



STUDY SESSION
City Hall – 1104 Maple Street
March 24, 2025 6:00 PM

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

<https://sumnerwa-gov.zoom.us/j/87464193116>

Phone one-tap:

+12532050468,,87464193116# US

+12532158782,,87464193116# US (Tacoma)

CALL TO ORDER

Roll Call: Bitetto, Bowman, Clerget, Cole, Elfers, Kenna and Reinke

REGULAR BUSINESS

1. Tacoma and Puyallup Intersection Conceptual Design and Budget
2. Transportation Benefit District Follow-Up
3. Bill Heath Sports Complex

CITY ADMINISTRATOR REPORT

AGENDA SETTING

1. Council Meeting Agenda Calendar
2. Council Committee Meeting Agenda Calendar

EXECUTIVE SESSION

1. RCW 42.30.110(1)(c) To consider the minimum price at which real estate will be offered for sale or lease when public knowledge regarding such consideration would cause a likelihood of decreased price.
2. For pending or threatened litigation per RCW 42.30.110(1)(i)(i) and (ii).

ADJOURNMENT

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



SUBJECT: Tacoma and Puyallup Intersection Conceptual Design and Budget **CATEGORY:** Information Only

BUDGET IMPACT:

Expenditure Required: \$210,533

Within Budget Allocation: N/A

ATTACHMENTS: Tacoma Avenue Overlay and Roundabout

STAFF CONTACT: Gursimran Singh, Engineering Specialist

SUMMARY BACKGROUND:

This project will plane, repair, and overlay Tacoma Avenue from Puyallup Street to the White River Bridge, complete intersection channelization improvements, add a southbound right turn pocket on Tacoma Avenue, and upgrade the intersection of Puyallup Street and Tacoma Avenue to a roundabout. The project will include ADA upgrades/sidewalks, associated utility work and illumination as needed.

This project was originally scoped to be a signalized intersection and the City received \$328,700 in federal grants for the design portion of this work. The City's design consultant completed an Intersection Control Evaluation (ICE) and determined that this intersection would function more efficiently as a roundabout, rather than a signalized intersection. A roundabout requires additional design costs of \$210,533. These increased costs are unfunded, and staff is recommending the use of Traffic Impact Fees to complete the design.

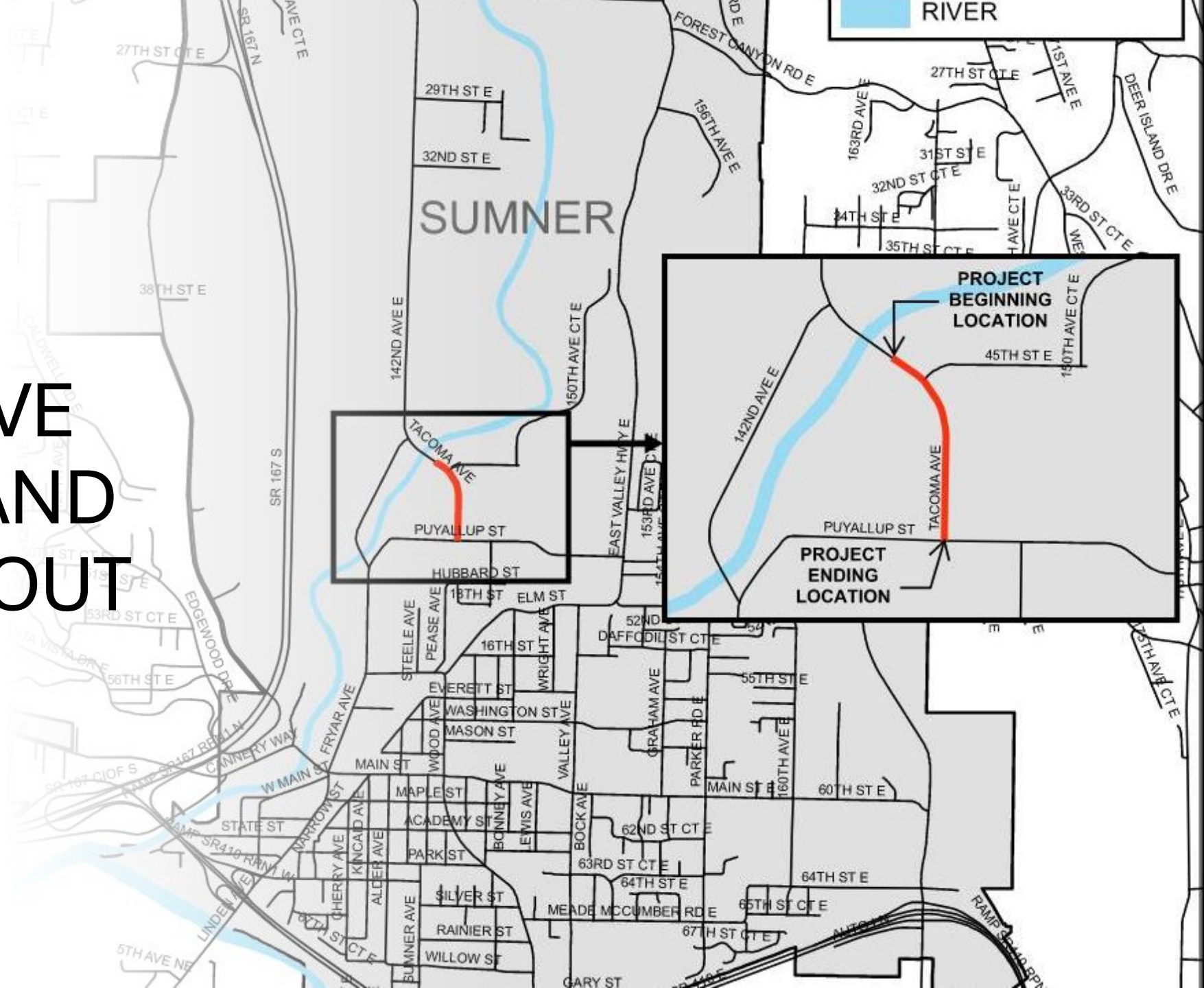
The future phases of this project (right-of-way acquisition and construction) are unfunded.

COUNCIL COMMITTEE/STUDY SESSION: MEETING/STUDY SESSION DATE: COMMITTEE RECOMMENDATION:
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STAFF RECOMMENDATIONS/MOTION:

Information only at this time.

Presented by:-
Gursimran Singh



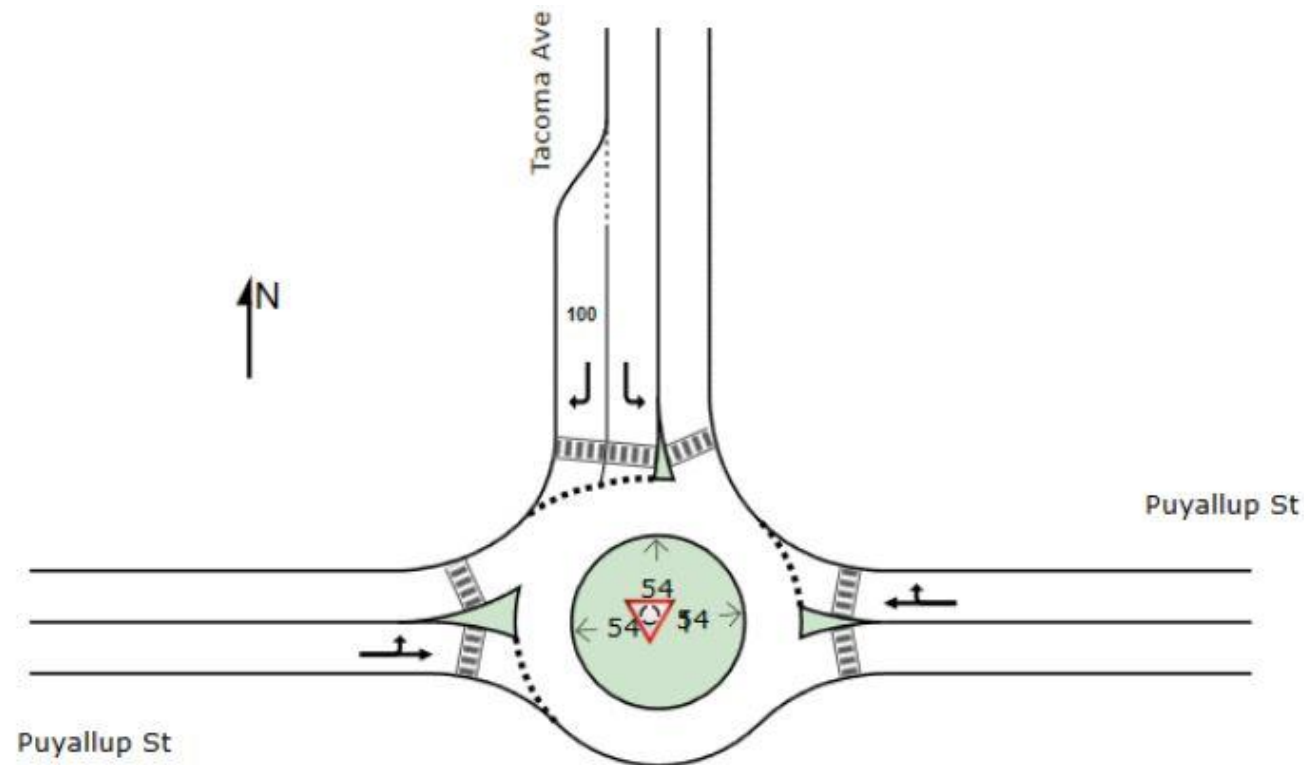
PROJECT DESCRIPTION



- Installation of Roundabout
- ADA Curb Ramp upgrades
- Pedestrian Sidewalk improvements
- Grind and Overlay 0.25 miles of Tacoma Ave

ADVANTAGES OF ROUNABOUT OVER TRAFFIC SIGNAL

- Higher Level of service
- Continuous movement of traffic
- Reduced Severity of Traffic Collisions
- Cost-Effectiveness Over Time



2045 Traffic Analysis Results

Alternative	Average Delay in Seconds	Average Queue (feet)			Level of Service (LOS)
		EB Puyallup	WB Puyallup	SB Tacoma	
Traffic Signal	92.3	383	239	1057	F
Roundabout	9.2	159	85	127	A

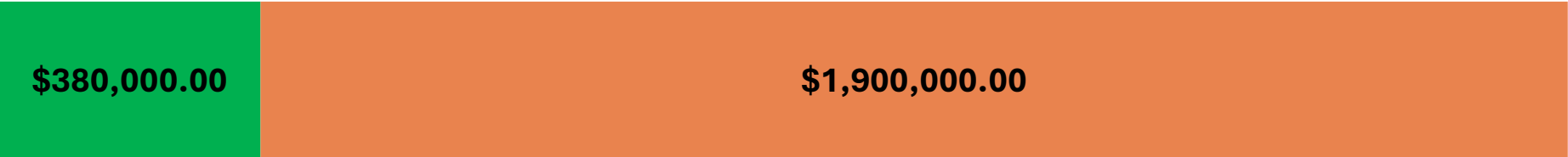
COST COMPARISON Roundabout vs Traffic Signal

