- Subarea Plans Transportation and Circulation System
- Pedestrians and Bicycles
- Commuter Rail and Transit
- Commute Trip Reduction and Transportation Demand Management (TMD)
- Equity in Transportation-Related Decisions
- Land Use and Environmental Considerations
- Program Financing and Implementation

The transportation goals and policies will be used by the City in deciding how to secure and use funding, decisions related to new land use development applications, and coordination with other City planning objectives. Refer to the Transportation Element of the Comprehensive Plan.

3. Inventory of Existing Transportation System

The transportation system within the City of Sumner includes streets and highways, pedestrian and bicycle facilities, and transit and rail service. An inventory of the existing transportation system was conducted in Spring and Summer 2023. This transportation system inventory and associated analyses provide a baseline for the existing transportation system and aid in identifying key transportation issues addressed in the update of the Plan. The inventory covers the street system, traffic control, traffic volumes, traffic operations, traffic safety, transit and rail service, and pedestrian and bicycle facilities. The inventory is used in updating the City's travel demand model to determine the future traffic volume forecasts for the 2023 Sumner Transportation Plan.

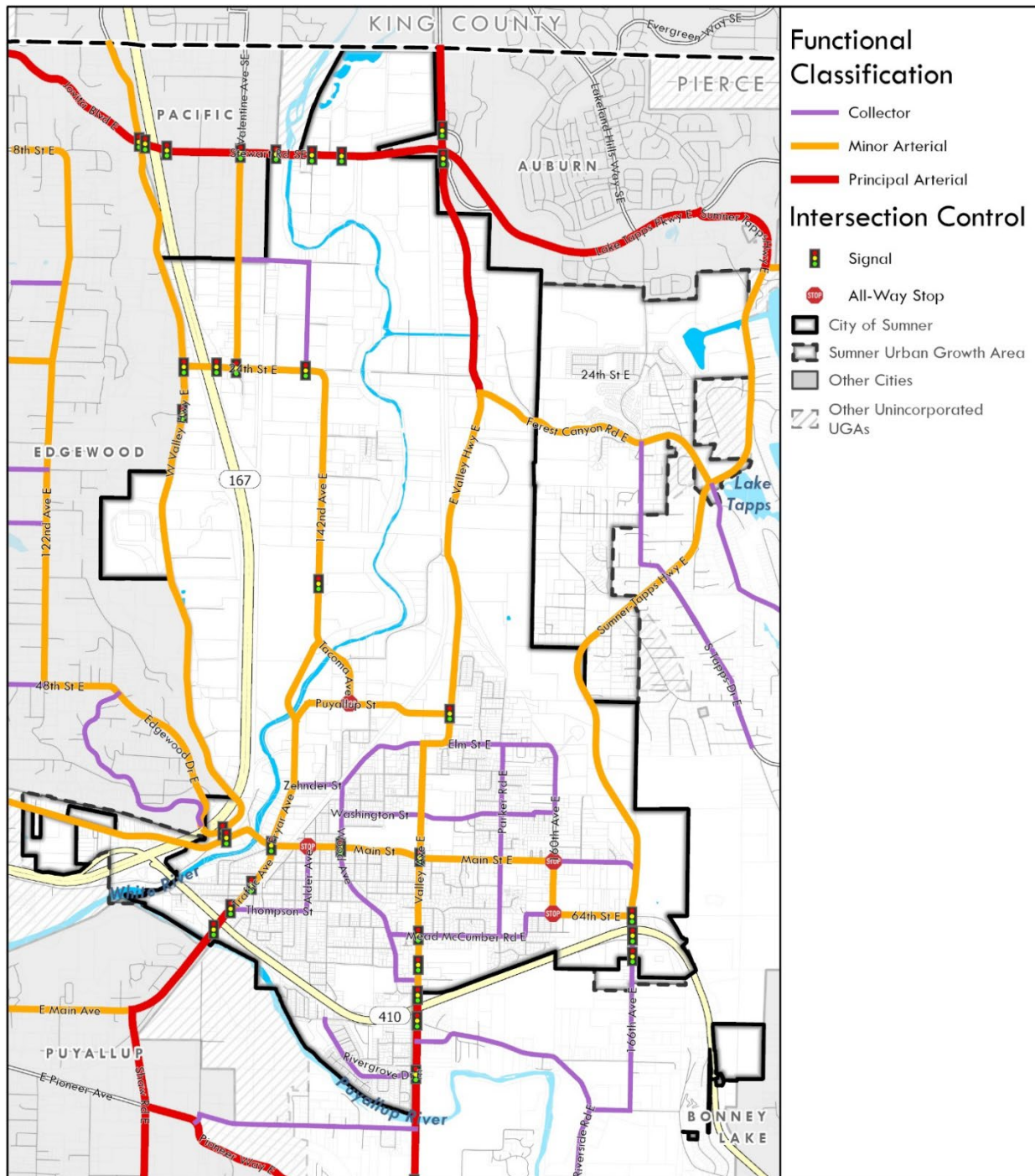
Freeways, Arterials, and Collectors

Exhibit 3-1 summarizes the existing traffic control and functional classification of the city street system. Roadway functional classification provides for a hierarchy of roadways. These classifications also act as a guide for future development of the overall street system. The city's functional classifications include principal arterials, minor arterials, collectors, and local streets. Arterial streets serve higher traffic volumes and may have few access points. Collector streets link arterials and local streets and may provide access to individual parcels. Collectors are also vital in connecting the residential areas to the central business district and are excellent candidates for multimodal facilities. Local streets provide neighborhood circulation and access to individual parcels.

The city also has two freeways, State Route (SR) 167 and 410 that run through it. The State has designated SR 167 as a Highway of Statewide Significance (HSS). HSS facilities provide and support transportation functions that promote and maintain significant statewide travel and economic linkages. Improvement plans for this HSS facility are developed from a statewide perspective. This planning includes policy development and accompanying funding support to represent a broad range of interests that depend on the facility. Because of its designation as an HSS facility, the State has the authority of setting the level of service (LOS) standards for SR 167. SR 410 is a State Highway of Regional Significance. LOS standards for SR 410 are established by the Puget Sound Regional Council (PSRC), in consultation with WSDOT.

Exhibit 3-2 provides a summary of the key characteristics of the roadway serving Sumner.

Exhibit 3-1. Existing Traffic Control and Functional Classification



CITY OF SUMNER

Existing Traffic Control and Functional Classification

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Map Date: February 2024

Exhibit 3-2. Characteristics of Key Roadways Serving Sumner

Roadway	Classification	Jurisdiction	Number of Travel Lanes	Posted Speed Limit	Parking?	Sidewalks?	Bicycle Facilities?
North-South Roadways							
SR 167	Freeway	WSDOT	4	60 mph	No	No	No
Valley Avenue	Minor/Principal Arterial ¹	Sumner	2 to 3	25 mph	No	Yes	Yes
Traffic Avenue	Minor Arterial ²	Sumner	4 to 5	25 mph	No	Yes	No
Fryar Avenue	Minor Arterial	Sumner	3	25 mph	No	Yes	Yes
142nd Avenue E	Minor Arterial	Sumner	5	35 mph	No	Yes	No
136th Avenue E	Minor Arterial	Sumner	3	30 mph	No	Yes	No
East Valley Highway	Minor Arterial ³	Sumner	2 to 3	25 mph	No	No	No
West Valley Highway	Minor Arterial	Sumner	2 to 4	35 mph	No	Yes	No
Sumner-Tapps Highway	Minor Arterial	Sumner	2	45 mph	No	No	No
Cannery Way (formerly Bridge Street)	Minor Arterial	Sumner	2	25 mph	No	Yes	No
Valley Avenue E	Minor Arterial	Sumner	2	25 mph	No	No	No
160th Avenue E	Minor Arterial ⁴	Sumner	2	25 mph	Yes	No	No
Sumner Heights Drive	Collector	Sumner	2	25 mph	No	Yes	No
Alder Avenue	Collector	Sumner	2	25 mph	Yes	Yes	No
Wood Avenue	Collector	Sumner	2	25 mph	Yes	Yes	No
158th Avenue E	Collector	Sumner	2	25 mph	No	Yes	No
Parker Road	Collector	Sumner	2	25 mph	No	Yes	No
East-West Roadways							
SR 410	Freeway	WSDOT	4	55 mph	No	No	no
24th Street E	Minor Arterial	Sumner	2 to 5	35 mph	No	Yes	No
Main Street	Minor Arterial	Sumner	2	25 mph	Yes	Yes	No
Stewart Road	Principal Arterial	Sumner	2-5	35 mph	No	Yes	No
Puyallup Street	Minor Arterial	Sumner	2	25 mph	No	Yes	No
Forest Canyon Road	Minor Arterial	Sumner	2	25 mph	No	No	No
64th Avenue E	Minor Arterial	Sumner	2	25 mph	Yes	Yes	No
Zehnder Street	Collector	Sumner	2	25 mph	No	Yes	No
Thompson Street	Collector	Sumner	2	25 mph	Yes	Yes	No
Elm Street	Minor Arterial Collector ⁵	Sumner	2 to 3	25 mph	No	Some ⁶	No

Roadway	Classification	Jurisdiction	Number of Travel Lanes	Posted Speed Limit	Parking?	Sidewalks?	Bicycle Facilities?
Meade-McCumber Road	Collector	Sumner	2	25 mph	Yes	Yes	No
Washington Street	Collector	Sumner	2	25 mph	No	Yes	No
Rivergrove Drive	Collector	Sumner	2	25 mph	Yes	Yes	No
Riverside Drive	Collector	Sumner	2	35 mph	No	No	No

Note: WSDOT = Washington State Department of Transportation; mph = miles per hour

1. Principal arterial south of SR 410
2. Principal arterial south of Thompson Street
3. Principal arterial north of Forest Canyon Road
4. Collector north of Main Street E
5. Minor Arterial between Valley Avenue and East Valley Highway and Collector Arterial from Valley Avenue and Wood Avenue and East Valley Highway and 160th Avenue E.
6. Elm Street does not have sidewalks on portions between Valley Avenue and Wood Avenue

Traffic Volumes

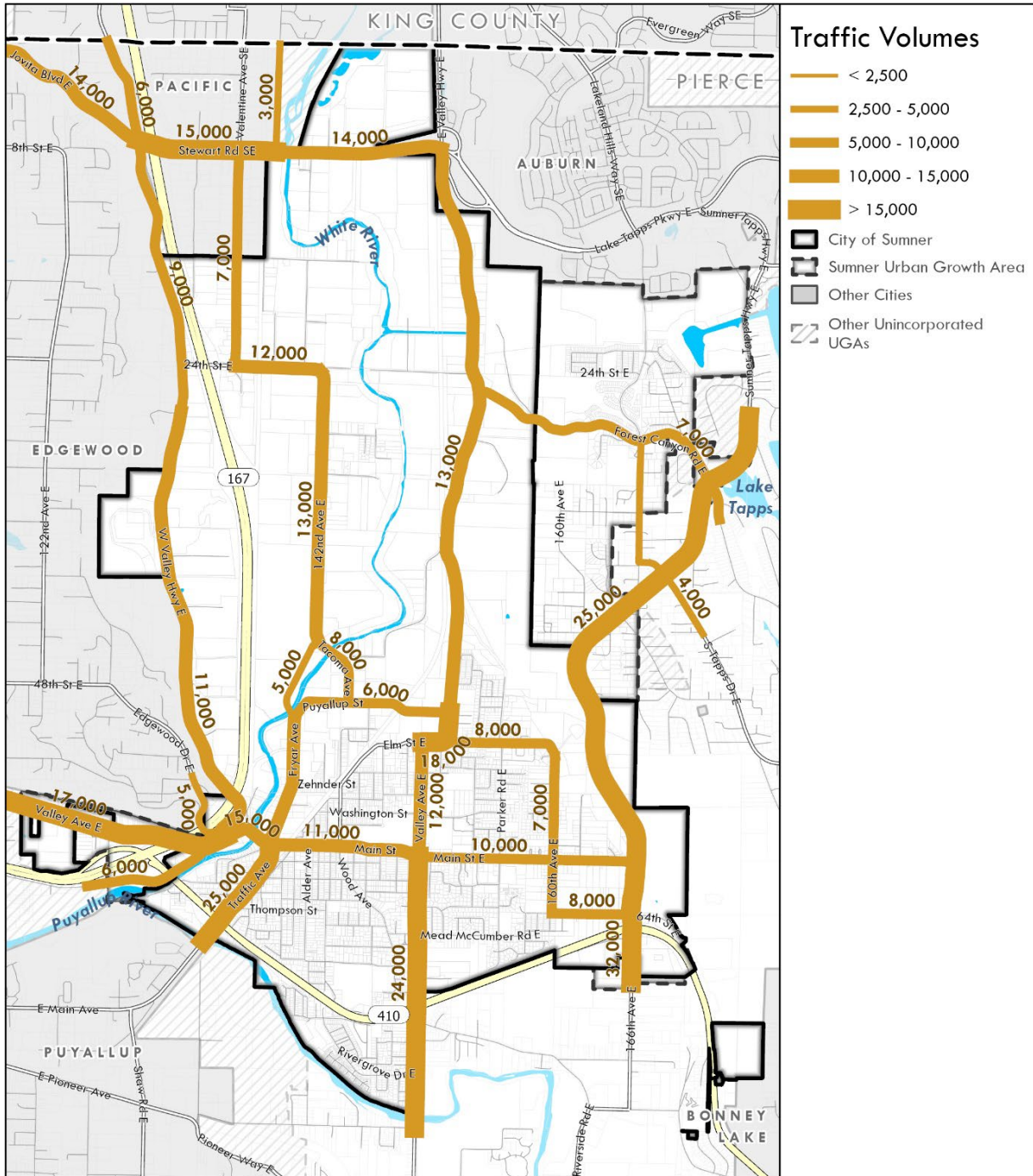
Daily traffic volumes were provided by the city and weekday PM peak hour traffic volumes were generally collected in February and November 2023 by IDAX at key intersections throughout the city. Exhibit 3-3 illustrates the average daily traffic volumes along key streets serving the city. Exhibit 3-3 shows daily traffic volumes along Valley Avenue E (SR 162) and Sumner-Tapps Highway within the City. Main Street in the Town Center area has about 11,000 vehicles per day while Stewart Road in the industrial area has about 14,000 vehicles per day.

Exhibit 3-4 summarizes the rates of growth along Sumners major corridors compared to 2014/2013 PM peak hour traffic volumes.

As shown on Exhibit 3-4, the weekday PM peak hour traffic growth was largest at intersections serving the northern part of the city industrial areas, where most of the growth has been concentrated over the past ten years. The largest increase in weekday PM peak hour traffic volumes occurred at the intersection of 142nd Avenue and 24th Street E, where traffic increased by 5 percent annually. At the access ramps to SR 167, traffic volumes have grown modestly between one tenth of a percent to 1.5 percent annually. The City's lowest growth in volumes occurred along the SR 162/Valley Avenue corridor. This pattern of little to no change in traffic volumes is thought to be a result of changing patterns in weekly commuter patterns. Since the COVID-19 pandemic travel patterns have changed with more people working from home or having more flexible hours when they may not commute daily or during the evening period.

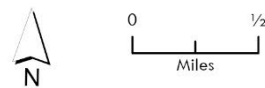
Overall, the City's traffic volumes have changed less than 1 percent per year since the 2015 Transportation Plan was completed.

Exhibit 3-3. Existing Daily Traffic Volumes



CITY OF SUMNER

Daily Volume Bandwidth



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: February 2024

Exhibit 3-4. Weekday PM Peak Hour Roadway Volumes and Annual Growth¹

Roadway	Cross-Street	2013/2014 PM Peak Volumes	2023 PM Peak Volumes	PM Peak Annual Growth Rate
W Valley Hwy E	Jovita Blvd	1,880	2,020	0.80%
SR 167 SB Ramps	Stewart Rd SE	1,550	1,770	1.50%
SR 167 NB Ramps	Stewart Rd SE	1,770	1,790	0.10%
140th Ct E2	Stewart Rd SE	1,250	1,550	2.40%
West Valley Hwy	24th St SE	1,160	1,350	1.70%
SR 167 NB Ramps	24th St SE	1,200	1,290	0.80%
136th Ave E2	24th St E	1,260	1,580	2.60%
142nd Ave E2	24th St E	790	1,230	5.00%
East Valley Hwy	Forest Canyon Rd	1,460	1,520	0.50%
West Valley Hwy	SR167 SB Ramps	1,060	1,240	1.80%
142nd Ave E	Costco Access	-	940	-
West Valley Hwy E	42nd St E	630	590	-0.70%
Tacoma Ave	Puyallup St	813	860	0.70%
East Valley Hwy	Puyallup St	1,500	1,490	-0.10%
East Valley Hwy	Elm St	1,430	1,430	-0.10%
Valley Ave	Elm St	1,140	1,120	-0.20%
Fryar Ave	Zehnder Ave	1,040	1,090	0.60%
West Valley Hwy	Sumner Heights Dr E	880	820	-0.80%
Valley Ave E	Sumner Heights Dr E	1,240	1,180	-0.60%
Traffic Ave	Main St	2,070	2,070	0.00%
Alder Ave	Main St	880	750	-1.90%
Wood Ave	Main St	1,170	980	-1.90%
Valley Ave	Main St	1,970	1,806	-1.00%
Parker Rd	Main St	1,070	970	-1.20%
160th Ave (Van Tassel Rd)	Main St (60th St E)	1,050	1,090	0.40%
Sumner-Tapps Hwy (166th Ave E)	Main St (60th St E)	1,650	1,550	-0.70%
Traffic Ave	Maple St	1,430	1,500	0.60%
Traffic Ave	SR 410 WB Ramps (Thompson St)	2,300	2,500	0.90%
Traffic Ave	SR 410 EB Ramps	2,160	2,690	2.50%
Valley Ave	Meade Mc Cumber Rd E	1,490	1,440	-0.40%

Roadway	Cross-Street	2013/2014 PM Peak Volumes	2023 PM Peak Volumes	PM Peak Annual Growth Rate
Parker Rd	Meade Mc Cumber Rd E	250	350	3.70%
160th Ave E	64th St E	500	630	2.50%
Sumner- Tapps Hwy (166th Ave E)	64th St E	1,900	2,060	0.90%
Sumner-Tapps Hwy E (166th Ave E)	SR 410 WB Ramps	1,960	2,010	0.30%
Sumner-Tapps Hwy (166th Ave E)	SR 410 EB Ramps	1,780	1,680	-0.60%
Valley Ave	Gary St	1,480	1,450	-0.20%
SR 162	SR 410 WB Ramp	1,920	1,770	-0.90%
SR 162	SR 410 EB Ramp	2,090	2,150	0.30%
SR 162	74th St E	1,770	1,920	0.90%
SR 162	Rivergrove Dr	1,590	1,530	-0.40%

Note:

1. PM Peak Volumes rounded to the nearest tenth.

Truck Traffic

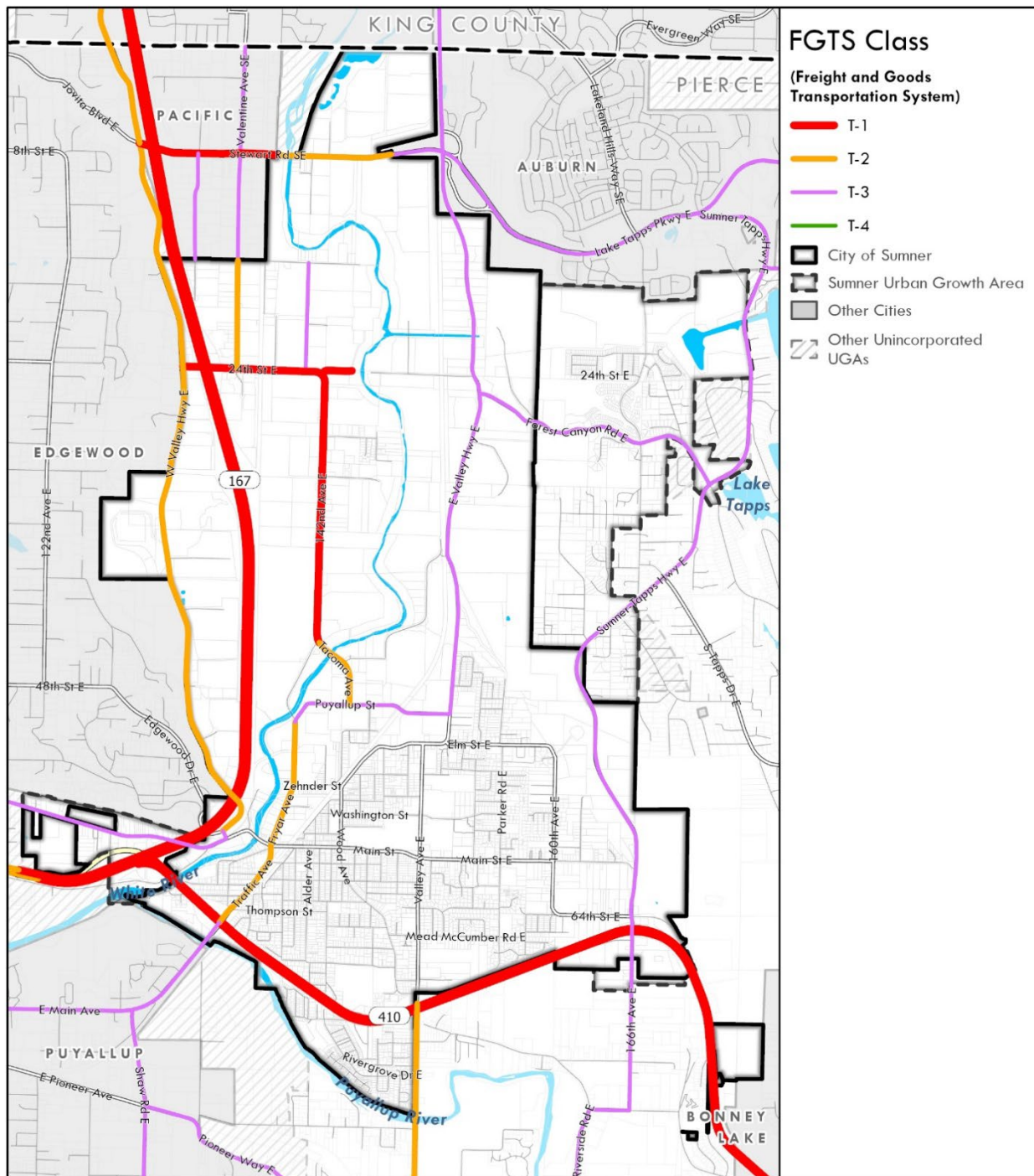
The availability of industrial land and its proximity to the SR 167, SR 410, I-5 freeway corridors has made Sumner an attractive place for trucking-related developments such as warehousing and distribution centers.