■ Design ■ Right of Way (Unfunded) ■ Construction (Unfunded)

Roundabout



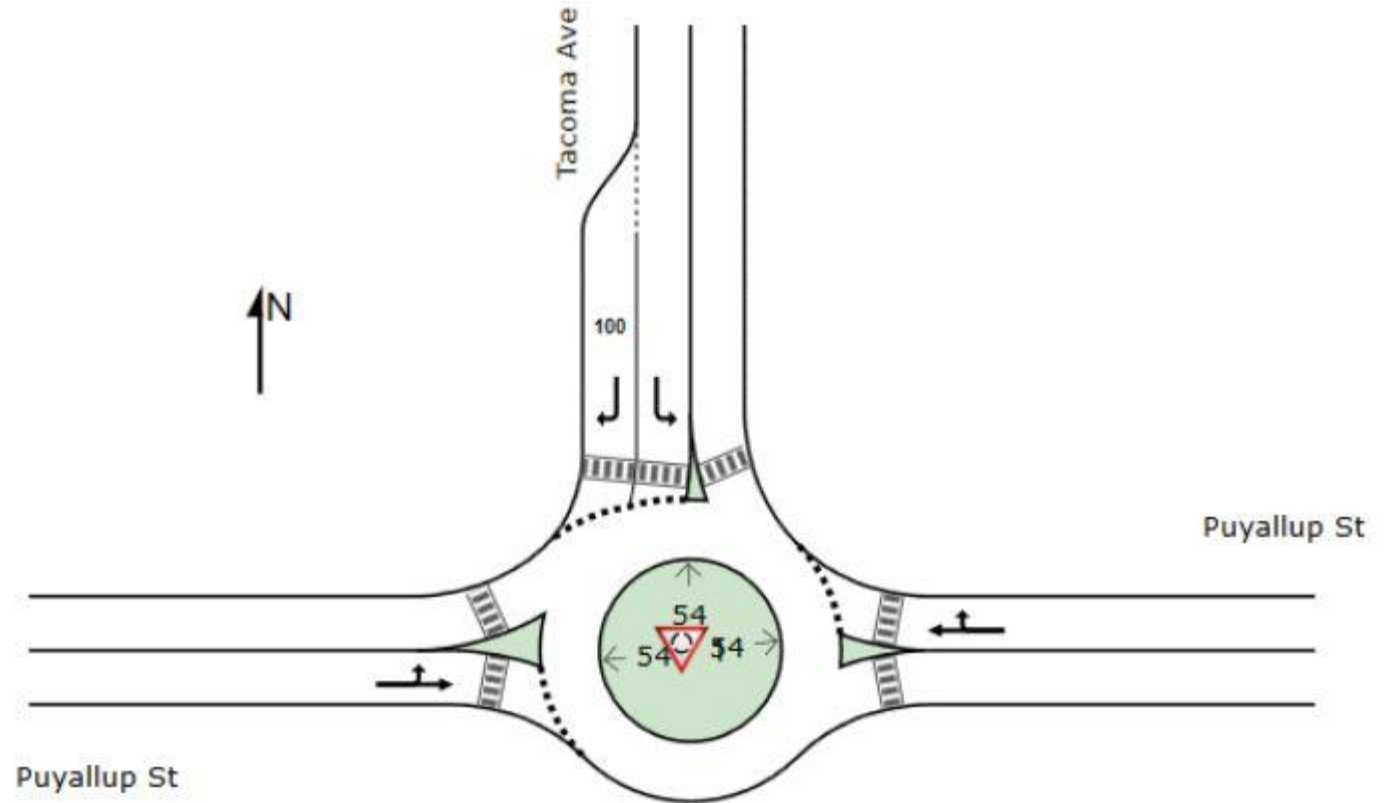
Traffic Signal



Phase	Traffic Signal	Roundabout
Design (City Funding)	\$ 51,300.00	\$ 261,833.00
Design (Federal Funding)	\$ 328,700.00	\$ 328,700.00
Right of Way (Unfunded)	\$ 0.00	\$ 100,000.00
Construction (Unfunded)	\$1,900,000.00	\$1,500,000.00
Total	\$ 2,280,000.00	\$2,190,533.00

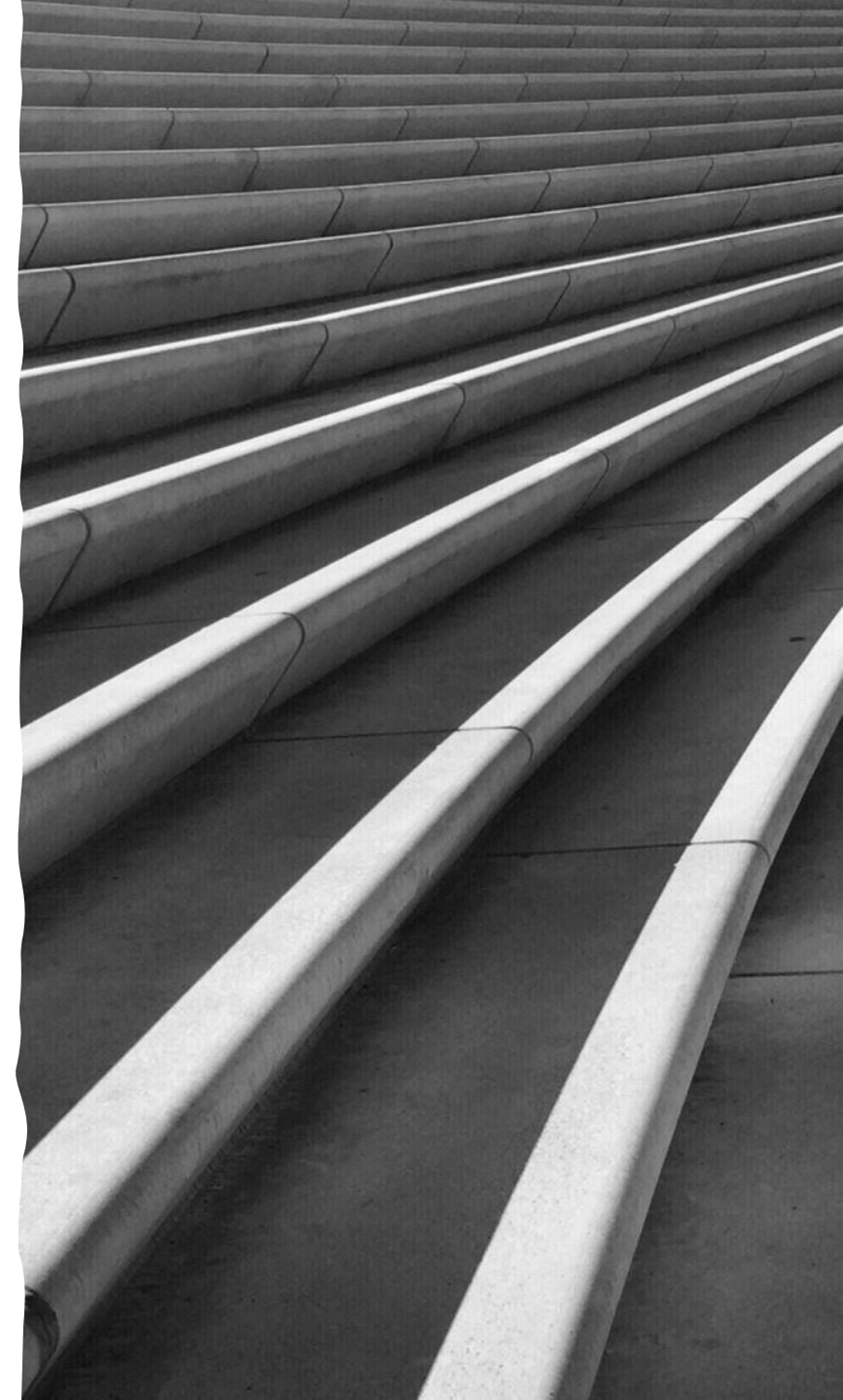
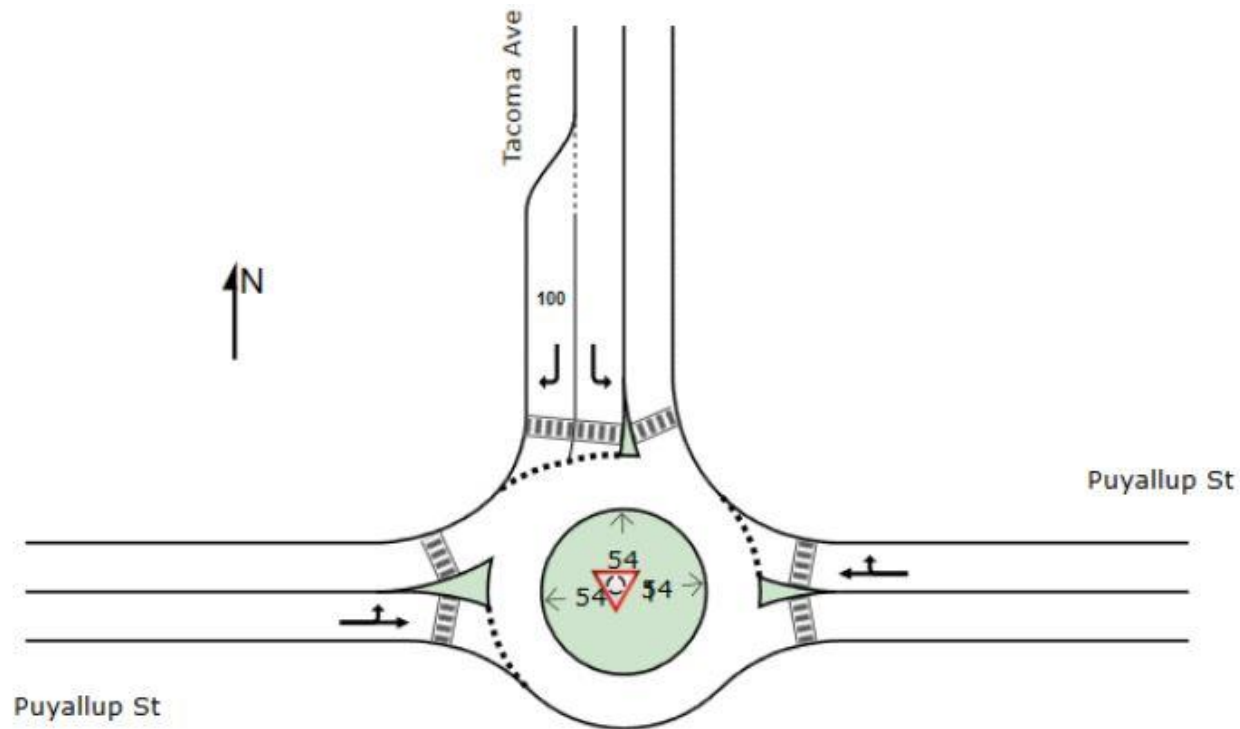
INCREASE IN COST FOR DESIGN

- Additional design efforts
- Additional traffic flow modeling and simulation
- Environmental permitting for replaced impervious surface
- Additional Right-of-Way acquisitions maps and legal descriptions
- Need for traffic noise analysis

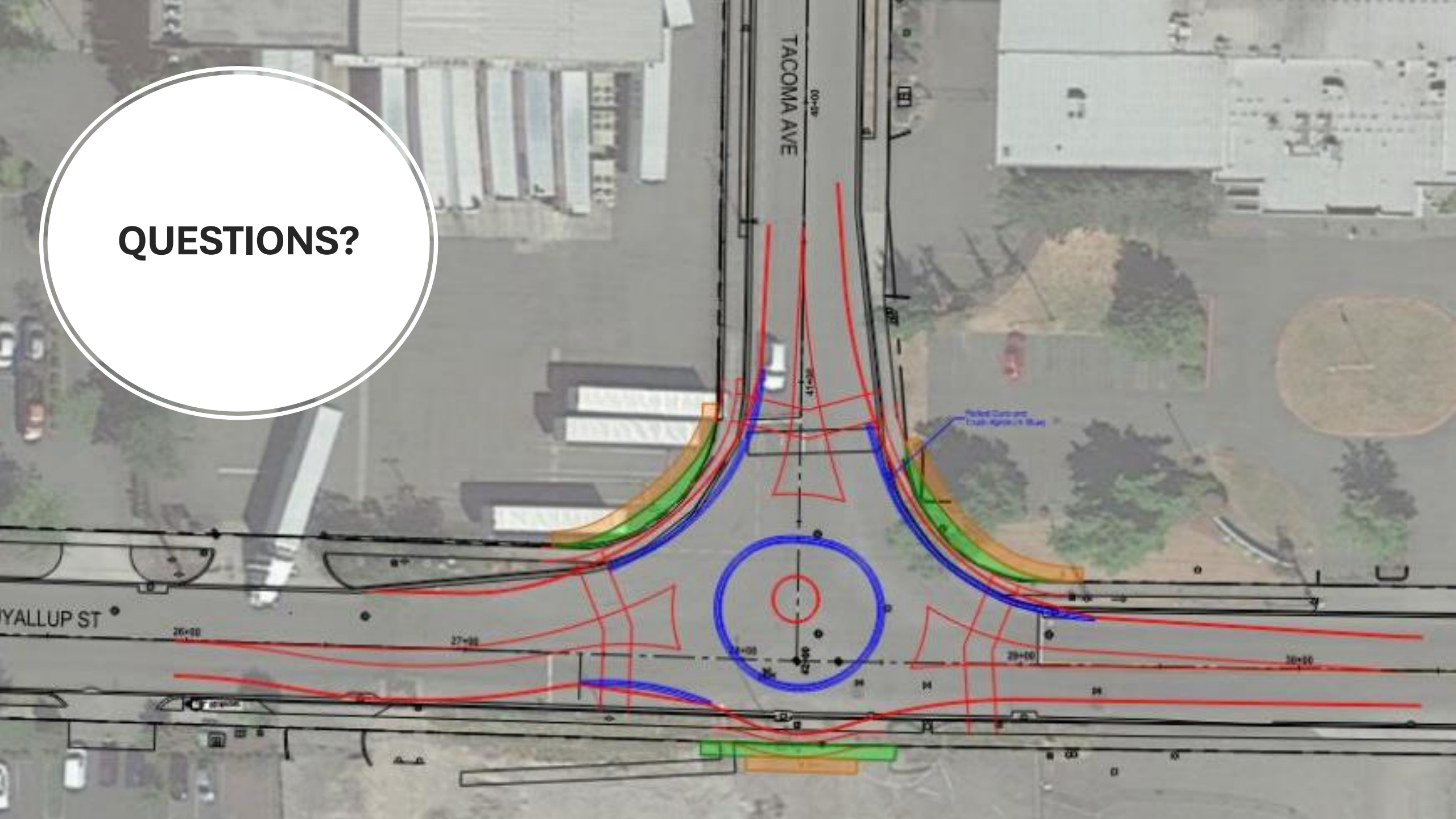


NEXT STEPS

- Council to authorize a consultant agreement in the amount of \$210,533 to be paid for the additional design services for Roundabout



QUESTIONS?





STUDY SESSION
DATE: March 24, 2025
AGENDA BILL:

SUBJECT: Transportation Benefit District Follow Up

CATEGORY: Information Only

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS: Transportation Benefit District Follow Up

STAFF CONTACT: Jason Wilson, City Administrator

SUMMARY BACKGROUND:

This session follows up on the conversation at the February 24, 2025 Study Session about Transportation Benefit Districts (TBD). It brings more information, following up on questions asked by Councilmembers in February. As with that meeting, this one does not lead to a specific ordinance for consideration. Rather, staff are asking Council to give direction on whether or not to pursue forming a TBD later this year, and if yes, which version to explore more.

COUNCIL COMMITTEE/STUDY SESSION: MEETING/STUDY SESSION DATE: COMMITTEE RECOMMENDATION:
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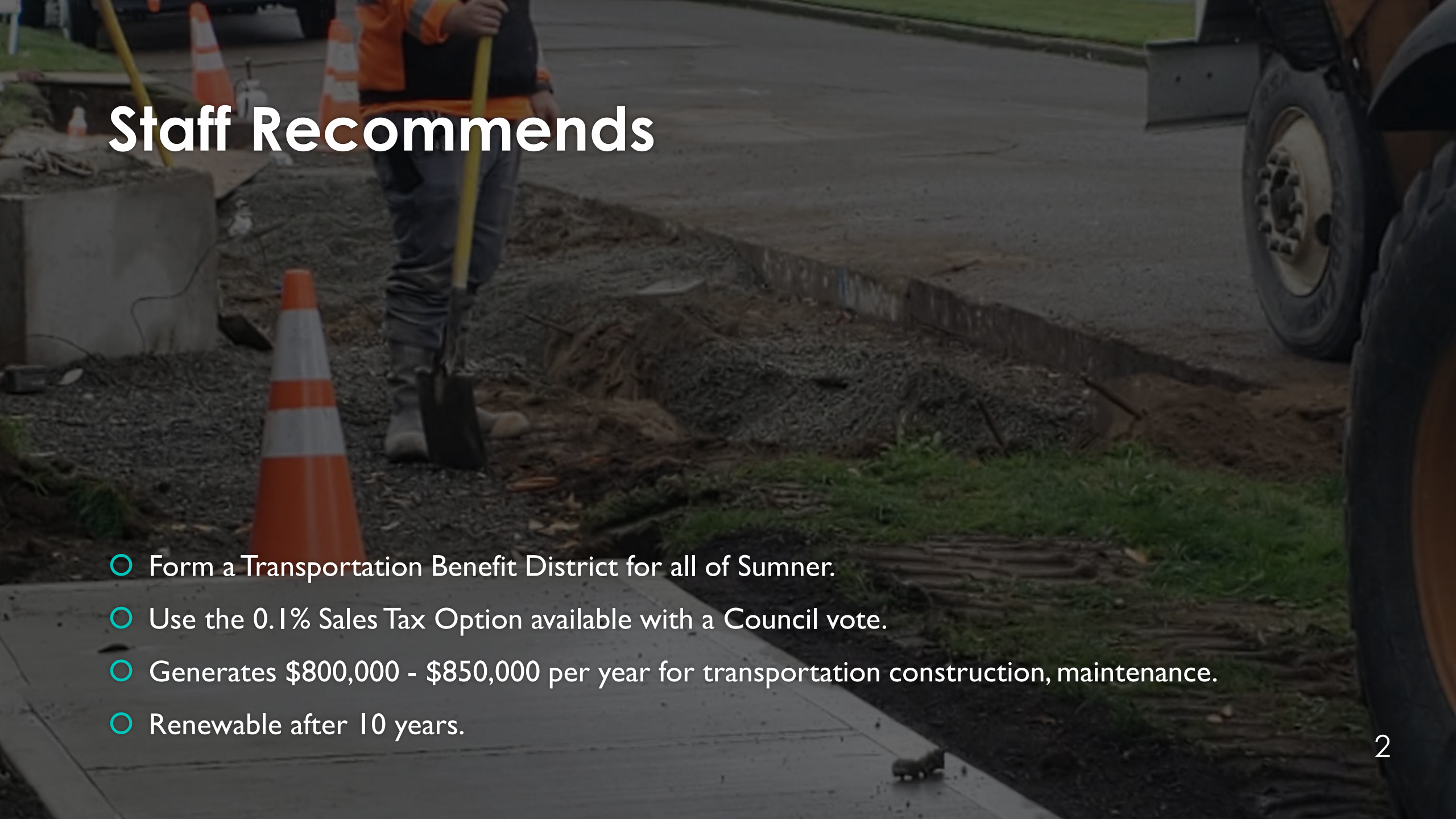
STAFF RECOMMENDATIONS/MOTION:

Information only at this time.

Transportation Benefit Districts

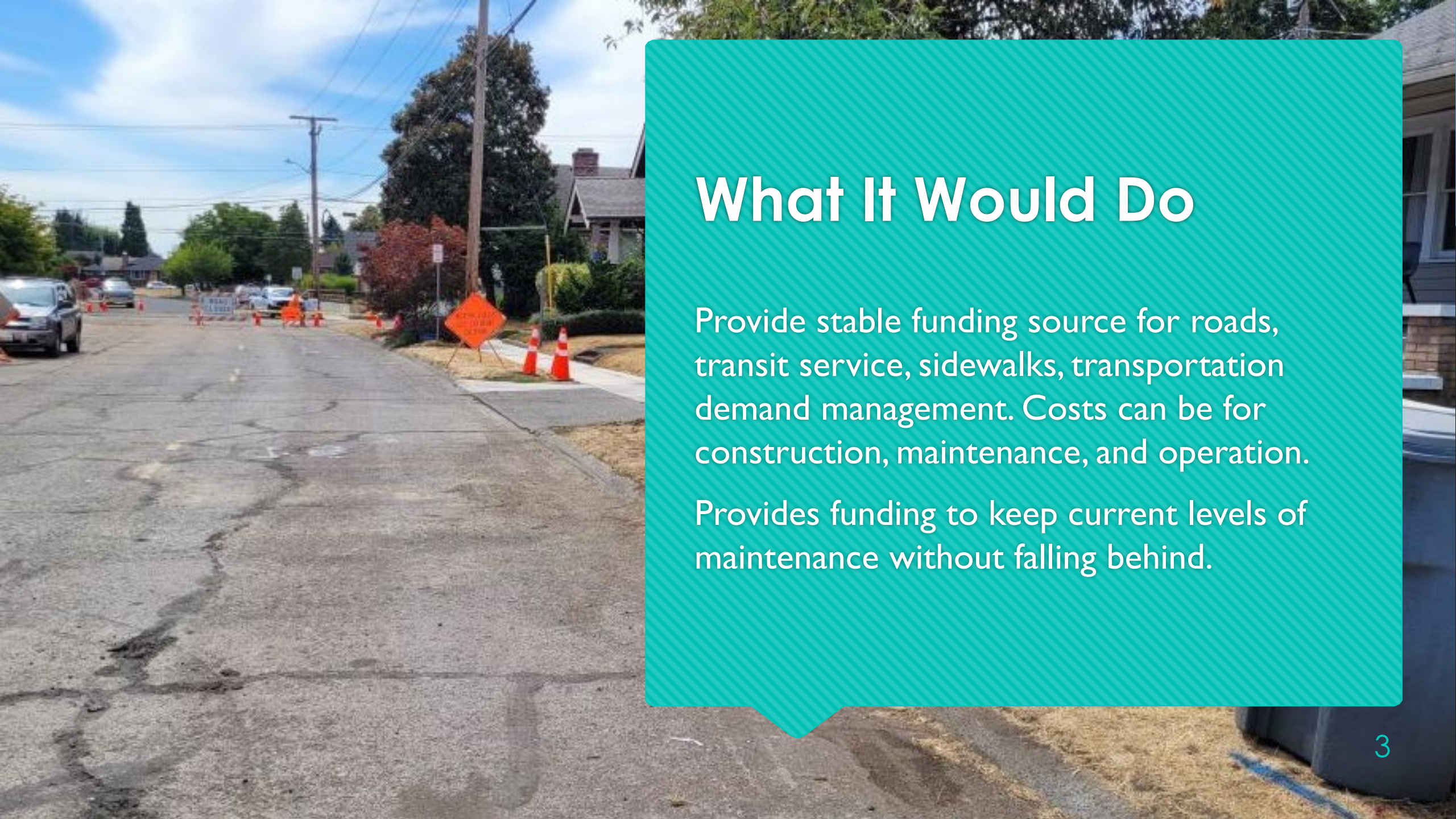
March 24, 2025





Staff Recommends

- Form a Transportation Benefit District for all of Sumner.
- Use the 0.1% Sales Tax Option available with a Council vote.
- Generates \$800,000 - \$850,000 per year for transportation construction, maintenance.
- Renewable after 10 years.