Sumner has adopted a formal truck route plan to manage truck traffic within its city limits. Exhibit 3-5 illustrates the existing truck routes. Existing truck traffic is routed around the perimeter of the residential and commercial sections of Sumner. Truck traffic entering and exiting Sumner from the industrial areas to the north is served by the two SR 167 interchanges at Stewart Road and 24th Street E.

Sumner's warehouse and industrial area generates heavy truck traffic volumes on 136th Avenue E and Stewart Road on movements to and from SR 167. Heavy truck traffic is significant not only because of its impact on traffic flow but because of the impact on parking and the structure of the roadways. There are limited places where truck parking is allowed and some areas along truck routes have not been designed sufficiently for trucks.

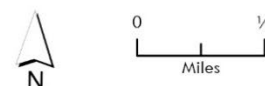
Several roadways within the city are classified as T-2 or T-1 level roadways in the Washington State Freight and Goods Transportation System (FGTS). These roadways carry between 4 and 10 million tons (T-2) or more than 10 million tons (T-1) per year, depending on their classification. Sumner roadways classified as T-1 include 142nd Avenue E from Tacoma Avenue to 24th Street E, and 24th Street E from West Valley Highway to 142nd Avenue E. The City's T-2 designated truck routes include Traffic Avenue from SR 410 to Main Street, Fryar Avenue from Main Street to Puyallup Street E, West Valley Highway from Sumner Heights Drive to 16th Street E, and Stewart Road from Butte Avenue SE to the City Limits.

Exhibit 3-5. Existing Truck Routes



CITY OF SUMNER

Existing Truck Routes



Map Date: February 2024

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.

Traffic Operations

Traffic volumes were used to evaluate traffic operations in Sumner. Traffic operations analysis provides a quantitative method for evaluating existing and future transportation conditions. The City's operational standard is presented along with the analysis methodology. A discussion of existing traffic operations is also provided.

Analysis Methodology

Traffic operations were evaluated for the existing year (2023) based on the level of service (LOS) methodologies of the Highway Capacity Manual (HCM) (Transportation Research Board). The HCM is a nationally recognized and locally accepted method of measuring traffic flow and congestion. Criteria range from LOS A, indicating free-flowing conditions with minimal vehicle delays, to LOS F, indicating extreme congestion with long vehicle delays. At signalized intersections, LOS is measured in terms of average delay per vehicle. At unsignalized intersections, LOS is measured in terms of the average vehicle delay and is typically reported for the worst traffic movement instead of for the whole intersection. Appendix A includes an in-depth discussion of LOS.

Intersection LOS analysis was performed for major intersections within the study area based on 2023 conditions. Like the scope of the previous study in 2015, 43 intersections were selected for analysis, based on location and likelihood that they might be impacted by future growth. Turning movement counts collected in February and November 2023 were used in this analysis.

The study area current LOS standards are set by Sumner, Pacific, and WSDOT. The current adopted LOS standards set by each jurisdiction are summarized below:

- City of Sumner¹
 - LOS D all intersections except as specifically noted
 - Exception to the LOS D standard are:
 - Traffic Avenue/Main Street/Fryar Avenue (LOS F)
 - Main Street/Alder Avenue (LOS F)
 - Valley Avenue East/Main Street (LOS F)
 - West Valley Highway East/Valley Avenue/Sumner Heights Drive (LOS F)
- City of Pacific
 - LOS D (Butte Avenue SE/Stewart Road SE)
- WSDOT/PSRC²
 - LOS D for Highways of Statewide Significance (HSS) in urban areas
 - LOS C for Highways of Statewide Significance (HSS) in rural areas
 - LOS D for Regional Significance State Highways (RSSH), Tier 2

¹ 2015 Sumner Transportation Plan

² Level of Service Standards for Washington State Highways, 2010

Because SR 167 is a designated HSS, the State requires local jurisdictions to adopt this LOS standard for HSS facilities in their Comprehensive Plans. For non-HSS facilities, the State requires that an agency coordinate with WSDOT in establishing a LOS standard for those facilities. SR 410 and SR 162 are not HSS-designated facilities. Puget Sound Regional Council (PSRC) has adopted LOS standards for regionally significant state highways or state transportation facilities that are non-HSS such as SR 410 and SR 162. SR 162 and SR 410 both Tier 2 RSSH. Based on the PSRC tiered LOS system, both SR 410 and SR 162 have an adopted LOS D standard. SR 410 is also part of the National Highway System within the City.

Sumner has significant regional traffic that diverges onto the local roadway system due to congestion on the regional network. Exhibit 3-6 illustrates the existing weekday PM peak hour LOS at the study intersections. Existing traffic operations were analyzed based on the procedures documented in the Highway Capacity Manual 6th Edition or 2000 when the 6th Edition method is unable to evaluate the operations. The analysis uses Synchro 11.0 for signalized and stop controlled intersections. Detailed LOS and delay summary is provided in Appendix B.

Generally, traffic operations have remained consistent over the last 10 years. Four intersections do not meet the currently adopted LOS standard during the weekday PM peak hour operating at LOS E or F including:

- Stewart Rd SE/Butte Ave SE (LOS F) - unsignalized (signal being installed)
- E Valley Hwy E/Forest Canyon Rd E (LOS F) - unsignalized
- Sumner-Tapps Hwy E/SR 410 WB Ramps (LOS F) - unsignalized
- Valley Ave/74th St E (LOS F) - unsignalized

Stewart Road/Butte Avenue SE is in the City of Pacific and there is an improvement project to signalize this intersection that will be completed by the end of 2023.

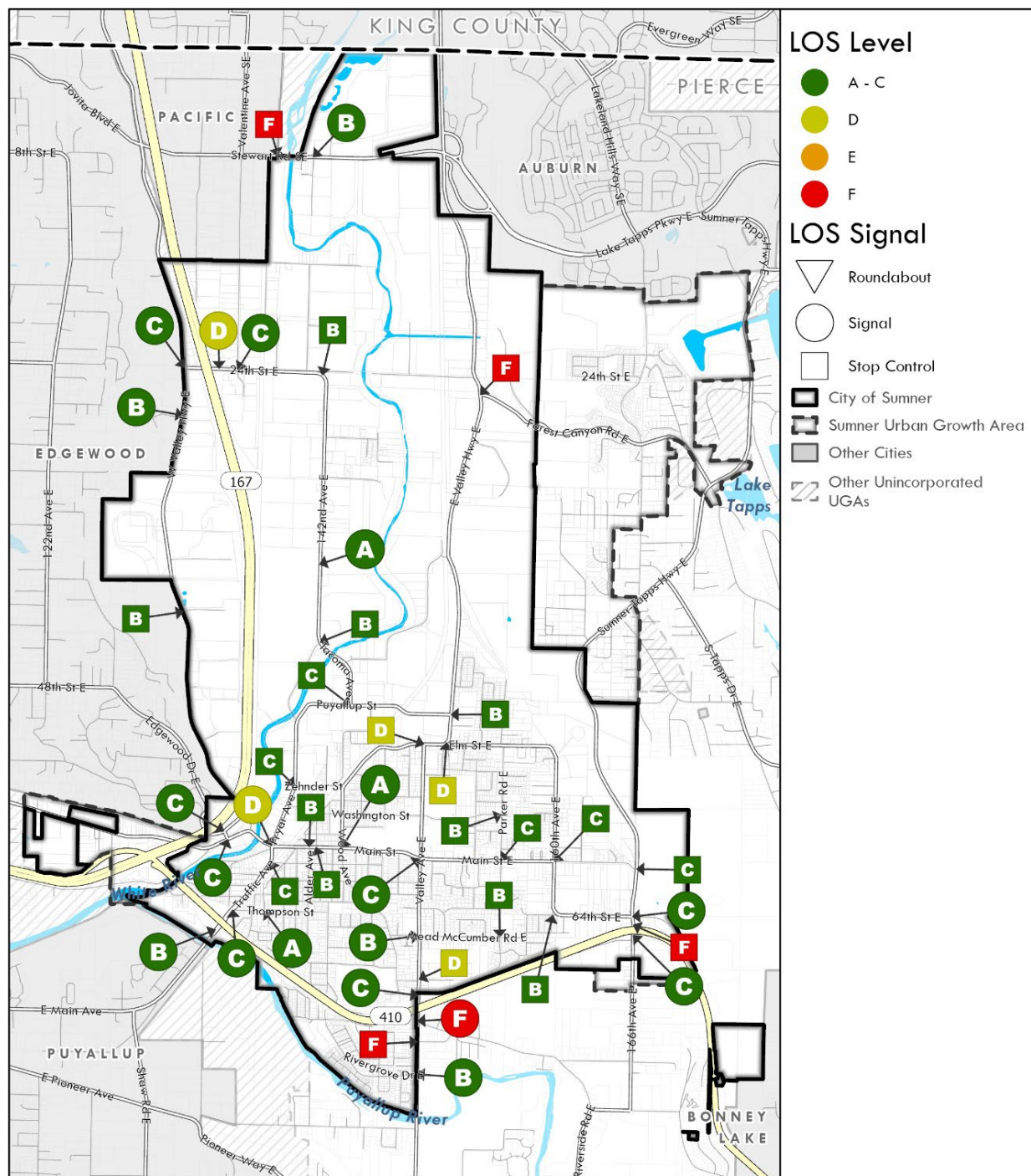
Exhibit 3-7 provides a comparison between 2015 and 2023 LOS, delay, and worst movements at the study intersections not meeting the adopted LOS standard or showing a trend towards increased delay. Poor operations are known issues at the SR 162 and SR 410 WB Ramps and the East Valley Highway/Forest Canyon Road E intersection. The City of Sumner's 6-Year Transportation Improvement Program 2024-2029 includes improving the Stewart Road SE/Butte Avenue SE intersection. The city is currently installing a new signal and adding turn lanes at the Stewart Road SE/Butte Avenue SE intersection.

In addition, two intersections currently meet adopted LOS standards yet show a trend (more than one LOS difference) toward increased delay and are included in the summary table. The intersections showing a negative trend in operation are:

- SR 167 NB Ramps/ 24th Street E - signalized
- Sumner-Tapps Highway E/64th Street E - signalized

The city has identified improvements at the Sumner-Tapps Highway E/64th Street E intersection as part of improvements at the SR 410/166th Avenue E/Sumner-Tapps Highway interchange.

Exhibit 3-6. Existing Weekday PM Peak Hour Level of Service



CITY OF SUMNER

Existing Weekday PM Peak Hour Level of Service

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: February 2024

Exhibit 3-7. 2015 and 2023 Weekday PM Peak Hour Level of Service Comparison

Intersection		2015 PM Peak Hour			2023 PM Peak Hour		
Major Rd	Minor Rd	LOS ¹	Delay ²	WM ³	LOS ¹	Delay ²	WM ³
Stewart Rd	Butte Ave SE	Not Studied in 2015			F	186	SB
East Valley Hwy E	Forest Canyon Rd	D	29	WB	F	327	WB
Sumner-Tapps Hwy E	SR 410 WB Ramps	F	>50	WB	F	61	WB
Valley Ave	74th St E	C	19	WB	F	110	EB
SR 167 NB Ramps	24th St E	A	7	-	D	36	-
Sumner Tapps Hwy E	64th St E	A	9	-	C	22	-

Notes:

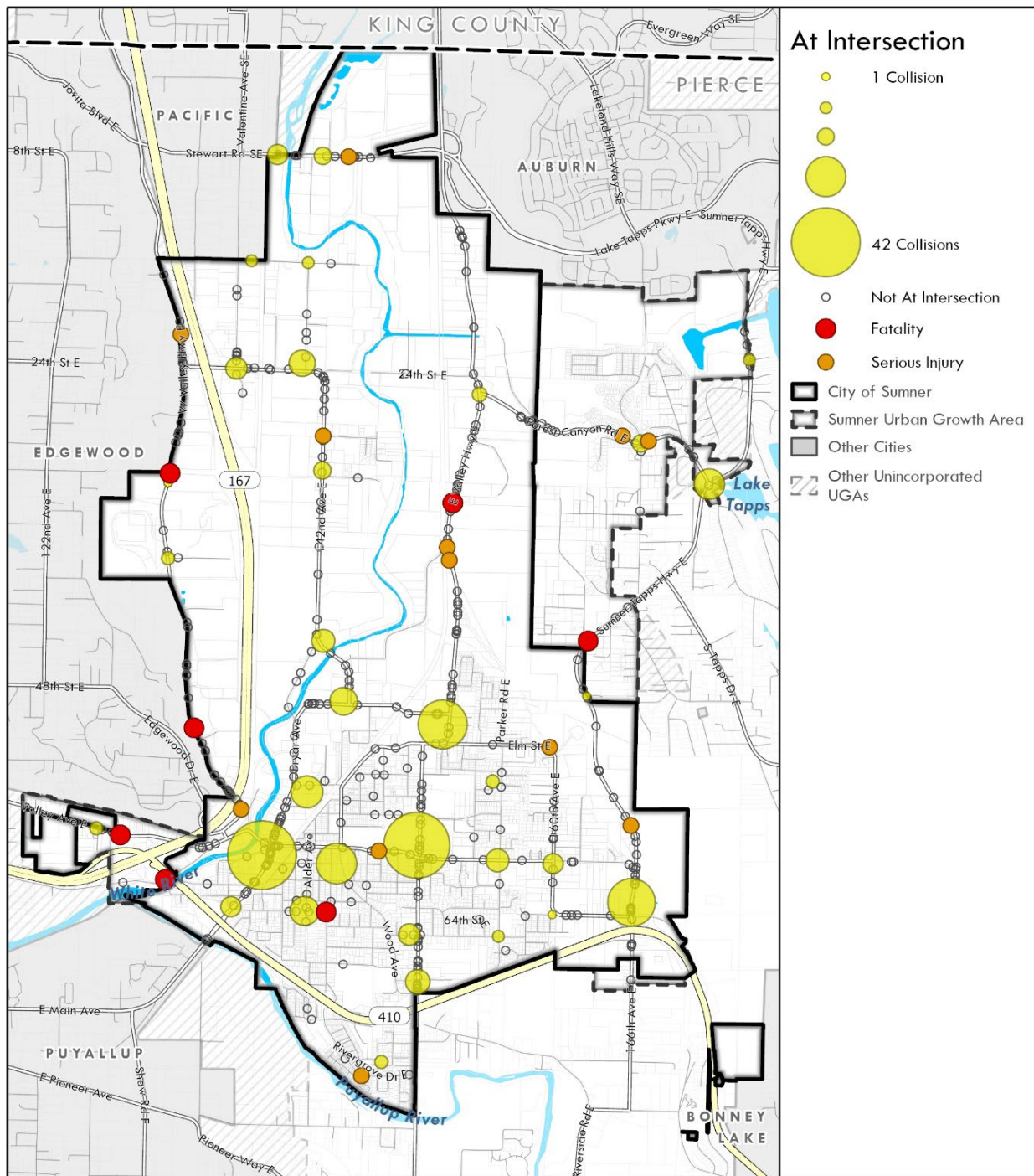
1. LOS = level of service based on the Highway Capacity Manual (HCM)
2. Average delay in seconds per vehicle.
3. WM means worst movement and SB means southbound, WB means westbound, NB means northbound, EB means eastbound.

Traffic Safety

A review of citywide collision records was completed to identify potential safety issues for vehicles, pedestrians, and cyclists. The traffic safety analysis included collision data for a five-year period from January 1, 2018 through December 31, 2022. This information was provided by WSDOT for SR 162, SR 167, SR 410, and all roadways within City limits. A map of Sumner's Collision History is shown on Exhibit 3-8.

Four (4) fatalities and 17 serious injury crashes occurred over the 5-year period. The number of collisions occurring at locations in the city are generally low to moderate with a moderate concentration of collisions occurring along Main Street, Traffic Avenue and 166th Avenue E/Sumner Tapps Highway.