A photograph of a residential street undergoing construction or maintenance. The road is paved with asphalt and shows signs of wear. On the right side, there are orange traffic cones and a diamond-shaped warning sign. In the background, there are houses, trees, and a clear blue sky with some clouds.

What It Would Do

Provide stable funding source for roads, transit service, sidewalks, transportation demand management. Costs can be for construction, maintenance, and operation.

Provides funding to keep current levels of maintenance without falling behind.

Updated Map & Cost Estimates

The current yellow sections account for 8.77% of the City's roads.

The red sections account for 1.63% of the City's roads.

Remaining 89.6% of roads will also continue to deteriorate.

Chip Seal (Yellow) and Complete Reconstruction (Red)

Cost: \$9,516,000

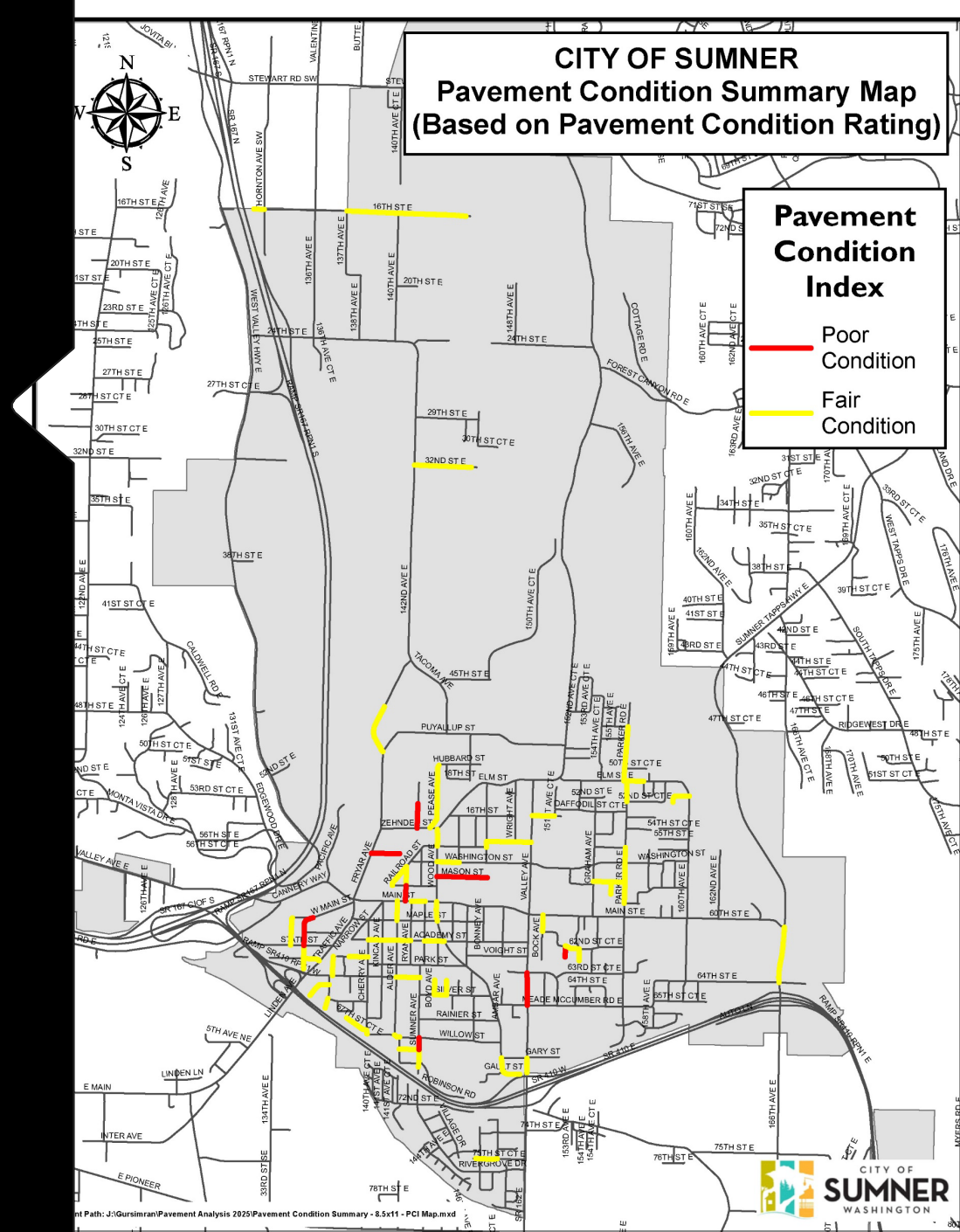
Lasts 7-10 years

Overlay (Yellow) and Complete Reconstruction (Red)

Cost: \$16,412,000

Lasts 15 years

4



Playing Catch Up – 15 year goal

The 15-year preservation budget need is:

\$1,250,000 Crack Seal

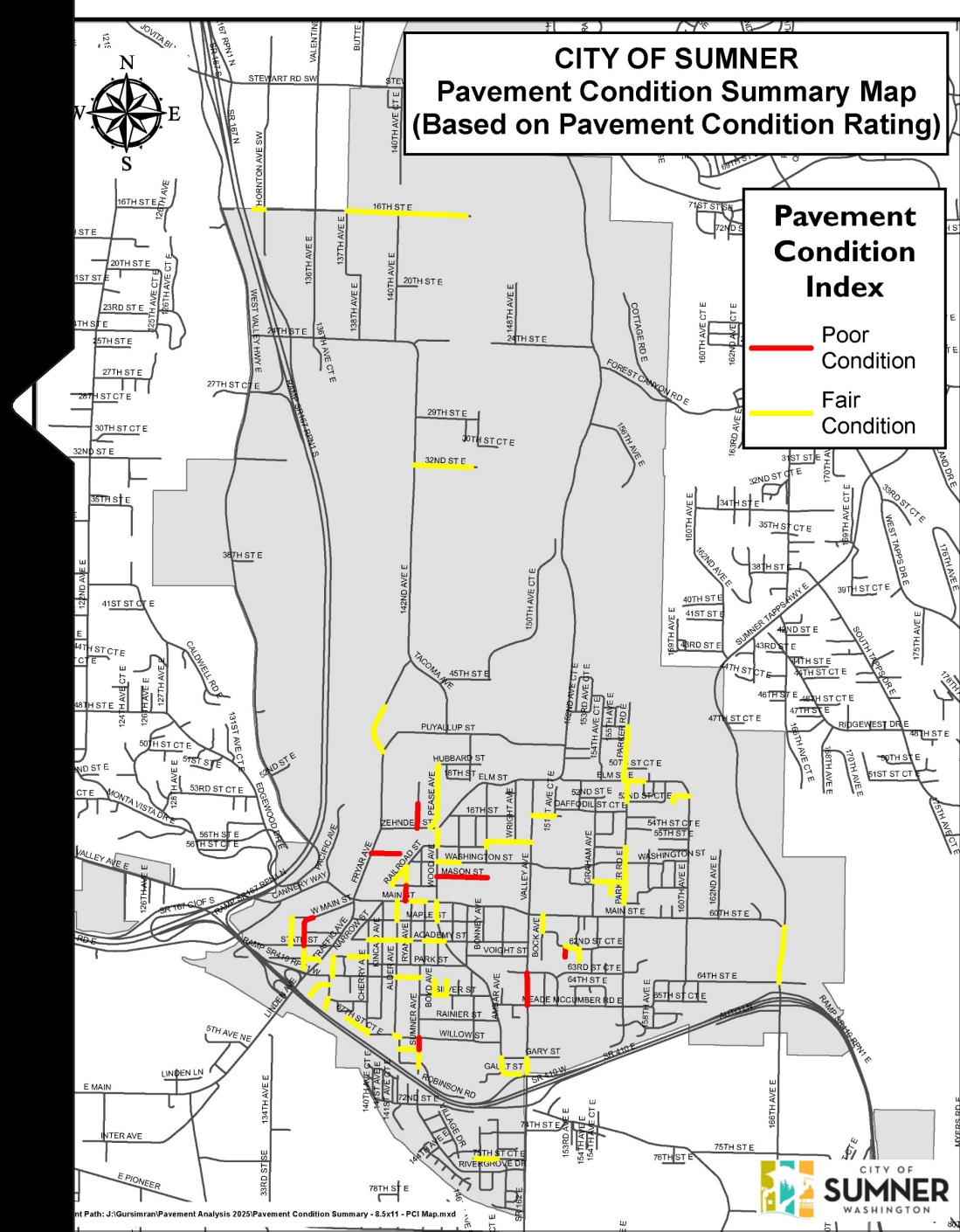
\$5,000,000 Pavement Patching

\$7,500,000 Chip Seal

\$13,750,000 TOTAL

Current budget is \$400,000 per year (\$6M over 15 years)

15 years of revenue from TBD = \$12,750,000



Keeping Up

Revenue from TBDs helps with funding, but it does not replace need to continue to fund road maintenance from General Fund, let alone sidewalks.



I 42nd Avenue

“New” repavement
completed in 2018
(photo taken)

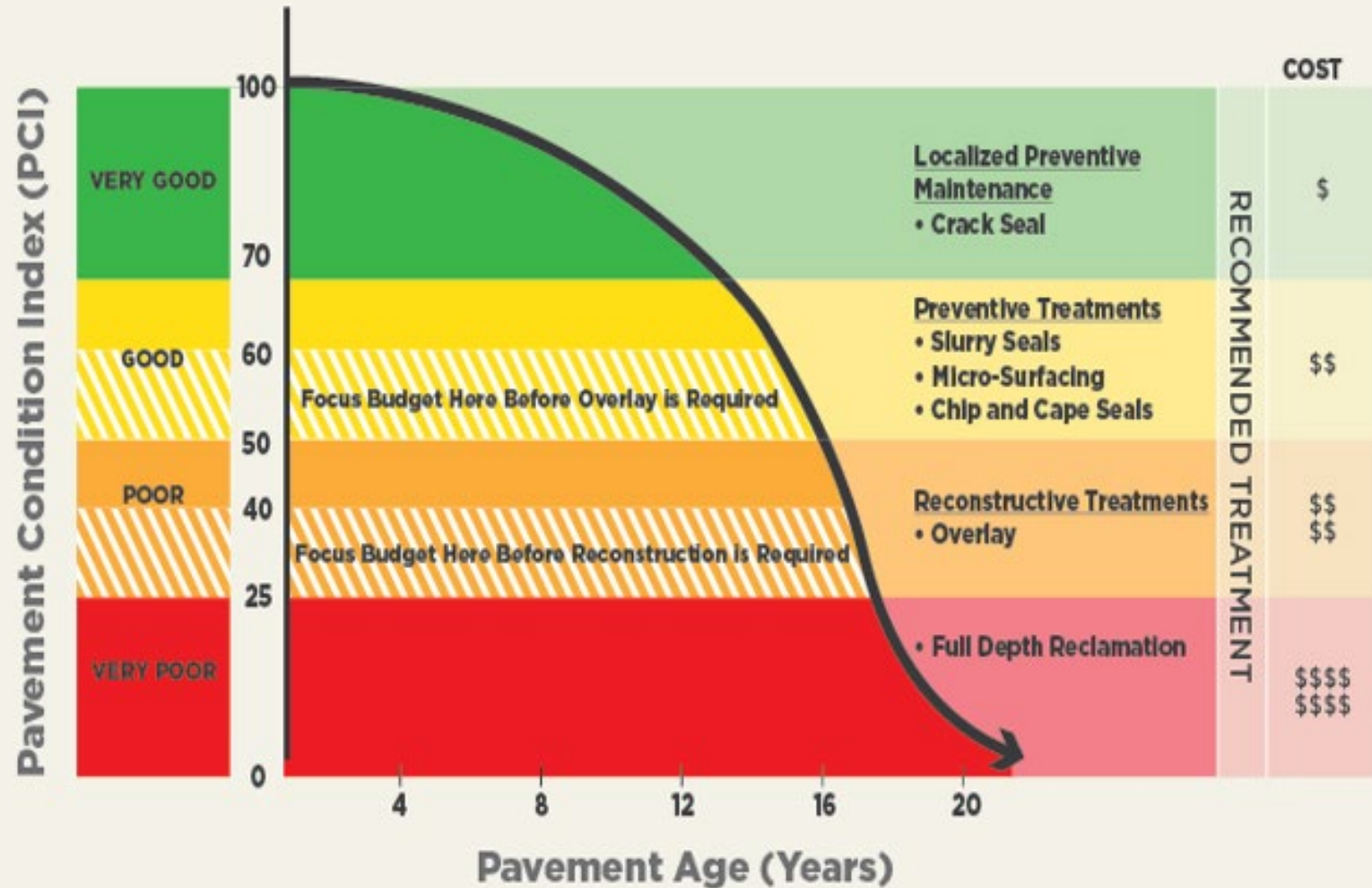
Conservatively, over
13 million trucks have
driven on it since.

(Est. 6,000 per day over 6 years)



THE CONCEPT OF PAVEMENT PRESERVATION

CATCH STREETS BEFORE THEY FAIL



Sales Tax Rates – Pierce County

Jurisdiction	Rate	Base	Total
Tacoma	0.038	0.065	0.103
Puyallup Tribe - Tacoma	0.038	0.065	0.103
Auburn/Pierce	0.037	0.065	0.102
Pacific/Pierce	0.037	0.065	0.102
Puyallup	0.037	0.065	0.102
Puyallup Tribe - Puyallup	0.037	0.065	0.102
Edgewood	0.036	0.065	0.101
Puyallup Tribe - Edgewood	0.036	0.065	0.101
Fife	0.036	0.065	0.101
Puyallup Tribe - Fife	0.036	0.065	0.101
Fircrest	0.036	0.065	0.101
Lakewood	0.036	0.065	0.101
Milton/Pierce	0.036	0.065	0.101
Puyallup Tribe - Milton	0.036	0.065	0.101
Pierce Co. Unincorporated PTBA	0.036	0.065	0.101
Nisqually Tribes - Lakewood	0.036	0.065	0.101
Ruston	0.036	0.065	0.101

* Cities with an automatic lower rate because located outside the RTA.

Jurisdiction	Rate	Base	Total
Steilacoom	0.036	0.065	0.101
University Place	0.036	0.065	0.101
DuPont	0.031	0.065	0.096
Sumner with TBD	0.031	0.065	0.096
Bonney Lake	0.03	0.065	0.095
Orting	0.03	0.065	0.095
Sumner	0.03	0.065	0.095
Pierce Co. Unincorporated	0.026	0.065	0.091
Gig Harbor*	0.026	0.065	0.091
Pierce Co. Unincorp. PTBA Non-RTA*	0.022	0.065	0.087
Buckley*	0.017	0.065	0.082
Pierce Co. Unincorp. Non-RTA*	0.016	0.065	0.081
Bonney Lake Non-RTA*	0.016	0.065	0.081
Carbonado*	0.016	0.065	0.081
Eatonville*	0.016	0.065	0.081
Roy*	0.016	0.065	0.081
South Prairie*	0.016	0.065	0.081
Wilkeson*	0.016	0.065	0.081

State collects an additional 0.3% on vehicle sales, an addition that would increase the tax on car sales in *all* above jurisdictions.

Vulnerable Populations

Regressive taxation takes a larger percentage of income from lower-income taxpayers than from higher-income taxpayers. If the rate is the same regardless of income, it impacts lower income people disproportionately.

For TBDs, both options are regressive in nature as neither is income based.

SALES TAX

- Same amount taxed on goods.
- Higher ticket spending does generate more revenue.
- Groceries is exempt.
- Assistance in place via food banks.

VEHICLE TABS

- Same amount regardless of vehicle licensed.
- Not owning a vehicle at all less likely in Sumner.



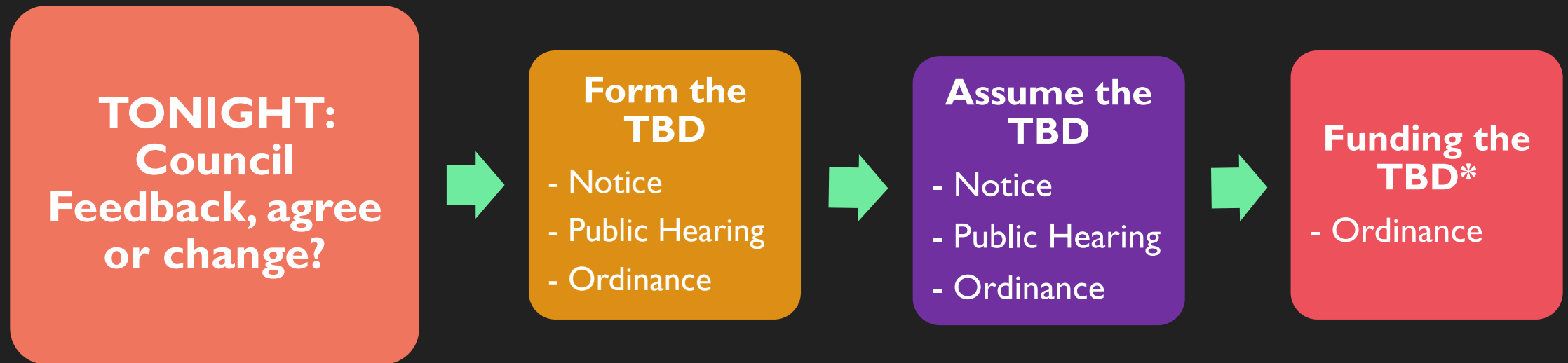
Vulnerable Populations

At the same time, damage done to vehicles because of potholes and deteriorating roads also disproportionately impacts low-income populations. Less programs are in place to assist with vehicle repairs and maintenance.

Stock image – not a
current Sumner road



Process from Here – TBD is TBD



* Assumes pursuit of options not requiring a vote of the people. Choosing one of those options would change this process.

City	Established	Powers Assumed	Sales Tax	Vehicle License Fee	Other Notes
Auburn	2011	Yes	0.10%		\$59 million bond measure failed in 2012. Enacted a \$20 vehicle license fee; repealed before it took effect. Enacted councilmanic sales tax effective 2023.
Buckley	2012	Yes	0.10%	\$20	
Carbonado	2012	Yes		\$20	
DuPont	2013	No	0.10%	\$20	
Eatonville	2012	Yes		\$20	
Edgewood	2013	Yes			\$20 vehicle license fee repealed in 2020
Fife	2015	No		\$20	
Gig Harbor	2018	Yes	0.20%		
Lakewood	2012	Yes		\$20	
Puyallup	2024	No	0.10%		
Roy	2014	Yes		\$20	
Steilacoom	2015	No			Unfunded/no information
Tacoma	2012	No	0.10%	\$20	
University Place	2009	Yes		\$10	
Wilkeson	2014	No		\$20	
None to Date: Sumner, Fircrest, Milton, Ruston, Bonney Lake, Orting, South Prairie					

TBDs in Pierce County

SUBJECT: Bill Heath Sports Complex

CATEGORY: Information Only

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. Bill Heath Sports Complex Presentation
2. Grindline Sk8 Park Assessment

STAFF CONTACT: Jason Wilson, City Administrator

SUMMARY BACKGROUND:

The Council will be updated on the history and status of the Bill Heath Sports Complex. Staff will also present a potential partnership opportunity with the Sumner Bonney Lake School District for long-term ownership and significant capital improvements.