Exhibit 3-8. Sumner 5-Year (2018-2022) Collision History



CITY OF SUMNER

Sumner 5-Year (2018-2022) Collision History

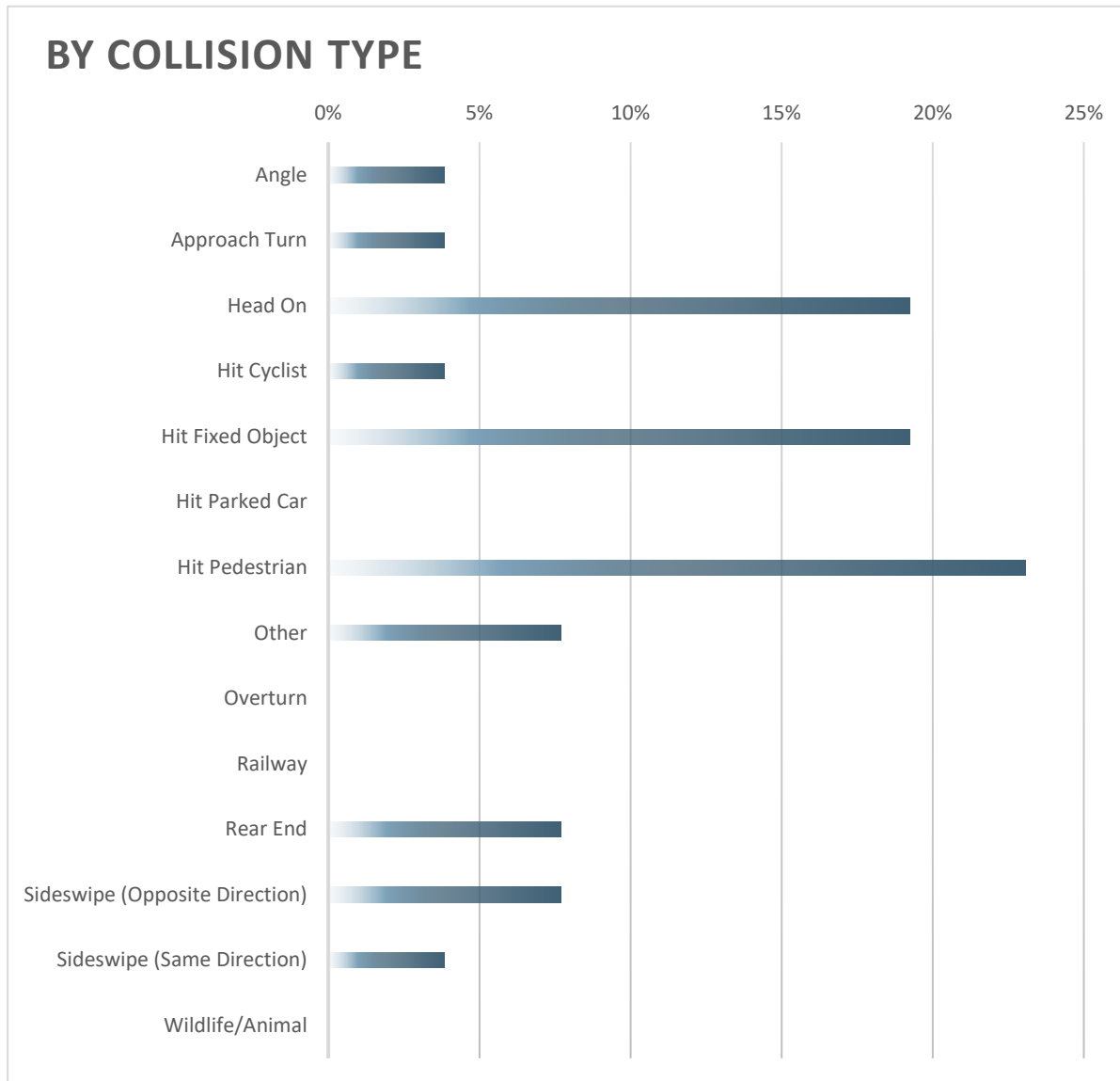
Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.



Map Date: February 2024

A total of 1,603 collisions over the five-year period were recorded. Of these, 21 crashes resulted in a serious injury or fatal (SIF) outcome. Exhibit 3-9 shows the collision types for fatal and serious injury collisions. Of the serious injury and fatal crashes, over 20 percent involved pedestrians and about 5 percent involved bicyclists. Intersection improvements identified to address operations or safety are identified in Chapter 5.

Exhibit 3-9. Fatal and Serious Injury Collision Types



The most frequently reported collision type was rear-end crashes, which often occur in congestion or stop-and-go traffic. Rear-end crashes accounted for approximately 40 percent of all the crashes in the five-year period.

Transit Service and Rail Service

Transit Service

Sumner is currently not served by Pierce Transit, which limits transit options and accessibility within the city. The only transit stop in the city is at the Sumner Sounder Train Station and is served by Sound Transit. Exhibit 3-10 illustrates the bus Sound Transit bus routes, which are described below.

Sound Transit Route 578 provides service between Seattle to Puyallup. This service is intended to be a Sounder train shadow and currently runs with one stop at the Sumner train station, stops in Puyallup, and Federal Way, and three stops in Seattle. Service is provided between 6 a.m. and 12 a.m. on weekdays. The route operates on 60-minute headways on weekdays and weekends.

Route 596 provides shuttle service between Bonney Lake Park and Ride and the Sumner Sounder Station. The route operates on 25-minute headways on weekdays and there is no weekend service. This route is scheduled in coordination with the train schedule to shuttle commuters to and from the Bonney Lake Park and Ride. Service is provided between 5 a.m. and 8 p.m. on weekdays.

The City of Sumner is currently operating a "last mile" shuttle service pilot project from the Sumner Sounder Station to businesses in the Manufacturing/Industrial Center (MIC) that operates during the commuter train service times. The single 14-passenger shuttle offers service for a paid fare of \$3 per ride and is often partially subsidized by the employer.

Pierce County also provides Beyond the Borders Connector, a local on-demand bus service, which helps eligible residents access public transportation, medical services, employment, shopping, and social activities. There is no cost to riders. Use of the service is unlimited, and riders can get on and off at all stops throughout the community and ride multiple times each day.

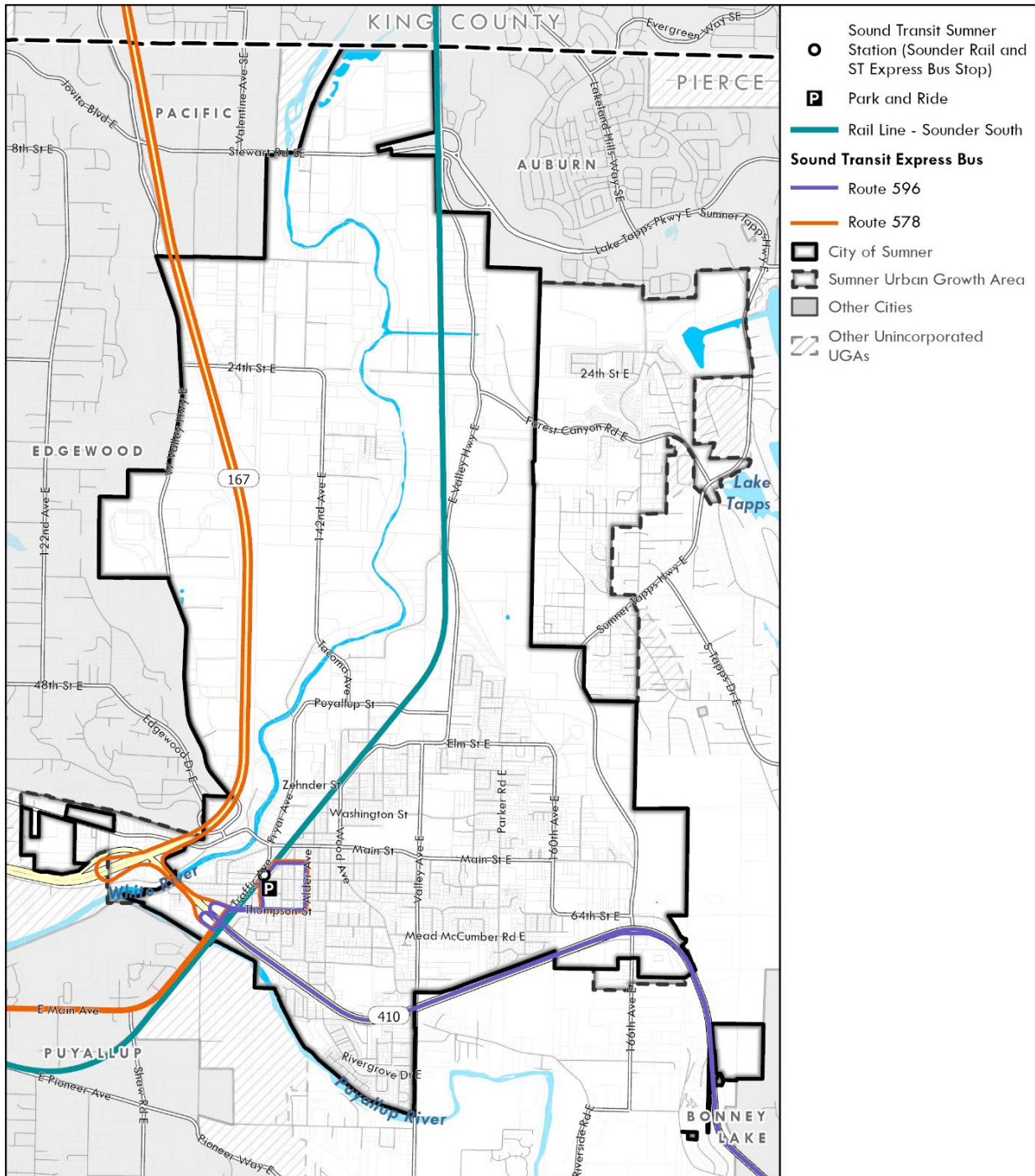
Commuter Rail Service

Sound Transit's Sounder S line offers commuter rail service between Lakewood and downtown Seattle with stops in Tacoma, Puyallup, Sumner, Auburn, Kent, and Tukwila. The Sounder service shares the Burlington Northern Santa Fe (BNSF) tracks. The Sumner Station is located south of Maple Street between Narrow and Traffic Streets in downtown Sumner. There are currently three morning and ten afternoon trains southbound and ten morning trains and three afternoon trains northbound serving the Sumner Station during the commute hours. According to Sound Transit, 130 total parking spaces are available near the Sumner commuter rail station with an additional 500 parking spaces proposed as part of Sound Transit's Sumner Access Improvement Project parking garage.

Sound Transit's ridership dramatically decreased during the pandemic in 2020 and continues to slowly recover. Although the Sounder ridership is over 3 million riders less per year compared to 2019, the Sound Transit's Transit Transportation Development Plan 2023-2028 indicates service saw nearly double the ridership in 2022 compared to 2021. Daily boardings continue to increase with the S Line, which serves Sumner, having an average of 6,500 daily boardings as of June 2023³.

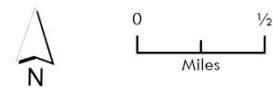
³ Sound Transit Ridership Report accessed June 2023 <https://www.soundtransit.org/ride-with-us/system-performance-tracker/ridership>

Exhibit 3-10. Existing Transit Service



CITY OF SUMNER

Existing Transit Service



Map Date: February 2024

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.

Freight Train Traffic

The BNSF railroad lines run north-south through the City of Sumner. The Union Pacific (UPRR) line is located on the west side of the White (Stuck) River, paralleling SR 167. The BNSF rail line is located on the east side of the White (Stuck) River and runs through downtown Sumner paralleling Traffic Avenue. Sound Transit's Sounder Service uses BNSF tracks. There are currently 71 trains that run through Sumner on the BNSF tracks and 10 trains on the UPRR line daily. The projected rail use by 2035 is 102 on the BNSF tracks and 27 on the UPRR tracks.⁴

Pedestrian and Bicycle Facilities

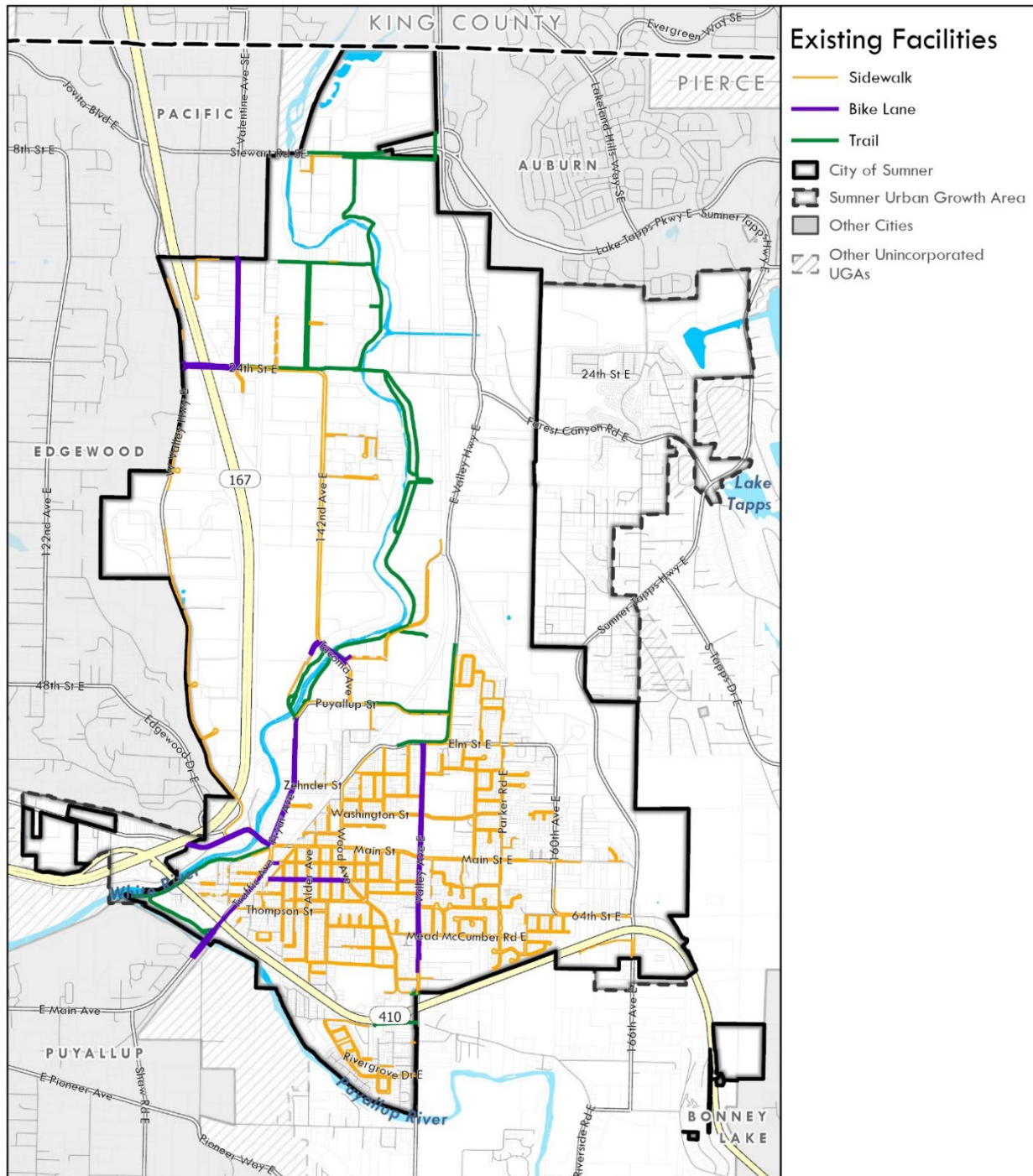
Continuity in pedestrian and bicycle access within the city provides for increased safety, comfort, and ease for residents and recreational users. The city is striving to create a fully integrated system for these modes of transportation and recognizes the need to prioritize locations where it expects heavy non-motorized use, such as routes connecting residential areas to recreational facilities and schools, and places of employment.

Exhibit 3-11 illustrates the current non-motorized system within the city. The city's existing transportation system was historically designed and constructed for vehicular traffic. The existing system provides access for people on foot, bike, or other modes primarily with sidewalks, bike lanes, and off-street trails. Sidewalks are located intermittently around the city, mostly along arterial roadways located within Sumner's downtown and nearby neighborhoods.

There are limited formal bicycle facilities in Sumner. For the most part, bicyclists share the road with motorized traffic or use paved roadway shoulders, where available. Formal bike lanes are present along Valley Avenue, Fryar Avenue and Academy Street.

⁴ State of Washington Joint Transportation Committee Road-Rail Safety Study Crossing Analysis ([Joint Transportation Committee Road-Rail Study Crossing Analysis \(transpogroup.com\)](https://transpogroup.com)) accessed November 2023.

Exhibit 3-11. Existing Non-Motorized Facilities



CITY OF SUMNER

Existing Non-Motorized Facilities

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Transportation Demand Management

The City of Sumner has adopted a Commute Trip Reduction (CTR) program. The CTR program establishes goals consistent with State legislation. The individual demand management strategies that are typical elements of the CTR and Transportation Demand Management (TDM) programs are different for employment and residential developments.

Manufacturing and Industrial Center (MIC) and Town Center Subarea Plans described TDM strategies to reduce employment and residential drive-alone trips, including shuttles and transit options, improving bicycle and pedestrian connectivity and incentive programs led by employers. In 2023 the City of Sumner began a shuttle pilot program, BusUp, in partnership with employers in the MIC to provide a “last mile” service from the downtown transit station to the MIC.

Technology

Transportation System Management and Operations (TSMO) is an integrated approach to optimize the performance of existing infrastructure by implementing multimodal, intermodal, and often cross-jurisdictional systems, services, and projects. TSMO seeks to operate the existing transportation system as safely and efficiently as possible, often maintaining or even regaining previous capacity levels and improving safety performance levels. In practice, TSMO is applied on a corridor or in a region as a series of operational strategies.

Most of the city’s current transportation infrastructure is outdated and there are limited abilities to provide TSMO without future upgrades. The city is currently looking into investments in fiber optic systems and will be considering what upgrades are needed and to leverage the fiber project to allow for TSMO.

In addition, as the use of electric vehicles (EVs) continues to grow within transportation systems, it becomes essential to establish an accessible EV charging infrastructure. Currently, there is no City-provided charging infrastructure in the right-of-way or on City-owned properties (e.g., public parking lots).

4. Travel Forecasts and Alternatives Evaluation

Sumner's Transportation Plan is developed based on the evaluation of the existing transportation system and future transportation system needs based on planned future growth. GMA requires that the transportation planning horizon be at least ten years in the future. The City of Sumner selected a 2044 horizon year. Year 2044 provides a long-range look at the transportation system needed to support anticipated growth in the city and other communities in northern Pierce County. Travel forecasts have been developed and analysis has been conducted for average weekday conditions during the PM peak hour. The weekday PM peak hour generally has the highest overall traffic volumes in the community and thus provides the basis for identifying capacity related improvement needs.

Primary analyses of the 2044 traffic forecasts were initially based on the following travel forecasting assumptions:

- Committed Improvement projects in Sumner's current Transportation Improvement Program (TIP)
- Improvement projects in available transportation plans from adjacent jurisdictions
- Puget Sound Regional Council's (PSRC) Transportation Vision 2050 Update Regional Capacity Projects List (as of May 2022)
- WSDOT's 2023-2026 Statewide Transportation Improvement Program
- Sumner's forecast land use data (for ~~three~~ four alternatives)
- PSRC 2050 Land Use Targets forecasts and regional trip end data from the 2050 regional travel demand model.

Based on these assumptions, travel forecasts were developed using Sumner's travel demand model. The model is a tool that is used to convert existing and future land uses into trips. The following provides an overview of the land use assumptions, travel demand model, and the alternatives analysis. The travel forecasts provide a technical basis for identifying the transportation improvement projects in the transportation systems plan.

Land Use Data

A strong relationship exists between land use and the transportation facilities necessary to provide mobility within the community. Future transportation improvements recommended in the Transportation Plan have been defined to support the Land Use Element of the Comprehensive Plan.

2044 forecasts of land use growth throughout the city and its Urban Growth Area (UGA) were developed for ~~three~~ four land use alternatives. The alternatives were prepared to evaluate different levels, types, and allocation of growth in the city. Alternative 1 is consistent with development levels evaluated as part of the 2015 Comprehensive Plan and serves as a baseline or benchmark for understanding the other alternatives. Alternatives 2 and 3 have the same levels of development but allocated differently

throughout the city. Alternatives 2 and 3 represent growth beyond what was planned for in 2015. The Preferred Alternative is similar to Alternative 1 in terms of land use development levels.