COUNCIL COMMITTEE/STUDY SESSION:

MEETING/STUDY SESSION DATE:

COMMITTEE RECOMMENDATION:

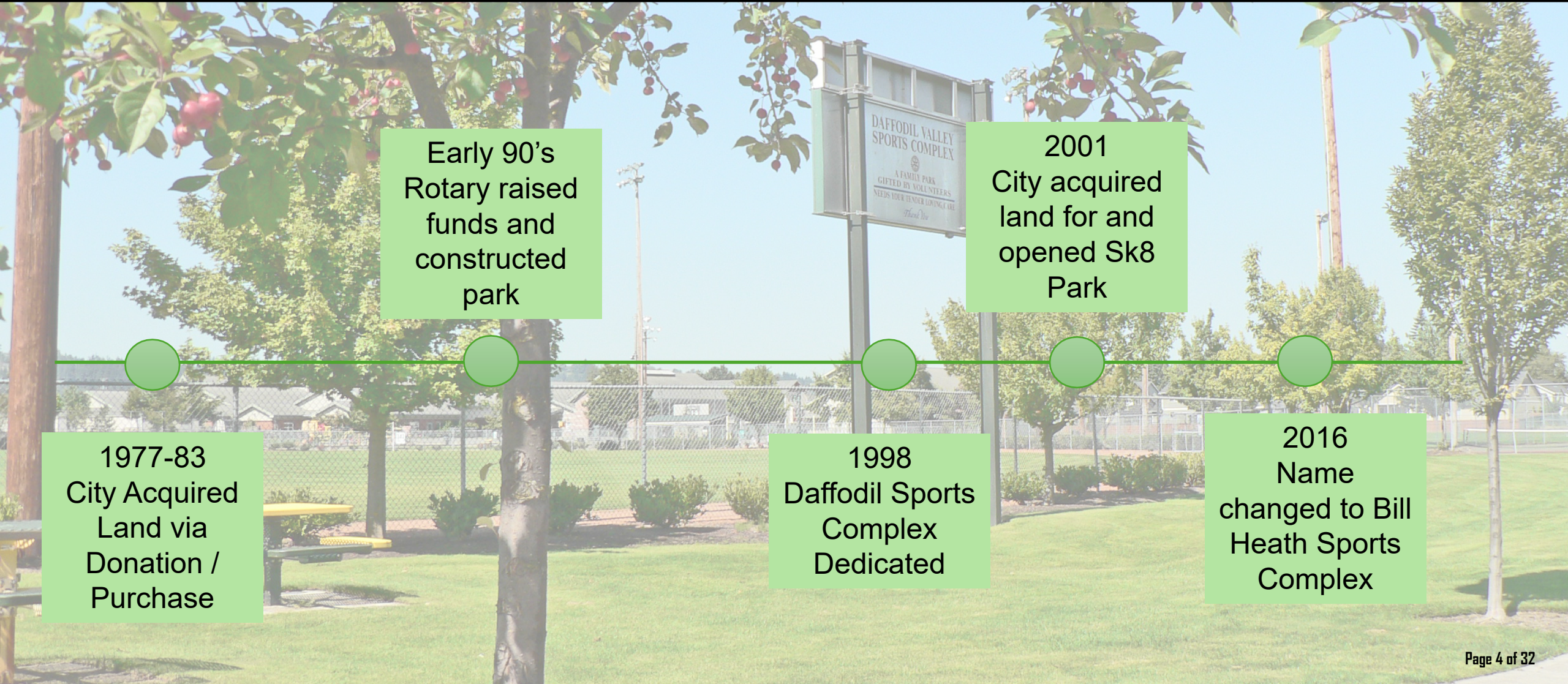
STAFF RECOMMENDATIONS/MOTION:

Provide direction to staff on potential partnership with Sumner Bonney Lake School District.

Bill Heath Sports Complex

Study Session
March 14, 2025

History



Early 90's
Rotary raised
funds and
constructed
park

The background image shows a sunny day at a park with green grass, trees, and a chain-link fence. A sign for the Daffodil Valley Sports Complex is visible in the background. A horizontal timeline line with five green circular markers runs across the middle of the image, with text boxes placed above and below the markers.

2001
City acquired
land for and
opened Sk8
Park

1977-83
City Acquired
Land via
Donation /
Purchase

1998
Daffodil Sports
Complex
Dedicated

2016
Name
changed to Bill
Heath Sports
Complex

Park Overview

- 7 Acres
- Grass ball field
- Sk8 Park
- Volleyball Court (on SBLSD property)
- Basketball Court (5% City, 95% SBLSD)
- Tennis/pickleball (45% City, 55% SBLSD)
- Concession Stand
- Parking
- Primary Users: SBLSD, Wolfpack Football



Park Challenges

- Grass ball field
- Shared amenities and associated M&O
- Sk8 Park
- Field lighting – end of life
- Lack of general lighting
 - Increase to vandalism
- Reservation management

Ownership

SBLSD owns/maintains north half as part of Daffodil Valley Elementary.

City owns/maintains southern half.

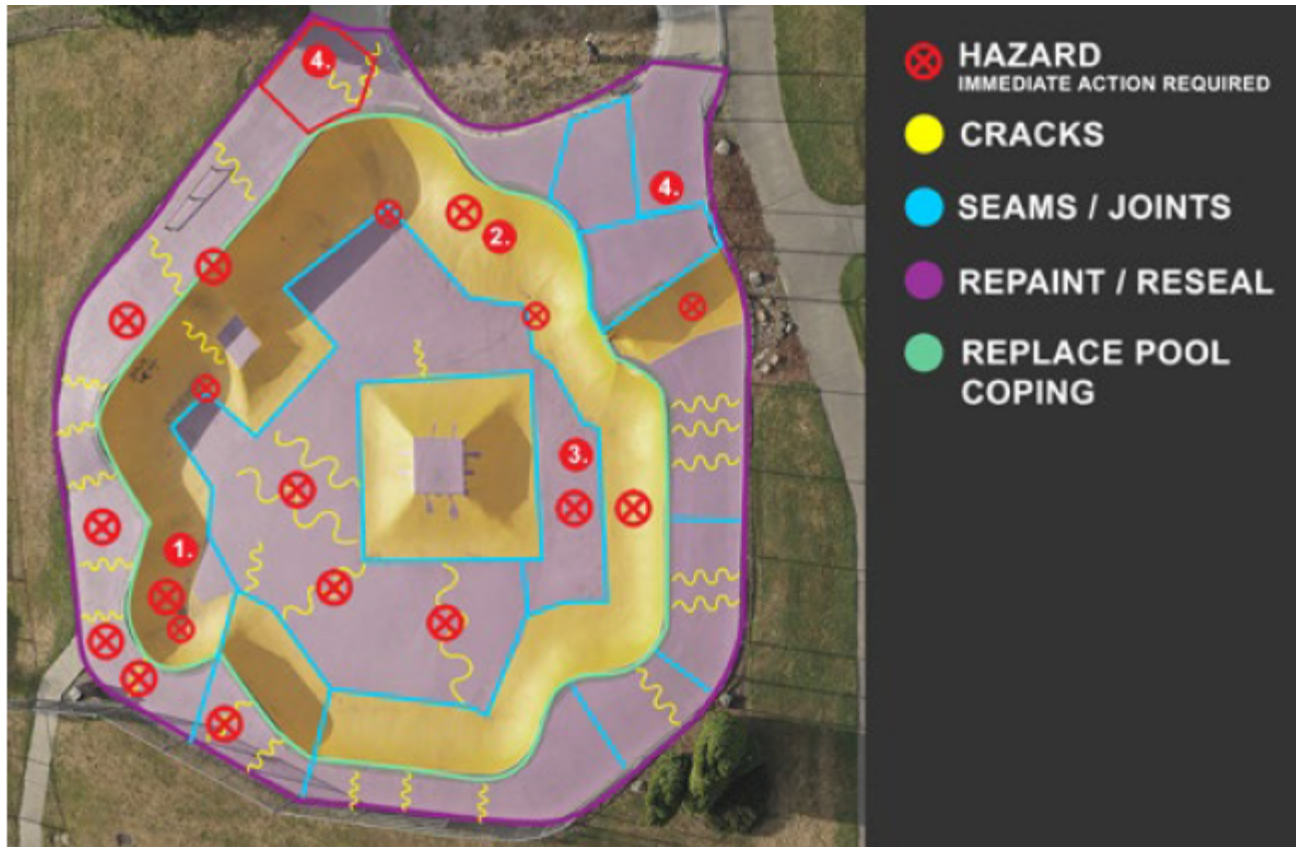
Unique challenges with tennis courts and basketball court.



Sk8 Park



Grindline Assessment—March 2025



“Sumner Skatepark has widespread structural issues that require immediate attention.”

Current condition: Poor – End of Life

“Your skatepark is old and shows a high level of wear and tear. A high level of maintenance and major work will be required to bring the condition to an acceptable level.”

“Without immediate intervention, the facility will remain unusable, but with a comprehensive restoration plan, Sumner Skatepark can once again serve the local skateboarding community for years to come.”

Grindline Assessment—March 20

- Hazard mitigation and rehab is estimated at **\$182,494.**
- This does not include required drainage improvements, additional grading or other unknown conditions.
- Building a new skatepark on the site is estimated at approximately \$1M.



City Efforts to Improve



- Grants
 - Youth Athletic Facilities – Field lighting conversion to LED, fence and concession/restroom building upgrades –Not Selected
 - Community Outdoor Athletic Facilities – Grass to field turf conversion to expand use for baseball, little league, soccer, and lacrosse – Not Selected
- Sk8 Park
 - 2018 filled pro level bowl
- Pickleball Lines
 - 2022
- Rave Foundation 26 by 2026 will convert the basketball court to a mini pitch

Maintenance Impact



- .25 FTE
- Grounds
 - Mowing/irrigating/
 - Game prep
 - Weeding
- Sk8 Park
 - Repairs, graffiti, and vandalism
- Concession/Restroom
 - Repairs, graffiti, and vandalism
- Scheduling – Field use and lighting

SBLSD Proposal

- Sumner High School master plan includes a multi sport field, however they are interested in exploring additional field space.
- SBLSD expressed a desire to acquire sports complex and then improve the overall complex with:
 - New synthetic turf fields
 - Lights
 - Restroom and concession stand improvements
 - Toddler playground
 - Tennis/pickleball courts
- SBLSD needs + District \$ + City needs = Community amenity



*Better
Together!*

Strengths

- Known and Valued Partner
- \$6M + investment in new fields, lighting, playground etc
- Honors original land and development donors

Weakness

- Removes park land from City portfolio, which will require a new study and could impact future park impact fees
- Loss of Sk8 park
- 30 year fiber lease

Opportunity

- Sale proceeds could be earmarked for other park capital projects
- Alleviates staffing pressures
- Fiber Lease move to Rainier View Park

Threat

- Public concerns about loss of park access

Park Challenges

- Grass ball field
- Sk8 Park
- Field lighting – end of life
- Lack of general lighting
 - Increase to vandalism
- Reservation management



Considerations

Staff Recommendations:

- Must remain a park
- Name must remain
- Must remain open / available to the public
- Capital improvements need to be prioritized
- Sk8 park must be mitigated

Other?



Process



- Negotiate purchase and sale agreement (Anticipated March-April)
- Public outreach (Anticipated April-May)
 - Open house, e-news, social
- Resolution setting public hearing for intergovernmental transfer (Anticipated May)
- Public Hearing (Anticipated June)
- Ordinance surplusizing property, transferring to SBLSD and execute a purchase and sale agreement (Anticipated July)
- Transfer care and control to SBLSD (Anticipated August-September)



Sumner Skatepark
Sumner, Washington

GRINDLINE

CONCRETE SKATEPARK DESIGN & CONSTRUCTION



4619 14TH AVE SW, SEATTLE, WA 98106 · 206-932-6414 · GRINDLINE.COM

GRINDLINE SKATEPARKS INC.

We use Best Management Practices and our collective experience in the field of Skatepark Design and Build to assess skateparks in terms of condition, safety, & function.

This assessment identifies and outlines the current function and condition of the skatepark, cost of repairs, potential hazards and a strategic plan for repair and/or upgrade/replacement.

Please note that while we highlight the good points of the skatepark in descriptions and some photos, the main focus of the assessment will help clarify and guide your decision making process.



Sumner Skatepark aka "Sumner Sk8"

Location:

15263-15399 Washington St,
Sumner, WA 98390

Located in the Bill Heath Sports Complex

Description

Sumner Sk8 is a 7,200-square-foot concrete skate facility located in the Bill Heath Sports Complex in Sumner, Washington. Designed and constructed by Grindline Skateparks in 2001, the park features a modified street skate bowl with several hot boxes, but with rounded sides and a three- to five-foot drop, allowing for continuous flow. The park also includes a mix of quarter pipes, banks, stairs, rails, ledges, and a large bowl section with multiple depths and transitions.

The park has undergone significant changes over the years. Initially, it featured two bowls, one 8 feet deep, which was later filled due to safety concerns, leaving a remaining bowl of 3 to 5 feet. By 2018, the park had deteriorated, prompting Sumner police officer Kevin Martin to lead a community-driven restoration, repairing concrete, repainting the park in Sumner High School colors, and advocating for a safer, more welcoming space. Unfortunately the degradation continued, and is currently closed to the public.



Assessment Overview

Rating the Overall Physical Condition of Your Skatepark

Skateparks are relatively new in terms of construction (the oldest surviving facilities date back only to the late 1970's). As a result, it can be difficult to determine how long a skatepark will last in terms of both condition and function. Some of the skateparks that were built in the 70's and 80's are still used on a daily basis. Other projects that are only a few years old already need to be redone due to a combination of poor design, construction deficiencies, and lack of maintenance. Our Skatepark Assessments focus on the current physical condition of your skatepark and touch on an analysis of the design, function, and safety of the park. Our repair work will mitigate these issues and greatly extend the life of your skatepark.

Skatepark condition covers items including:

- Hazards
- Graffiti
- Spalls & Cracks
- Surface Finishes
- Wear & Tear
- Damage (Malicious)
- Structural Failure
- Differential Settlement
- Rust & Corrosion
- Erosion
- Drainage Issues

Prior to determining a specific list of maintenance items, we will rate the overall condition of your skatepark using the following rubric:

EXCELLENT - END OF LIFE ESTIMATE: 20 YEARS

The skatepark has been recently constructed and shows little to no signs of wear and tear. Regular maintenance is required to maintain.

VERY GOOD - END OF LIFE ESTIMATE: 15 YEARS

The skatepark is a few years old and shows some minor wear and tear. Regular maintenance is required to maintain its performance and minor repairs/upgrades/improvements should be considered at this time for future planning (funding/design/construction).

GOOD - END OF LIFE ESTIMATE: 10 YEARS

Your skatepark is beginning to age and shows a noticeable level of wear and tear. An increase in the level of regular maintenance is required to maintain its performance and minor repairs, upgrades, and improvements should be implemented at this time (funding/design/construction).

POOR - END OF LIFE ESTIMATE: 5 YEARS

Your skatepark is old and shows a high level of wear and tear. A high level of maintenance and major work will be required to bring the condition to an acceptable level. A plan for skate park repairs, redevelopment, demolition, or replacement should be in place and ready for action.

Assessing Hazards and Critical Repairs

After assessing the overall condition of your park, we will identify any hazards that need to be dealt with and produce a list of action items. Hazards may include things like extremely worn or damaged surfaces, structural failure, dangerous elements, drainage issues, and others. Hazards will be listed in terms of urgency so that the most critical items can be dealt with immediately.

Sumner Assessment

The supporting photos and descriptions outline the specifics of our assessment. Based on these, and our site visit, the skatepark has been rated as:

POOR - END OF LIFE ESTIMATE: 5 YEARS

Your skatepark is old and shows a high level of wear and tear. A high level of maintenance and major work will be required to bring the condition to an acceptable level. A plan for skate park repairs, redevelopment, demolition, or replacement should be in place and ready for action.

Sumner Skatepark is currently closed due to severe hazards that make it unsafe for public use. Years of wear, environmental exposure, and structural issues have caused widespread deterioration, rendering the park dangerous for skaters. Without immediate intervention, the facility will remain unusable, but with a comprehensive restoration plan, Sumner Skatepark can once again serve the local skateboarding community for years to come.

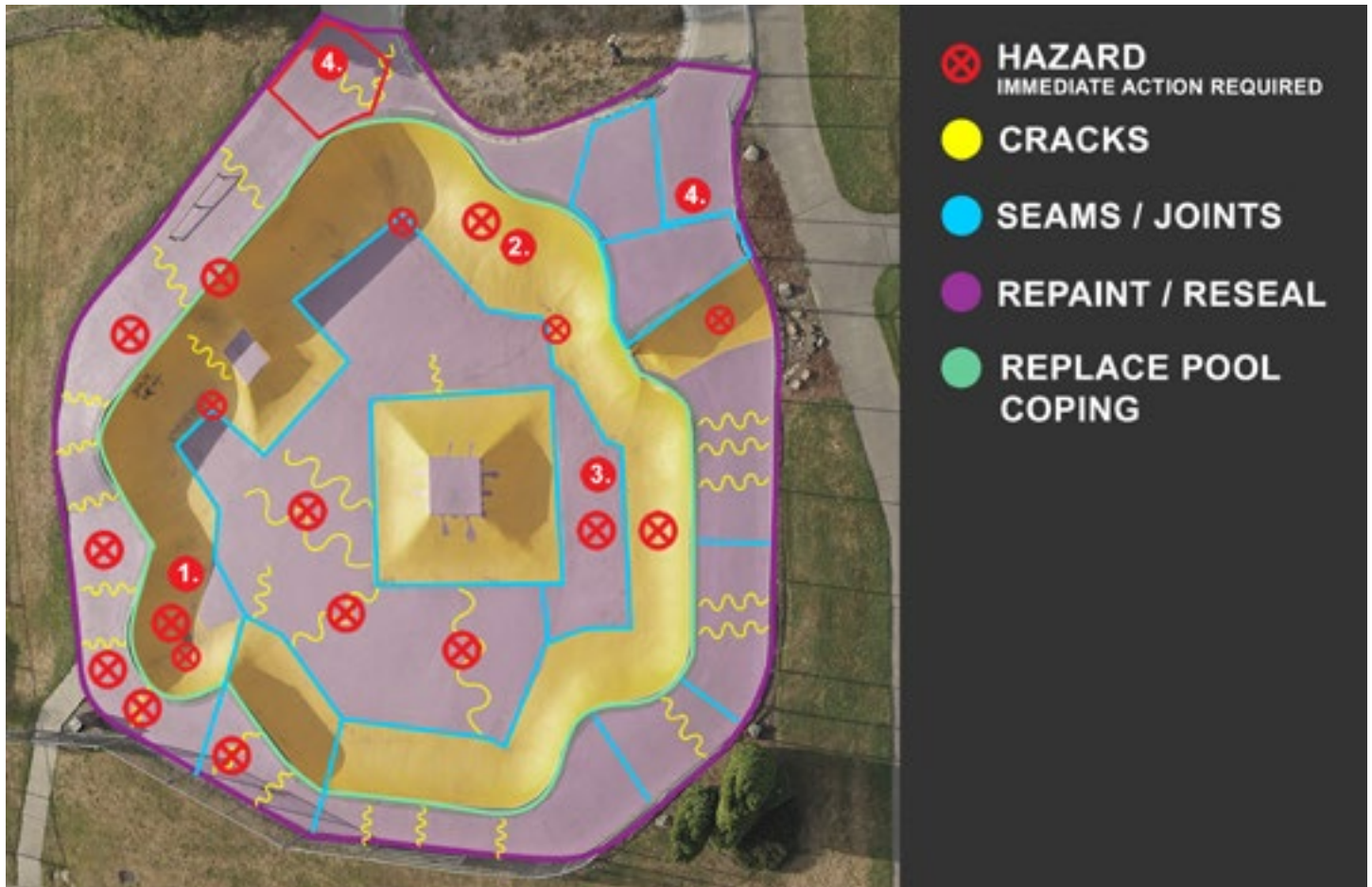
Primary Hazards and Required Repairs:

- 1. Small Bowl Pocket** – The drains in this section are non-functional, leading to water accumulation and accelerated deterioration. Dangerous seams and large cracks have formed, making this area unsafe. A complete tear-out and replacement are necessary.
- 2. Large Wall** – Like the small bowl pocket, the large wall suffers from hazardous seams, cracks, and structural failures. These issues compromise the safety and functionality of the park, requiring a full removal and rebuild.
- 3. Flat Bottom** – The flat bottom has sustained extensive damage, with a dangerously uneven surface that poses a significant risk to skaters. The entire section must be removed and replaced to restore safe riding conditions.
- 4. Deck** – The deck has widespread cracks and failed seams that cannot be effectively repaired. The deterioration has reached a point where the only viable solution is to remove and replace the entire deck.

In addition to the major reconstruction needs, Sumner Skatepark has widespread structural issues that require immediate attention. Large and hazardous cracks, along with failing seams throughout the park, create significant safety risks and must be repaired to prevent further deterioration. The pool coping has also failed, making the bowl edges unsafe and in need of full replacement to restore proper function and durability. To protect the skatepark from further environmental damage and extend its lifespan, the entire concrete surface must be repainted and sealed. Furthermore, several cracks beyond the primary reconstruction areas require repair to prevent expansion and ensure a smooth and safe riding experience. Due to the severity of these issues, a full-scale restoration is essential to reopening Sumner Skatepark safely. Addressing these hazards will not only make the park functional again but will also preserve it as a valuable asset for the Sumner skateboarding community for years to come.



Summer Skatepark Assessment



HAZARD 1 - Small Bowl Pocket



Unfunctional drains. Dangerous seams and cracks. Tear out and replace.

HAZARD 2 - Large Wall



Unfunctional drains. Dangerous seams and cracks. Tear out and replace.

Summer Skatepark Assessment

HAZARD 3 - Flat Bottom



Damaged flat bottom, dangerous surface. Remove and replace.

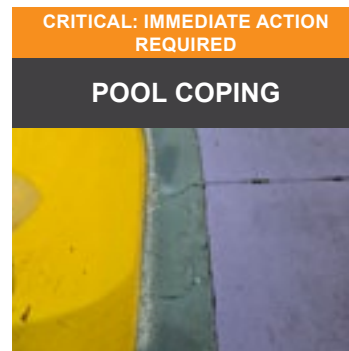
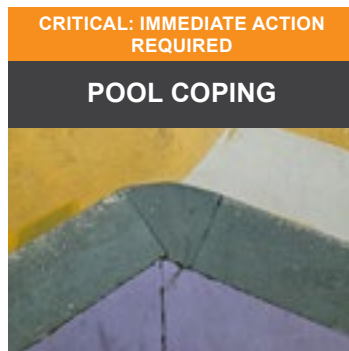
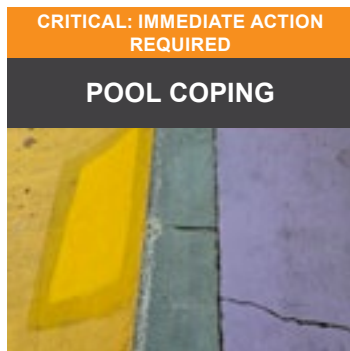
HAZARD 2 - Deck



Dangerous seams and cracks. Unrepairable. Remove and replace.