Exhibit 4-1 summarizes 2044 additional growth land use data by alternative as allocated to the:

- Town Center
- Manufacturing and Industrial Center (MIC)
- Other Areas inclusive of East Sumner, South Sumner, and the Urban Growth Area (UGA)

Exhibit 4-1. 2044 Land Use Growth Allocation by Alternative

Land Use by Subarea	Alternative 1	Alternative 2	Alternative 3	<u>Preferred Alternative</u>
Housing Units				
Town center	1,254 445	1,254 5445	1,309	<u>1,245</u>
MIC	0	0	0	<u>0</u>
Other	740	1,755	1,691	<u>740</u>
Total	1,985	3,000	3,000	<u>1,985</u>
Jobs				
Town center	330	330	330	<u>330</u>
MIC	3,900	3,900	3,900	<u>3,900</u>
Other	1,083	1,083	1,083	<u>1,083</u>
Total	5,313	5,313	5,313	<u>5,313</u>

Source: BERK Consulting, 2024

As shown in Exhibit 4-1, the number of jobs is the same across the threefour alternatives. Alternatives 2 and 3 would both increase the number of housing units by 1,015 units, but those would be allocated the growth to different areas of the city.

Exhibit 4-2 provides a summary of the total anticipated housing units and jobs under existing conditions and each Alternative.

Exhibit 4-2. Total Land Use by Alternative

Land Use by Subarea	Existing	Alternative 1	Alternative 2	Alternative 3	<u>Preferred Alternative</u>
Housing Units	5,272	6,356	7,371	7,371	<u>6,356</u>
Jobs	23,262	24,919	24,919	24,919	<u>24,919</u>

Source: BERK Consulting, 2024

As shown in Exhibit 4-2, Alternative 1 and the Preferred Alternative would have the same level of development with an increase of 1,084 housing units and 1,657 jobs. The difference between the two Alternatives is the allocation of the jobs and housing throughout the City.

In addition to Alternative 1 and the Preferred Alternative two Alternatives were evaluated which represent more of an increase in housing and jobs. Alternative 2 and 3 show over 7,300 housing units and 24,900 jobs within the city and surrounding study area by 2044. Representing an increase of 2,099 housing units and 1,657 jobs over the current condition. The primary difference between Alternative 2 and 3 is the concentration of housing units located east of E Valley Highway E south of Forest Canyon Road E under Alternative 2.

Travel Forecasting Model

A travel demand forecasting model was developed to assist in defining future transportation system needs. The model uses the VISUM software package and forecasts weekday PM peak hour traffic volumes based on the 2044 land use alternatives. The model study area includes a portion of the City of Pacific and parts of Pierce County just beyond the city limits.

The model was calibrated to match existing base year traffic volumes (2023) and then used to develop a baseline 2044 traffic forecast. City, County, and State transportation improvement projects likely to be funded and built by 2044 were included in the future baseline model and are described below. The 2044 baseline model only included city projects that are in design, construction, or recently built. The 2044 travel forecasts were used to identify future transportation needs.

Transportation Network Assumptions Used in the Model

Exhibit 4-3 summarizes the future baseline transportation improvement projects that were assumed to be completed as part of the baseline 2044 transportation system modeling. The projects listed in the exhibit are planned improvements with either full or partial funding and would be completed before 2044 by Sumner or other agencies. It is noted that the Butte Avenue SE/Stewart Road SW and Main Street/Wood Avenue intersection improvements have already been completed but were under construction during the period of the existing inventory data gathering. Projects that are not fully funded are also identified in the transportation improvement plan (Chapter 5) and included in the strategy for finance and implementation (Chapter 6).

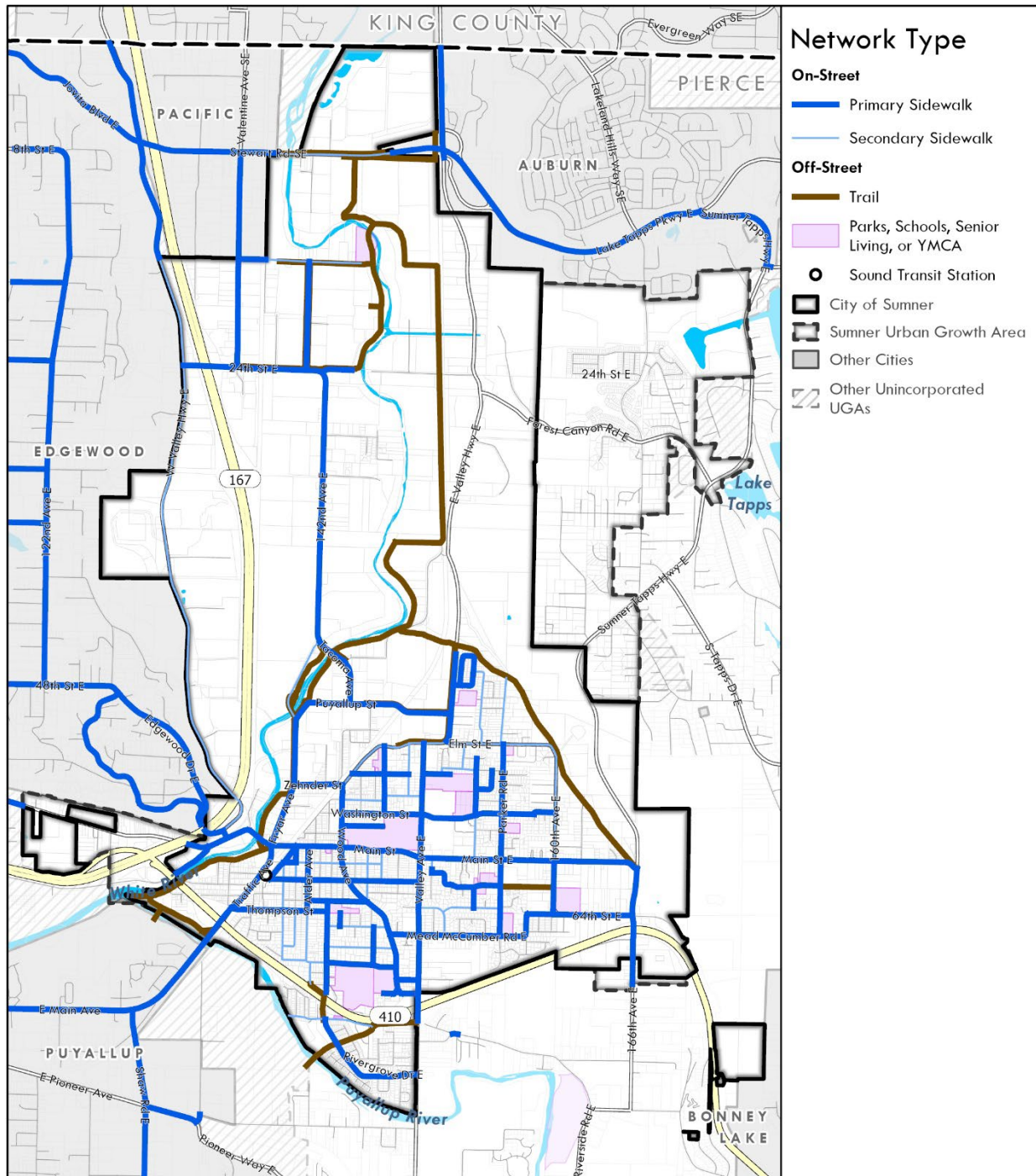
Exhibit 4-3. 2044 Baseline Transportation Improvements

Location	Project Description
SR 167: SR 410 to City of Auburn	Add southbound high occupancy or toll (HOT) lane
Butte Avenue SE/Stewart Road SW	Construct a traffic signal with additional capacity including: -Northbound and southbound left-turn lanes -Eastbound left-turn lane and right-turn lane
Stewart Road SW: Butte Avenue SE to 140th Avenue Court E	Widen to 5 lanes including a center two-way left-turn lane

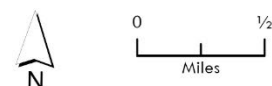
Location	Project Description
Main Street/Wood Avenue	Pedestrian and signal improvements
SR 410 WB Ramps/166th Avenue E	Construct roundabout
SR 410/SR 162 Interchange	Construct roundabouts
64th Street/164th Avenue E	Construct roundabout
Sumner Tapps Highway/60th Street E	Construct signal. Remove eastbound left-turning movement restrictions
166th Avenue E: SR 410 Ramps to 64th Street E	Widen to 4 to 5 lanes
SR 167/I-5 Connection: Puyallup to Fife	Construct remaining 4 miles of SR 167 between Meridian and I-5

As part of the Baseline Transportation Improvements, the city also defined a desired future 2044 pedestrian and bike network as shown on Exhibits 4-4 and 4-5. This desired non-motorized network follows locations where heavy non-motorized use is expected, such as routes connecting residential areas to recreational facilities and schools, and places of employment. Trails are included in both the pedestrian and bike network since these are used by both pedestrians and bicyclists, and these trails help complete the network.

Exhibit 4-4. Future Pedestrian Network



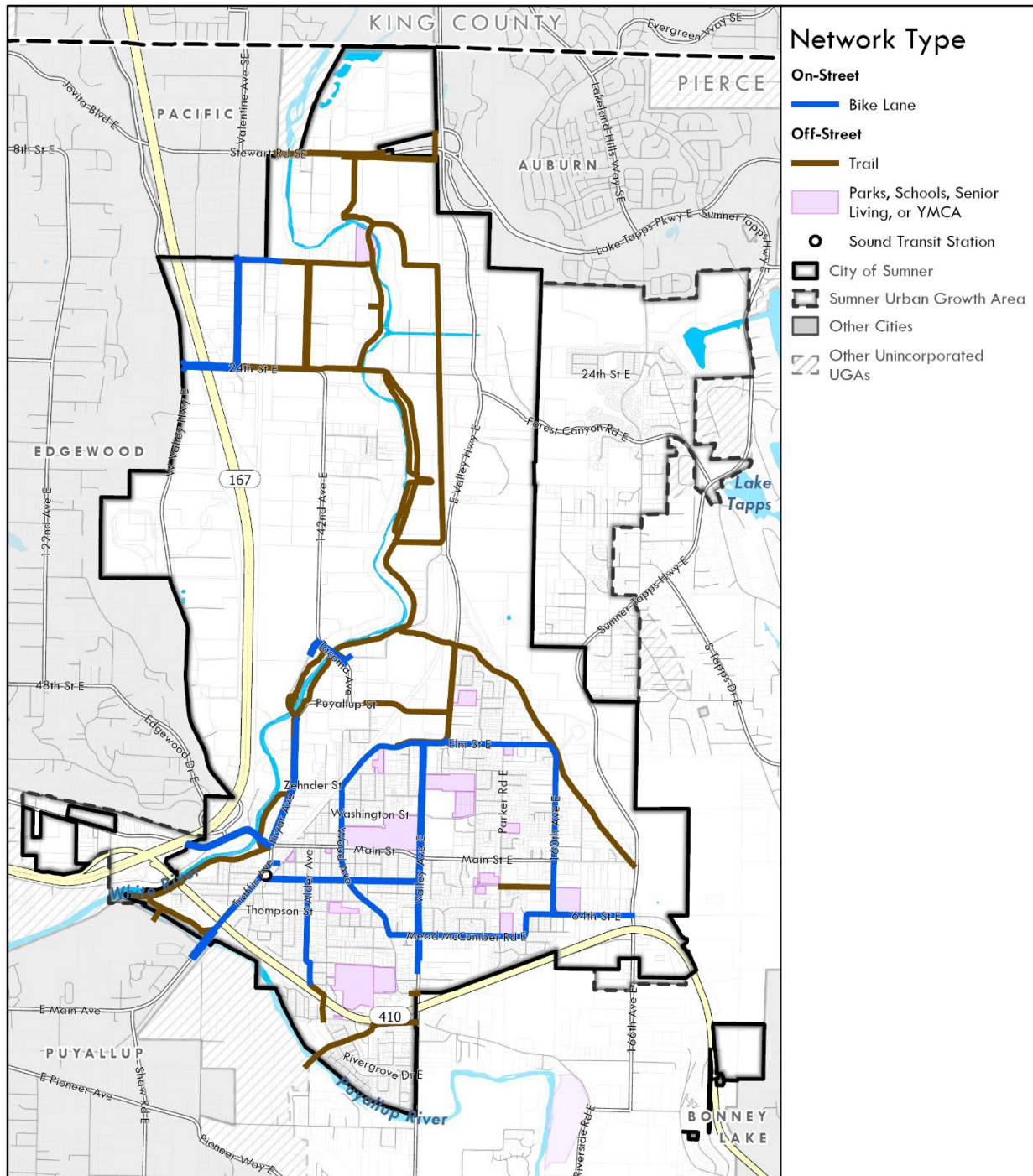
CITY OF SUMNER Future Pedestrian Network



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: February 2024

Exhibit 4-5. Future Bike Network



CITY OF SUMNER Future Bike Network



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.

Alternatives Analysis

The alternative analysis is based on the ~~three~~four alternatives described in the EIS and Land Use Element of the Comprehensive Plan. It is used to identify transportation needs for Sumner and develop the framework for the transportation network and ultimately the transportation improvement plan. The evaluation is completed using the City's travel demand model to forecast transportation demands as well as the identified future pedestrian and bike networks and then applying the level of service (LOS) standards to determine transportation needs for vehicle, bicycle, and pedestrian modes. The results of the alternatives analyses are used to develop a recommended 2044 transportation network with improvements.

Traffic Forecasts

Trip generation was developed through the modeling process, which converts estimates of housing and employment (by category) into daily person trips by trip purpose for each Traffic Analysis Zone (TAZ). The daily person trips are then converted into weekday PM peak hour vehicle trips based on factors from the PSRC regional travel demand model. Exhibit 4-6 summarizes the weekday PM peak hour trip generation for the alternatives.

Exhibit 4-6. Weekday PM Peak Hour Vehicle Trips by Alternative

Alternative 1	Alternative 2	Alternative 3	Preferred Alternative
12,544	13,626	13,542	<u>12,550</u>

Source: Transpo Group, 2023

The additional housing and employment under Alternatives 2 and 3 result in 8 to 9 percent more weekday PM peak hour trips generated compared to Alternative 1 (no action). Alternative 3 trip generation is slightly less than Alternative 2 (i.e., 0.6 percent or 84 vehicle trips less). As described previously, Alternatives 2 and 3 represent the same level of development but differ slightly in the allocation of the development.

Similarly, Alternatives 1 and the Preferred Alternative represent the same level of development but differ in the allocation of the development within the City. The Preferred Alternative is anticipated to result in a similar number of trips as Alternative 1.

The remainder of the alternatives analysis related to the assessment of vehicle needs focuses on Alternatives 1 and 2 representing the no action/Preferred Alternative and action conditions. Because Alternative 2 trip generation is only 84 weekday PM peak hour vehicle trips higher than Alternative 3 and this difference is very small considering it is distributed throughout the entire city transportation system, the resulting analysis of transportation needs is essentially the same for the two action alternatives.

Similarly, the Preferred Alternative is 6 weekday PM peak hour vehicle trips higher than Alternative 1. As such, the findings and recommendations for Alternative 3 are anticipated to be the same as Alternative 2, and Alternative 1 the same as the Preferred Alternative.

The weekday PM peak hour traffic forecasts and average annual growth rate for the 2044 alternatives are summarized in Exhibit 4-7 for key intersections.

Exhibit 4-7. Alternative 1 and 2 Weekday PM Peak Hour Traffic Volumes

Intersection	2023 Existing	2044 Alternative 1		2044 Alternative 2	
	PM Peak Volumes	PM Peak Volumes	Average Annual Growth	PM Peak Volumes	Average Annual Growth
Stewart Road SE/Butte Avenue SE	1,675	2,315	2%	2,375	2%
E Valley Highway E/Forest Canyon Road E	1,525	1,860	1%	1,970	1%
Puyallup Street/Tacoma Avenue	860	1,090	1%	1,155	1%
E Valley Highway E/Elm Street E	1,425	1,710	1%	1,795	1%
Valley Avenue/Elm Street E	1,120	1,280	1%	1,330	1%
Sumner Heights Drive E/W Valley Highway E	820	1,085	1%	1,110	1%
Traffic Avenue/Main Street	2,080	2,520	1%	2,610	1%
Alter Avenue/Main Street	750	910	1%	955	1%
Valley Avenue/Main Street	1,810	2,235	1%	2,340	1%
Parker Road E/Main Street E	960	1,270	1%	1,310	1%
160th Avenue E/Main Street (60th Street E)	1,085	1,540	2%	1,605	2%
Sumner-Tapps Highway E/SR 410 WB Ramp	1,675	1,985	1%	2,025	1%
Valley Avenue/SR 410 EB Ramp	2,150	2,965	2%	3,025	2%
Valley Avenue/74th Street E	1,915	2,545	1%	2,590	1%

Source: Transpo Group, 2023

As shown in Exhibit 4-7, the average annual growth rate at the studies intersections is approximately 1 to 2 percent per year with both Alternatives 1 and 2. The growth overall represents an increase over existing traffic volumes at key study intersections of between 160 to 815 weekday PM peak hour trips under Alternative 1 and 205 to 875 PM peak hour trips under Alternative 2 by 2044. Alternative 2 results in approximately 25 to 100 more weekday PM peak hour trips at the study intersections compared to Alternative 1.

The growth in traffic volumes anticipated with both the alternatives will result in additional traffic congestion along city streets assuming similar driving behaviors as today. As traffic volumes increase, the number of hours during the day when congestion is experienced may also increase. A review of the roadway system capacity for Sumner shows that the existing streets are designed to handle this increase

in traffic volumes and maintain adopted LOS. Additional analysis is completed in the subsequent section to determine if improvements are needed to intersections with the growth in vehicle traffic projected with the Alternatives.

Level of Service Standards and Analysis

Multimodal level of service standards are required for non-motorized transportation facilities, locally owned arterials, and transit routes that serve urban growth areas, to serve as a gauge to judge system performance, and to help achieve the statewide goal of environmental justice. LOS standards establish the basis for the concurrency requirements in the GMA and are used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to show concurrency—i.e., to “adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development” (RCW 36.70A.070(6)(b)). Setting the LOS standard is an essential component of regulating development and identifying planned improvements for inclusion in the Transportation Plan.

The following sections describe the methodology for determining LOS by mode and provide an analysis of the 2044 forecasts for Sumner.

Vehicle

Level of service is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an “A” to “F” scale to define the operation of roadways and intersections as follows:

LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.

LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.

LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in

LOS B, and longer queues may contribute to lower-than-average travel speeds.

LOS D: Small increases in traffic flow may cause substantial increases in approach delays and decreases in speed.

LOS E: Significant delays in traffic flow operations and lower operating speeds.

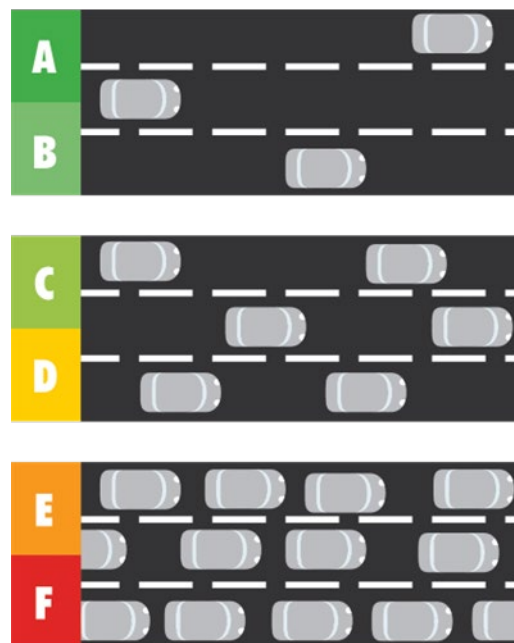


Exhibit 4-8. Illustration of Vehicle LOS

LOS F: Traffic flows at extremely low speeds. Intersection congestion is likely, with high delays and extensive vehicle queuing.

As described in Chapter 3, there are adopted LOS standards for the facilities serving Sumner.

Sumner LOS Standards

Sumner has established intersection LOS standards. The standards are applied to the weekday PM peak hour and to other time periods as appropriate based on the type and location of development. The LOS standards are:

- **Signalized, Roundabout, and All-way Stop Controlled Intersections**
 - LOS D based on average performance of all movements consistent with the current HCM method
 - Exception is LOS F at Traffic Avenue/Main Street/Fryar Avenue, Main Street/Alder Avenue, Valley Avenue East/Main Street, West Valley Highway East/Valley Avenue/Sumner Heights Drive
- **Two-way, Stop Controlled, Unsignalized Intersections**
 - LOS D or better based on the average delay per vehicle for each approach or separate traffic movement at the intersection using the latest HCM method
 - Exception allows left turns and through movements on side streets intersecting with arterials to operate below the adopted LOS D standard when the LOS affects relatively low traffic volumes and may not meet warrants for traffic signals.

State Highway LOS Standards

The City of Sumner is served by SR 167 and SR 410. SR 167 is classified as a Highway of Statewide Significance (HSS). Per WSDOT's Highway Systems Plan, the LOS standards for HSS facilities are set forth by State law. State law sets LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. Since SR 167 is located within the Sumner urban area, the LOS D standard applies. GMA concurrency requirements do not apply to HSS facilities, per State legislation.

SR 410 is a State Highway of Regional Significance, Tier 2. The level of service standard for regionally significant state highways in the central Puget Sound region is set by PSRC in consultation with WSDOT and the region's cities and counties. PSRC established LOS D for SR 410 in Sumner. PSRC notes that it will measure the level of service for regionally significant state highways on a one-hour PM peak period basis. Furthermore, PSRC notes that local agencies will need to decide whether to apply concurrency to state highways of regional significance.

Traffic Operations

Traffic operations were evaluated based on intersection operations and the HCM methodology consistent with the existing conditions analysis. Intersection improvements were assumed based on the transportation improvement list outlined at the beginning of this. Traffic signal timing was optimized for each alternative in consideration of changes that would occur with intersection maintenance to address growth in traffic volumes.

Overall, the analysis finds that most of the study intersections operate at LOS D or better during the weekday PM peak hour with the projected growth under the alternatives. Exhibit 4-9 summarizes the existing, Alternative 1, and Alternative 2 operations at intersections where further review and potential improvements may be needed. The key finding of the analysis is that the city should consider potentially changing the adopted LOS standards. The 2015 Comprehensive Plan LOS policy changed the LOS standard to F at several intersections where operations were forecast to be LOS F with little or no feasible improvement projects. Due to shifts in traffic patterns and decreases in traffic volumes, operations at some intersections have improved. In addition, feasible improvements can be identified at intersections that are projected to operate at LOS E or F. A summary table of all the study intersection LOS and delay for Alternatives 1 and 2 is provided in Appendix B. As described previously, the trip generation for Alternatives 2 and 3 is similar with Alternative 2 being slightly higher. Similarly, Alternative 1 and the Preferred Alternative are similar. As such, intersection operations between Alternatives 2 and 3 and Alternative 1 and the Preferred Alternative are anticipated to be the same and would in the same recommended improvements.

Exhibit 4-9. Weekday PM Peak Hour LOS Summary

Intersection	Current LOS Standard	2023 Existing			2044 Alternative 1			2044 Alternative 2		
		LOS ¹	Delay ²	V/C ³ or WM ⁴	LOS	Delay	V/C or WM	LOS	Delay	V/C or WM
Stewart Road SE/Butte Avenue SE	D	F	186	SB	C	33	-	D	36	-
E Valley Highway E/Forest Canyon Road E	D	F	>180	WB	F	>180	WB	F	>180	WB
Puyallup Street/Tacoma Avenue	D	C	19	-	F	84	-	F	106	-
E Valley Highway E/Elm Street E	D	D	30	NBL	F	57	NBL	F	64	NBL
Valley Avenue/Elm Street E	D	D	31	NBL	E	43	NBL	E	45	NBL
Sumner Heights Drive E/W Valley Highway E	F	C	29	-	D	41	-	D	43	-
Traffic Avenue/Main Street	F	D	43	-	E	58	-	E	60	-
Alder Avenue/Main Street	F	B	11	-	B	14	-	B	15	-
Valley Avenue/Main Street	F	C	23	-	C	32	-	D	37	-
Parker Road E/Main Street E	D	C	24	SB	F	56	SB	F	66	SB
160th Avenue E/Main Street (60th Street E)	D	C	16	-	E	47	-	F	56	-
Sumner-Tapps Highway E/SR 410 WB Ramp	D	F	61	WB	A	7	0.54	A	8	0.55
Valley Avenue/SR 410 EB Ramp	D	F	80	-	B	12	0.87	B	13	0.88
Valley Avenue/74th Street E	D	F	110	EB	F	>180	EB	F	>180	WB

Notes:

1. Level of service, based on 2010 Highway Capacity Manual methodology.
2. Average delay in seconds per vehicle.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Worst movement reported for unsignalized intersections.

As shown in Exhibit 4-9, the following intersections are anticipated to improve with the action Alternatives compared to existing conditions during weekday PM peak hour with the planned and funded improvements:

- **Stewart Road SE/Butte Avenue SE** - Completion of the traffic signal is anticipated to improve operations to LOS D
- **Sumner-Tapps Highway E/SR 410 WB Ramp** - The planned roundabout results in LOS A conditions
- **Valley Avenue/SR 410 EB Ramp** - The planned roundabout results in LOS B conditions

There are currently three intersections (Sumner Heights Drive E/W Valley Highway E, Alder Avenue/Main Street, and Valley Avenue/Main Street) that have a LOS F standard but are forecast to operate at LOS D or better with the alternatives during the weekday PM peak hour. One intersection, Traffic Avenue/Main Street, has a LOS F standard but is forecast to operate at LOS E.

The remaining intersections summarized in Exhibit 4-9 are forecast to degrade below LOS D during the weekday PM peak hour with the alternatives. Most of the poor intersection operations during the weekday PM peak hour under the Alternatives is projected along E Valley Highway and Valley Avenue. This is consistent with the observed regional cut-through traffic, which avoids congestion along SR 167 and uses routes through Sumner. Other intersections impacted by shifts in traffic and growth in the City of Sumner are the Parker Road E/Main Street E and 160th Avenue E/Main Street E intersections. Potential improvements at these intersections and the Traffic Avenue/Main Street intersection are discussed in Chapter 5.

Pedestrian

Non-motorized transportation LOS standards were developed based on the future network presented previously on Exhibit 4-4. The pedestrian network has been identified through a series of Primary or Secondary Routes. Corridors identified as Primary or Secondary Routes are not indicative of a hierarchy or priority for future non-motorized transportation sidewalk facility development, rather they are used to make a distinction between routes that are more regional or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary).

The sidewalk LOS standards shown in Exhibit 4-10 emphasize system completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

A green LOS indicates a facility meets adopted roadway standards. An orange LOS indicates a facility has sidewalks on only one side of the roadway, when both sides are the standard. A red LOS indicates no designated facilities are provided for sidewalk users and is considered unacceptable.

Exhibit 4-10. Pedestrian LOS Standard

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Source: Transpo Group, 2023

The City has established level of service standards for its pedestrian network based on the methodology in Exhibit 4-10 and the future network identified on Exhibit 4-4. A green LOS is the standard for secondary routes, while an orange LOS is the standard for primary routes. The city utilizes these standards to prioritize investments in the non-motorized transportation network and identify where significant gaps in the system need to be addressed to serve the Sumner land use plan.

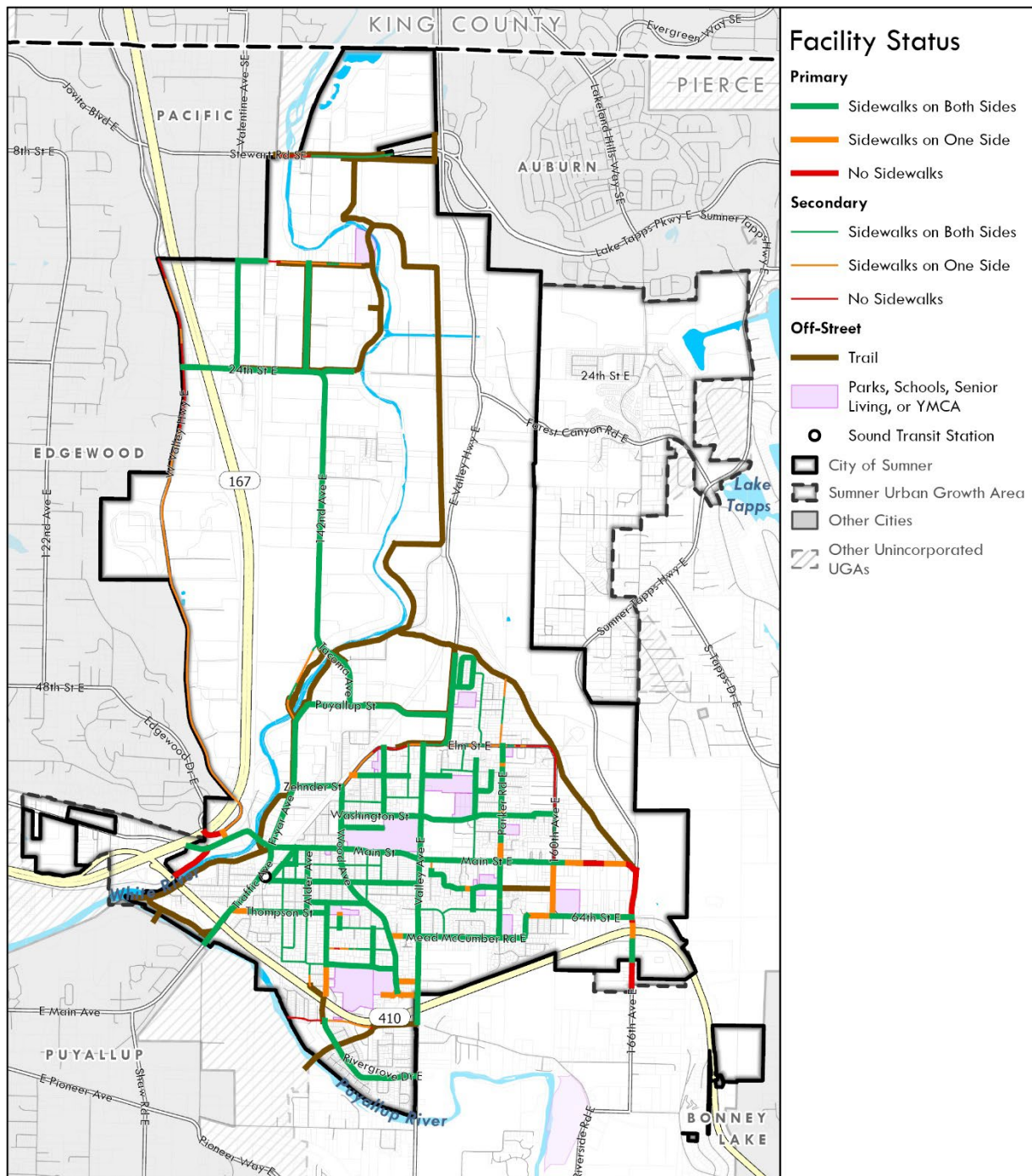
Applying the standards described above, the pedestrian LOS analysis is shown on Exhibit 4-11. The LOS is determined by comparing the 2044 future pedestrian network to the existing, planned, and funded pedestrian network. The pedestrian LOS analysis shows most of the future pedestrian network meets standard. There are some key connections to trails south of SR 410 that are missing as well as corridors such as Elm Street and 160th Avenue E that have missing sidewalks. The long-term project list identified in the Transportation Plan Chapter 5 would implement the orange LOS for primary routes and green LOS for secondary routes.

Bike

A future bike network was identified and is shown on Exhibit 4-5, presented previously. The bike LOS identified through an understanding of the availability of bike facilities along designated routes. Bike facilities could include sharrows, dedicated bike lanes, or protected bike lanes. A green LOS is the standard for the bike routes. Like the pedestrian LOS, Sumner utilizes these bike standards to prioritize investments in the non-motorized transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan.

The LOS analysis for the bike network is shown on Exhibit 4-12. The LOS is determined by comparing the 2044 future bike network to the existing, planned, and funded bike network. The bike LOS analysis shows that bike connectivity east-west is limited and there is a lack of facilities within the east part of Sumner. The East Sumner Subarea Plan envisioned additional bike connectivity in this area as development occurred. The long-term project list identified in the Transportation Plan Chapter 5 would implement the green LOS for bike routes.

Exhibit 4-11. Future Pedestrian Level of Service



CITY OF SUMNER

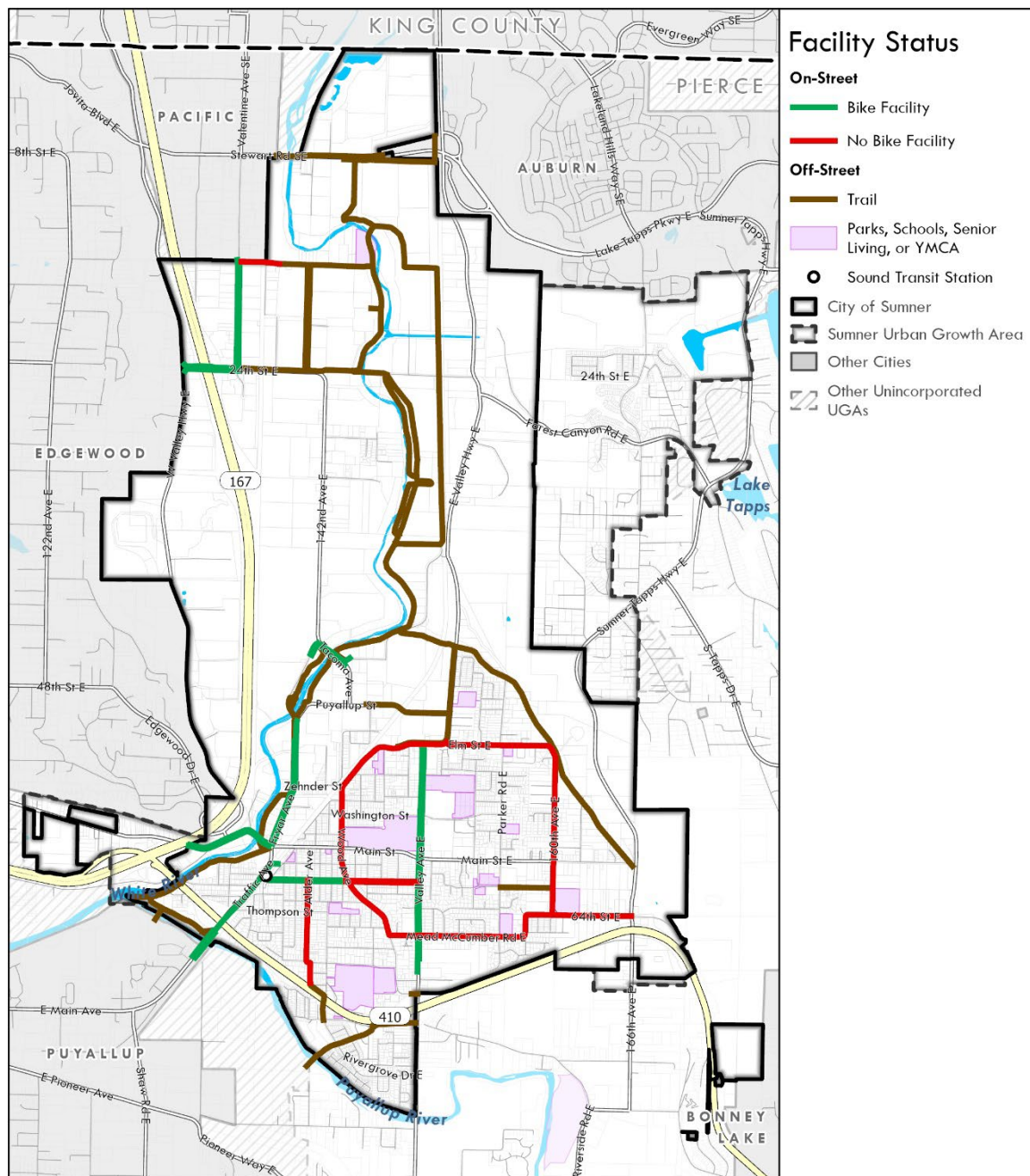
Future Pedestrian Level of Service



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: February 2024

Exhibit 4-12. Future Bike Level of Service



CITY OF SUMNER Future Bike Level of Service

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.



5. Transportation Improvement Program

The alternatives analysis, financing, and goals and policies were used to develop a comprehensive transportation improvement program (TIP) for the City. The program addresses existing and forecast needs through 2044 based on the projected growth in and around the City of Sumner. The transportation improvement program is organized by travel mode, although the improvement projects and programs may overlap between modes (e.g., sidewalks are included as part of a roadway widening project).

The Plan focuses on recommendations for five components of the transportation system:

- Streets and Highways
- Public Transit and Travel Demand Management
- Pedestrians and Bicycles
- Rail Service
- Air Transportation

Based on the plans/programs, goals, and policies for the five components, an overall multimodal long-range list of transportation projects is recommended to support the transportation needs within the 20-year horizon.

Recommendation 1: Monitor the transportation system against the Transportation Plan to track land use development against the progress of improvements to the transportation system as well as assist in updating the Transportation Improvement Program (TIP) and identifying budget needs.

Streets and Highways

Streets and highways serving the City of Sumner provide for the general movement of people and goods. They also serve other travel modes, including pedestrians and bicyclists. The street and highway element provides the core system of the Sumner Transportation Improvement Program. The key components of the street and highway element and recommendations are:

- Functional classification
- Design standards
- Truck routes
- Local Street
- Maintenance and operations - **Recommendation 2:** Add a signal replacement program to the maintenance and operations program.
- Neighborhood traffic control

Functional Classification

Roadway functional classification provides for a hierarchy of roadways. These classifications also act as a guide for future development of the overall street system. The classifications range from limited access freeways that support regional through traffic movements to local streets that primarily serve access to individual properties. The system is used to identify the desired function of each roadway regarding the type and level of traffic it would carry, design standards, and eligibility for a range of funding programs.

Exhibit 5-1 provides guidelines for the classifications used in the City of Sumner. There are no proposed changes to the guidelines from the 2015 Transportation Plan.

Exhibit 5-1. Functional Classification Guidelines

Classification	Definition	Typical Range of Daily Traffic Volumes ¹
Freeway/ Limited Access	Inter-regional divided highways connecting major activity centers. Typically, freeways have two or more lanes for traffic in each direction; access is limited to interchanges designed for higher speed merging/diverging traffic.	>30,000
Principal Arterial	Inter-community roadways connecting community centers or major facilities. Principal arterials are generally intended to serve predominantly "through" traffic with minimum direct service to abutting land uses. Spacing between parallel principal arterials is generally 2 miles or greater.	5,000 - 40,000
Minor Arterial	Provides intra-community travel for areas bound by the principal arterial system. Minor arterials serve trips of moderate length and provide more direct access to abutting properties than principal arterials. Spacing of minor arterials is typically less than 2 miles.	3,000 - 15,000
Collector	Provides for movement within a community, including connecting neighborhoods with smaller community centers. Collector arterials also provide connections to minor and principal arterials. Property access is generally a higher priority for collector arterials with a lower priority for through traffic movements. Spacing of collector arterials is generally 1 mile or less.	1,000 - 5,000
Local Access	The primary function of local/access streets is access to abutting properties. Local streets include a variety of designs and spacing depending on access needs.	0 - 1,000
Alley	Provide direct property access to residential or commercial properties. Also provide for service vehicles.	0 - 300

Notes:

1. Average daily traffic volumes.

Source: 2015 Sumner Transportation Plan

Washington State has also classified some highways that provide transportation functions that promote and maintain statewide travel and economic linkages as being of statewide significance or Highways of

Statewide Significance (HSS). In the Sumner planning area, SR 167 is designated as an HSS. Because of its designation as an HSS, the State is responsible for setting the level of service standard for the SR 167 freeway. Furthermore, the city cannot include SR 167 in its concurrency program.

Similarly, SR 410 is a State Highway of Regional Significance. Level of service standards for SR 410 are established by the Puget Sound Regional Council (PSRC), in consultation with WSDOT. The city also cannot include SR 410 in its concurrency program.

Exhibit 5-2 summarizes the functional classification plan for Sumner.

Design Standards

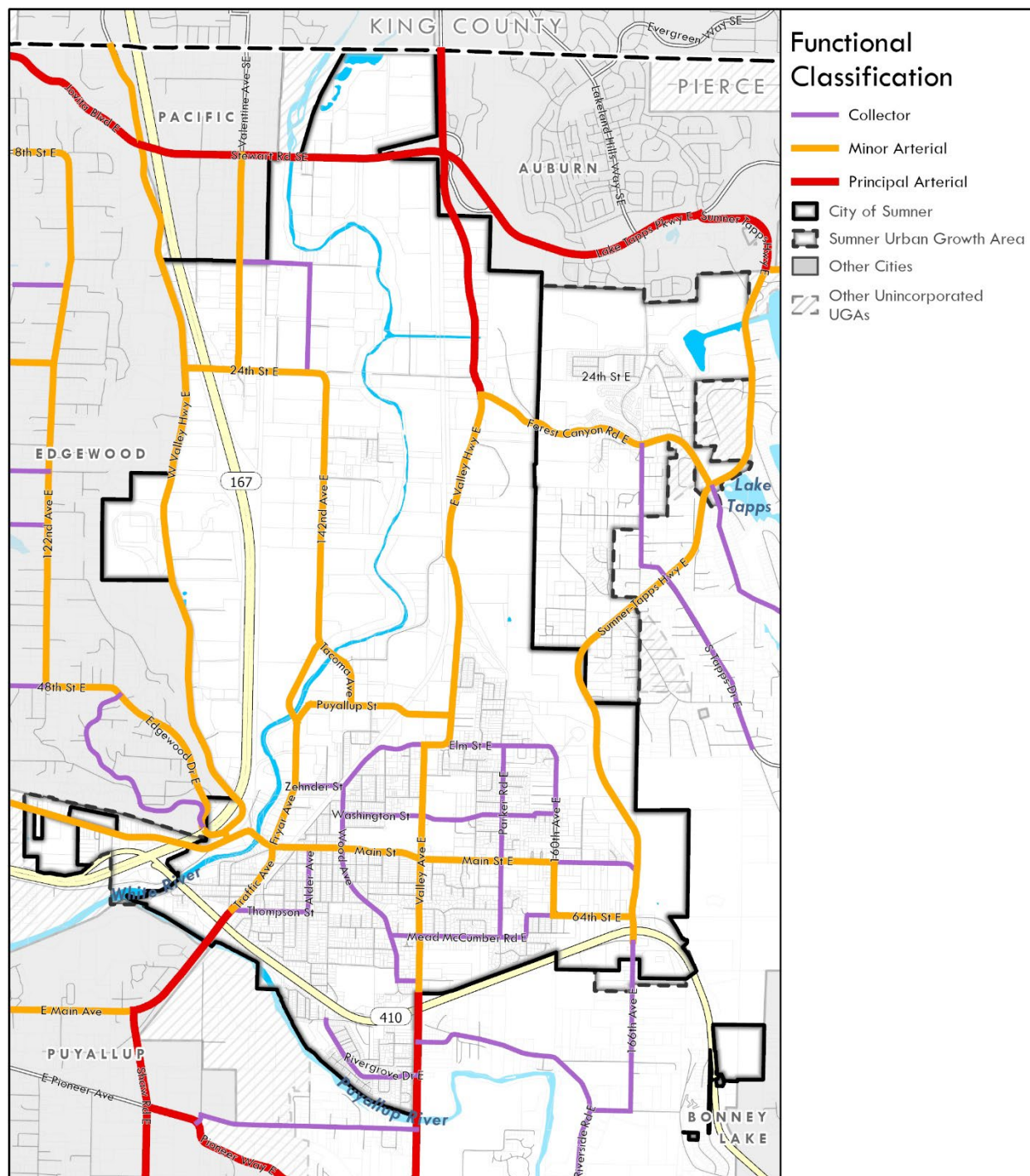
The City of Sumner continues to update Development Specifications and Standard Details (DSSD), which sets specific and consistent road design elements. To accommodate the different design needs in different parts of the City, the DSSD includes conceptual street standards. The design standards cover right-of-way needs, pavement width, type and width of pedestrian and bicycle facilities, and roadway and intersection radii.

The City has determined that one size and/or design does not fit all situations. For example, minor arterial needs in the industrial area require specific standards to accommodate trucks, while minor arterials serving the Town Center commercial district may require wider sidewalks to accommodate higher levels of pedestrian activity.

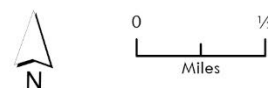
The standards support the City's goals in providing adequate facilities to meet the mobility and safety needs of the community, as well as complying with storm water management, sensitive areas, and other regulations. The standards are intended to assist design professionals and developers for all new and reconstructed roadways and right-of-way facilities, both public and private, within the City.

The City will continue to maintain and update the conceptual street design standards. The Development Specifications are refined periodically by the City to adhere to the guidelines, goals, and policies of the 2024 Transportation Plan and to meet current design practices.

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Functional Classification Plan



Map Date: February 2024

Truck Routes

A significant amount of trucking activity occurs in the City consisting of distribution centers, warehousing, and light industrial activity located primarily in the northern part of the city. Trucks have a significant impact on traffic operations, safety, and roadway maintenance. They also impact air quality and noise levels in the City. The City has designated only principal arterials and minor arterials as truck routes. The design standards addressed in the previous section are defined to support truck use along freight routes and in industrial areas.

Exhibit 5-3 shows the truck routes for Sumner. The truck routes are the same as the 2015 Transportation Plan and would continue to support future transportation needs. The primary routes for trucks traveling through the city are the two state highways: SR 167 and SR 410. Secondary (T-2) truck routes include 142nd Avenue E, Puyallup Street, Fryar Avenue, Traffic Avenue. Other truck routes are E Valley Highway E, Forest Canyon Road, and Sumner-Tapps Highway E, which are classified as T-3. These routes provide connections from the surrounding land uses to the regional transportation system. Collectors and local streets are not to be used by freight trucks unless essential for access to a local origin/destination and travel is limited to the shortest practical travel route.

Collector and Local Streets

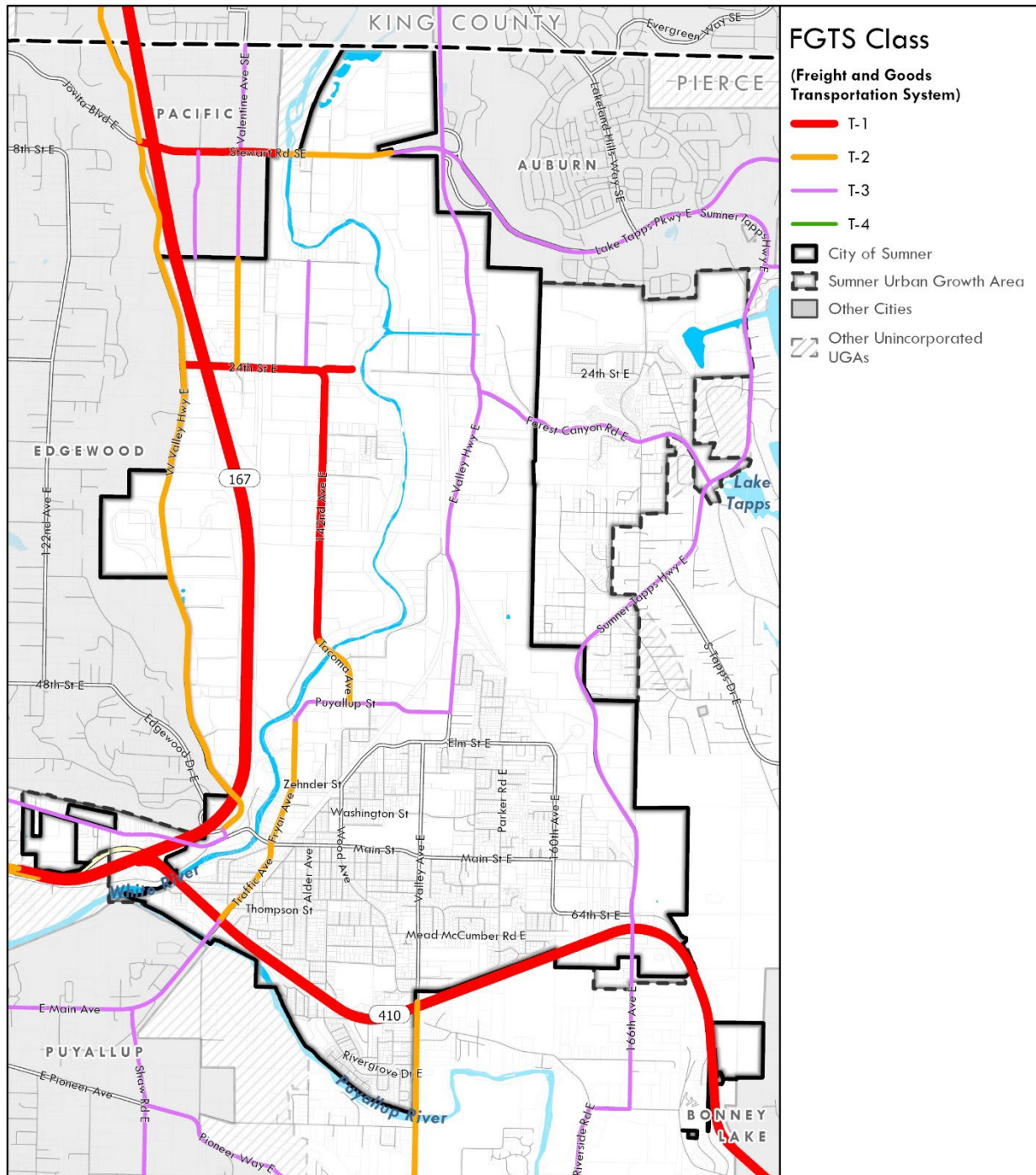
The goals and policies of the 2024 Transportation Plan emphasize expansion of the City's roadway network as a flexible grid. A grid is the most efficient arrangement of arterials and secondary access streets, and is intended to provide travel options for drivers, bicyclists, and pedestrians as well as reduce the practical distance and travel time between points in Sumner. Cul-de-sacs, dead-end streets, and loop roads create barriers in the network, increase travel distances, and, in residential areas, increase dependence on the automobile for daily activities.

The grid model differs in its application to various land uses. In residential areas, non-motorized movement must be accommodated, and the land is platted into smaller units. Therefore, the distance between streets should be smaller than in industrial areas, where efficient movement of vehicles, particularly freight vehicles, is emphasized and development generally occurs on large tracts of land.

The older residential neighborhoods in the vicinity of the downtown represent the general prototype for future residential development. Land is arranged into blocks of about 250 by 500 feet. This pattern should be maintained, to the extent practical, for future residential development. Blocks of this size encourage pedestrian movement and provide opportunities for alley access. In addition to the subdivision of land into a regular system of blocks, existing arterials should be extended to provide continuous transportation corridors and, where possible, to connect to other arterials. This benefits the community by reducing the volume of pass-through traffic on local streets.

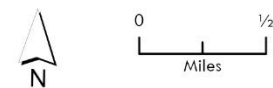
New local streets are not explicitly defined in the Transportation Plan and are assumed to be built according to developer mitigation requirements (e.g., construction of sidewalks or payment of impact fees at time of development). Local street system plans may be prepared as part of future neighborhood or subarea studies. For example, increased commercial and residential development within the Town Center or East Sumner subareas will need to be balanced with appropriate circulation corridors to allow alternate access routes and provide acceptable levels of vehicular and non-motorized transportation connectivity. The actual alignment of the future circulation corridors will be determined based on property boundaries, environmental impacts, and engineering considerations.

Exhibit 5-3. Truck Route Plan



CITY OF SUMNER

Truck Route Plan



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: February 2024

Maintenance and Operations Program

To maximize the use and efficiency of the existing and future transportation infrastructure, the City will continue with a comprehensive, systematic street maintenance program. The program will evaluate arterials and local roadways for pavement condition, signage, sight distance restrictions (such as vegetation blocking sight lines), trail maintenance and non-motorized facilities, and neighborhood safety impacts. Traffic control devices, including traffic signals, should be monitored, and serviced regularly. The program will also be used to evaluate speed limits based on functional classification, design, and roadway conditions.

The program should continue to use a Pavement Management System (PMS) to provide a consistent and systematic approach for identifying overlay projects each year. The PMS provides input regarding the need to rebuild existing streets or overlay. These programs should systematically cover all city arterials on a regular schedule with immediate response to potential safety issues that are observed.

In addition, the city should undertake a signal replacement program to review aging traffic control equipment and develop a systematic approach for upgrading and replacing signal systems or other related roadway technology. Replacing outdated equipment will ensure continued operations and allow for integration and communication to better manage traffic flows within the city, and to increase safety at crossings for pedestrians and bikes.

To assure that the existing and future transportation infrastructure is preserved in a cost-effective manner, the city will allocate annual budget resources to maintaining existing infrastructure. The city should develop a system to monitor traffic and land use changes, and to evaluate social and environmental justice impacts, for use in setting project priorities (see Recommendation 1 at the beginning of the chapter). The operations budget will need to provide time and staff resources to develop and submit grant applications and to coordinate with other jurisdictions.

Neighborhood Traffic Control

Providing safe and convenient local streets is an important element of the Transportation Plan. This includes keeping travel speeds at or below adopted/posted limits, improving safety for pedestrians and bicyclists, and minimizing the intrusion of non-local traffic on collectors and local streets. The Plan acknowledges that congestion on the arterial system can result in traffic diverting to collector and local access streets, resulting in undesirable impacts on neighborhoods. Much emphasis in the project list focuses on providing additional capacity to arterial streets and intersections. Until these and other improvements on the principal and minor arterials are implemented, some traffic may choose to divert onto neighborhood streets. Sumner should continue to implement neighborhood traffic control as an important element of the Transportation Plan.

Public Transit and Travel Demand Management

The City of Sumner recognizes the importance of transit and travel demand management programs as key elements of a multimodal transportation system. These programs build on regional programs and plans with some refinements to reflect the specific needs of the city. No changes are recommended

related to the travel demand management program. The transportation element includes policy related to exploring service with Pierce Transit and the transit plan included herein supports this direction.

Transit

Projects are incorporated into the overall TIP to support connectivity and access to transit. Transit objectives for Sumner focuses on multimodal connectivity to the Sounder Station. There is no public local transit service within the City. Consistent with the goals and policies of the Transportation Element, the city should explore local transit opportunities including coordinating with Pierce Transit to support the anticipated 20-year growth.

Recommendation 3: Explore additional transit service for Sumner.

- **North-South Transit Across County Line.** Continue to evaluate local routes or shuttle programs to provide north-south transit service between Sumner and the employment centers in the Green River Valley and the Sumner MIC.
- **Coordinate with Transit Agencies and Local Jurisdictions on Service.** The City of Sumner should also coordinate with transit agencies and work with other east Pierce County jurisdictions, such as Bonney Lake, to evaluate future transit routes to serve downtown Sumner and the region. The City of Sumner should participate in Pierce Transit's long-range planning efforts to ensure that policy is in place to move forward on studies and plans to return to the Pierce Transit benefit area if desired.
- **Evaluate Increased Service for Existing Routes.** Sound Transit Route 596 serves both Sumner and Bonney Lake but is only a weekday peak period route. Increased frequency of bus service between neighboring residential communities should be evaluated as Sumner is an employment center.
- **Coordinate with Regional Agencies.** In addition, the city should continue to coordinate with agencies on regional transit projects that serve the community. Successful use of transit and other HOV modes in the city is largely tied to the development of a regional system of HOV facilities and programs. Near the City, the Washington State Highway Statewide Improvement Program (2023-2026) identifies development of the SR 167 southbound high occupancy or toll (HOT) between Auburn and SR 410.

Recommendation 4: If public transit service is provided within Sumner in the future, the City should adopt a transit LOS.

Transportation Demand Management Program

Continued implementation of the Sumner TDM programs is recommended as part of the TIP. The goal of the TDM programs is to reduce the overall amount of travel by single occupant vehicles (SOVs) within the city. The City of Sumner TDM program builds on State, Pierce County, and other local legislation.

The Washington Commute Trip Reduction Law (RCW 70.94.521) requires TDM performance targets for firms with over 100 employees. The City of Sumner has adopted a CTR program. The CTR program establishes goals consistent with State legislation. The individual demand management strategies that are typical elements of the CTR and TDM programs are different for employment and residential developments. The key elements of a TDM program are listed below. These TDM elements should be

considered a starting point, and the city, employers or applicant may implement other measures to reduce reliance on SOV travel:

- Assign transportation coordinator
- Transit Incentives
- Parking Management
- Bike Racks and Facilities.
- Telecommuting
- Compressed Work Week
- Flexible Work Schedules
- Site and Street Design
- Rideshare and shuttle services
- Incentives
- Commuter information

Pedestrians and Bicycles

Bicycle, pedestrian, and trail facilities play a vital role in the city's transportation environment. The Sumner non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety within the community.

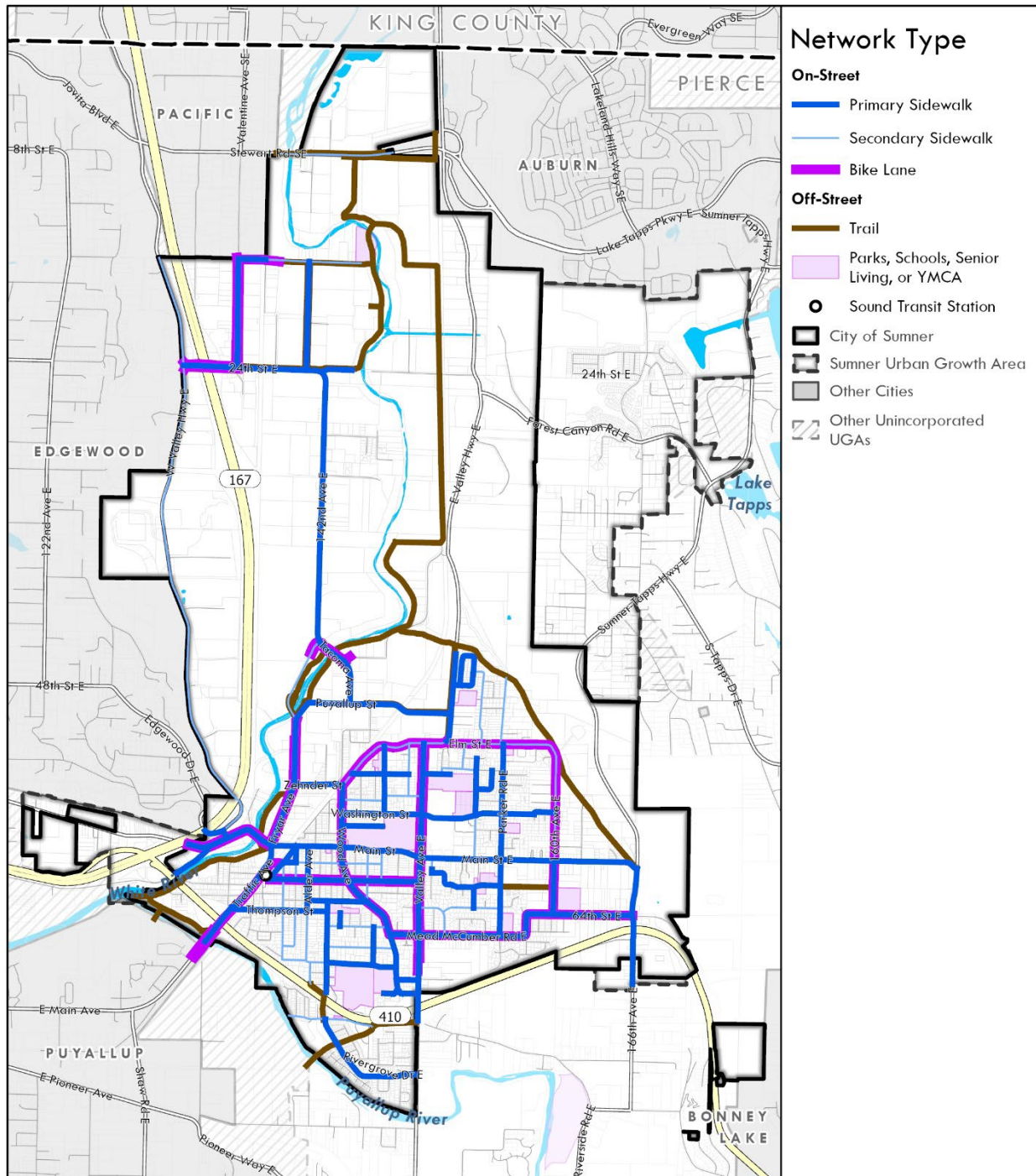
Recommendation 5: Adopt the non-motorized system and LOS standards. Monitor implementation and performance of the non-motorized system as an important component of the overall transportation system.

The pedestrian and bicycle network identified in the previous chapter was used to confirm specific LOS standards for non-motorized transportation facilities and to identify and develop the long-term non-motorized project list. The future non-motorized transportation system, shown in Exhibit 5-4, provides a comprehensive network of non-motorized transportation facilities for Sumner. The Plan shows the interconnected system of on-road and off-road facilities, which include sidewalks, pathways, shared-use trails, and bike facilities (e.g., bicycle routes, sharrows or bike lanes). The system is designed to facilitate non-motorized travel to key destinations within Sumner. The non-motorized projects to achieve the Plan are described in a subsequent section.

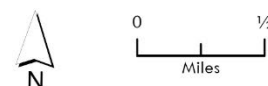
The non-motorized plan contains a series of primary or secondary sidewalk routes. Corridors identified as primary or secondary routes are not indicative of a hierarchy for future non-motorized transportation facility development, rather they are used to make a distinction between routes that are more regional or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary).

Along with the project list, the City has established two sidewalk funding programs, the Sidewalk Maintenance Program and ADA Transition Plan, that will help maintain the existing sidewalk system by adding more wheelchair ramps and completing missing or damaged sidewalk sections. The City works with neighboring property owners on sidewalk construction and maintenance. The sidewalk funding programs help maintain and improve the existing sidewalks already found throughout the city.

Exhibit 5-4. Non-Motorized Plan



CITY OF SUMNER Non-Motorized Plan



Map Date: February 2024

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.

Freight Rail Service

The City of Sumner is traversed by both BNSF and UPRR railroad lines. These lines generally travel north-south. As described in the transit section, Sound Transit's Sounder commuter rail service provides public transit service from the Sumner Train Station on Traffic Avenue. Most of the use of the rail links is for regional freight movement through the city. The rail lines do not provide any significant local rail access for businesses in Sumner. There are no changes to freight rail as part of this Plan.

Air Transportation

There are no airports in the immediate Sumner planning area. Regional, national, and international air travel for Sumner is provided via Sea-Tac International Airport, located approximately 20 miles northwest of Sumner. The airport is accessed via SR 167 in Sumner. North of Sumner, Auburn Municipal Airport provides for local general aviation. It is accessed from Sumner via SR 167 or East Valley Highway. There are no changes to air transportation as part of this Plan.

Transportation Improvement Projects

Based on the existing and future transportation needs analysis and the proposed modal plans for the components described above, a list of multimodal transportation improvement projects was defined.

Recommendation 6: Adopt the list of multimodal transportation improvements and continue to monitor the establishment LOS by mode (such as the 6-year TIP) to ensure the improvements continue to support the goals and policies.

The improvements address safety, capacity, trail connections, expanded non-motorized transportation facilities, and roadway preservation needs. They also cover upgrades to existing roads and construction of new roadways and interconnected street systems to support the forecast economic development and growth in the city and its UGA. The roadway and intersection projects incorporate needs for pedestrians, bicyclists, and transit riders that will use the same corridors. The projects were categorized into three primary types:

- Spot or intersection improvements
- Roadway improvements
- Non-motorized improvements

Spot/Intersection Improvements

Spot or intersection improvements were identified where existing or forecast operational deficiencies are anticipated with growth in and around the City of Sumner. The projects are intended to improve operations at the identified intersections to meet the City's LOS standard. Some of the spot/intersection improvements were previously identified as a need in the 6-year transportation improvement program (TIP) and/or the 2015 Comprehensive Plan and should continue to be considered to support growth into 2044. There are also new intersection improvements identified to support the Sumner land use plan.

Roadway Improvements

The roadway improvements were previously identified as part of the 2023-2029 TIP and evaluation of the alternatives indicated continued need for the projects based on operations and safety, and completion of motorized and non-motorized networks. No new roadway improvement projects are proposed beyond what was already identified on the TIP.

Non-Motorized Improvements

While non-motorized improvements will be incorporated into both the spot/intersection and roadway improvements, separate non-motorized improvements have been identified. Non-motorized projects have been identified to increase accessibility and connectivity by completing missing links in the current trail, pedestrian, and bike system and to increase opportunities for alternative modes of transportation such as walking and biking and reducing reliance on SOVs. The non-motorized improvements include both projects that are already on the TIP as well as new improvements to support the Sumner land use plan.

A description and cost estimate for each project is presented in Exhibit 5-5. New projects are shown in bold in Exhibit 5-5. Exhibit 5-6 shows the location of each project. A map identification number is included in Exhibit 5-5 to assist in referencing the projects shown on Exhibit 5-6.

Planning level cost estimates were prepared for each project based on typical per unit costs, type of roadway and scope of the improvement. Where costs had been calculated as part of ongoing design projects or projects listed in the current City's 6-year TIP, the original estimate was adjusted for cost escalation or inflation, as needed. The cost estimates include allowances for right-of-way acquisition based on generalized needs to meet the City's Street standards. Construction costs were adjusted, as needed, to reflect any specific implementation issues, such as environmental impacts or impacts on adjacent properties.

Exhibit 5-5. 20-Year Transportation Improvement Projects and Costs

Map ID ¹	Title and Location	Description	Project Cost ²
SP1	E Valley Highway E/Forest Canyon Road E	Construction of a new signal or roundabout	\$3,000,000

Map ID ¹	Title and Location	Description	Project Cost ²
SP2	Puyallup Street/Tacoma Avenue and overlay Puyallup Street to White River Bridge (WSDOT SUM-30)	Plane, repair, and overlay, complete intersection channelization improvements, add an eastbound left-turn pocket on Puyallup Street at Tacoma Avenue. Add a signal at the Puyallup Street/Tacoma Avenue intersection	\$2,600,000
SP3	E Valley Highway E/Elm Street E	New signal when warranted	\$1,500,000
SP4	Valley Avenue/Elm Street E	New signal when warranted	\$1,500,000
SP5	Traffic Avenue/Main Street	Add EB right-turn overlap. Convert W Main Street to one-way facility westbound.	\$150,000
SP6	Parker Road E/Main Street E	New signal when warranted	\$1,650,000
SP7	160th Avenue E/Main Street (60th Street E)	New signal or RAB when warranted	\$3,000,000
SP8	Valley Avenue/74th Street E	Add EB/WB left-turn restrictions. Shift WB left-turns to U-turning movement at Valley Avenue/SR 410 EB Ramp RAB	\$75,000
SP9	Sumner Tapps Highway/60th Street E	Signalization of the intersection. Construct EB right-turn lane	\$3,400,000
<i>Spot/Intersection Subtotal</i>			<i>\$16,875,000</i>
RW1	166th Avenue E Widening; SR 410 WB ramps to 64th St E (WSDOT SUM-24)	Widen to 4-5 lanes, includes new roundabouts at WB ramp and 64th Street E	\$19,000,000
RW2	160th Avenue E; Main Street to 64th Street E	Improve and widen streets to minor arterial standards with bike paths and sidewalks	\$500,000
RW3	Valley Avenue; South City Limits to Main Street	Overlay existing roadway surface, ADA upgrades	\$1,850,750
RW4	Stewart Rd Corridor ITS improvements; SR 167 to Lakeland Hills (WSDOT SUM-27)	Connect traffic signals and railroad crossings to coordinate signal timing	\$3,500,000
RW5	160th Avenue E; Elm St to Main Street	Improve to collector standards with curb, gutter, sidewalks on both sides, and bike facilities	\$2,900,000
RW6	Elm Street; E Valley Hwy to 160th Avenue E	Improve to collector standards with curb, gutter, sidewalks on both sides, and bike facilities	\$2,600,000
RW7	Parker Road E; 62nd Street to 63rd Street	Construct curb, gutter, and sidewalk on east side of street	\$250,000
RW8	Parker Road E; Main Street to Elm Street	Improve to collector standards with curb, gutter, and sidewalks on both sides	\$1,300,000

Map ID ¹	Title and Location	Description	Project Cost ²
RW9	Zehnder Street; Pease Avenue to Wood Avenue	Railroad Crossing Improvements	\$1,000,000
RW10	162nd Avenue E Segment Extension; 64th Street to 60th Street	Construct 2-lane facility	\$3,000,000
RW11	164th Avenue Court E Segment Extension; 160th Avenue E to existing 164th Avenue Court E	Construct 2-lane facility	\$2,000,000
RW12	Systemic Horizontal Curve and Roadway Departure Safety Improvements (WSDOT SUM-28)	East Valley Highway, West Valley Highway, Sumner-Tapps Highway/166th Avenue E, 142nd Avenue E/24th Street E. Install static and/or dynamic curve warning signs, speed feedback signs, centerline and edge line profiled striping, rumble strips, reflective markers on-pavement as appropriate to delineate roadside objects, channelization, guardrail/roadway shouldering, and street lighting	\$903,000
-	Stewart Road SW: Butte Avenue SE to 140th Avenue Court E⁴	Widen to 5 lanes including a center two-way left-turn lane	-
		<i>Roadway Subtotal</i>	<i>\$38,803,750</i>
NM1	West Valley Highway Sidewalks	Complete missing sidewalk facilities on the east side between 16th Street E and SR 167 SB Ramps	\$1,000,000
NM2	16th Street E Ped/Bike	Construct ped/bike facilities between Valentine Avenue and 138th Avenue E	\$2,000,000
NM3	White River Restoration Tail	#9 Ditch to area north of 16th Street	\$3,000,000
NM4	Tacoma Avenue Trail	New trail facilities between the White River and 45th Street E	\$150,000
NM5	Salmon Creek Trail	New trail between current end at 149th Avenue E and Sumner-Tapps Highway E	\$3,000,000
NM6	Edgewood Drive Sidewalks	Complete missing sidewalk facilities between SR 167 and Sumner Heights Drive E	\$550,000
NM7	Fryar Avenue Trail (WSDOT SUM-17)	West Main Street to Puyallup Street	\$7,200,000
NM8	Zehnder Street/Elm Street Sidewalks	"Construct pedestrian and bike facilities. Bike lanes from Valley Avenue to Main Street Complete missing sidewalk facilities between Pease Avenue and Wright Avenue"	\$1,600,000
NM9	Academy Street Bike Facilities	Construct bike facilities between Wood Avenue and Valley Avenue E	\$800,000

Map ID ¹	Title and Location	Description	Project Cost ²
NM10	Wood Avenue/Meade McCumber Road	Construct bike facilities between Main Street E and Valley Avenue	\$1,800,000
NM11	62nd Street Court E Trail	Construct trail east of 62nd Street Court E between Parker Road and 160th Avenue E	\$1,000,000
NM12	Main Street E Sidewalks	Construct missing sidewalk facilities between 162nd Avenue E and Sumner-Tapps Highway E	\$575,000
NM13	Puyallup River Crossing	Over White River. Two-part project: 1. Study best location for trail crossing 2. Construct ped/bike trail crossing	\$4,000,000
NM14	Construct sidewalks on one side of 72nd Street E	Between River Street and 143rd Avenue E	\$250,000
NM15	Rivergrove Pedestrian Bridge (WSDOT SUM-29)	Trail overpass connecting the vicinity of Alder Ave. to 143rd Ave. E over SR 410	\$11,200,000
NM16	Puyallup River Trail Bridge	Bridge and trail connections to the Foothills Trail. Trail overpass connecting 144th Ave E to 143rd Ave E	\$6,000,000
NM17	Mead McCumber Road/64th Street E Non-motor	Construct pedestrian and bike facilities between Valley Avenue E and Sumner-Tapps Highway	\$900,000
NM18	Sumner-Tapps Highway Sidewalks	Construct missing sidewalk facilities between Main Street E and the southern City Limits	\$1,000,000
NM19	Rainier Street Sidewalks	Construct missing sidewalk facilities between Sumner Avenue and Guptil Avenue	\$150,000
NM20	Traffic Avenue Pedestrian Signal (WSDOT SUM-25)	Replace existing pedestrian rectangular rapid flashing beacon with pedestrian signal	\$616,753
NM21	Alder Avenue Sidewalks	Construct pedestrian and bike facilities between SR 410 and Academy Street	\$950,000
NM22	Houston Road E Sidewalks	Construct pedestrian facilities between Valley Avenue E and the west City limits	\$850,000
<i>Non-Motorized Subtotal</i>			\$48,591,753
Total			\$104,270,503

Notes:

BOLD indicates a **new** project that has been identified based on the transportation analysis of land use alternatives.

1. Map identification references to Exhibit 5-6, 20-Year Transportation Improvement Projects.

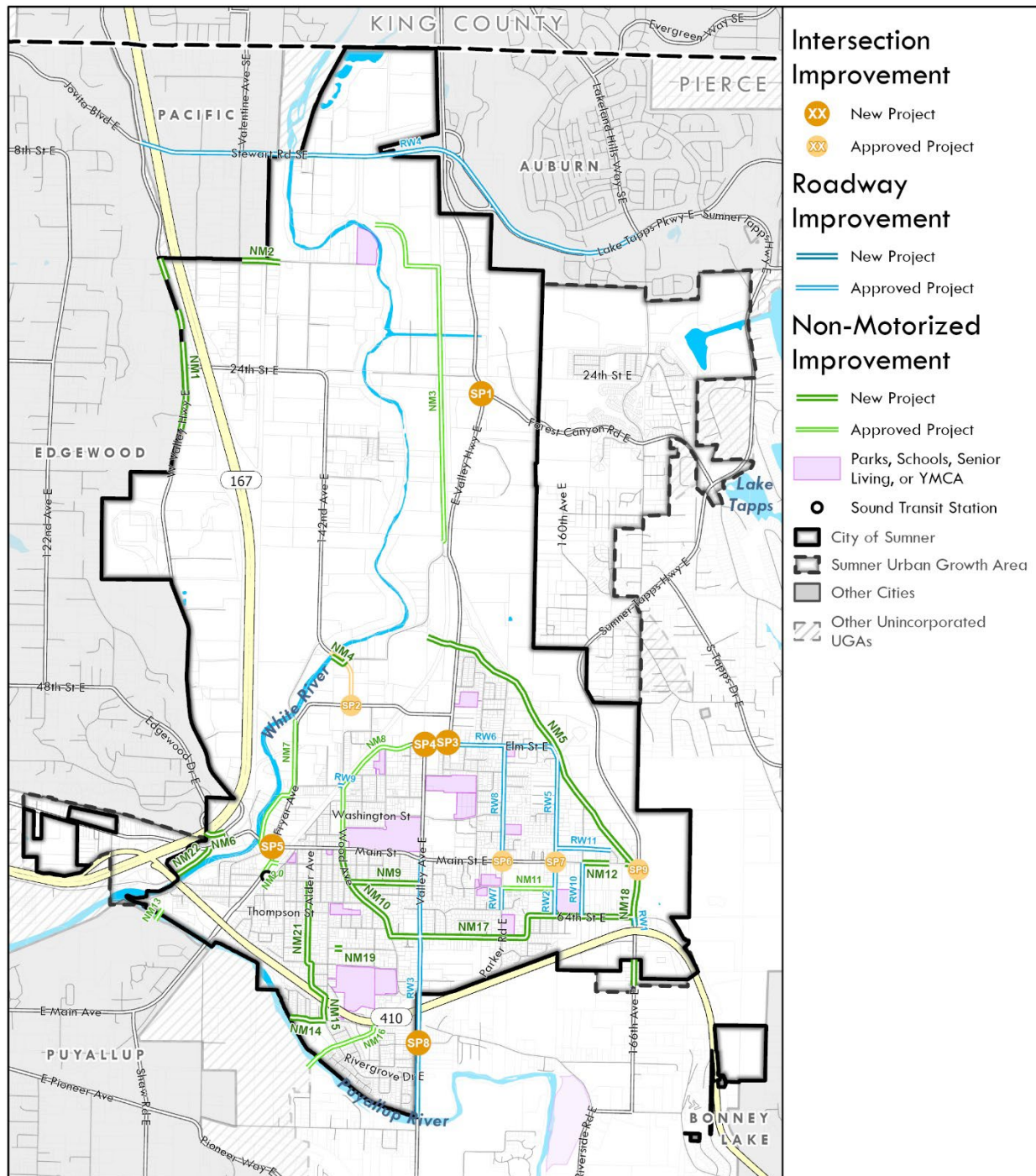
2. Project cost represents 2023 dollars. Source:

Transpo Group 2023

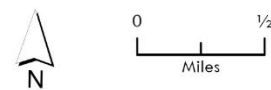
3. Identifies current WSDOT or grant funding.

4. This project is fully funded and will be completed before 2044; however, to remain eligible for transportation impact fees already set aside for the project, it is included on the 20-year project list.

Exhibit 5-6. 20-Year Transportation Improvement Projects



CITY OF SUMNER
20-Year Improvement Projects



Map Date: February 2024

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.

6. Finance and Implementation Program

The transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Sumner. A summary of project costs and a strategy for funding the projects over the life of the Transportation Plan are presented. In addition, implementation strategies are discussed, including continuing coordination with WSDOT and other agencies to prioritize and fund regional improvements. Other strategies call for monitoring and refining the City's transportation impact fee programs to ensure development addresses multimodal needs and does not out pace transportation system investments. The implementation plan provides the framework for the City to prioritize and fund the improvements identified in the transportation improvement program. It also addresses the City's development review program covering LOS standards and concurrency.

Financing Program

The GMA requires the Transportation Plan to include a multi-year financing plan based on the identified needs in the transportation improvement program. The financing plan for the Transportation Plan provides a basis for the City's annual Six-Year Transportation Improvement Program (TIP). As required by the GMA, the financing program also includes a discussion of how additional funds will be raised and/or level of service standards will be reassessed to assure that the Transportation Plan can adequately support the Land Use Element. Alternatively, the city may reassess its Land Use Element.

The transportation financing program becomes a subset of the City's Capital Facilities Plan (CFP) Element. The GMA requires the CFP Element to include at least a six-year plan for financing capital facilities and identifies the sources of public money for the projects.

Project Cost Summary

Planning level project cost estimates have been prepared to determine the magnitude of the transportation investments needed over the life of the Plan. Exhibit 5-5, in the previous chapter, summarizes the list of capital transportation improvement projects based on the analyses of existing and future 2044 conditions. Exhibit 6-1 summarizes the planning level capital costs into three primary improvement categories: Spot/Intersections, Roadway Improvements, and Non-Motorized Improvements. In addition, Exhibit 6-1 includes a summary of transportation programs and administration costs allocated to the City of Sumner to implement the Plan through 2044.

Exhibit 6-1. Transportation Projects and Programs Cost Summary

Cost (2023 Dollars) ¹	
Transportation Capital Projects	
Spot/Intersection Improvements	\$16,875,000
Roadway Improvements	\$38,803,750
Non-Motorized Improvements	\$48,591,753
Total	\$104,270,503
Citywide Transportation Programs	
Arterial Maintenance/Street Overlay	\$3,000,000
Roadway Paint Line Application	\$800,000
Pavement Repairs	\$1,323,000
Roadway Plastic Marking Application	\$1,122,000
Chip Seal Application	\$2,730,000
Crack Seal Application	\$1,575,000
Neighborhood Traffic Control Program	\$560,000
Signal Replacement Program (NEW)	\$2,000,000
ADA Transition Plan	\$800,000
Sidewalk Maintenance Program	\$2,500,000
Total	\$16,410,000
Total Cost (Capital and Programs)	\$120,680,503
Cost/Year	\$6,034,025

Notes:

1. Planning level costs in 2023 dollars.

Source: Transpo Group and City of Sumner 2023

Approximately \$104 million (2023 dollars) will be needed to fully fund the capital improvements over the 20-year horizon of the Plan. Of these costs, over \$16.8 million are related to intersection improvements, \$38.8 million are related to roadway improvements, and over \$48.5 million are related to non-motorized improvements. In addition, \$16.4 million is anticipated to implement the citywide transportation programs over the life of the Plan. Combined, the total costs for the Sumner Transportation Plan is estimated at approximately \$120.6 million. This equates to an average of approximately \$6 million each year for the life of the Plan through 2044. Funding the transportation projects and programs will require Sumner to seek outside sources, which is consistent with current practices. Ultimately, the portion of funding that is solely the responsibility of Sumner will vary by project and program and will depend on the availability of grants, partnerships, and other sources. The following section describes the Sumner funding strategy for implementing the 2024 Transportation Plan.

Funding Strategy

The City of Sumner utilizes fees and tax revenues to construct and maintain their transportation facilities. Funding sources include local tax revenues, fees, grants, partnerships with other agencies, and developer impact fees. The City also uses fuel taxes and can direct revenues from its General Fund to transportation capital projects, as needed, to balance its Six-Year Transportation Improvement Program (TIP).

Developer mitigation includes transportation impact fees and/or construction of frontage improvements at the time of development. Other agencies such as WSDOT are expected to share in the cost of state highway improvements to meet regional transportation needs.

The City identifies the most appropriate potential funding sources for each of the improvement projects. For example, grants or other agency funding are assumed to be a greater share of the revenues for funding improvements on SR 167 or SR 410 than on the local arterial improvements. While it is unlikely that implementation of the Transportation Plan projects will match the city's funding assumptions at a project-by-project level, this process does provide for a reasonable estimate of anticipated revenues needed for the overall capital improvement program. It also establishes a level of funding needed through transportation impact fees.

Exhibit 6-2 summarizes the anticipated sources of revenues used by the city to fund transportation improvements and programs. Key strategies related to funding transportation include:

- **Grants.** The city has been successful in applying for State and Federal grants. Partial grant funding was allocated to projects based on the type and location of the improvement. Projects that would serve Sumner as well as regional traffic and provided multimodal solutions are excellent candidates for grants. Projects that also support economic development are also good candidates.
- **Local Improvement District (LIDs) and Developer Funding.** LIDs or developer improvements would cover the cost of curb, gutter, sidewalks, planter strips, and a portion of the street lighting that are not included in the impact fee program. Other improvements would also be covered by developers based on SEPA mitigation or frontage improvement requirements. While the City has rarely used LIDs, the City could use this approach to set up LIDs that fund improvements and benefit the adjacent property owners. The City could pursue low interest loans from the Public Works Trust Fund (PWTF) and then pay off the loans with annual proceeds from the LIDs.
- **Transportation Impact Fee (TIF) Update.** The city will update the TIF based on the 20-Year project list and the allowance of multimodal fees. Additional details on the TIF are provided in the second following Exhibit 6-2.

Exhibit 6-2. Existing and Projected Revenues

	Annual Revenue (2023 Dollars)	2023-2044 20-Year Revenues (2023 Dollars)
General Revenue Source		
Motor Vehicle Fuel – City	\$210,000	\$4,200,000
Local Parking Tax	\$58,000	\$1,160,000
Street & Curb Permits	\$27,500	\$550,000
Plan Check Fees	\$430,000	\$8,600,000
Subtotal	\$725,500	\$14,510,000
Grants or Other Funding		
Federal State, or Other Grants/Funding Partnership	\$5,810,000	\$116,200,000
Local Improvement District/Developer Funded	\$100,000	\$2,000,000
Transportation Impact Fees ¹	\$500,000	\$10,000,000
Subtotal	\$6,410,000	\$128,200,000
Total Existing Revenue and Other Funding	\$7,135,500	\$142,710,000

Source: City of Sumner 2023

Notes:

1. Based review of historic Transportation Impact Fee (TIF) revenue data.

Transportation Impact Fees Update

The GMA allows agencies to develop and implement a transportation impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth. State law (Chapter 82.02 RCW) requires that TIFs are:

- Related to improvements to serve new developments and not existing deficiencies.
- Assessed proportional to the impacts of new developments.
- Allocated for improvements that reasonably benefit new development.
- Spent on facilities identified in the CFP.

TIFs can only be used to help fund improvements that are needed to serve new growth. The projects can include recently completed projects to the extent that they serve future growth and do not solely resolve existing deficiencies. The cost of projects needed to resolve existing deficiencies cannot be included.

State Bill 5452 effective July 23, 2023, amends 82.02.090(7) RCW to include bike and pedestrian facilities designed with the intent of multimodal commuting as part of the definition of public facilities where impact fees are allowed. With this amendment, the City intends to adopt a multimodal transportation impact fee to help fund improvements.

The City implemented and adopted a transportation impact fee program in 2003. The program is defined in Chapter 12.36 of the Sumner Municipal Code (SMC). As part of the Transportation Plan, the City would amend SMC Chapter 12.36 to include pedestrian and bike facilities in the TIF program consistent with the State law.

The funding strategy assumes the TIF program is updated based on the 20-year list of improvement projects, as identified in Exhibit 5-5. An evaluation and update of the TIF rates has been conducted as part of the Transportation Plan to reflect changes in land use plans, funding, level of service standards, and the new State legislation allowing funding to be directed towards non-motorized transportation projects. The TIF eligible projects are a subset of the long-term transportation projects identified in Chapter 5 Exhibit 5-5. Appendix C provides a more detailed summary of the traffic impact fee eligibility and the amount of the project cost that was applied in the development of the TIF.

The current TIF program divides Sumner into districts. The district approach was used due to the large amount of growth in jobs that was anticipated in the MIC area with implementation of the 2015 Comprehensive Plan and to help incentivize development in the Town Center. The growth allocation for the current plan does not anticipate significant growth in jobs and residential growth is spread more evenly throughout the City, within the Town Center and other residential areas. The current TIF approach recommends eliminating the three districts and having one fee schedule for the entire City. This approach simplifies the fee structure and provides ease in understanding fees. Exhibit 6-3 summarizes the potential transportation impact fee based on the [Preferred Alternative](#) land use plan ~~(Alternative 2)~~ and cost for the TIF applied to the projects. The application of the TIF was reduced from the eligible amount based on anticipated grant funding or developer contributions to improvement projects. Appendix C provides a breakdown of the TIF eligible and the applied TIF percentages for each of the improvement projects.

Alternative 1 ~~and the Preferred Alternative would~~ have a higher TIF per PM peak hour trip since there is less growth, but the system needs are ~~like~~ [similar to that of](#) Alternative 2. Alternative 3 has approximately the same amount of growth in trips as Alternative 2 so the TIF per PM peak hour trip would be about the same as Alternative 2. [The Preferred Alternative is used as the basis of the TIF calculations presented below.](#)

Exhibit 6-3. Potential Transportation Impact Fee Rates

Applied TIF Share ¹	Total New PM Peak Hour Trips (Passenger car equivalents)	Cost Per New PM Peak Hour Trip (Passenger car equivalents)
\$26,514,538,417.5	3,558,247.9	\$7,452,10,696

Notes:

1. Total cost share in 2023 dollars, based on relative impact of the 2023 – 2044 traffic growth on each capacity-added project on a passenger car equivalent basis.

The transportation impact fees are estimated to account for almost 26.5 million (2023 dollars) in revenues. This represents approximately 22 percent of the total funding program, including the contributions related to expected debt service.

The current fee per weekday PM peak hour trip for the City ranges between \$1,900 to \$3,400 depending on the location of the development. The proposed fee estimate, including non-motorized transportation improvements, ~~may will~~ be a significant increase over current fees. Staff will review ~~and recommend options for the TIF with the~~ City Council ~~to who will~~ determine the fee that is ultimately selected.

The following section describes the reassessment strategy that can be used in the case the TIF proportion or other funding source are less than estimated in this initial funding strategy.

Reassessment Strategy

The funding strategy is partially based on grants and other outside funding that the City does not control. The City may be able to shift revenues from other funding programs to address specific needs as yearly budgets are prepared or consider other revenue options such as increasing the vehicle license tab fee. In addition, the City is committed to reassessing their transportation needs and funding sources each year as part of their annual Six-Year Transportation Improvement Program (TIP). This allows the City to match the financing program with the shorter-term improvement projects and funding. The Transportation Plan also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirements.

To maintain the vitality of Sumner's transportation system, the City should adhere to the following principles in its funding program:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues.
- Review project design during the development review process to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards.
- Coordinate and partner with WSDOT and other agencies to vigorously pursue grants from state, federal, and regional agencies to help fund and implement improvements along SR 167 and SR 410.
- Work with regional and local agencies to develop multi-agency grant applications for projects that serve regional travel.
- Review transportation impact fee revenues each year to determine whether the impact fees should be adjusted to account for project cost increases and/or decreases in grants or WSDOT cost sharing.
- If the actions above are not sufficient, consider changes in the level of service standards and/or limit the rate of growth.

Implementation Program

Implementation of the Transportation Plan involves several strategies. These include coordination with developers and partnering with other agencies to construct the transportation improvement projects. Partnering with other agencies and use of grants will be especially critical in the implementation of safety, capacity, and operational improvements along SR 167 and SR 410. This may include re-prioritizing roadway projects as new funding sources become available or by focusing on areas most impacted by new development. The City will also continue to review strategies for phasing improvements allowing

funding to be spread over a longer period. In addition, the City will need to review, maintain, and update its concurrency management, Transportation Impact Fee, and other development review processes to account for the revised multimodal LOS standards and assure that the impacts of growth are mitigated, and transportation improvements are completed concurrent with new development.

Partnering with Other Agencies

The Transportation Plan supports the City's role in the regional transportation strategy (in PSRCs Vision 2050) through its policies to support and expand use of transit, transportation demand management, and active travel to reduce the number of vehicle trips generated by development in the city. Sumner will need to coordinate with Sound Transit, other transit providers, and other nearby cities to implement facilities and services to meet those objectives. Coordination will also help assure consistency in plans and implementation programs between agencies to meet the goals of the regional plan.

The City will continue to partner with WSDOT to implement improvements along both SR 167 and SR 410 consistent with the Transportation Plan project list. Projects along both state highways serve regional travel patterns as well as provide local access within the City of Sumner. Without WSDOT as a partner, the City is unable to put a high priority on major capacity improvements along both state highways since the improvements serve significant levels of regional traffic and the projects will cost more than the City can reasonably fund on their own. These projects should be considered for joint submittal of grants, with the local match being combined from benefiting agencies. Partnering with WSDOT will be critical in the implementation of the Transportation Element project list.

Project Priorities and Timing

The City of Sumner will use the annual update of the Six-Year TIP to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed, and priorities will be revised. The development of the TIP will also be used to identify potential phasing options to fit within available revenues during that six-year time horizon. The city will monitor traffic volumes and the location and intensity of land use growth in the city. The city will also need to monitor traffic growth from other adjacent communities. Based on this information, the city will then be able to direct funding to areas that are most impacted by growth or may fall below the City's level of service standard. The development of the TIP will be an ongoing process over the life of the plan and will be reviewed and amended annually.

Concurrency Management and Development Review

Concurrency refers to the ongoing process of coordinating infrastructure needs with community development. This concept was formalized in the GMA to ensure that adequate public facilities are provided in concert with population and employment growth. For transportation facilities, the GMA requirement is fulfilled if its level of service standards will continue to be met including the additional travel demand generated by each development.

As part of the review of developments applications, the city will apply its level of service standards, street classifications and conceptual street designs, and other regulations related to transportation. The City has options for implementing its concurrency requirements. Development permit applications are evaluated for vehicle trips generated, and Transportation Impact Fees (TIF) are assessed. Alternatively, depending on the scale of a proposed project, the City may also review concurrency through the SEPA

review process. The SEPA process also ties the concurrency to specific development applications, instead of applying it citywide or to subareas of the city. This process is consistent with the 2015 Transportation Plan.

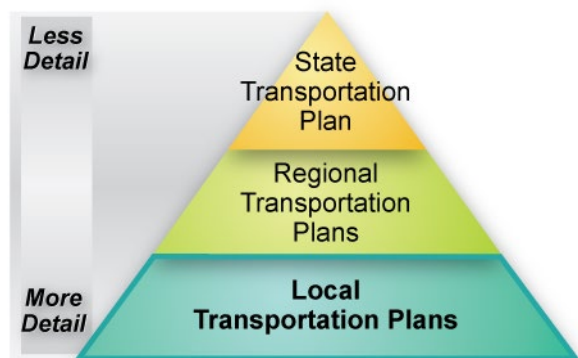
The following summarizes the City's framework for the SEPA-based concurrency review:

- Baseline traffic forecasts to be developed and based on existing traffic, historical growth rates, and pipeline development traffic.
- Project traffic based on trip generation, distribution, and assignment.
- Future conditions evaluated based on city or other agency improvements that are funded for construction within six years.
- Assess project impacts at locations that fall below the city's adopted LOS standard.
- Require mitigation to resolve LOS deficiencies, unless exempt from concurrency based on policies.
- If deficient location is exempt from concurrency, require appropriate mitigation (such as payment of impact fees or proportionate share mitigation, construct partial improvements to offset project impacts, or reduce development impacts through phasing or TDM programs)
- If adequate mitigation is not defined to resolve the LOS deficiency, then the city will deny the development.
- Identified LOS deficiencies will be used to seek grants or other funding and as an input to the annual Six-Year TIP process.

7. Consistency With Other Agencies

Sumner's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Plan needs to be consistent with and supportive of the objectives identified in the Washington State Transportation Plan, PSRC's Vision 2050, and the transportation plans or capital improvement plans of the surrounding agencies. Developing the Transportation Plan is primarily a bottoms-up approach to planning, with the city exploring its needs based on the land use plan. Eventually, local projects are incorporated into regional and state plans. A schematic of this approach is shown below in Exhibit 7-1. The following sections provide a review of this Plan's consistent with neighboring jurisdictions.

Exhibit 7-1. Transportation Plan Approach



Washington State Department of Transportation

As required by the 1998 amendments to the GMA, the Sumner Transportation Plan addresses the state highway system. Specifically, the Transportation Plan addresses the following elements related to the state highway system:

- Inventory of existing facilities – see Chapter 3
- Level of service standards – see Chapter 3 and 4
- Concurrency on state facilities – see Chapters 4 and 5
- Analysis of traffic impacts on state facilities – see Chapter 4
- Consistency with the State Highway Systems Plan – see Chapter 5 and Exhibit 7-2

Exhibit 7-2 summarizes the improvements on state facilities listed in the Statewide Transportation Improvement Program (STIP) 2023 – 2026, which are consistent with the Plan identified in chapter 5.

Exhibit 7-2. State Highway Improvement Plan

State Route (limits) ¹	State Project ID (Sumner Project ID)	State Highway System Plan Project Description
166th Avenue E SR 410 WB Ramp Intersection to 64th Street E	SUM-24 (RW1)	Widen 166th Avenue E to a 4-lane facility with roundabouts at the SR 410 WB Ramp and 64th Street E
Fryar Avenue W Main Street to Puyallup Street	SUM-17 (NM7)	Shared Use Trail W Main Street to Puyallup Street
Main Street/Traffic Avenue	SUM-25 (NM21)	Replace existing pedestrian rectangular rapid flashing beacon with pedestrian signal
Rivergrove Community Pedestrian Bridge Alder Avenue and Maybelle Street to 143rd Avenue E	SUM-29 (NM16)	Construct a non-motorized pedestrian bridge over SR 410 with approach ramp, shared use path and sidewalk connections to Alder Avenue, 143rd Avenue E, and 72nd Street E
Stewart Road Corridor Completion Butte Avenue E to 140th Avenue Curt E	SUM-16	Replace and widen existing bridge to accommodate 4 travel lanes and separate shared use path
Stewart Road ITS W Valley Highway E - SR 167/Stewart Road Interchange to Future signal at Golf Course Entrance west of East Valley Highway	SUM-27 (RW4)	Add/replace/upgrade interconnected conduit/cabling and signal hardware to coordinate traffic signals and devices along Stewart Road
Systemic Horizontal Curve and Roadway Departure Safety Improvements East Valley Highway, West Valley Highway, Sumner-Tapps Highway/166th Avenue E, 142nd Avenue E/24th Street E	SUM-28 (RW12)	Install static and/or dynamic curve warning signs, speed feedback signs, centerline and edge line profiled striping, rumble strips, reflective markers on-pavement as appropriate to delineate roadside objects, channelization, guardrail/roadway shouldering, and street lighting
Tacoma Avenue Overlay Puyallup Street to the White River Bridge	SUM-30 (SP2)	Plane, repair, and overlay, complete intersection channelization improvements, add an eastbound left-turn pocket on Puyallup Street at Tacoma Avenue. Add a signal at the Puyallup Street/Tacoma Avenue intersection
Valley Ave Overlay Sumner City Limits to Meade McCumber Rd E	SUM-26 (RW3 in part)	Grinde and overlay Valey Avenue

Notes:

1. Based on the WSDOT Statewide Transportation Improvement Program (STIP) 2023-2026.

Pierce County

The recommendations and functional classifications of arterials and collectors are consistent between the City's and County's Plans.

The most significant improvement project in the Transportation Plan involving Pierce County is the widening of Stewart Road SE Bridge over the White (Stuck) River (SUM-16). This project is fully funded and is being led by the City of Sumner with participation by Pierce County and the Cities of Auburn and Pacific. It provides the principal east-west route in the north part of the City of Sumner connecting with Stewart Road from the SR 167 interchange to Lake Tapps Parkway.

Sound Transit

The future transit recommendations in the Sumner Transportation Plan are consistent with Sound Transit's short and long-term plans for the area.

City of Auburn

Auburn is planning on widening East Valley Highway between Lakeland Hills Way and E Valley Access Road to four to five lanes including storm water, illumination, and intelligent transportation system (ITS) improvements. A separate non-motorized trail would also be constructed on the east side of East Valley Highway. This project provides a continuation of the Auburn Way principal arterial to connect to the Stewart Road/Lake Tapps Parkway corridor.

City of Pacific

The Cities of Sumner and Pacific transportation systems connect in the northwest part of Sumner. The City of Pacific is also participating in Pierce County's expansion of the Stewart Road SE Bridge. The Sumner Regional Trail system along the White (Stuck) River also will connect with segments in Pacific. The trail project is being coordinated between the two cities and Pierce County.

City of Edgewood

The City of Edgewood is located west of Sumner. The primary transportation system interface is in the Pacific Avenue/West Valley Highway corridor. Traffic using Sumner Heights Drive or Edgewood Drive E in southeast Edgewood access either Valley Avenue or Pacific Avenue. Traffic using Pacific Avenue can access SR 410 via Bridge Street and Traffic Avenue. Traffic to/from Edgewood is also able to use the North Sumner interchange with SR 167 at 24th Street E.

City of Puyallup

The City of Puyallup is located southwest of Sumner. The primary transportation system interface is in the E Main Avenue (Traffic Avenue) corridor and SR 162 via Pioneer Way E. City of Puyallup has acknowledged the need for working with Sumner.