Summer Skatepark Condition

CRITICAL: IMMEDIATE ACTION REQUIRED CRACK REPAIR AND RESEAL 	CRITICAL: IMMEDIATE ACTION REQUIRED CRACK REPAIR AND RESEAL 	CRITICAL: IMMEDIATE ACTION REQUIRED CRACK REPAIR AND RESEAL 	CRITICAL: IMMEDIATE ACTION REQUIRED CRACK REPAIR AND RESEAL 
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SKATEPARK ASSESSMENT ESTIMATED COSTS:

SUBMITTED TO:

Name:	Derek Barry	Project Name:	Sumner Skatepark Assessment
Organization:	City of Sumner	City:	Sumner
Phone:	253.299.5714	State:	Washington
Fax:	253.299.5539	Date:	March 7, 2025

Grindline proposes to provide all necessary labor, materials, and equipment to complete the work detailed below within the skatepark footprint, Including:

Hazards/Immediate Action Required:

The items below are deemed Hazards and Need Immediate action for the skatepark to function safely. The Hazards need to be completed before any repairs or maintenance can take place. The skatepark is at a point where it needs significant rework and rebuilding to make the skatepark safe and functional. The earthwork under the skatepark is not stable and the only way solve this problem correctly is a demo and new earth work with proper compaction to 95% and repouring of the hazardous areas with new concrete.

• Demo/replace Bowl Pocket - Dangerous seams and cracks, unfunctional drain - Approx. 250 SQFT	\$37,263.03
• Remove/Replace Large Wall - Dangerous seams and cracks, unfunctional drain - Approx. 560 SQFT	\$49,684.03
• Remove/Replace Flat Bottom - Dangerous Surface - Approx. 170 SQFT	\$24,842.02
• Remove/Replace Deck - Dangerous seams and cracks - Approx. 465 SQFT	\$8,694.71
• Remove/Replace Broken Pool Blocks - Repair failed pool coping seams - Approx. 20 spots	\$3,726.30

Repairs:

- Route out and fill cracks with high end joint sealant - Approx. 300 LF
- Repair mortar bed for pool coping as needed
- Caulk behind pool coping as needed - 300 LF

Maintenance:

• Pressure Wash entire skatepark footprint - Approx. 6250 SQFT	\$5,094.20
• Repaint/Reseal entire skatepark footprint - Approx. 6250 SQFT	\$11,886.47

Future Improvements:

• Skatepark addition where old bowl is - Approx. 5,000 SQ/FT	\$85 per SQ/FT
• Rebuilding Entire Skatepark - Approx. 11,000 SQ/FT	

Exclusions:

- Water and power supply
- Landscaping (including seeding and planting) /Irrigation (including sleeving) and/or restoration
- Construction road to access our work
- Permits
- Performance/Payment Bond. If required add 2% to total bid.
- Construction staking/surveying
- Rules Sign or any other signage
- Non Skateable Guardrails, Fences or Handrails within the skatepark footprint
- Mass excavation (Flat pads to be +/- 1/2" from subgrade and transition walls banked at a 1:1 slope)
- Underground drainlines/structures
- Finish grading around skatepark perimeter
- Non skatepark concrete
- Site amenities. Including but not limited to benches, trash cans, shade structures, picnic tables
- Material testing/special inspections
- Any other work outside of areas referenced above

PROPOSED SCOPE OF WORK:

SUBMITTED TO:

Name:	Derek Barry <DerekB@sumnerwa.gov>	Project Name:	Sumner Skatepark Assessment
Organization:	City of Sumner	City:	Sumner
Phone:	253.299.5714	State:	Washington
Fax:	253.299.5539	Date:	March 7, 2025

We propose to complete the scope listed above for:

HAZARDS LUMP SUM TOTAL: \$124,210.09

REPAIRS LUMP SUM TOTAL: \$25,471.00

MAINTENANCE LUMP SUM TOTAL: \$16,980.67

FUTURE IMPROVEMENTS LUMP SUM TOTAL: Approx. \$85 per/sq ft.

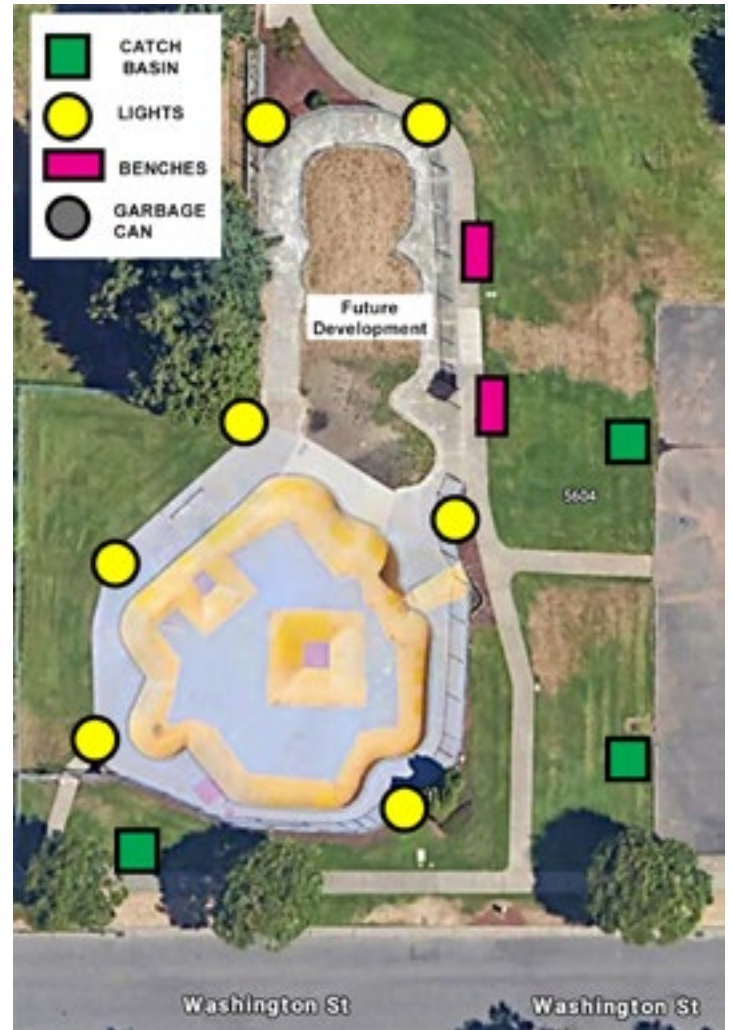
Old Bowl Area - 5,000 Sq/Ft available approx. \$425,000.00

11,000 Sq/FT Full Park Replacement approx. \$935,000.00

*tax not included in estimates

Site Inventory/Analysis

To further enhance Sumner Skatepark and ensure it remains a thriving community space, we recommend additional improvements beyond structural repairs. Removing the fence will create a more open and inviting atmosphere, making the park feel more accessible to skaters and the public. Installing catch basins will improve drainage and prevent water accumulation, reducing long-term wear and tear on the concrete. Adding benches and garbage cans will provide essential amenities for skaters and spectators, promoting a cleaner and more comfortable environment. Improved lighting will extend the park's usability into the evening hours, increasing safety and accessibility. Additionally, a future development plan for a street skateboarding area over the filled-in bowl will introduce new terrain and opportunities for progression. These enhancements, combined with the essential structural restorations, will extend the park's lifespan and transform it into a more functional and welcoming space for the Sumner skateboarding community.



CA – CONSENT AGENDA	ES – EXECUTIVE SESSION	NB – NEW BUSINESS
UB – UNFINISHED BUSINESS	P – PRESENTATION	PH – PUBLIC HEARING PR – PROCLAMATION

2025 All Staff Meetings / Events

- August 5th (BBQ)
- September 23rd
- December 10th (Breakfast)

APRIL 7 (RCM)

- CA** Resolution XXXX Setting Public Hearing for 142nd Ave E Partial ROW Vacation *(A. Marquez)*
- CA** Resolution No. XXXX - ILA w/Dept of Enterprise Services
- CA** WWTF Interior Camera Contract – SSNW
- CA** City Hall Access Control Contract Amendment
- CA** Forestry Commission Reappointments Marty Child *(Derek B)*
- CA** Forestry Commission Reappointments Jenn Crawford *(Derek B)*
- CA** Forestry Commission Reappointments Ashli Austin *(Derek B)*
- CA** Forestry Commission Reappointments Scott Haines *(Derek B)*
- CA** Forestry Commission Reappointments Theresa Haase *(Derek B)*
- CA** Design Commission Reappointment Kristen Martinsen *(Scott W.)*
- CA** Design Commission Reappointment Scott Fletcher *(Scott W.)*
- CA** Van Ness Feldman Contract Amendment *(Doug B.)*
- NB** Ordinance NO. XXXX – Contract Code Amendment *(J. Wilson)*
- NB** White River Restoration Project Phase II Contract Award *(Robby W.)*
- NB** Ordinance No. XXXX – Right-of-Way Obstruction Permits

APRIL 14 (SS)**APRIL 21 (RCM)**

- NB** Parks & Forestry Commission Appointment Nicholas Johnson *(Derek B)*
- NB** Planning Commission - Mark Malcom *(C. Walker)*

APRIL 28 (SS)

- Report on Ordinance No. 2918 – PW Operations Facility Debt Issuance *(Kassandra R)*
- 2024 Financial Recap *(Kassandra R)*

MAY 5 (RCM)**MAY 12 (SS)**

- Kenmore Field Trip

MAY 19 (RCM)**MAY 27 (SS / Tuesday)**

CITY COUNCIL AGENDA CALENDAR

Updated March 17, 2025

CA – CONSENT AGENDA **ES** – EXECUTIVE SESSION **NB** – NEW BUSINESS
UB – UNFINISHED BUSINESS **P** – PRESENTATION **PH** – PUBLIC HEARING **PR** - PROCLAMATION

Pending

MISC.	MISC.	MISC.
Ordinance – Updating Short Plat Amendment Process (Legal)	Ordinance – Refuse Collection (Code Enforcement) (Doug)	
CA State Homeland Security Program Grant Acceptance for Small Unmanned Aerial System (PD)	Public Memorial Policy (Ryan W.)	Water Cross Connection Control Code Update (Doug)
Ordinance Insurance Requirements (MC)	Heritage Park Right of Way Vacation	MFG Home Park Overlay Zone (Ryan W.)
Sign Code Update (off premise) (Ryan W.)	School Impact Fee Update (Doug)	CTR Adoption (June 16) (Ryan W.)
	Cultural Arts Commission	

SUBJECT: RCW 42.30.110(1)(c) To consider the minimum price at which real estate will be offered for sale or lease when public knowledge regarding such consideration would cause a likelihood of decreased price.

CATEGORY: Information Only

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

STAFF CONTACT:

SUMMARY BACKGROUND:

COUNCIL COMMITTEE/STUDY SESSION:

MEETING/STUDY SESSION DATE:

COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:

SUBJECT: For pending or threatened litigation per RCW 42.30.110(1)(i)(i) and (ii).

CATEGORY: Information Only

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

STAFF CONTACT:

SUMMARY BACKGROUND:

COUNCIL COMMITTEE/STUDY SESSION:

MEETING/STUDY SESSION DATE:

COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION: