CITY OF SUMNER WASHINGTON

PLANNING COMMISSION AGENDA
CITY HALL – 1104 MAPLE STREET
SEPTEMBER 11, 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 Sumner City Hall Council Chambers (1104 Maple Street) or virtually by using the meeting access link below:
Link to join Zoom Webinar: https://sumnerwa-gov.zoom.us/j/88655116217
Or by phone: 253 215 8782 (Tacoma)
Webinar ID: 886 5511 6217

CALL TO ORDER

FLAG SALUTE

ROLL CALL

Sharon Fochtman, Mark Isaacs, Kelly Locke, Bill Moody, Rob Healy, Mark Malcolm, Amy Huo

APPROVAL OF MINUTES

1. Planning Commission Meeting Minutes — August 7th, 2025

PUBLIC COMMENT

The public may comment on topics that are not on the meeting agenda, virtually or in person. The public is strongly encouraged to submit comments via email to chrissandaw@sumnerwa.gov or braydens@sumnerwa.gov no later than 5pm on the day prior to the meeting. Your comments will be read into the record and limited to 3-minutes.

PUBLIC HEARING

2025 Annual Amendments Docket Introduction

1. Docket MA-01: Town Center Plan Amendments
2. Docket MA-02: Southeast Urban Growth Area Map Amendment
3. Docket MA-03: 30th Street Map Amendment
4. Docket TA-04: Capital Facilities Plan Amendment — SBLSD CFP Update

UNFINISHED BUSINESS

NEW BUSINESS

CORRESPONDENCE

COMMISSION COMMENTS

STAFF COMMENTS

ADJOURNMENT

PLANNING COMMISSION MEETING
DATE: September 11, 2025
AGENDA BILL: 25-631

SUBJECT: Planning Commission Meeting Minutes — August 7th, 2025 **CATEGORY:** Motion

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

ATTACHMENTS:
1. PC Meeting Minutes - August 7th, 2025

STAFF CONTACT: Chrissanda Walker, Associate Planner

SUMMARY BACKGROUND:
PC Meeting minutes from August 7th, 2025 Planning Commissions decision to recommend on Manufactured Home Park Overlay zone

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

STAFF RECOMMENDATIONS/MOTION:
Move to approve the August 07, 2025 meeting minutes

MEETING MINUTES

CALL TO ORDER

The meeting was called to order at 6:04 pm by Chair Fochtman

ROLL CALL

Commissioners Present: Healy, Malcolm, Fochtman, Huo

Excused Absences: Moody
Absences: Isaacs (arrived 6:24 PM), Locke (Locke joined at 6:23 PM)

In absence of Chair and Vice Chair, Commissioner Fochtman was made temporary Chair for the meeting.

APPROVAL OF MINUTES

1. Planning Commission meeting minutes-July 10, 2025

Moved to approve by Malcolm, Seconded by Huo; **passed unanimously**

PUBLIC COMMENT *(The public may provide comments that are not on tonight's agenda)*

No written comments submitted.

1. Name: Nick Bierman
Address: 5802 Parker Rd E
Comments: Mr. Bierman commended Commissioners Huo and Malcolm on their conduct in the last Planning Commission and City Council Meetings.

PUBLIC HEARING

UNFINISHED BUSINESS

1. Manufactured Home Parks Overlay Zoning Code Text Amendment -ACTION

Ryan Windish, Community and Economic Development Director presented on the proposed zoning code text amendment for the manufactured home park overlay zone. He discussed the changes staff made to the Ordinance after reviewing the comments provided at the public hearing. Staff's recommendation to the Planning Commission is to move to recommend that

DRAFT

the City Council approve the Ordinance as presented pertaining to creating a Manufactured Home Park Overlay Zone

Discussion ensued

Questions about rezoning and the hearing examiner's procedure for changing the overlay, with concerns about the power of council when the hearing examiner makes a recommendation and that there would be a public hearing, the court appeals process, and the naming of parks in the ordinance, and current maintenance of the parks.

Moved to recommend by Fochtman, Seconded by Locke; **passed unanimously.**

NEW BUSINESS

None before the Commission

CORRESPONDENCE

None

COMMISSION COMMENTS

Malcolm congratulated Huo on the council election results and commented on the Heritage park update. Malcolm reminded that the public be sensitive to the process of government.

STAFF COMMENTS

Ryan advised about the concert on Saturday 8/9/25. He also advised that there would be a Design Commission meeting regarding the Sumner Community Food Bank next Wednesday 8/13/25. He advised about the property at Valley and Main that is proposed to become a gas station and convenience store, the new apartments near the post office, the construction on the bike trail, pedestrian overpass over highway 410, the Bill Heath Sports Complex and Phase II of the high school.

ADJOURNMENT

Moved to adjourn Malcolm, Seconded Healy; all in favor; meeting adjourned at 6:51 pm.

Minutes submitted by: Maria Parisot

DRAFT

PLANNING COMMISSION MEETING
DATE: September 11, 2025
AGENDA BILL: 25-632

SUBJECT: 2025 Annual Amendments Docket Introduction **CATEGORY:** Information Only

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

ATTACHMENTS:
1. 2025 Docket Cover Memo
2. Exhibit I. Comprehensive Policy Analysis
3. Exhibit II. Transportation Tech Memo
4. Exhibit III. 2025 Annual Amendments Overview

STAFF CONTACT: Chrissanda Walker, Associate Planner

SUMMARY BACKGROUND: This is an introduction to the **2025 Annual Comprehensive Plan Amendments. The Planning Commission approved the docket on March 6, 2025, to recommend continued review and analysis of the applications received.**

The **2025 Annual Comprehensive Plan Amendment docket** includes five proposed amendments: three Comprehensive Plan and Zoning Map amendment applications and two text amendments proposed as follows:

1. MA-01: Amend the Town Center Plan, including the Town Center Zoning Map amendment and associated Comprehensive Plan and Zoning Code text amendments.
2. MA-02: Amend the Comprehensive Plan Map designation for 166*th* Ave/SE Urban Growth Area (UGA):
3. MA-03: Amend the Comprehensive Plan Map & Zoning Map for a parcel on 30*th* Street CT East:
4. TA-04: Amend the Comprehensive Plan related to the SBLSD Capital Facilities Plan Update

The purpose of this meeting is to take public testimony on the proposals. The Commission will make recommendations at a future meeting, October 2, 2025.

Please see the attached staff reports for a summary of each proposed amendment. Also, more detailed information can be found on the City's website at: https://connects.sumnerwa.gov/planning-sumners-future

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

STAFF RECOMMENDATIONS/MOTION:
Conduct the Public Hearing and receive testimony.

COVER MEMO

DATE: September 11, 2025
TO: Planning Commission
CC: Ryan Windish, Community and Economic Development Director
FROM: Chrissanda Walker, Associate Planner
RE: 2025 Comprehensive Plan Amendment Docket – Summary and Attachments

---

Each year, the City of Sumner considers amendments to the Comprehensive Plan and Zoning Code through the annual docket process. This process provides an opportunity to respond to emerging trends, changed conditions, or to refine policies and regulations for clarity and consistency with community goals.

Comprehensive Plan amendments may address goals, policies, objectives, or map designations, while Zoning Code amendments may update development standards, allowed uses, or related procedures.

The **2025 Annual Comprehensive Plan Amendment docket** includes five proposed amendments: three Comprehensive Plan and Zoning Map amendment applications and two text amendment applications.

A. MA-01: Amend the Town Center Plan, including the Town Center Zoning Map amendment and associated Comprehensive Plan and Zoning Code text amendments.
B. MA-02: Amend the Comprehensive Plan Map designation for 166th Ave/SE Urban Growth Area (UGA):
C. MA-03: Amend the Comprehensive Plan Map & Zoning Map for a parcel on 30th Street CT East:
D. TA-04: Amend the Comprehensive Plan related to the SBLSD Capital Facilities Plan Update

Each proposal has been reviewed for consistency with the City's adopted Comprehensive Plan, Growth Management Act requirements, regional planning (VISION 2050) and applicable state and local regulations.

This cover memo provides an overview of the 2025 docket and explains how the supporting analyses should be used:

- A **Comprehensive Policy Analysis** (Exhibit I) evaluates the relationship of each proposed amendment to adopted goals and policies, highlighting consistency, potential impacts, and areas of refinement.

- A **Transportation Technical Memo** (Exhibit II) provides a systemwide review of the transportation implications of the proposed map amendments and identifies any related mitigation needs.

- Individual **staff reports** (Exhibit IV through Exhibit VII) for each amendment docket provide detailed findings, supporting documentation, and references to the broader policy and technical review documents contained under this cover.

Together, these documents are intended to give the Planning Commission a complete basis for reviewing and acting on the proposed amendments in the 2025 Annual Comprehensive Plan Amendment docket.

Attachments:

Exhibit I: Comprehensive Plan Amendment Docket Policy Analysis
Exhibit II: Transportation Technical Memo

Exhibit III: 2025 Annual Amendment Intro slides
Exhibit IV: MA-01 Staff report (under separate cover)
Exhibit V: MA-02 Staff report (under separate cover)
Exhibit VI: MA-03 Staff report (under separate cover)
Exhibit VII: TA-04 Staff report (under separate cover)

Exhibit I

2025 Comprehensive Plan Amendment Docket

Land Use/Policy Evaluation | August 2025

Contents

Policy Compatibility **2**

Docket Applications 2

Consistency Review 13

State and Regional Policies **14**

Docket item MA-01: 2025 Town Center Plan (TCP) Update 20

Docket item MA-02: Rezone on 166th Ave E. Location 26

Docket item MA-03: Rezone on 30th Street 27

Docket item TA-04: Sumner-Bonney Lake School District CFP 28

Sumner Plans and Codes **28**

Comprehensive Plan 29

Vision Statement 29

Plan Elements 29

Sumner Capital Facility Plan 37

Sumner Transportation Master Plan 37

Town Center Plan and Planned Action 37

Shoreline Master Program 39

Sumner Zoning Code & Design Guidelines 41

Docket item MA-01: 2025 Town Center Plan (TCP) Update 41

Docket item MA-02: Rezone on 166th Ave E. Location 43

Docket item MA-03: Rezone on 30th Street 44

Docket item TA-04: Sumner-Bonney Lake School District's updated Capital Facilities Plan .. 46

Policy Compatibility

Docket Applications

The City of Sumner considers annual amendments to the Comprehensive Plan and/or Zoning Code as part of docket process to consider new trends or conditions or to improve plans and regulations. Comprehensive Plan amendments may be proposed to goals, policies, objectives, or comprehensive plan maps.

The 2025 Annual Comprehensive Plan Amendment Docket includes three Comprehensive Plan and Zoning map amendment applications and two text amendment applications including the Comprehensive Plan and Zoning Code.

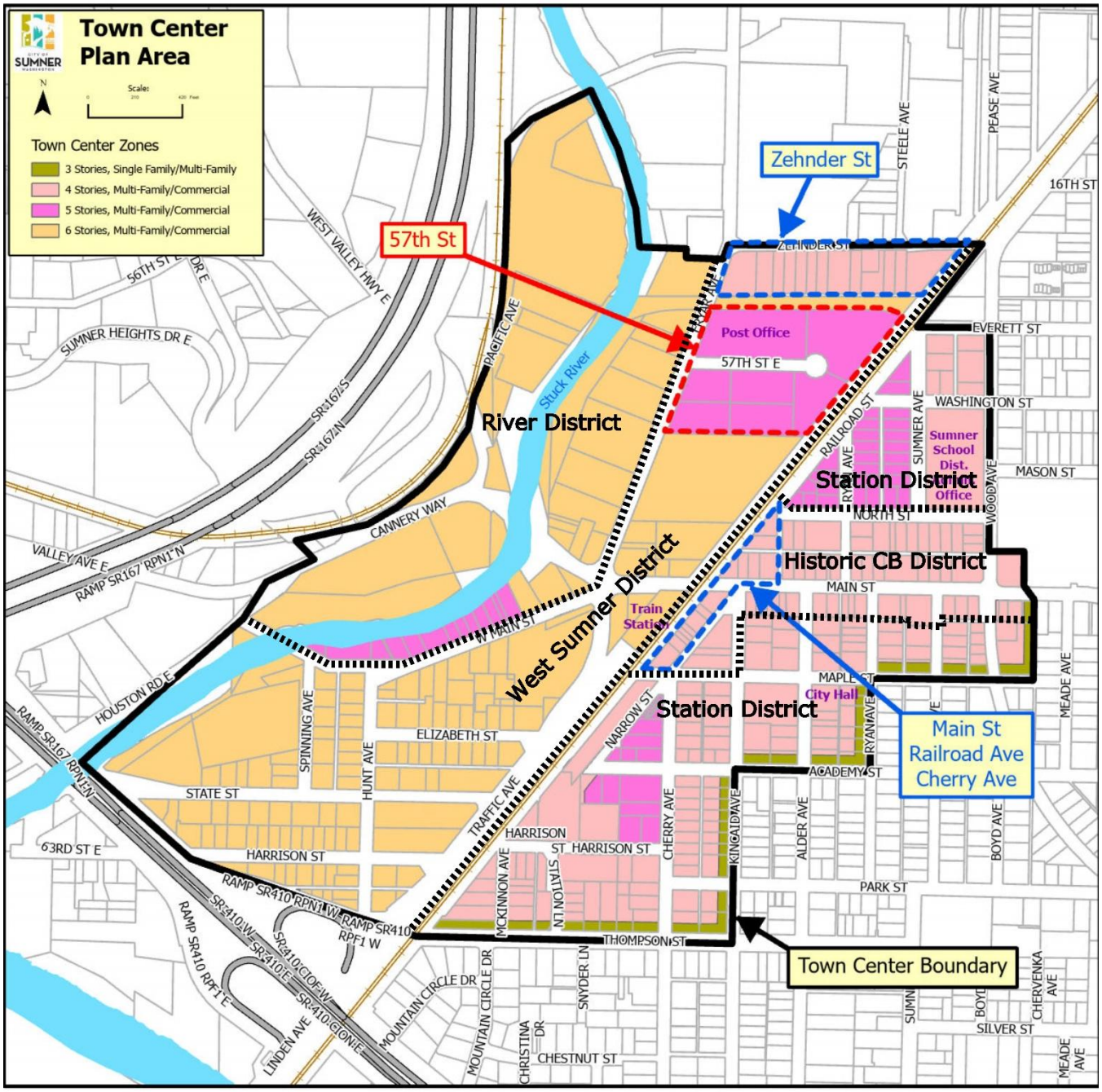
MA-01 Town Center Plan

Docket item MA-01: 2025 Town Center Plan (TCP) Update: This docket includes minor map amendments, update to the Town Center Plan, amendments to the Town Center Code and incorporates a private Zoning Code Text Amendment application. Town Center Plan (TCP) map changes and associated text amendments include, but are not limited to the following:

- Reducing building heights from 6 stories to 4 stories and adding new transitional light industrial uses along Zehnder Street and 57th Street E.
- Reducing building heights along portions of Main Street, Cherry Ave & North Street from 5 stories to 4 stories.
- Amending future street widths and standards; and requiring a 30-foot step back in story height along collector streets.
- Incorporating updated policies from the Comprehensive Plan and new polices to support innovation districts in the TCP.
- Updating the Town Center form-based code. Amendments include various text changes such as removing repeated uses, and adding new uses that serve as a transition between mixed-use commercial and industrial zones and new performance standards to address new uses.
- Considering a private zoning code text amendment application to allow accessory dwelling units (ADU) for existing multi-family and/or single-family residential uses.

The areas of focus in the Town Center Plan are shown in Exhibit 1.

Exhibit 1. MA-01: 2018 Town Center Plan Map-current zoning and areas of focus



Application file No. CPA-2025-0004,
SEPA-2025-0005, CTA-2025-0001(private)

MA_01_v3_20250326

Source: Cit of Sumner, 2025.

The City is considering the map amendments in Exhibit 1 and a range of height changes in The City can mix and match among the alternatives as appropriate. For example, in some districts

like West Sumner, Alternative 3 could be selected such as in the IDEA overlay and in the Historic CBD Alternative 2 could be selected.

Exhibit 2 affecting the Town Center Plan and associated Form-Based Code:

- Height Alternative1 includes zoning map amendments and TCP zoning regulation amendments to accommodate single story commercial development.
- Height Alternative 2 is an option that provides a different range of commercial activity, favoring housing unit density, and maintains current TCP zoning regulations.
- Height Alternative 3, the No Action Alternative is the continuation of current plans for the Town Center and its current zoning regulations. It provides a future baseline for comparison of impacts.

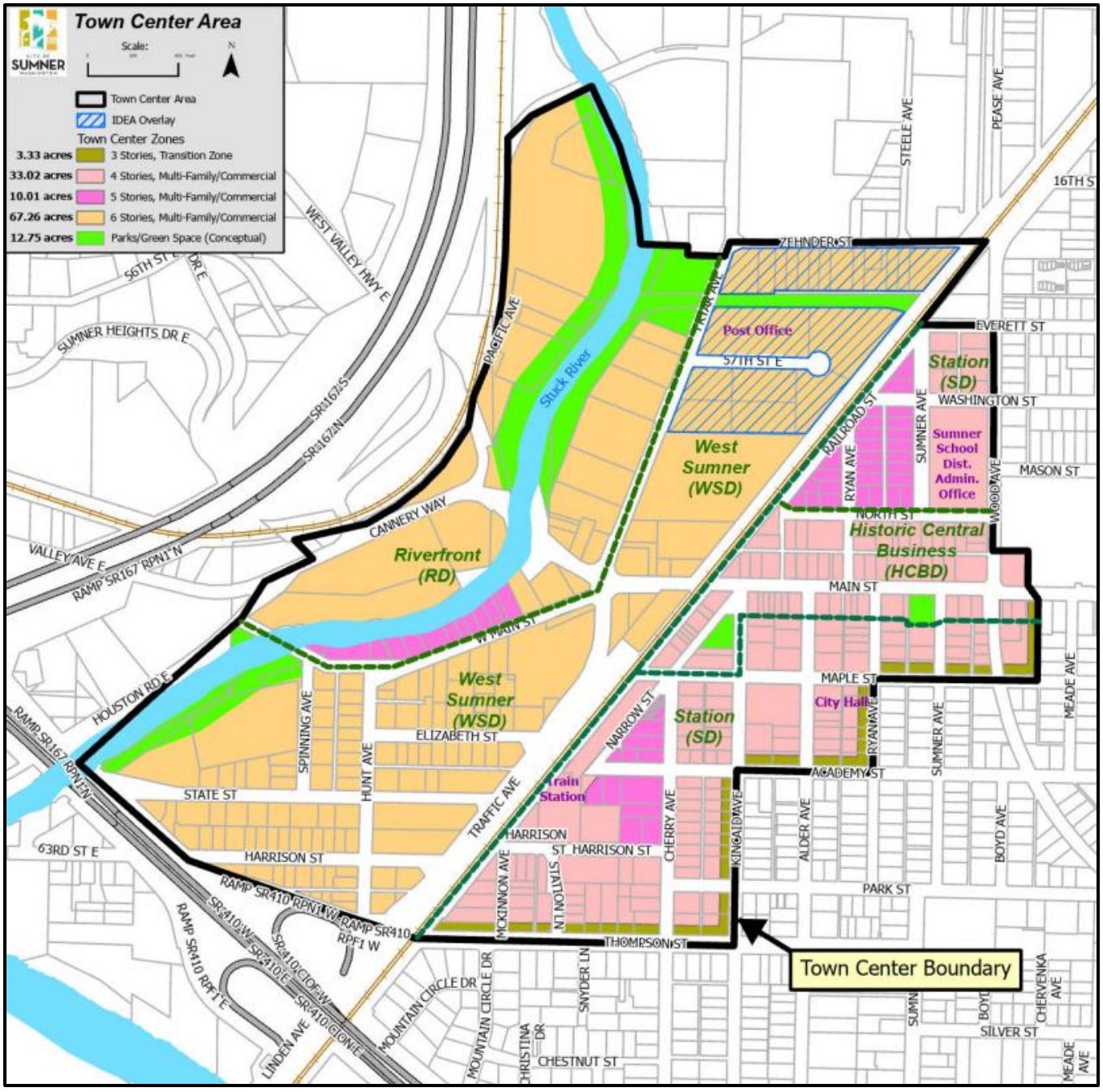
The City can mix and match among the alternatives as appropriate. For example, in some districts like West Sumner, Alternative 3 could be selected such as in the IDEA overlay and in the Historic CBD Alternative 2 could be selected.

Exhibit 2. Town Center Story Height Alternatives

Designation/District	Existing Stories (No Action)	Alternative 1: Preferred Heights	Alternative 2: Heights	Alternative 3: No Action Heights
Riverfront	6 stories	5-6	5-6	5-6
West Sumner	6 stories	4-6	5-6	6
Station	3-5 stories	3-5	3-5	3-5
Historic CBD	3-6 stories	3-4	4-5	4-6

Source: City of Sumner, 2025.

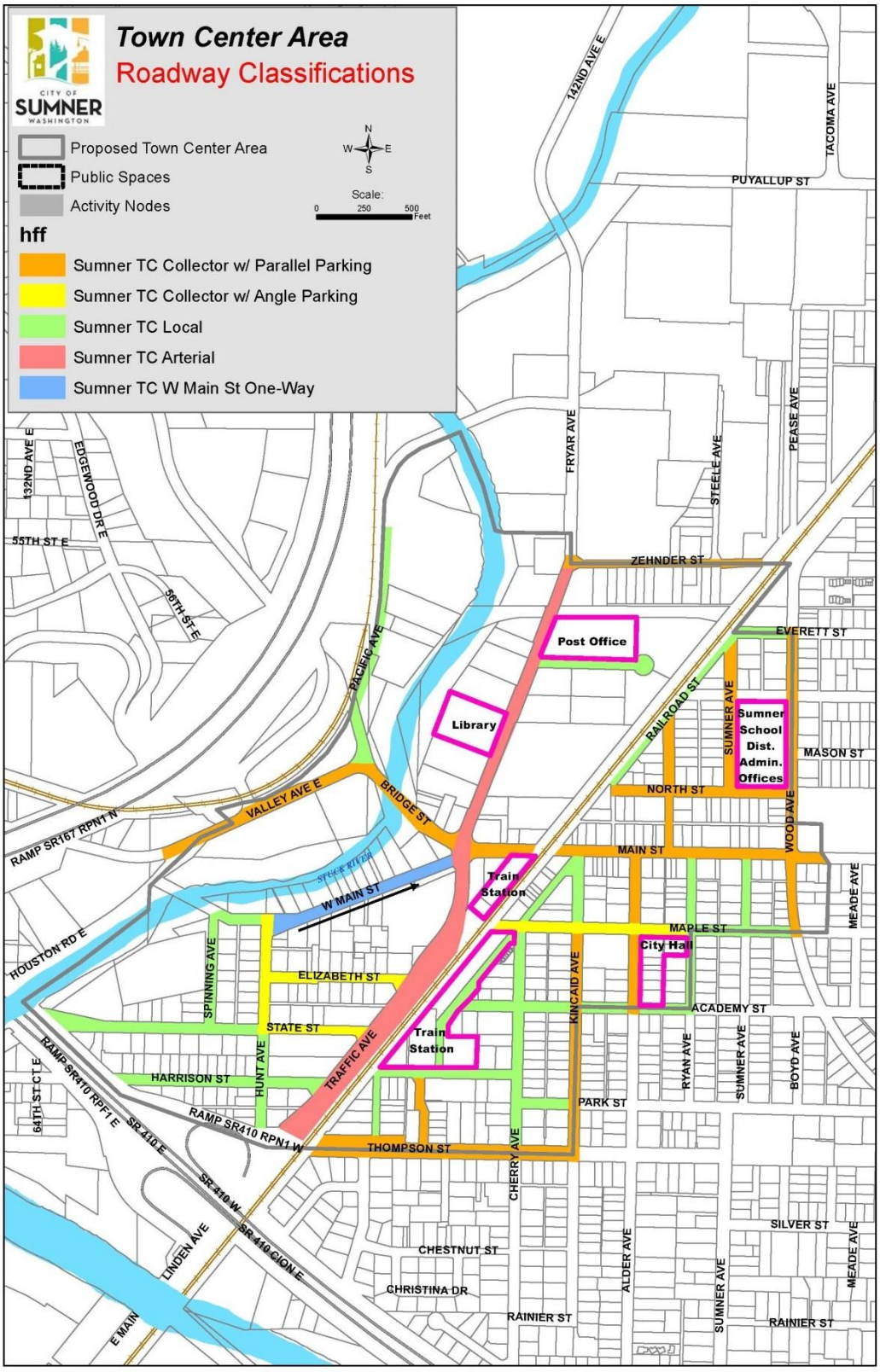
Exhibit 2. Alternative 1: Town Center Plan Map (Preferred Alternative)



Source: City of Sumner, 2025.

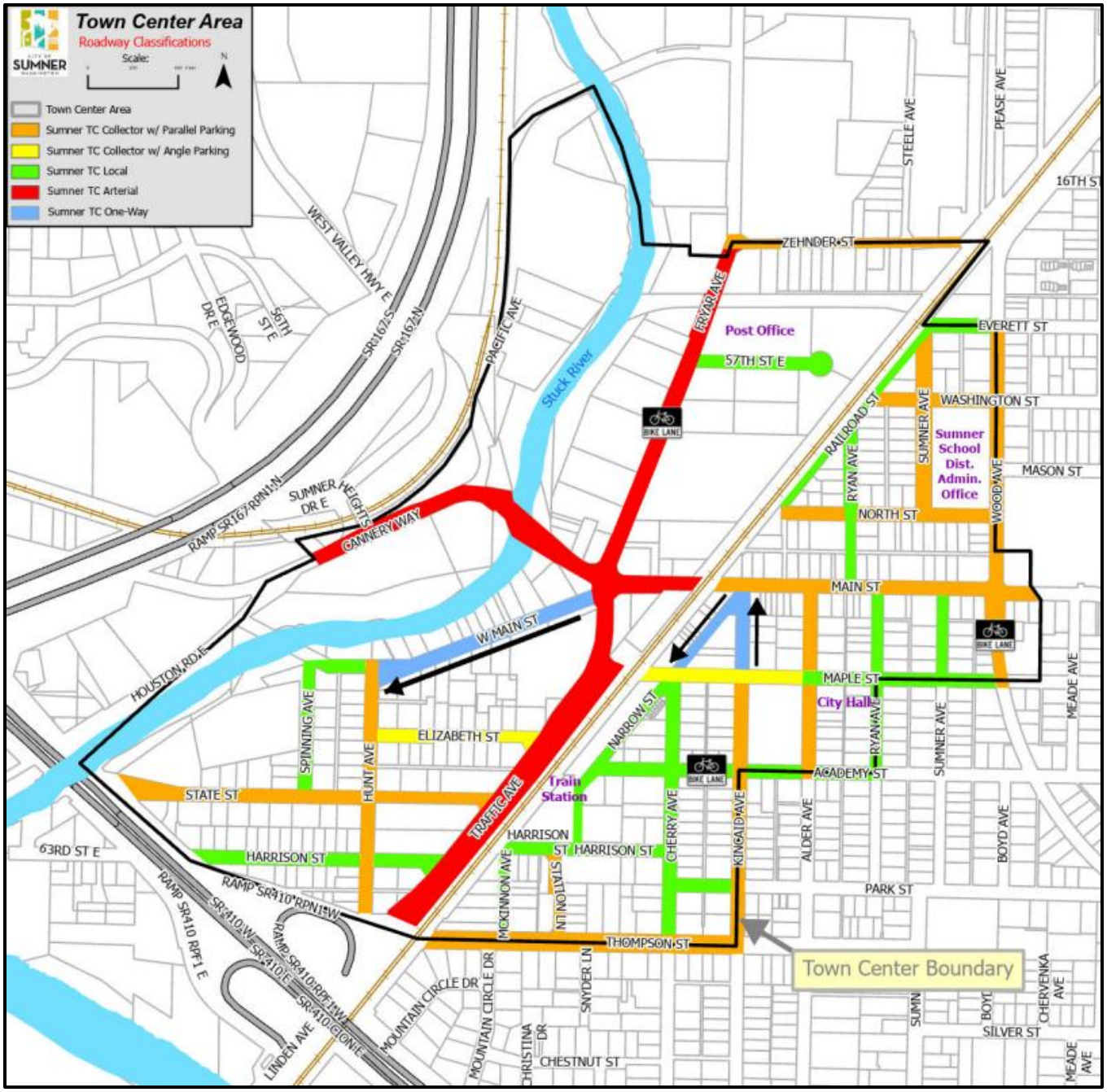
Town Center roadway classifications would also be updated affecting the Town Center Plan and associated Form-Based Code. See Exhibit 3 and Exhibit 4 for changes.

Exhibit 3. Current Town Center Roadway Classifications



Source: City of Sumner 2018.

Exhibit 4. Amended Town Center Roadway Classifications



Source: City of Sumner 2025.

A key change to the Town Center Plan and Form-Based Code is the establishment of an Innovation District and Enterprise Area (IDEA) overlay to the Zehnder Street and 57th Street E area. It allows makers spaces and live/work and is meant to spur formation and retention of businesses in the Town Center. A list of the encouraged uses includes:

- Shared workspaces, co-ops and incubators
- Live-work housing and/or mixed-use buildings
- Artist studios and small-scale manufacturing

- Blacksmith shops, glass blowing other light fabrication uses
- Educational or cultural uses like maker labs or galleries
- Breweries, bakeries and other craft food production

Key changes in the Form-Based Code:

- Include the updated Town Center Plan district zoning map and street type map.
- Amend street cross sections for TC-Collector and TC-Local typologies to meet minimum 10-foot drive aisle widths and pedestrian and bike network design consistent with Transportation Master Plan (TMP).
- Update "Chapter 2: Administration" to address form-based code modifications and design review requirements
- Update "Chapter 3: Rules for all zones" to include new lot type definitions for IDEA and Civic lot types allowed in certain zones.
- Include new lot type standards for IDEA and Civic forms that address building setbacks, minimum and maximum building height, parking location, minimum development standards and allowed building elements.
- Remove "Chapter 8: Landscape" and relocating standards into the SMC and/or design Guidelines where applicable.
- Remove" Chapter 9: Site Lighting" and relocating standards into the SMC and/or design Guidelines where applicable.

Key Updates in the Town Center Plan

- Update Projects and Actions to reflect completed ones and include new actions
- Update Goals and Policies to be consistent with the periodic Comp Plan update
- Reflect the public process for the 2025 Town Cenetr Plan update
- Update tables and data reflecting the Planning Area conditions since 2018
- Update section 4.4, Proposed Comprehensive Plan and Zoning Amendments—Form Based Code to address proposed changes in 2025
- Update Chapter 7 to be consistent with the Praks and Trails Plan and the East Mian Street Design Strategy
- Update Chapter 8: Transportation/Circulation to address street typology along transition zones (i.e. Zehnder)
- Update Chapter 11: Implementation- Planned Action Ordinance history

Key Updates in the Town Center Code (SMC 18.29)

- **Amend section 18.22.020 Districts – Where permitted** to include West Sumner District in the Town Center as an IDEA overlay zone.
- Amend section **18.29.030 Principal Uses** to remove repeated uses and new allowed uses for the IFDEA overlay.

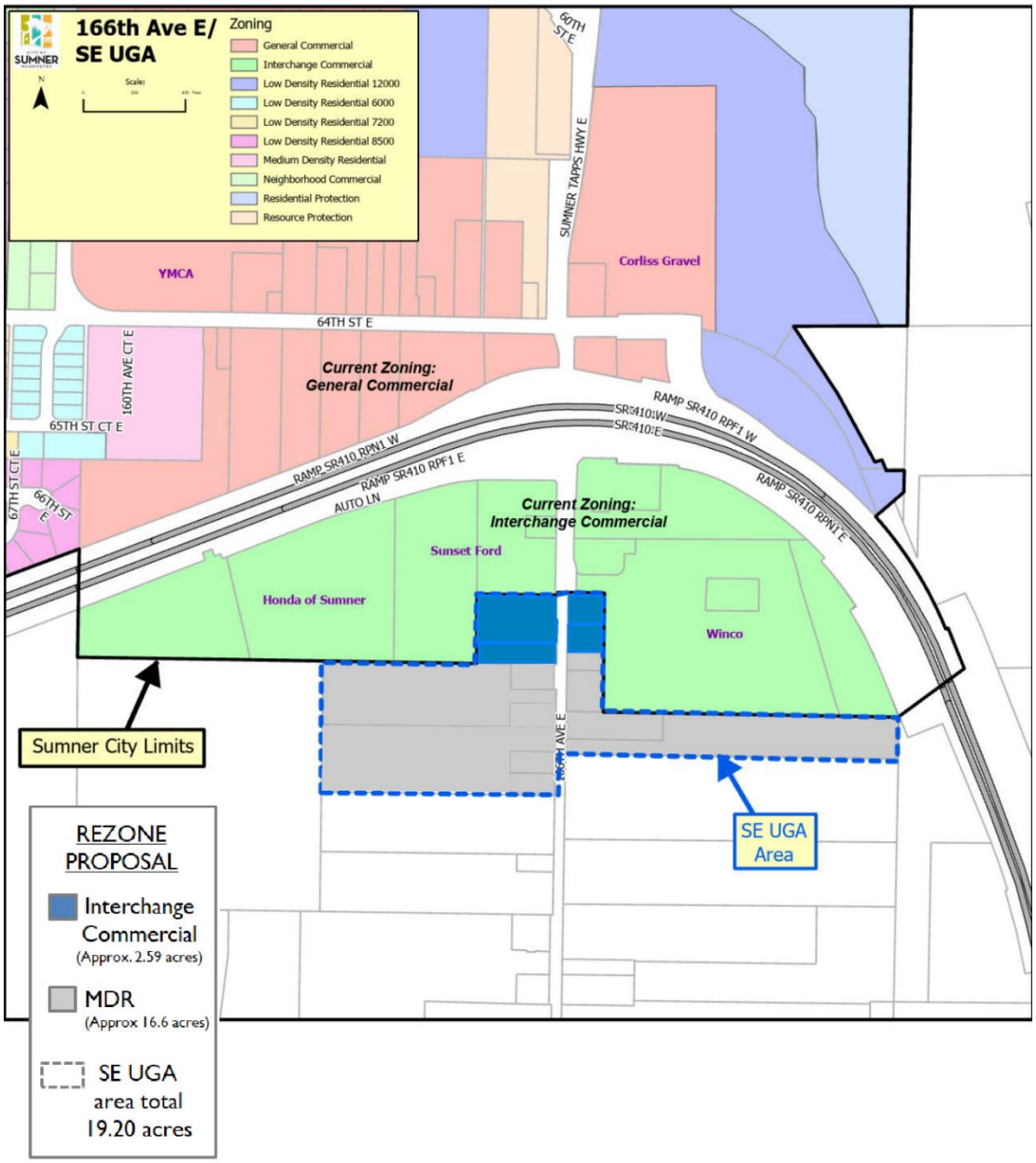
- Amend section **18.29.060 Performance Standards** to address expansion of specified existing nonconforming uses and ADU allowance.

MA-02: Rezone on 166th Ave E.

This docket item would redesignate and rezone up to 14 parcels on 166th Ave E, located south of Winco & Sunset Ford.

- The private applicant submitted a Comprehensive Plan Map amendment to rezone 7 parcels from Low Density Residential 2 (LDR-2) to Medium Density Residential (MDR).
- The City alternative would rezone 4 parcels to Interchange Commercial (IC) and 10 parcels to MDR, affecting the 19.9 acres in the southeast Urban Growth Area (UGA).

Exhibit 5. MA-02: City Map Rezone Proposal- SE Urban Growth Area



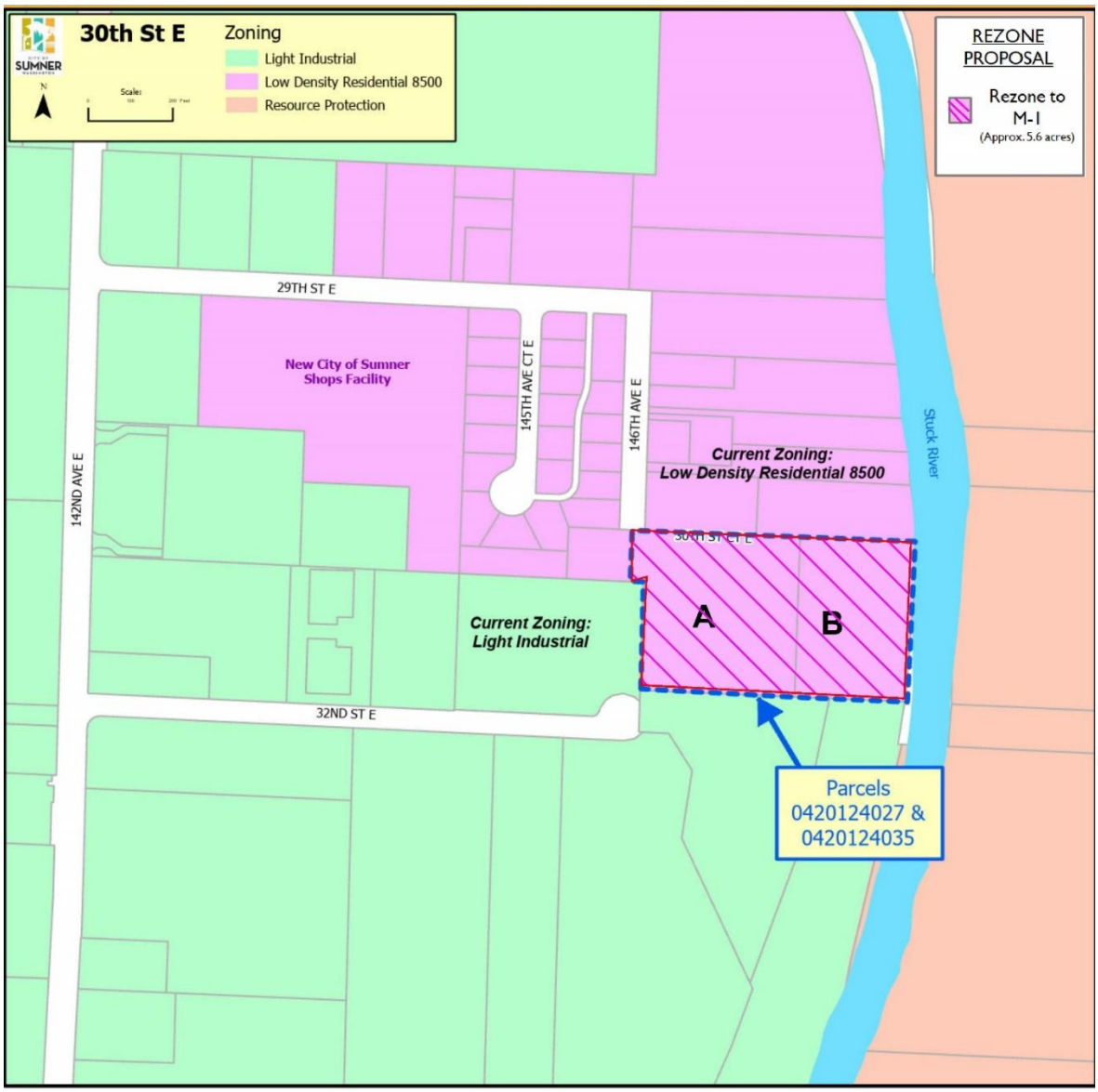
Source: City of Sumner, 2025.

MA-03: Rezone on 30th Street

The private applicant submitted a Comprehensive Plan Map amendment to rezone one (1) parcel (A) from LDR2 to Light Manufacturing (M-1) and a change in the Zoning Map from LDR-8.5 to M-1. The City alternative (Alternative 1) includes Parcel B, approximately 2.3 acres in size, located adjacent to Parcel A and adjacent to White River. Parcel B is within Shoreline Master Program jurisdiction, designated Urban Conservancy-200 feet. The city completed environmental review on the alternatives and proposes Parcel B to retain its current LDR-2 designation and associated LDR 8.5 zoning, until such time as there is a form of legal access to 32nd Street E and application of mitigation measures addressing light and glare and

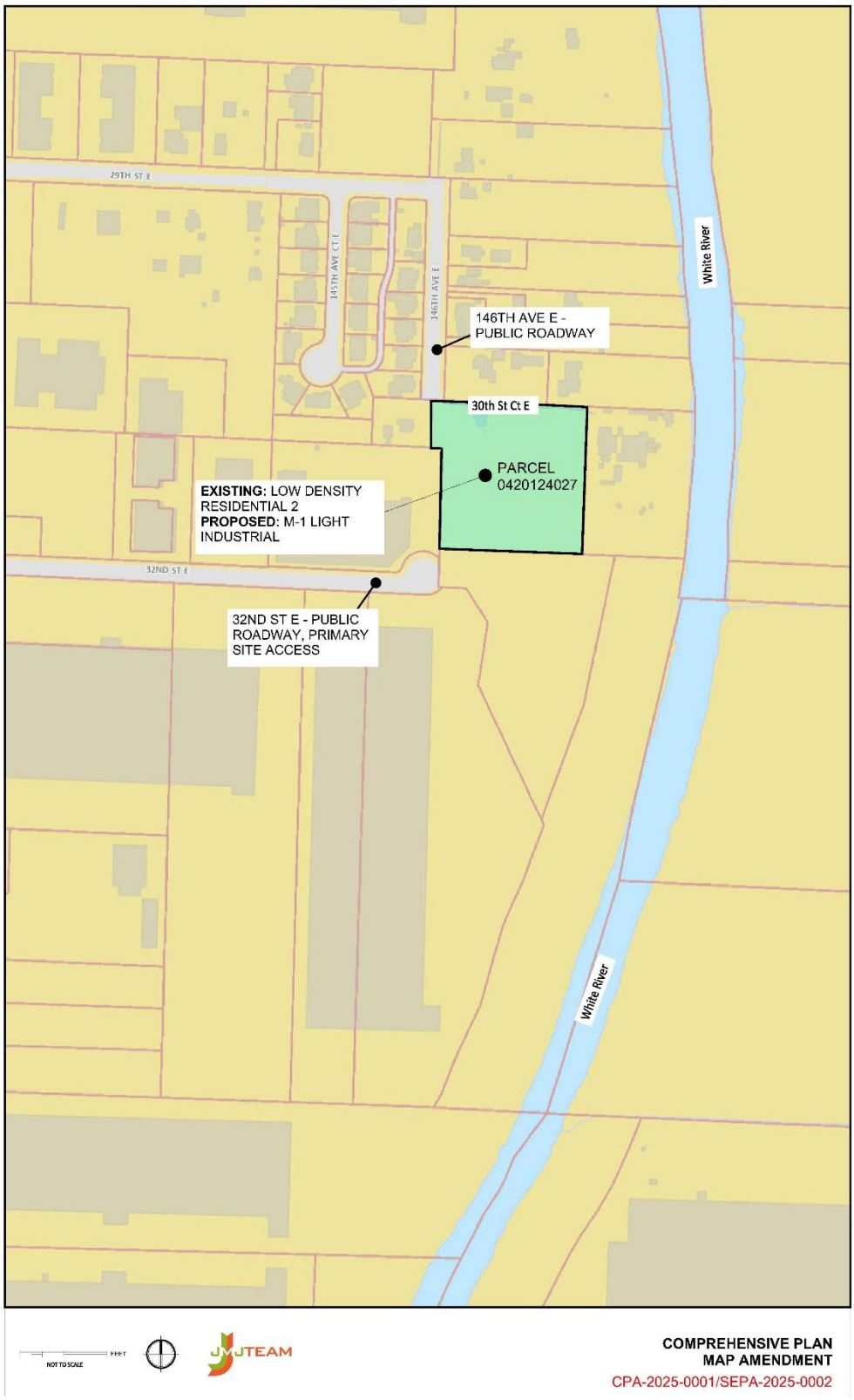
noise, together with critical area and shoreline master program requirements applicable to light industrial. This is consistent with the applicant's proposal in Alternative 2; see Exhibit 7.

Exhibit 6. MA-03 30th Street Rezone Proposal Alternative 1



Source: City of Sumner, 2025.

Exhibit 7. MA-03 30th Street Rezone Proposal – Applicant Proposal – Alternative 2



Source: JJTeam, 2025

TA-04 Sumner Comprehensive Plan – Capital Facilities Plan Amendment Incorporating Sumner-Bonney Lake School District Capital Facilities Plan

This docket application would amend Sumner's Comprehensive Plan to be consistent with the Sumner-Bonney Lake School District (SBLSD) Capital Facilities Plan, approved by the School Board in November 2024. The new SBLSD Capital Facilities Plan includes additional information on projects impacting Sumner residents based on SBLSD Boundaries including Phase 2 and Phase 3 of Sumner High School Master Plan, Crestwood Elementary Improvements, and Daffodil Valley Elementary Improvements.

The 2024 Sumner Comprehensive Plan references the 2021-2027 SBSLD CFP and incorporates school inventories, levels of service, and demand, and would need amendment. There are additional proposed updates throughout the Sumner Comprehensive Plan's CFP in order to incorporate information from the School District's 2024-2030 CFP. These improvements would result in changes to the School Impact Fees and the updated plan should be adopted by reference into the Comprehensive Plan to more accurately reflect changes to the district's facilities.

Consistency Review

This Land Use/Policy Evaluation document supports the City of Sumner's 2025 docket review, to provide an analysis of consistency of the proposed amendments with state, regional, county, and city plans and regulations.

State rules implementing the Growth Management Act (GMA) provide a definition of consistency and require a consistency review any time there is an amendment of the comprehensive plan or development regulations. To help determine interjurisdictional consistency, countywide planning policies should be evaluated.

- WAC 365-196-210 (8) "Consistency" means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.
- WAC 365-196-500 (4) Consistency review. Each comprehensive plan should provide mechanisms for ongoing review of its implementation and adjustment of its terms whenever internal conflicts become apparent. At a minimum, any amendment to the comprehensive plan or development regulations must be reviewed for consistency. The review and update processes required in RCW **36.70A.130** (1) and (3) should include a review of the comprehensive plan and development regulations for consistency.
- 365-196-510 (2) Initially, interjurisdictional consistency should be met by the adoption of comprehensive plans, and subsequent amendments, which are consistent with and carry out the relevant countywide planning policies and, where applicable, the relevant multicounty planning policies. Adopted countywide planning policies are designed to ensure that county and city comprehensive plans are consistent. More detailed recommendations about countywide planning policies are contained in WAC 365-196-305.

Below this evaluation considers the consistency of the docket applications first with state and regional policies and second with the City of Sumner's plans and codes.

State and Regional Policies

Summary of Growth Management Act (GMA) Goals

Sumner's Comprehensive Plan and development regulations must be consistent with the provisions in the GMA. Adopted in 1990, the GMA directs coordinated regional and countywide planning to inform city and county comprehensive plans and development regulations. The 15 Planning Goals help guide the development and adoption of local comprehensive plans and development regulations as well as amendments to them. They include:

- **(1) Urban growth**. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **(2) Reduce Sprawl**. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- **(3) Transportation**. Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled and are based on regional priorities and coordinated with county and city comprehensive plans.
- **(4) Housing**. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- **(5) Economic Development**. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
- **(6) Property Rights**. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- **(7) Permits**. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- **(8) Natural Resource Industries**. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands and discourage incompatible uses.
- **(9) Open Space and Recreation**. Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- **(10) Environment**. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

- **(11) Citizen Participation and Coordination**. Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.
- **(12) Public Facilities and Services**. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- **(13) Historic Preservation**. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
- **(14) Climate Change and Resiliency**. Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and Chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.
- **(15) Shorelines**. For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.

Regional Plans

VISION 2050

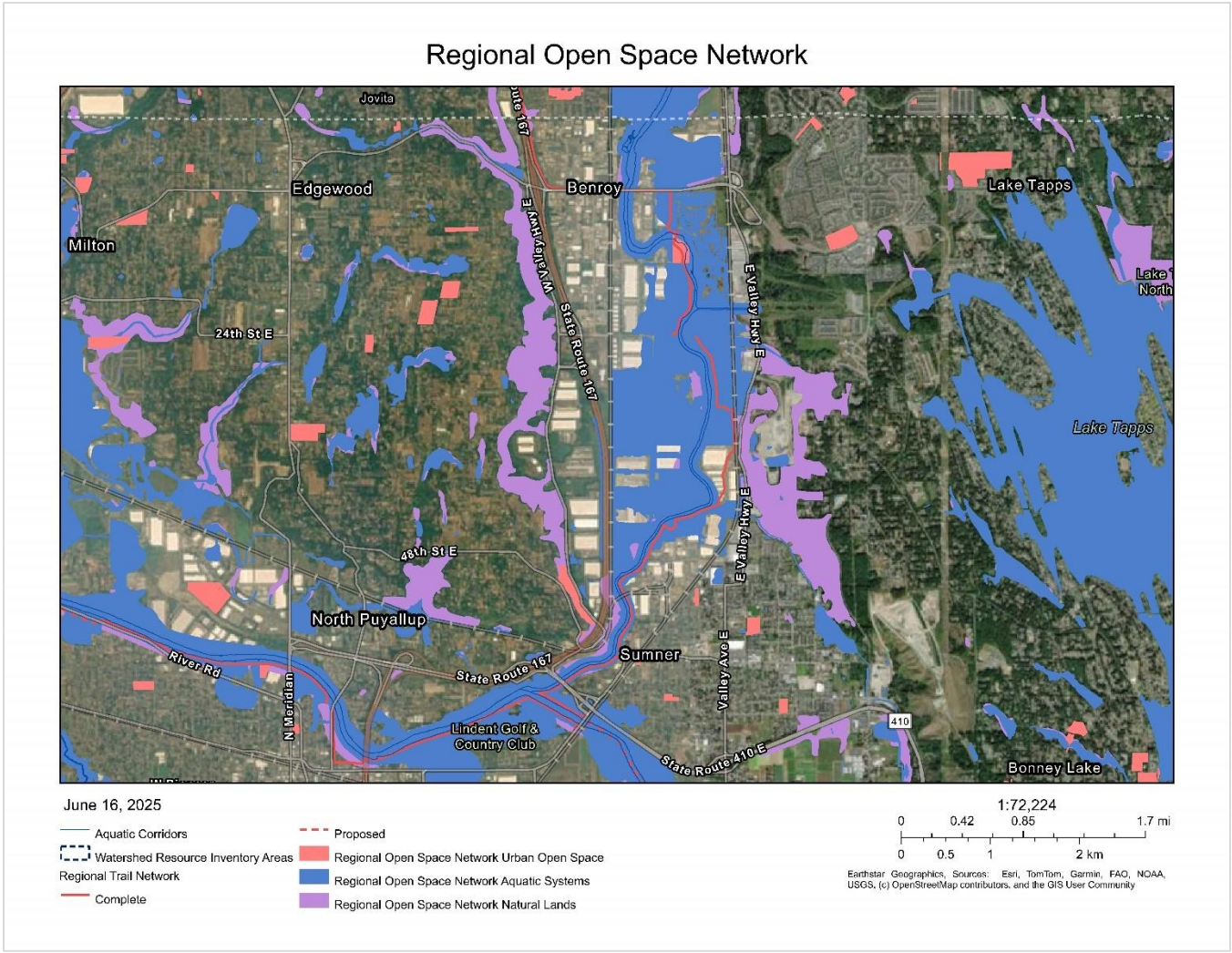
Regional VISION 2050 is the multi-county-level planning document for King, Kitsap, Pierce, and Snohomish Counties. Puget Sound Regional Council (PSRC) adopted VISION 2050 in October 2020 and the plan is endorsed by over 100 member cities, counties, ports, transportation agencies, and Tribal governments in the region. VISION 2050 contains multicounty planning policies (MPPs), as required by GMA, and a regional growth strategy through 2050. About 216 MPPs are included in the document, organized by topic area goals including Regional Collaboration, Regional Growth Strategy, Environment, Climate Change, Development Patterns, Housing, Economy, Transportation, and Public Services.

VISION 2050 calls for focusing housing and job growth within regional growth centers and near high capacity transit. Sumner is designated as a “High Capacity Transit Community” in VISION 2050 and the Sumner-Pacific Manufacturing Industrial Center is identified as an industrial employment center.

Open Space Conservation Plan

The Puget Sound Regional Council’s (PSRC’s) Open Space Conservation Plan identifies the open space network in King, Pierce, Snohomish and Kitsap counties and priority actions needed to protect and increase open spaces. In the Sumner area, the Stuck (White River) floodplain near MA-03 and stream corridors like Salmon Creek corridor east of MA-02. PSRC provides conservation strategies and supports long-term open space conservation.

Exhibit 8. Regional Open Space Conservation Map – Sumner Vicinity



Source: PSRC 2018, 2025.

The PSRC Open Space Conservation Plan identifies a number of ways to protect open space even where development is allowed.

> ***3.1.1 Protection Through Policies and Regulations:*** *Policies and regulations preserve open space by: 1. Focusing development in desired and appropriate locations and minimizing sprawl. 2. Advancing practices that minimize impacts and even restore functions where development is allowed. 3. Promoting traditional economic activity on working lands.*
>
> ***3.1.2 Protection Through Fee Ownership or Conservation Easement.*** *…While the most effective form of protection, land acquisition is also the most expensive open space protection tool — land costs are a significant barrier and ongoing maintenance is an additional …. Conservation easements can provide an alternative to land acquisition. A conservation easement is the purchasing of a portion of the property rights of a parcel of land from a willing landowner, while leaving most of the property rights with the landowner.*

The City has developed strategies in its citywide Parks, Recreation, and Open Space Plan, Shoreline Master Program along the White and Puyallup Rivers, and its White River Restoration Plan.[1] Critical area regulations also apply along streams and wetlands.

Countywide Planning Policies, Buildable Land Capacity & Targets

The GMA requires counties and cities to collaborate on countywide planning policies (CPPs) to coordinate planning and ensure consistency between county and city comprehensive plans (RCW 36.70A.210). The Pierce County CPPs were adopted in May 2022 and are consistent with the MPPs and Regional Growth Strategy in VISION 2050. The CPPs address:

- Affordable housing
- Agricultural lands
- Economic development and employment
- Education
- Fiscal impact
- Historic, archeological, and cultural preservation
- Natural resources
- Open space and protection of environmentally sensitive lands
- Siting of public capital facilities of a countywide or statewide nature
- Transportation facilities and strategies
- Urban growth areas
- Amendments and transition

The updated CPPs include a new emphasis on social equity and inclusion, healthy communities, climate change, interjurisdictional coordination, and displacement of residents and businesses. The Sumner-Pacific Manufacturing Industrial Center (MIC) is considered a Regional Manufacturing Industrial Center in the CPPs, which aligns with Puget Sound Regional Council's designation. Sumner Town Center is designated as a Countywide Growth Center.

The Countywide Planning Policies, Appendix A allocates population, housing, and employment growth targets for the 2020-2044 period. The County adopted revised housing targets by income band in June 2023. See Exhibit 9 and Exhibit 10 for the final Pierce County adopted targets allocated to Sumner.

Exhibit 9: 2044 Growth Targets - Sumner

	2020	2020-2044 Growth	2044 Total
Housing	4,492	1,985	6,477
Population	10,621	4,904	15,525
Employment	18,106	5,313	23,419

Source: Pierce County Countywide Planning Policies Appendix A 2022, Pierce County Ordinance 2023-22s 2023.

[1] See: https://connects.sumnerwa.gov/white-river-restoration-project.

Exhibit 10: Pierce County Adopted Housing Affordability Targets - Sumner

	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)
Allocation (2020-2044)	**1,985**	256	347	368	291	125	114	484	121

Source: Pierce County Ordinance No. 2023-22s
*PSH refers to Permanent Supportive Housing, which is defined in RCW 36.70A.030(16) as "non-time-limited housing for persons with disabling conditions who have experienced homelessness or risk of homelessness and are offered voluntary supportive services aimed at assisting the client in maintaining the terms of their lease agreement."

The Sumner Comprehensive Plan Update 2024 Final EIS identified the following capacity estimate for jobs and housing for the adopted plan (Preferred Alternative) illustrating the ability to meet jobs and housing targets.

Exhibit 11: Alternatives and Growth Targets

	2020-2044 Growth Target	2020-2023 Estimated Growth + Pipeline	2023-2044 Target Remaining	Preferred Alt (Adopted Plan) Capacity
Jobs	5,313	3,656	1,657	4,884
Housing	1,985	900	1,085	4,035

Source: Pierce County CPPs 2022; Pierce County Buildable Lands Report 2020; City of Sumner 2020-2023 Permit Data; BERK 2023

Countywide Growth Center

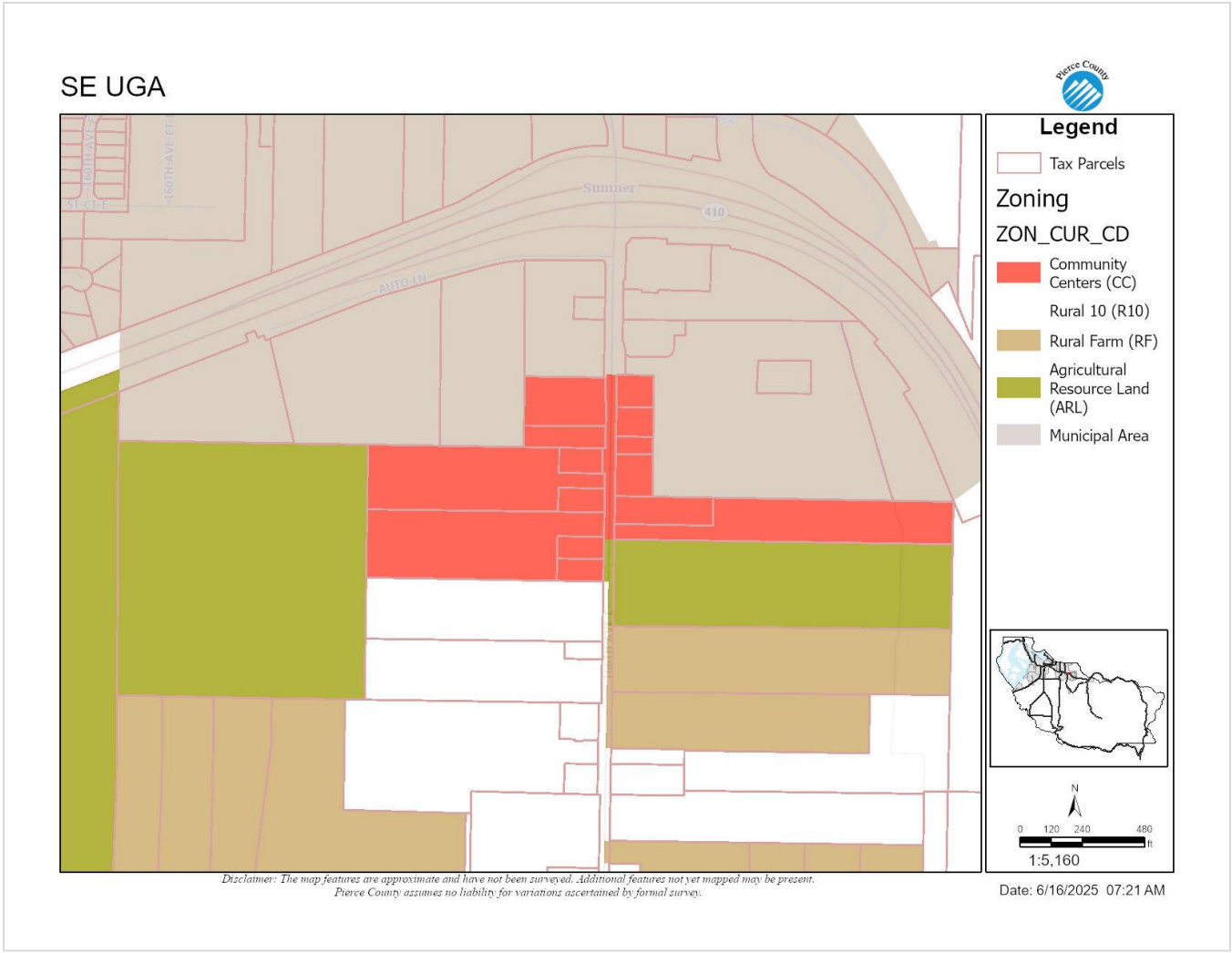
Sumner's Town Center is already considered a Countywide Growth Center. The criteria for new centers is shared below as a framework to review plan and code changes under MA-01.

> *The Center is a location for compact, mixed-use development, including:*
>
> *A minimum existing activity unit density of 10 activity units per acre*
>
> *Planning and zoning for a minimum mix of uses of 20 percent high-density residential and 20 percent employment, unless unique circumstances make these percentages not possible to achieve*
>
> *Capacity and planning for additional growth of 16 activity units per acre or more.*

Pierce County Comprehensive Plan and Zoning

The Pierce County Comprehensive Plan applies to unincorporated areas of Pierce County. It applies land use designations, implemented by zoning. The Southeast Urban Growth Area (UGA) is zoned for commercial purposes and abuts rural and agricultural lands.

Exhibit 12. Southeast Urban Growth Area County Zoning



Source: Pierce County GIS, 2025.

A description of the Community Center zone is as follows:

> *PCC 18A.10.080.A.2.b: The Community Center (CC) zone classification has, as its focus, a significant commercial traffic generator, around which develops a concentration of other commercial office, services, and some moderate- to high-density residential developments. The commercial activity within the center is directed to a customer base drawn from more than one neighborhood but should be at a scale that is compatible with surrounding residential areas.*

Summary of Recent Legislation – Transit Oriented Development

New laws[2] will affect the City's planning efforts, particularly in the Town Center where development standards would affect the intensity of development.

[2] Commerce Housing Division: https://deptofcommerce.app.box.com/s/4lo2nr5owly7v4xv83th999ofbci7x8e/file/1883167209457

Under HB 1491, a city may not enact or enforce any development regulation within a station area that would prohibit the siting of multifamily residential housing on lots where any other residential use is permissible. The bill requires a minimum floor area ratio of residential and mixed-use development in a station area (3.5 FAR in a rail station area), except for areas with shorelines or critical areas or where there is a designated landmark or historic district. Additional floor area ratio must be provided for housing made of mass timber. A minimum 10% of units must be affordable for at least 50 years and such buildings are allowed another 1.5 FAR.. An extension to delay implementation is allowed for up to 5 years if the areas are at high risk for displacement, as certified by the Department of Commerce.[3] The requirements go into effect by 2029 for the Central Puget Sound.

While some laws won't go into effect for a few years, evaluating the proposals to avoid making changes that would need to be revised later.

Docket item MA-01: 2025 Town Center Plan (TCP) Update

Compatibility with GMA and Regional Policies

The Town Center Plan Update and associated code changes would continue to fit with GMA goals to focus growth in urban areas, provide housing choices, and promote multimodal transportation options. The Town Center would continue to be a Countywide Growth Center in the Countywide Planning Policies.

Effect on Buildable Land Capacity & Targets

The Comprehensive Plan and Form-Based Code do not limit densities. The alteration of heights may change form, but the City's anticipated densities in the Town Center would remain similar to what was anticipated in the Pierce County Buildable Lands Report which assumed 76 units per acre even though densities can go higher to 110-120 per acre (effectively). The adjustments to heights still retain mid-rise heights of up to 6 stories in many parts of the center.

The focus on employment and light industrial in the IDEA overlay and a review of opportunity sites for housing and jobs in the Town Center provided an opportunity to fine tune adjustments in growth locations. For example, on Zehnder Street, more jobs may be anticipated though a similar number of dwellings as found today could continue in a live/work format. Jobs are more likely at the light industrial/business park character along 57th St E. On the other hand, at the Fryar Avenue library site, with the White River shoreline and larger redevelopment opportunity, mixed use residential development may be more likely. For the MA-01 docket review, housing capacity and target assumptions were retained overall but more housing was assumed at opportunity sites in West Sumner, apart from Zehnder Street and 57th St E. More jobs were

---

Growth Management Services: https://deptofcommerce.app.box.com/s/4lo2nr5owly7v4xv83th999ofbci7x8e/file/1883175009388

[3] A Commerce map tool regarding displacement showed low risk in the census tract including the station. A PSRC displacement risk analysis likewise shows low risk.

assumed in areas with the IDEA overlay and Zehnder Street and 57th St E locations, while maintaining the current count of dwellings.

Exhibit 13. Sumner Comprehensive Plan – Capacity and Target Assumptions

Location	Capacity		TMP / Target Assumption	
	Housing	Jobs	Housing	Jobs
Town Center – 2024 Periodic Update	1,768	330	938	298
Town Center – Update: Assumed in Transportation Evaluation	1,768	430	941	399
Focus Area: Sites on Zehnder, 57th St E, and Main/Railroad and Cherry	*298*	*34 (periodic update) + ~100 (IDEA overlay)*	*158 (part of periodic update) + 3 (moved from other part of Sumner)*	*30 (periodic update) + ~100 (IDEA overlay)*

Source: BERK 2024 and 2025.

The current Town Center Plan activity units (assuming about 145 parcel acres) is higher than the base or future activity unit minimums in the Countywide Planning Policies (10 existing, 26 future), and that would tick up a little higher with the MA-01 changes.

Exhibit 14. Current and Future Activity Units within Town Center (140 acres)

Current Plan						Current & Planned Activity Units	
2023 Units (including Pipeline)	2023 Jobs	Est. 2023 Pop*	2044 Units (Existing + Future)**	2044 Jobs (Existing + Future)***	Est. 2044 Future Pop*	2023 Activity Units	2044 Activity Units
611	1,321	1,499	1,549*	1,619	3,604	2,820	5,223
					Per Acre:	**19**	**36**

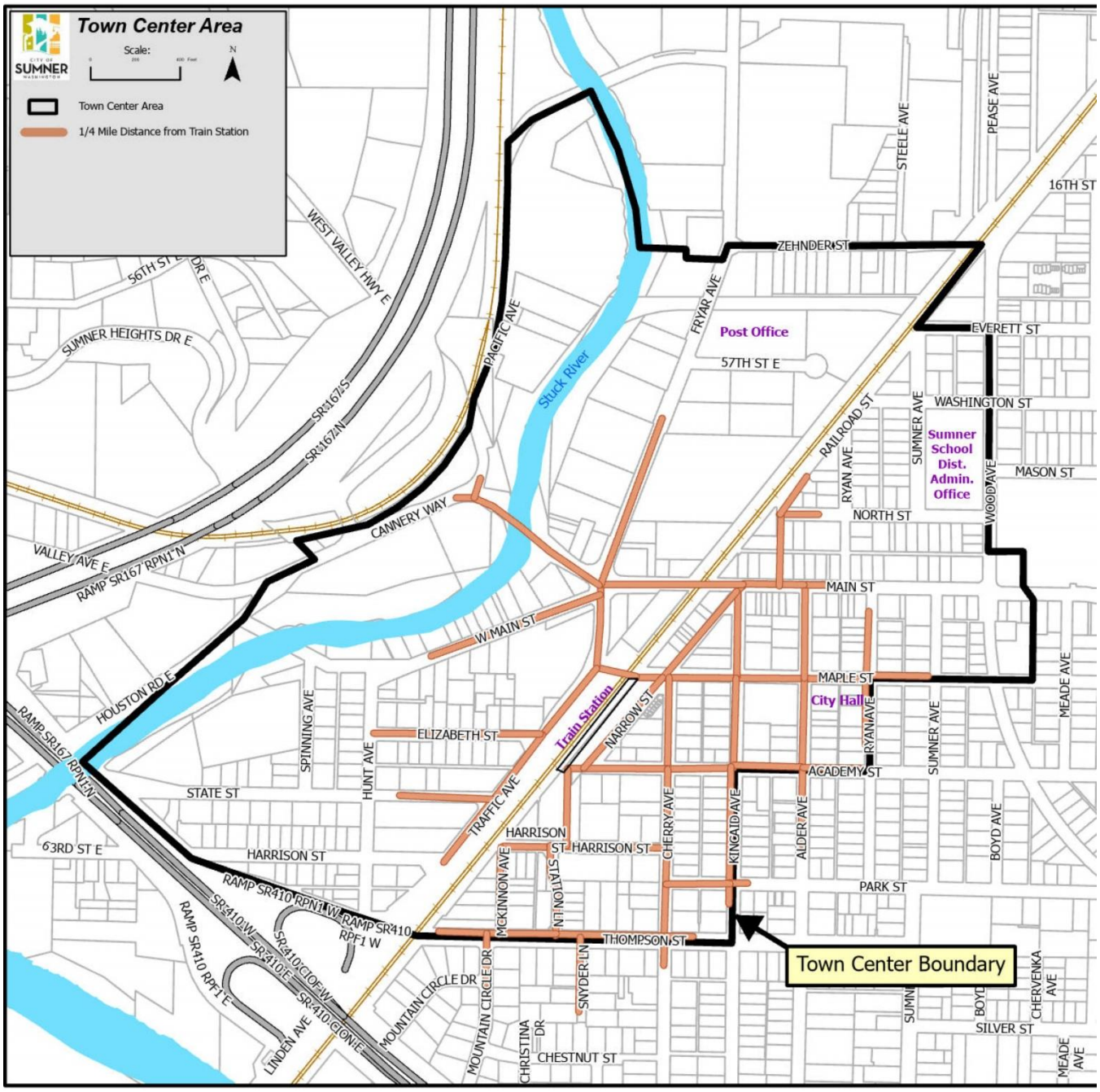
With MA-01 Change			
2044 Units	2044 Jobs	2044 Pop	2044 Activity Units
1,549	1,719	3,604	5,323
		Per Acre:	**37**

*Assumes 2020 household size of 2.35 and 2044 household size estimated by PSRC at 2.33
**611 current units plus 938 units planned ***1,321 current jobs + 298 jobs planned
Source: BERK 2024 and 2025.

Relationship to Recent Laws – Transit Oriented Development

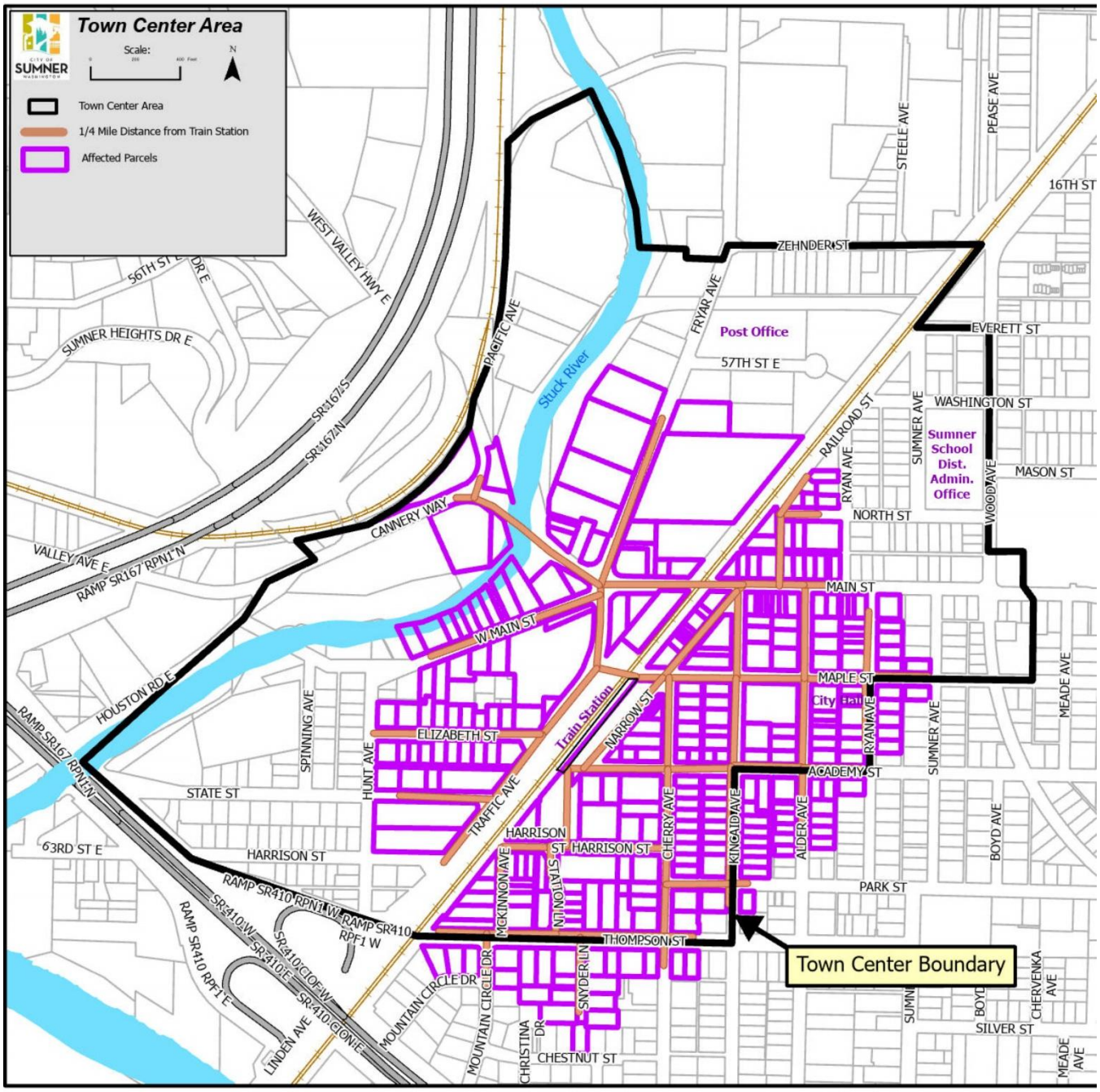
HB 1491 would require a floor area ratio of 3.5 within a quarter mile walking distance of the Sumner Train Station. Exhibit 15 illustrates the quarter mile walkshed from the station along streets, and Exhibit 16 shows parcels within that same distance.

Exhibit 15. Quarter Mile Distance from Train Station



Source: City of Sumner, 2025.

Exhibit 16. Parcels within Quarter Mile of Sumner's Sounder Train Station



Source: City of Sumner, 2025.[4]

Cities planning under RCW 36.70A.040 must allow new residential and mixed-use development within any station area at the transit-oriented development density of: At least 3.5 floor area ratio, on average, within a rail station area. The ordinance regarding floor area ratio can be

[4] PSRC's earlier mapping of the buffer in a pre-cursor bill to HB 1491 is here and shows a simple buffer without a street-based walkshed: https://psrc-psregcncl.hub.arcgis.com/apps/6d7821dd7e224204b168454b5cd7b367/explore

greater or lesser if the average maximum floor area ratio of all residential and mixed-use areas within a station area is no less than the applicable transit oriented development density.

A preliminary evaluation shows that under the current Town Center development standards for the Town Center subarea as adopted the City can meet the 3.5 average FAR in the full Town Center boundary. In the quarter-mile distance from the train station that extends beyond the Town Center boundary into LDR zoned areas, the City does meet the average FAR.

Likewise, the City can meet the 3.5 average FAR in the full Town Center boundary with alternative height standards that in some cases reduce the building height over current standards. With alternative height standards in the quarter-mile distance from the train station, the City would also meet the average FAR.

The preliminary evaluation is included in

Exhibit 17 and

Exhibit 18. The Department of Commerce is expected to issue guidance regarding HB 1491 in the 2025-2027 biennium, and the City will have until 2029 to comply. The preliminary evaluation provides an early review of the legislation that could change based on the guidelines; based on the guidelines, more planning in the station area and the walkshed may be needed through 2029. Preliminarily, the floor area ratios appear to meet the intent of the law.

Exhibit 17. Preliminary Floor Area Ratio Evaluation – Full Town Center and Walkshed

Designation/District	Max Allowable Height	Alternative Heights	Allowable Coverage	Acres in Full Town Center	Acres in Walkshed	Effective FAR Full Town Center	Alternative FAR in Full Town Center	Effective FAR in Walkshed	Alternative FAR in Walkshed
Riverfront	6.0	6.0	0.7	31.14	13.19	4.2	4.2	4.2	4.2
	5.0	5.0	0.7	4.81	2.31	3.5	3.5	3.5	3.5
West Sumner	6.0	6.0	0.9	63.25	27.21	5.4	5.4	5.4	5.4
Station	5.0	5.0	0.9	6.43	3.34	4.5	4.5	4.5	4.5
	4.0	4.0	0.9	24.57	18.91	3.6	3.6	3.6	3.6
	3.0	3.0	0.9	2.99	2.15	2.7	2.7	2.7	2.7
Historic CBD	6.0	4.0	1.0	0.74	-	6.0	4.0		
	5.0	4.0	1.0	1.70	-	5.0	4.0		
	4.0	3.0	1.0	9.41	4.93	4.0	3.0	4.0	3.0
	3.0	3.0	1.0	0.1	-	3.0	3.0		
LDR 6000	3.0	3.0	0.4		9.24			1.2	1.2
Total				**145.2**	**72.0**	**4.2**	**3.8**	**3.6**	**3.5**

Source: City of Sumner, BERK 2025.

Exhibit 18. HB 1491 Summary of Standards and Results of Preliminary FAR Analysis

HB 1491 Requirement	Notes
Fully planning cities must allow new residential and mixed use development at a density of at least 3.5 FAR, on average within a rail station area (2.5 around BRT)	Since it is rail, the average FAR must be at least 3.5 FAR. The weighted average of the current and alternative FAR in Town Center is higher.☑ The weighted average of the FAR in the walkshed is at least 3.5 FAR. ☑
Cities may designate parts of the station area to have less FAR if the average max FAR is no less than the required	There are areas where the FAR is less than 3.5, but the max in other districts are higher. ☑ Ensure changes inside/outside Town Center do not cause issue with this. Need zoning in walkshed.
Within any station area, an additional 1.5 FAR in excess of the density required must be allowed for a building in which all units are affordable to households with an AMI<80%. (density bonus)	This element would be addressed between now and 2029.
MF units with at least 3 bedrooms may not count toward FAR limits (density bonus)	This element would be addressed between now and 2029.
Affordable housing around station areas must maintain affordability for at least 50 years	This element would be addressed between now and 2029.
MFTE	This element would be addressed between now and 2029.
Off Street Parking. Fully planning cities may not require off-street parking for residential and MU in a station area (exemption: ADA parking)	This element would be addressed between 2027-2028, after the Sounder Station parking garage is complete to evaluate changes to future parking requirements.

Definition of a Rail Station Area: (51)(b) Fully or partially within one-quarter mile walking distance of an entrance to a train station with a commuter rail stop in a city with a population no greater than 15,000.

Definition of Floor Area Ratio: (50) "Floor area ratio" means a measure of development intensity equal to building square footage divided by the developable property square footage. Developable property excludes public facilities and portions of lots with critical areas and critical area buffers as designated in RCW 36.70A.060, except for critical aquifer recharge areas where a single-family detached house is an allowed use provided that any requirements to maintain aquifer recharge are met.

Docket item MA-02: Rezone on 166th Ave E. Location

Compatibility with GMA

The proposed designations and zoning for Interchange Commercial (IC) and Medium Density Residential (MDR) would be more compatible with Pierce County's Future Land Use designation and zoning of Community Centers than the current designations of Low Density Residential. IC and MDR would be a complementary set of zones in comparison with the

Community Center zone which allows commercial uses and medium and high density residential uses.

Effect on Buildable Land Capacity & Targets

The proposal – whether the City proposal or the Applicant proposal – would increase capacity for low-rise multifamily uses that are considered affordable to those who earn 80% or less of the area median income that are important to address with recent housing targets (see Exhibit 10). See Exhibit 19 for a capacity estimate for MA-02.

Exhibit 19. Growth in Dwelling Units and Jobs – SE UGA

Capacity 2024 Comprehensive Plan		TMP / Target Assumption		City Alternative 1 Capacity		Applicant Parcels Only	
Housing (Gross)	Jobs	Housing	Jobs	Housing (Gross)	Jobs	Housing (Gross)	Jobs
30	122	26	46	315	46	150	-

Source: City of Sumner, 2025; BERK, 2025.

Relationship to Recent Housing Laws

The proposal for MDR near the 166th Avenue interchange is not relevant to increasing housing opportunities near high-capacity transit.

Docket item MA-03: Rezone on 30th Street

Compatibility with GMA & Capacity Impacts

This docket proposal is consistent with the requirements of the GMA. Currently the two sites are single family designated and zoned parcels that would be converted to light industrial land uses. The overall housing capacity is about 3 units whereas the overall job capacity is about 36 jobs if this rezone were to happen. As a part of this rezone, additional housing capacity that was previously on this site is being re-allocated elsewhere in the City of Sumner meaning that this proposal would support the GMA requirement of providing adequate employment capacity without sacrificing overall citywide housing capacity.

Shorelines and Open Space

This proposed rezone would likely lead to eventual light industrial development near the White River shoreline. The overall effect of the rezone on the White River shoreline as well as the biodiversity of these parcels was analyzed as part of the SEPA review and based on the Shoreline Master Program for the City of Sumner, development on the easternmost parcel (0420124035) would require additional review of the possible shoreline impacts to the White River. The Shoreline Master Program specifies that any such development would require additional study of the possible impacts to the waterbody and eventually may be permitted pending the results of this analysis. Overall, there are protections in place to limit possible

damage to the shoreline from the eventual potential redevelopment of this site that are well documented in the Shoreline Master Program.

Additionally, the site currently contains two poor quality structures per review of the Pierce County Assessor Data and as such, potential future development will likely not result in further ecosystem damage or species damage that would impact overall biodiversity. The plant species on these parcels were identified and analyzed as part of the SEPA review and determined to be mostly brush and vegetation that was typical of the surrounding parcels.

The sites are near to, but fall outside of, the Lower White River Biodiversity Management Area which intersects six parcels in Sumner. Any future development on the site would require additional reviews of potential ecological impact and would adhere to the City of Sumner Shoreline Master Program and critical areas regulations.

Docket item TA-04: Sumner-Bonney Lake School District CFP

Compatibility with GMA

The GMA requires that the City of Sumner Comprehensive Plan include a Capital Facilities Plan for several public service entities which shows the locations and capacities of the facilities, future needs, proposed expansions, and a six-year financing plan. This docket item meets this requirement as it proposes to adopt the most up-to-date Sumner-Bonney Lake School District Capital Facilities Plan into the Comprehensive Plan and to update numbers from said plan within the Capital Facilities Element. Updated data on growth projections, inventory of existing facilities, and future investments is vital to project and plan for educational services that are provide to students who live in Sumner.

Countywide Planning Policies on Schools / Education

Pierce County Countywide Planning Policies on Education require the ongoing coordination with entities that provide educational services alongside planned growth patterns. This includes the use of the Capital Facilities and Land Use Elements of Comprehensive Plans within Pierce County Jurisdictions to ensure the ongoing planning for future educational needs and continued provision of educational services. This docket item helps to meet Pierce County Countywide Planning Policies ED-3, ED-4 and ensures that the Sumner Comprehensive Plan has adopted and is planning based on the most up-to-date information available from the Sumner-Bonney Lake School District.

Sumner Plans and Codes

This section addresses key components of Sumner's Plans and Codes that would be amended or affected by the proposed docket applications

- Comprehensive Plan Vision Statement and Elements

- Sumner Capital Facility Plan
- Sumner Transportation Master Plan
- Town Center Plan and Planned Action
- Shoreline Master Program
- Sumner Zoning Code and Design Guidelines

Comprehensive Plan

Vision Statement

Sumner sets out its long-term aspirations for the community relative to the health and well-being of people, economic vitality, protection of resources and heritage, and maintaining community character. These vision statements are broad statements of desired outcomes and are not to be construed as policies or mandates. The introductory vision statement is quoted below. Additional elements of the vision statement are available in the full Comprehensive Plan.

> *Sumner: The Vision*
>
> *Today and into the future, Sumner is bound together by its community pride, respect for neighbors, small-town heritage, support for small businesses as well as industry, and concern for protecting our community's natural resources. We recognize that there are community needs, such as the improvement of the Downtown business area, repair of streets and sidewalks and management of traffic, along with maintaining adequate public services, parks, and family and human services for our residents. In the coming decades, the community works together to maintain a high quality of life and to address community needs.*
>
> *In 2050 Sumner shows strongly its unique "small-town" characteristics and appeal, even in the face of a changing world. In embracing our heritage while also looking forward, we set the standard of excellence for a progressive small city. Through ongoing cooperation and communication between residents, business, industry, schools, and local government, an environment exists which reflects the community's pride in itself. This environment reflects our small-town heritage, our desire for open space, our support for quality education and human services, our commitment to responsible governance, and our readiness for the future.*

Plan Elements

Sumner's Comprehensive Plan contains the following elements – elements more central to the docket applications are described. Where changes are proposed for housekeeping or consistency, underline/strikeout is shown.

1. Introduction

Implementing Plans and Strategies

To implement the Sumner Comprehensive Plan, the following plans and strategies have been completed:

- Sumner Urban Design Concept Plan, 1995. Prepared by Dennis Tate Associates and Kasprisin Pettinari Design, July 1995. It ensures a unified approach to community development to reinforce Sumner's small-town character and addresses City gateways, pedestrian linkages, building scale and character, signage, and streetscape.
- Urban Forestry Strategy, 1996. The City's Forestry Commission, this Strategy is intended to guide the community's investment in trees on public and private property for the subsequent 5 years. The Strategy inventories the state of the City's urban forest and proposes numerous projects to implement the policies of the Comprehensive Plan. The Strategy was adopted in February 1996 by Resolution No. 912.
- Cemetery Master Plan. Prepared by the Community Development Department, the Cemetery Advisory Committee, and the consulting firm of WCA Northwest, this Master Plan outlines the policies for operation and capital improvements to the City's cemetery. The Plan was adopted November 3, 1997 by Resolution No. 968. The Cemetery Plan is being updated in 2015.
- Sumner Parks and Trails Plan, 2024~~18~~. This Plan provides the location, standards, and cost estimates for the trail system which extends from the King County Interurban Trail in the City of Algona to the Pierce County Foothills Trail in the City of Puyallup. The plan was originally adopted June 2, 2008 and updated in 2018 and 2024.
- Sumner Capital Facilities Plan, 2024. Prepared by BERK Consulting, Transpo Group, Inc., and Parametrix. With approval by the Planning Commission and City Council, this document provides an inventory of existing capital facilities; establishes the level of service for transportation, water, sewer, storm sewer, parks, police, fire, schools, and general government facilities; analyzes them for deficiencies; and sets forth a 6-year financial plan for funding any improvements. A capital facilities plan is a required element of the Growth Management Act and was adopted with the 2024 Comprehensive Plan Update.
- East Main Street Design Strategy, 2002. The design strategy was originally adopted on May 16, 2002 (Ordinance No. 2056) and is intended to provide a framework for converting the section of Main Street from Valley Avenue to 160th Street East from a largely automobile oriented landscape to a more walking friendly environment. The strategy was implemented in the zoning ordinance and will result in wider sidewalks, connected parking, reduced driveways and buildings closer to the street.
- Town Center Plan, 2025 ~~2018~~. The ~~update to the 2005~~ 2025 subarea plan was completed by the City with assistance from consultant team BERK~~,~~ and The Transpo Group ~~and ECONW~~ building off of prior efforts in 2005 and 2018. This document provides the policy and real estate market analysis for revitalizing the downtown core and encouraging development of more housing to serve local businesses and utilize the Sounder station. The update included adoption and amendment of a

Planned Action Ordinance per RCW 43.21C.440 following completion of a Supplemental Environmental Impact Statement and subsequent SEPA documents.

- Design and Development Guidelines, 202518. The design guidelines supplement the zoning code and provide a greater level of detail regarding landscaping, building and architectural treatments and pedestrian friendly amenities. The design guidelines were originally adopted in 1996 and underwent a major rewrite in 2008 and 2025 with minor updates in between ~~in 2018~~.

2. **Community Vision**

3. **Community Values**

4. **Plan Monitoring and Amendment:** ~~The policies in this chapter attempt to address the role of City government in the community and in maintaining permitting and enforcement measures that support residents, employees, and business owners.~~ The policies in this chapter outline the framework for monitoring implementation actions, evaluating key performance indicators, and establishing procedures for periodic updates and formal amendments in compliance with state laws and local policies.

   A key goal and policy for this policy review and the docket process are noted below:

   > 1. Monitor implementation of the Comprehensive Plan for consistency with the City vision, Growth Management Act requirements and policies, Multi-County Planning Policies (VISION 2050), and Pierce County Countywide Planning Policies and make amendments to the plan as necessary.
   >
   > 1.3. Implement and adopt a public participation strategy appropriate for each amendment cycle.

5. **Governance and Permit Process:** The policies in this chapter attempt to address the role of City government in the community and in maintaining permitting and enforcement measures that support residents, employees, and business owners.

   Relevant to the Town Center two key policies are:

   > 7.1. Adopt regulations that are clear, concise, and enforceable and periodically review regulations for improvement.
   >
   > 7.7. Prepare necessary documents based on the level of environmental impacts to allow for "planned action" as allowed by state law to expedite the review of projects in the Town Center, East Sumner Urban Village and other subareas.

6. **Community Character:** Sumner's Community Vision chapter and neighborhood plans such as for the East Sumner Neighborhood, the Town Center, and the Manufacturing/Industrial Center identify key issues for the community, including maintaining and promoting Sumner's small-town atmosphere, enhancing downtown, providing beneficial employment, ensuring a compatible variety of uses, managing a reasonable rate of growth, protecting and enhancing cultural and environmental resources, providing adequate infrastructure, and promoting property maintenance, among others. This image of Sumner is consistent with the regional strategy (VISION 2050) by envisioning the City as having both a regionally designated town center and a regional manufacturing and industrial center. The variety and concentration of land uses

in the downtown core, and proximity to the commuter rail and transit station, creates a strong town center. In addition, the manufacturing and industrial development on the north end of the city has become a regional center for this activity and has been formally designated by the Pierce County Council and Puget Sound Regional Council. The goals, policies and objectives below are based on these themes and are intended to enhance the sense of community through design of the built environment.

7. **Family and Human Services**

8. **Economic Development and Employment:** 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 PSRC. This creates a unique context for economic development in the city. The policies … 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.

9. **Land Use:** 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. … 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)…

   The Town Center Plan area allows unlimited density since it is controlled by the building form instead.

   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 a 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)

Also relevant to the Town Center Area is the potential use of the IDEA overlay:

> 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.

The SE UGA would change from LDR-2 to MDR and IC. 30th street property would change from LDR-2 to Light Industrial (M-1):

> 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 low density range (LDR-3 at 7-20 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 the Residential Protection district and protected critical areas to higher density uses. Primary uses include detached single-family dwellings, duplexes, private garages, and other accessory buildings. Secondary uses allowed typically with appropriate criteria include accessory dwelling units (i.e., "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…

Key densities for the MDR designation proposed for the SE UGA include MDR at 8.1-22 du/ac. MDR is defined as:

> 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 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.

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 require attractive and 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 amenities will still be required.

The 30th Street Area would change from LDR-2 to M-1 for light industrial uses.

Light Manufacturing: Principle uses in this district include light manufacturing (particularly assembling and manufacturing of products from previously prepared material), warehouse/distribution, and packaging plants, and limited office uses. Secondary uses include 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, public open space and critical areas
- Screening of outdoor storage
- Alongside lot lines when not immediately adjacent to a parking lot/truck maneuvering area.

Goals for site and building design are:

- Quality building materials and modulation along street fronts
- Screening of parking and loading
- Discourage multiple curb cuts.

The SE UGA would be guided by goals and policies in the Land Use Element including:

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. …

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.

10. **Essential Public Facilities**

11. **Historic and Cultural Resources**

12. **Environment** The Growth Management Act (GMA) requires that critical areas, natural resource lands, and the environment be protected. Countywide Planning Policies and the Multi-County Planning Policies (VISION 2050) also establish mandates for protection of the environment in the planning process… Critical Areas within the City of Sumner include wetlands; critical aquifer recharge areas; fish and wildlife habitat conservation areas; frequently flooded areas; and geologically hazardous areas. The beneficial functions and values they provide include water quality protection; fish and wildlife habitat; flood storage; groundwater recharge and discharge; drinking water protection; erosion control; protection from natural hazards; and recreation.

    Relevant to several docket items that abut the White River or Salmon Creek is the following policy:

    > 8.5. Work with other agencies and the public to support restoration of the White River and its tributaries including Salmon Creek and continue to support and implement the White River Restoration Project to restore salmon habitat and reduce flood risks.

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

14. **Housing:** … 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… existing and future housing 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. … 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.

A key goal and policies relevant to the Town Center in particular are shown below with some adjustments to horizon years and heights based on the Town Center Plan Update and associated code amendments:

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 2044 ~~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 residential at a maximum of 3 stories as appropriate.

4.4. Maintain the Town Center "transition areas" that will be at reduced height (maximum 3 stories) to create a more compatible transition between 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. Maintain the Multi-family Tax Exemption allowance and create other substantial incentives for re-development in the Town Center by providing property tax relief for qualified affordable housing developments for 12 years.

15. Parks and Open Space

16. Transportation: 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 and the required scope of ongoing repair and maintenance of existing facilities…

17. Capital Facilities: The Growth Management Act (GMA) requires that comprehensive plans include a Capital Facilities Element, which addresses the capital facility needs sufficient to support the designated land use intensities. The following policies establish

the levels of service for the necessary capital facilities and the policy directives that implement the specific capital facility items. Public services have also been included because of their close ties to capital facility plan development…

18. **Utilities**

19. **Shorelines: …**Shorelines within Sumner consist of the White River, Puyallup River, and a portion of Lake Tapps within the Sumner Urban Growth Area… *[See the description of the Shoreline Master Program below]*

Sumner Capital Facility Plan

Sumner's Capital Facility Plan (CFP) identifies what public facilities and services are needed for the planned growth and how to finance them. It evaluates existing infrastructure and levels of service (LOS) for government facilities, water facilities, sanitary sewer, stormwater, parks, public streets, fire facilities, and public school facilities.

The docket applications have been reviewed cumulatively for effects on the City's transportation levels of service and in the case of the SE UGA, the ability to provide water and wastewater services. The School District's docket application would require amendments to the City's comprehensive CFP.

Sumner Transportation Master Plan

The Transportation Master 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 docket applications have been reviewed cumulatively for effects on the City's transportation levels of service and the ability of planned improvements under the Transportation Master Plan to address future growth under either applicant proposals or the City's alternative proposals.

Town Center Plan and Planned Action

The Sumner Town Center Plan was adopted in 2018 and presents a vision, strategies, goals, and policies for Sumner's 197-acre Town Center. The Town Center Plan is a transit oriented subarea plan that supports the Sumner Comprehensive Plan.

The Town Center vision is described as:

> *Sumner, a city of excellence reinforcing its role as classic, small town Americana that goes beyond nostalgia.*
>
> *Sumner, a community that retains/strengthens a fully functional, full life cycle, "everyday" downtown.*
>
> *Sumner, a community that provides housing for all life stages and recognizes the value of a transit station for convenience of residents.*

In addition to the vision, strategies, goals, and policies, the Town Center Plan established a form-based code for Town Center, which has been adopted into the Zoning code. This is addressed further below under the zoning code and design guidelines.

In 2018 the City adopted a Planned Action Ordinance[5] to facilitate growth consistent with the Town Center Plan identifying 1,194 new dwelling units and 460 new jobs between 2015 and 2035 and potential traffic trips anticipated, as well as mitigation measures. It allows new development to streamline their review under the State Environmental Policy Act in recognition of the 2018 Supplemental EIS. The Planned Action Ordinance refers to key elements of the subarea plan and form-based code now under update. Development permits have been approved in the Town Center since the planned action adoption, such as at the Red Apple site.

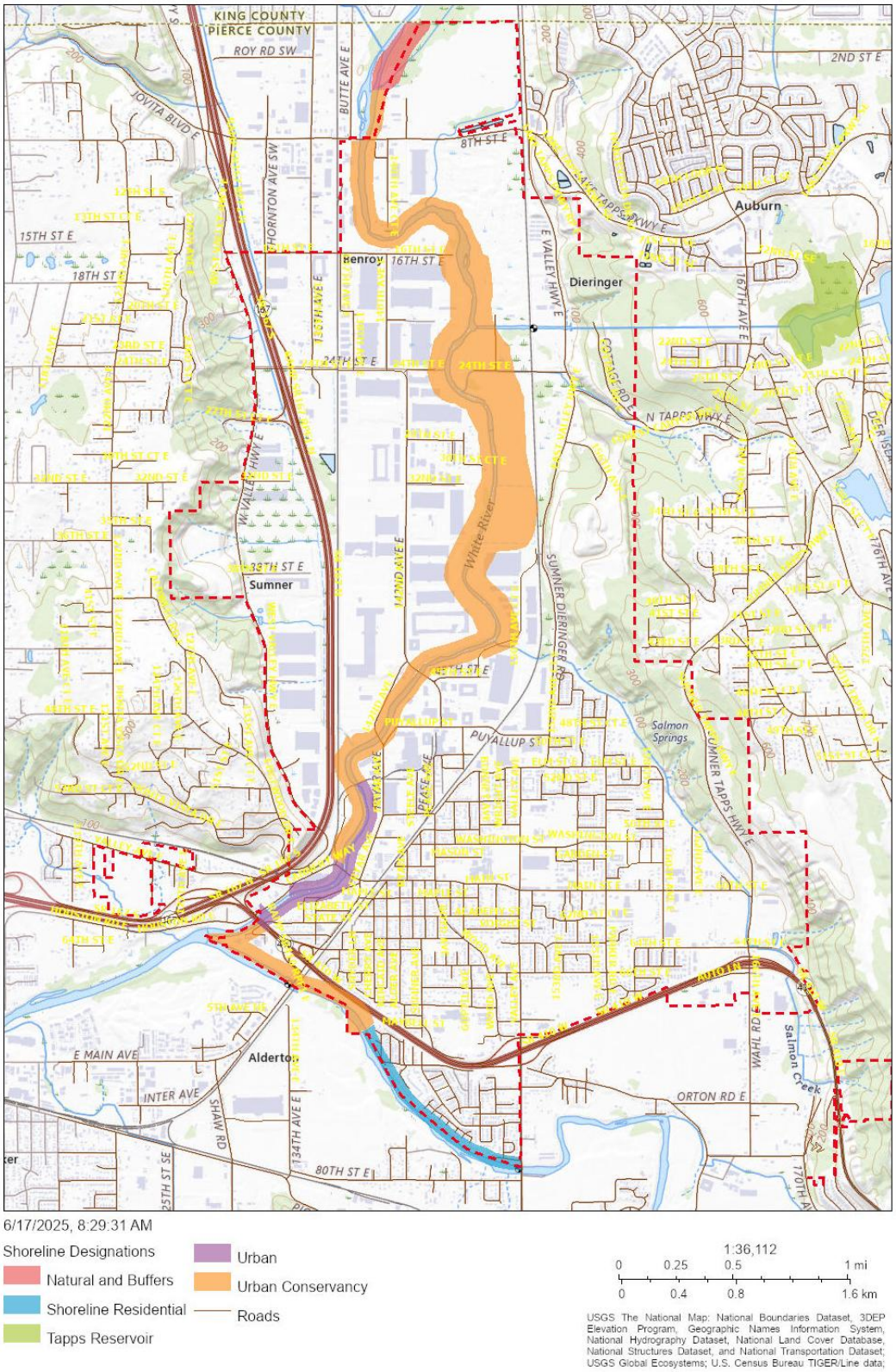
[5] See: https://www.ezview.wa.gov/Portals/_1976/Documents/Planned-Other/Sumner_Planned%20Action%20Ordinance%20for%20Town%20Center_Ord%202668.pdf.

Shoreline Master Program

The Sumner Shoreline Master Program (SMP) provides for shoreline ecological protection, public access, and shoreline land uses. It establishes six shoreline environment designations which serve as overlays on top of zoning. The six environment designations are: 1) Natural 2) Urban Conservancy 3) Shoreline Residential 4) Urban 5) Tapps Reservoir 6) Aquatic. The environment designations manage growth through allowable uses, shoreline buffers, and other standards to ensure vegetation conservation, cultural resources protection, recreation and trails, and land uses such as residential, commercial, and industrial.

In the vicinity of 30th Street, the shoreline environment designation is Conservancy with a 200 foot buffer. In the Town Center, the designations vary with Urban (50 foot buffer) applied to much of the Town Center and some areas of Urban Conservancy (100 foot buffer).

Exhibit 20. Sumner Shoreline Environment Designations



Source: City of Sumner GIS, 2025.

Sumner Zoning Code & Design Guidelines

Zoning Code and Form-Based Code

The Sumner Zoning code sets forth land use and development standards for the city. The City of Sumner is considering amending the Town Center Code and associated form-based code.

The form-based code relies on guiding the Town Center character based less on land use and more on buildings and streets including the "relationship between building facades and the public realm, the form and mass of buildings in relation to one another and the scale and types of streets and blocks."

As described in Exhibit 1 through Exhibit 3 and associated text the proposed districts, heights, and streets would be amended which guide the implementation of the form-based code. Additional changes would include adding a typology for civic uses, and light industrial uses that are relevant to the IDEA overlay. Lastly, simplification, readability, and other similar changes would be made.

Design Guidelines

Sumner's design guidelines address site design, parking, pedestrian access, building character and details, and landscaping that apply to all commercial, multifamily, single-family, and industrial development as well as all development in the Town Center Plan area.

- Town Center Plan Area
- Commercial
- Multifamily
- Single-Family
- Industrial

Whereas the form-based code directs building size and placement and public realm improvements in the Town Center, the design guidelines address finer grained issues about building character and other elements described in the paragraph above. The Design Guidelines are proposed for amendment for concordance with the form-based code and for simplification and clarity.

Docket item MA-01: 2025 Town Center Plan (TCP) Update

Comprehensive Plan Vision

The amended Town Center Plan would continue to provide mixed uses and a range of housing options consistent with the Vision Statement:

- Community Layout: Where compatible, there are areas of "mixed-use," predominately around the train/transit station and in the Town Center, where a mix of housing and

businesses creates a vibrant and diverse living environment. Sumner has found a balance between parking for transit riders to gain access to a regional transit system and maintaining the City's small-town atmosphere and character.

- Residential Character: In the Town Center area and East Sumner area, higher-density multifamily is allowed, providing alternative housing options for a range of incomes and lifestyles. These neighborhoods include a mix of commercial uses that provide nearby services to residents and promote community interaction.

Relevant Elements

The Town Center Plan Update may need amendment to address Housing Policies under Goal 4 that have specific height ranges (4.2, 4.3, and 4.4) . Also, Policy 4.1 refers to the Year 2035 and could refer to the Year 2044 given the growth was included in the Comprehensive Plan EIS and the mitigation measures are in the Town Center Plan and incorporated into the CFP and impact fees (e.g. transportation, parks). Potentially Policy 4.7 could refer to ADUs with single family or multifamily uses.

Transportation Master Plan

The Transportation modeling of the proposed growth adjustments (moving dwelling units to various opportunity sites and adding jobs in the Town Center) resulted in the same needed improvements as in the adopted Transportation Master Plan. The City has adopted multimodal LOS standards for pedestrian and bike facilities. The pedestrian LOS standard is to have sidewalk on at least one side of the street for the City's identified pedestrian network. The bike LOS is to have a bike facility along the identified bike network. A review of the adopted Transportation Plan shows that the amendments to the Town Center Plan Area meet the pedestrian and bike LOS standards.

Street typologies in the Town Center Plan are updated to reflect a complete street with pedestrian networks comprised of 6-foot-wide sidewalks on both sides of the street and bicycle lanes. Consistent with the TMP, the Street Type map in the Town Center Plan is updated to reflect the planned bike network.

Along the boundary of the Town Center, such as Zehnder Street where the north side of the street is outside of the Town Center Plan area, the street typology "TC-Collector" is modified to require parallel parking only on the south side and an East to West bike network on both sides of the street. See TC-Collector Street cross section below.



TC Collector St

Town Center Plan & Planned Action

In 2018 the City adopted a Planned Action Ordinance[6] to facilitate growth consistent with the Town Center Plan identifying 1,194 new dwelling units and 460 new jobs between 2015 and 2035 and potential traffic trips anticipated, as well as mitigation measures.

The City proposes to update the planned growth for the new horizon year with the Town Center Plan docket which has similar growth but updated for a new base year and already approved development permits. Mitigation measures include paying a fair share of transportation improvements and meeting street frontage standards. Some of these mitigation measures would be updated to refer to the new Transportation Master Plan and other documents associated with the 2024 Comprehensive Plan periodic update and EIS.

Code Amendments

The code amendments are meant to match the updated Town Center Plan and calibrate heights and standards for building form and design.

Docket item MA-02: Rezone on 166th Ave E. Location

Comprehensive Plan Vision

The City Vison does not refer to the UGA specifically but identifies its appeal as a small town character that also provides for meeting residential housing needs and a vibrant economy. The proposed UGA designation change would not alter the overall sentiments of the Comprehensive Plan Vision.

[6] See: https://www.ezview.wa.gov/Portals/_1976/Documents/Planned-Other/Sumner_Planned%20Action%20Ordinance%20for%20Town%20Center_Ord%202668.pdf.

Relevant Elements

Potential Pros of Redesignations/Rezones

The City alternative would cohesively designate the northern four parcels as IC next to commercial uses and abut the commercial area with MDR. It would be more consistent with the County's Community Center designation and likely a need for joint planning under Land Use Element policy 3.4 or subarea plan under policy 3.8. The City's Design Standards would apply to commercial and multifamily development. That could help address the intent under Policy 3.8 to ensure the urban uses do not adversely affect rural land uses.

Potential Cons and Mitigation

The applicant proposal would address just the properties under ownership and result in more of a checkerboard of LDR and MDR uses, and would be less compatible with the commercial development in the current IC boundary.

Capital Facility Plan and Transportation Master Plan

Both the applicant proposal and the City alternative can be served by water and wastewater utilities (subject to municipal standards and requirements) and the City's TMP improvements can serve the proposed development and the City's requirements for non-motorized improvements can also be carried out.

Docket item MA-03: Rezone on 30th Street

Comprehensive Plan Vision & Elements

The community vision of Sumner is divided into several key elements in the comprehensive plan. The vision of Sumner's community layout is one of a city that creates a separation of incompatible uses through zoning designations that while allowing for housing and employment growth and the development of underutilized areas.

This specific docket application is meant to decrease the confluence of incompatible land uses by converting single family parcels to light industrial parcels which would match the zoning designation of the adjacent properties. There is currently no barrier between the parcels being proposed for rezone and the adjacent light industrial parcels (see Exhibit 6). A rezone would congregate compatible land uses and create a separation in the form of a right-of-way between the light industrial parcels south of 30th Street Court and the single-family residential parcels on the north of 30th Street Court. Additionally, the application included possible light and noise mitigation through site design requirements such as loading zones to the side of the sites facing similar zoning (south, west, and east). An additional study of light and noise could determine more precisely how the development would comply with noise standards including SMC 18.14 which addresses maximum permissible noise levels.

- Relevant Elements (Land Use, Housing, Economic Development)

The future land use and zoning map would require an update to include parcel A 0420124027 as M-1 Light Industrial.

- Shoreline Master Program (already addressed in previous section),

No changes would need to be made to the Shoreline Master Program, and the compliance has already been addressed.

Potential Pros of Redesignations/Rezones

The docket sites if redesignated/rezoned may provide additional job capacity as noted in the previous section. A redesignation/ rezone would help to consolidate light industrial uses to the south side of parcels 0420124027 and 0420124035 and help to create a barrier between the light industrial land to the south and the residential neighborhood to the north. Parcel 0420124035 is included in the City's application in order to consolidate light industrials lands and more easily shield the residential properties from industrial nuisances such as noise or light.

Cohesive development could allow the opportunity for a consolidated development footprint and avoidance of the shoreline along with public access and shoreline enhancement per the Shoreline Master Program. The City could consider a requirement for site plan review ahead of any building permits to allow for coordinated development and stormwater and riparian enhancement.

Potential Cons and Mitigation

While the potential benefits of the site are dependent on noise and light abatement during the development of these parcels, future development would bring light industrial land uses physically closer to the residential parcels that are not being proposed for redevelopment. Public commenters voiced concerns related to the changing character of their neighborhood from an agricultural and residential area to an industrial area. The requirement of noise and light abatement as the parcels develop could help address these concerns.

Additionally, comments have brought up the problems of flooding and water quality impacts as a potential concern for development of the parcel. There could be an increase in impervious surfaces with light industrial uses; however, the City's stormwater management requirements including provisions for stormwater control and low impact development could apply. Additionally, the Shoreline Master Program (as addressed above) requires a 200-foot development buffer from the White River which would limit potential land development of parcel 0420124035 unless buffer averaging or reductions are pursued. Sumner's stormwater regulations require all future developments address potential stormwater runoff and either to collect or manage stormwater in a way that does not worsen flooding on the site or in nearby areas. This includes mitigating potential untreated stormwater runoff from the site that may enter the White River.

Docket item TA-04: Sumner-Bonney Lake School District's updated Capital Facilities Plan

Comprehensive Plan Vision and Relevant Elements

The vision for the City of Sumner includes a vision of the City's governance in which all residents are served by full city services. Educational services are explicitly listed in this vision and residents are mostly served by the Sumner-Bonney Lake School District. The update to the District's Capital Facilities Plan and its proposed integration into the Comprehensive Plan helps to meet this vision of the City's governance and public service provision by addressing land use, facility needs, impact fees, and additional investments that will allow the district to provide the high level of service that is expected.

Comprehensive Plan Chapter 1

- Related Documents (Page 11) – Mention of the School District Capital Facilities Plans needs to be edited to reflect new date of plan adoption for Sumner-Bonney Lake School District.

CFP Goals and Policies

The general Capital Facilities Element Goals and Policies apply to all public services including schools and the proposed adoption of the new District CFP will help to achieve these goals of maintaining and improving level of service for public service institutions. Updating the CFP to match the most up to date information from the district will also help to achieve Capital Facilities Goal 17 and its associated policies.

- 17. Support the Sumner-Bonney Lake and Dieringer School Districts in providing the best education for all students in the districts.
  - 17.1. Coordinate and communicate with the appropriate school districts on issues of mutual interest, including school facility location, impacts of new development, impacts of school facilities and activities on the community, parks and recreation programs, population and growth projections, and school involvement in the community.
  - 17.2. Based on the Sumner-Bonney Lake School District Capital Facilities Plan establish impact fees to mitigate the demands on the school systems of new development.
  - 17.3. Promote working with school districts on school siting and design to support safe, walkable access, including strategies to provide adequate urban capacity for new schools and to avoid serving urban students with schools in the rural area.

Because the CFP is adopted as an appendix, no further changes will be made to the Comprehensive Plan Capital Facilities Goals and Policies but will rather be reflected in the CFP appendix.

CFP Appendix

The following sections of the CFP Appendix would require update to reflect changes to facility needs, investments, enrollment and capacity, and impact fees.

- Executive Summary
- Section 3.8 Public School Facilities – Existing Facilities
- Section 4.9 Public School Facilities – Standards, Enrollment, Capacity, and Growth Projections
- Section 5.8 Public School Facilities – Existing Deficiencies, Future Needs, and Recommendations
- Appendix E – District Capital Facility Plan adopted by Reference

Sumner Municipal Code and CFP/Impact Fee

The Sumner Bonney Lake School District 2021-2027 Capital Facilities Plan included improvements paid for by school mitigation fees, impact fees, and additional local funding sources. The recent update to the District Capital Facilities Plan provides a more recent improvements plan, identifies potential funding sources, updates growth projections, facility inventories, and enrollment estimates. Incorporating this plan into the Comprehensive Plan is vital for concurrent capital planning and to ensure the continued provision of public educational services.

The Sumner Municipal Code specifically outlines that School Impact Fees "shall be used on in conformance with the most recent capital facilities plan adopted by the city council solely for those purposes and only in the service area from which they were collected." (SMC 3.58.080). This while there is no specific changes to the Sumner Municipal Code as a result of this docket, the most up-to-date school capital facilities plan and impact fees are not currently in the Comprehensive Plan as Appendix E. Upon approval of this application this discrepancy would be alleviated and the new impact fees would be adopted as stated in SMC 3.58.080.

transpogroup
WHAT TRANSPORTATION CAN BE.

TECHNICAL MEMORANDUM

Date:	July 14, 2025	**TG:**	1.23228.00
To:	Chrissandra Walker – City of Sumner Ryan Windish – City of Sumner		
From:	Jessica Lambert, PE – Transpo Group Stefanie Herzstein, PE, PTOE – Transpo Group		
Subject:	Sumner 2025 Annual Comprehensive Plan Amendments: Transportation Analysis		

This memorandum summarizes the traffic modeling and analysis completed for the City of Sumner as part of the 2025 Comprehensive Plan Amendments. This study builds on the analysis prepared for the City of Sumner Transportation Plan and 2024 Comprehensive Plan both dated January 6, 2025. The adopted Transportation Plan (January 6, 2025) outlines the transportation system needs related to the 2024 Comprehensive Plan. The intent of this study is to determine if there would be new transportation impacts and mitigation related to the amendments to the Comprehensive Plan.

Background

Every year, per city code, the City of Sumner allows amendments to the Comprehensive Plan and/or Zoning Code. The Planning Commission approved the 2025 amendments on March 6, 2025, which results in changes to the Sumner land use plan. The adopted Transportation Plan (January 6, 2025) provides the transportation system plans and improvement projects that are needed to accommodate the land use plan in the 2024 Comprehensive Plan.

This analysis evaluates potential transportation impacts as a result of changes to the City's land use. Land use changes are proposed in the Town Center Plan Area, along 166th Avenue E in the southeast portion of the urban growth area (UGA), and on 30th Street. The analysis focuses on three alternatives to help identify potential transportation impacts of the 2025 amendments. The alternatives include:

- Baseline – called Preferred Alternative in the 2024 Comprehensive Plan, this alternative land use is the basis of adopted Transportation Plan.
- Alternative 1 – 2025 amendments that have been proposed.
- Alternative 2 – Land use adjustments based on additional increases in density.

Specifics related to the land use changes are described in the following section. The foundation of the transportation analysis is a forecast year of 2044 consistent with the adopted Transportation Plan and the Sumner travel demand model.

Impacts

The potential impacts of the alternatives to the street system, and pedestrian and bicycle facilities are discussed in this section.

Street System

Traffic Forecasts

The Sumner travel demand model has traffic analysis zones (TAZs), which represents parcels where land uses (housing and jobs) are located. Land use changes were made to nine of the TAZs to reflect Alternatives 1 and 2. TAZs where changes are proposed as part of the 2025

Comprehensive Plan annual amendments are shown on Figure 1. The TAZs are primarily located in the Town Center, East Sumner, and the industrial area.

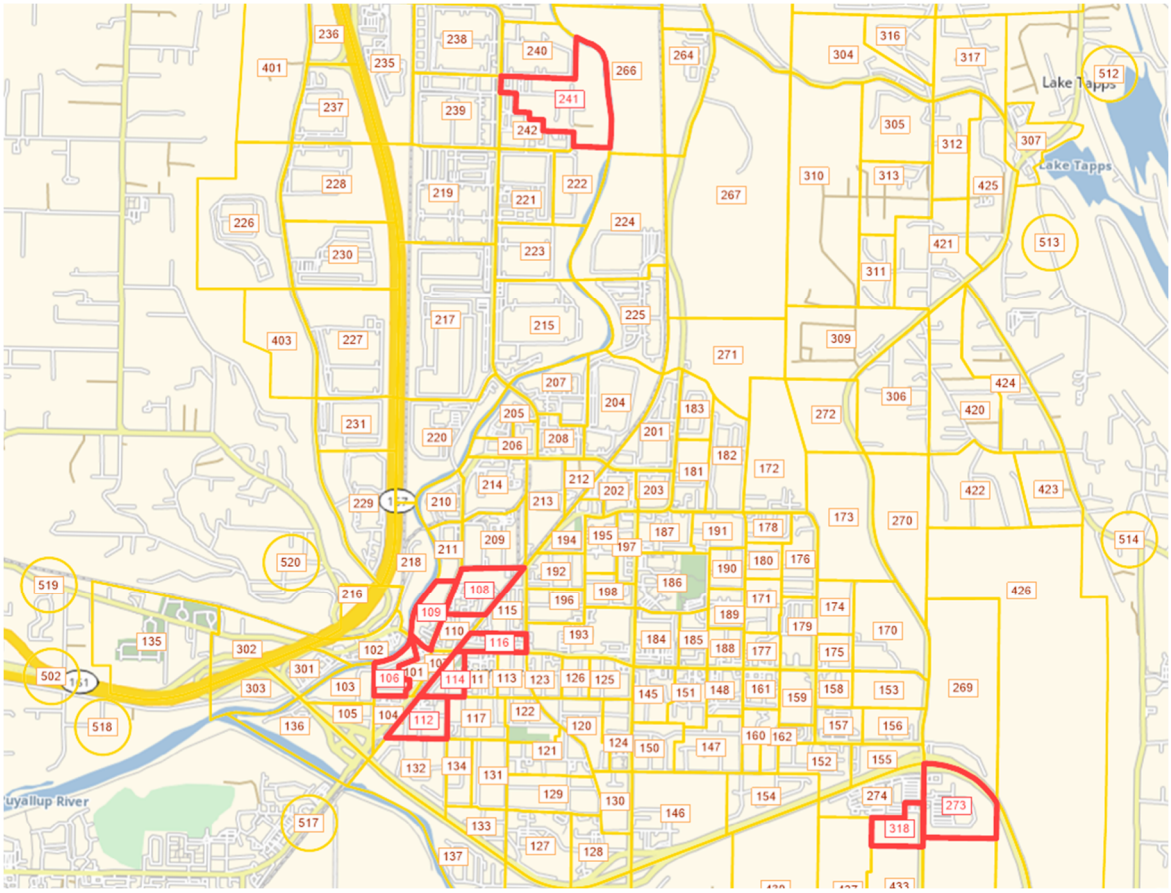


Figure 1 TAZ Land Use Changes

Land use changes are based on applications for amendments (Alternative 1) and potential additional increases in densities (Alternative 2). The changes in land use by TAZ compared to the Baseline are outlined in Table 1 and the land use totals by alternative are summarized in Table 2.

Table 1. Summary of Change in Land Use Compared to Baseline[1]

	Alternative 1		Alternative 2	
TAZ	**Households**	**Jobs**	**Households**	**Jobs**
106	0	0	0	0
108	-128	82	-128	82
109	148	0	148	0
112	0	0	0	0
114	-1	0	-1	0
116	-16	18	-16	18
241	-2	26	-3	36
273	33	0	97	0
318	112	0	205	0
Total	**146**	**126**	**302**	**136**

Source: BERK Consulting, 2025
1. Baseline represents the Preferred Alternative evaluated in the 2024 Comprehensive Plan.

As shown in Table 1, Alternative 1 would result in an additional 146 households and 126 jobs in the City compared to the Baseline evaluated in the currently adopted Transportation Plan. Alternative 2 would add 302 households and 136 jobs compared to Baseline. Table 2 summarizes the total land use under the Baseline and Alternatives 1 and 2 from this 2025 Comprehensive Plan amendment.

Table 2. Land Use Totals for 2025 Comprehensive Plan Amendment Alternatives

	Baseline[1]		Alternative 1		Alternative 2	
TAZ	**Households**	**Jobs**	**Households**	**Jobs**	**Households**	**Jobs**
106	100	19	100	19	100	19
108	144	137	16	219	16	219
109	155	57	303	57	303	57
112	95	56	95	56	95	56
114	67	21	66	21	66	21
116	32	123	16	141	16	141
241	47	40	45	66	44	76
273	14	249	47	249	111	249
318	24	32	136	32	229	32
Total	**678**	**734**	**824**	**860**	**980**	**870**

Source: BERK Consulting, 2025
1. Baseline represents the Preferred Alternative evaluated in the 2024 Comprehensive Plan.

Based on the land use presented above, the Sumner travel demand model was updated to determine the future 2044 forecasts by alternative. The travel forecasts provide a technical basis for identifying the transportation improvement projects in the transportation systems plan. A travel demand forecasting model was developed as part of the 2024 Comprehensive Plan efforts 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. Baseline traffic volume forecasts are based on modeling completed as part of the adopted Transportation Plan. Alternative 1 and 2 traffic volumes were determined based on the changes to the land use in specific TAZs, the City's travel demand model and using the same forecast method as the Baseline conditions. The model is a tool that is used to convert existing and future land uses into trips.

Traffic Operations

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). For signalized locations, LOS is measured in average delay per vehicle and is reported for the intersections as a whole. At side-street stop-controlled intersections LOS is measured in average delay per vehicle during the peak hour of traffic and is reported for the worst operating movement of the intersection. Traffic operations for an intersection can be described alphabetically with a range of levels of service (LOS A through F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. Attachment A contains a detailed explanation of LOS criteria and definitions. The City of Sumner and WSDOT have a LOS D standard.

Weekday PM peak hour traffic operations for future (2044) conditions were evaluated under future conditions for each alternative. Operations were evaluated at the study intersections based on the procedures identified in the Highway Capacity Manual (HCM, 7th edition) and were evaluated using the *Synchro 12* and *Sidra 9* software programs. The 20-year planned transportation improvements are not assumed as part of this analysis to identify differences and impacts of the

alternatives and confirm mitigation needs. Future (2044) traffic operations are summarized in Table 3.

Table 3. Future (2044) Traffic Operations

Intersection	Baseline Traffic Control	Baseline			Alternative 1			Alternative 2		
		LOS[1]	Delay[2]	WM[3] or v/c[4]	LOS	Delay	WM or v/c	LOS	Delay	WM or v/c
Weekday PM Peak Hour										
1. Stewart Rd SE/Butte Ave SE	Signal	C	33	-	C	33	-	C	33	-
2. 140th Ave Ct E/Stewart Rd SE	Signal	A	7	-	A	7	-	A	7	-
3. W Valley Hwy E/24th St E	Signal	C	27	-	C	27	-	C	27	-
4. SR 167 NB Ramps/24th St E	Signal	C	34	-	C	34	-	C	34	-
5. 136th Ave E/24th St E	Signal	C	28	-	C	27	-	C	27	-
6. 142nd Ave E/24th St E	TWSC	C	15	WB	C	15	WB	C	15	WB
7. E Valley Hwy E/Forest Canyon Rd E	TWSC	F	>180	WB	F	>180	WB	F	>180	WB
8. W Valley Hwy E/SR 167 SB Ramps	Signal	C	21	-	C	21	-	C	21	-
9. 142nd Ave E/Costco Access	Signal	A	7	-	A	7	-	A	7	-
10. W Valley Hwy E/42nd St E	TWSC	B	14	WB	B	14	WB	B	14	WB
11. 142nd Avenue E/Tacoma Avenue	TWSC	C	16	EBL	C	16	EBL	C	16	EBL
12. Puyallup St/Tacoma Ave	AWSC	F	84	-	F	85	-	F	88	-
13. E Valley Hwy E/Puyallup St	Signal	B	16	-	B	16	-	B	16	-
14. E Valley Hwy E/Elm St E	TWSC	F	57	NBL	F	58	NBL	F	59	NBL
15. Valley Ave/Elm St E	TWSC	E	43	NBL	E	43	NBL	E	44	NBL
16. Fryar Ave/Zehnder St	TWSC	C	25	WB	C	25	WB	C	25	WB
17. Parker Rd E/Washington St	TWSC	B	11	EB	B	11	EB	B	11	EB
18. Sumner Heights Dr E/W Valley Hwy E	Signal	D	41	-	D	41	-	D	41	-
19. Sumner Heights Dr E/Valley Ave E/Cannery Way	Signal	C	31	-	C	31	-	C	31	-
20. Traffic Ave/Main St/Fryar Ave	Signal	E	58	-	E	58	-	E	59	-
21. Alder Ave/Main St	AWSC	B	14	-	B	14	-	B	14	-
22. Ryan St/Main St	TWSC	B	12	NB	B	13	NB	B	13	NB
23. Wood Ave/Main St	Signal	B	13	-	B	11	-	B	13	-
24. Valley Ave/Main St	Signal	C	32	-	C	31	-	C	33	-
25. Parker Rd E/Main St E	TWSC	F	56	SB	F	57	SB	F	58	SB
26. 160th Ave E/Main St (60th St E)	AWSC	E	47	-	E	45	-	E	49	-
27. Sumner Tapps Hwy E/60th St E	Signal	C	28	-	C	28	-	C	29	-
28. Traffic Ave/Maple St	TWSC	D	25	EB	D	26	EB	D	26	EB
29. Traffic Ave/Thompson St	Signal	D	36	-	D	37	-	D	37	-
30. Station Ln/Thompson St	Signal	A	8	-	A	8	-	A	8	-
31. Alder Avenue/Thompson Street	TWSC	B	12	NB	B	12	NB	B	12	NB
32. E Main Ave/SR 410 EB Ramps	Signal	C	23	-	C	23	-	C	23	-
33. Valley Ave/Meade-McCumber Rd E	Signal	C	30	-	C	29	-	C	30	-
34. Parker Rd E/Meade-McCumber Rd E	TWSC	B	11	SB	B	11	SB	B	11	SB
35. 160th Ave E/64th St E	AWSC	C	18	-	C	19	-	C	19	-
36. Sumner-Tapps Hwy E/64th St E	Roundabout	A	6	0.398	A	6	0.404	A	6	0.407
37. Sumner-Tapps Hwy E/SR 410 WB Ramps	Roundabout	A	5	0.539	A	6	0.551	A	6	0.563

Intersection	Baseline Traffic Control	Baseline			Alternative 1			Alternative 2		
		LOS[1]	Delay[2]	WM[3] or v/c[4]	LOS	Delay	WM or v/c	LOS	Delay	WM or v/c
38. Sumner-Tapps Hwy E/SR 410 EB Ramps	Signal	B	18	-	B	19	-	B	19	-
39. Valley Ave/Gary St E	TWSC	C	18	EB	C	19	EB	C	19	EB
40. Valley Ave/SR 410 WB Ramps	Roundabout	A	9	0.597	A	9	0.599	A	9	0.606
41. Valley Ave/SR 410 EB Ramps	Roundabout	A	10	0.867	A	10	0.861	A	10	0.863
42. Valley Ave/74th St E	TWSC	F	>180	EB	F	>180	EB	F	>180	WB
43. Valley Ave/Rivergrove Dr E	Signal	B	15	-	B	16	-	B	16	-

1. Level of service (A-F) as defined by the Highway Capacity Manual (TRB, 7th Edition).
2. Average delay per vehicle in seconds.
3. Worst movement reported for two-way stop-controlled intersections.
4. Volume-to-capacity (v/c) ratio reported for roundabouts.

As shown in Table 3, all intersections under Alternative 1 and 2 are anticipated to operate at the same level of service as the Baseline from the 2024 Comprehensive Plan and Transportation Plan. Most changes in delay under both Alternatives 1 and 2 are less than a one second increase or decrease in delay with a few exceptions. Under Alternative 1 five intersections are anticipated to have more than a one second change in delay. Of those five intersections, two are forecast to continue to meet LOS standards, the other three are discussed below. Under Alternative 2 eight intersections are anticipated to have an increase in delay over one second. Of the eight intersections two are forecast to continue to meet LOS standards and the other six are discussed below.

Across all 3 scenarios, all intersections are forecast to operate at LOS D or better, except for the following eight intersections:

- E Valley Highway E/Forest Canyon Road E
- Puyallup Street/Tacoma Avenue
- E Valley Highway E/Elm Street E
- Valley Avenue/Elm Street E
- Traffic Avenue/Main Street/Fryar Avenue
- Parker Road E/Main Street E
- 160th Avenue E/Main Street (60th Street E)
- Valley Avenue/74th Street E

As part of the adopted Transportation Plan, improvements were identified at the intersections identified above to mitigate the impacts of the Baseline condition. A review of the improvements to determine if they continue to mitigate the impacts of the alternatives is provided in the Mitigation Measures section.

Pedestrian and Bike

The City has adopted multimodal LOS standards for pedestrian and bike facilities. The pedestrian LOS standard is to have sidewalk on at least one side of the street for the City's identified pedestrian network. The bike LOS is to have a bike facility along the identified bike network. The facility could include sharrows, dedicated bike lanes, or protected bike lanes. A review of the adopted Transportation Plan shows that the Town Center Plan Area and the area near 30th Street meets the pedestrian and bike LOS standards and the alternatives would not result in new impacts. For the southeast area along 166th Avenue within the UGA, the pedestrian LOS standard

is not currently met. Improvements would be required to meet the LOS standard in this area. The forecast pedestrian and bike LOS are shown in Figure 2 and Figure 3, respectively.

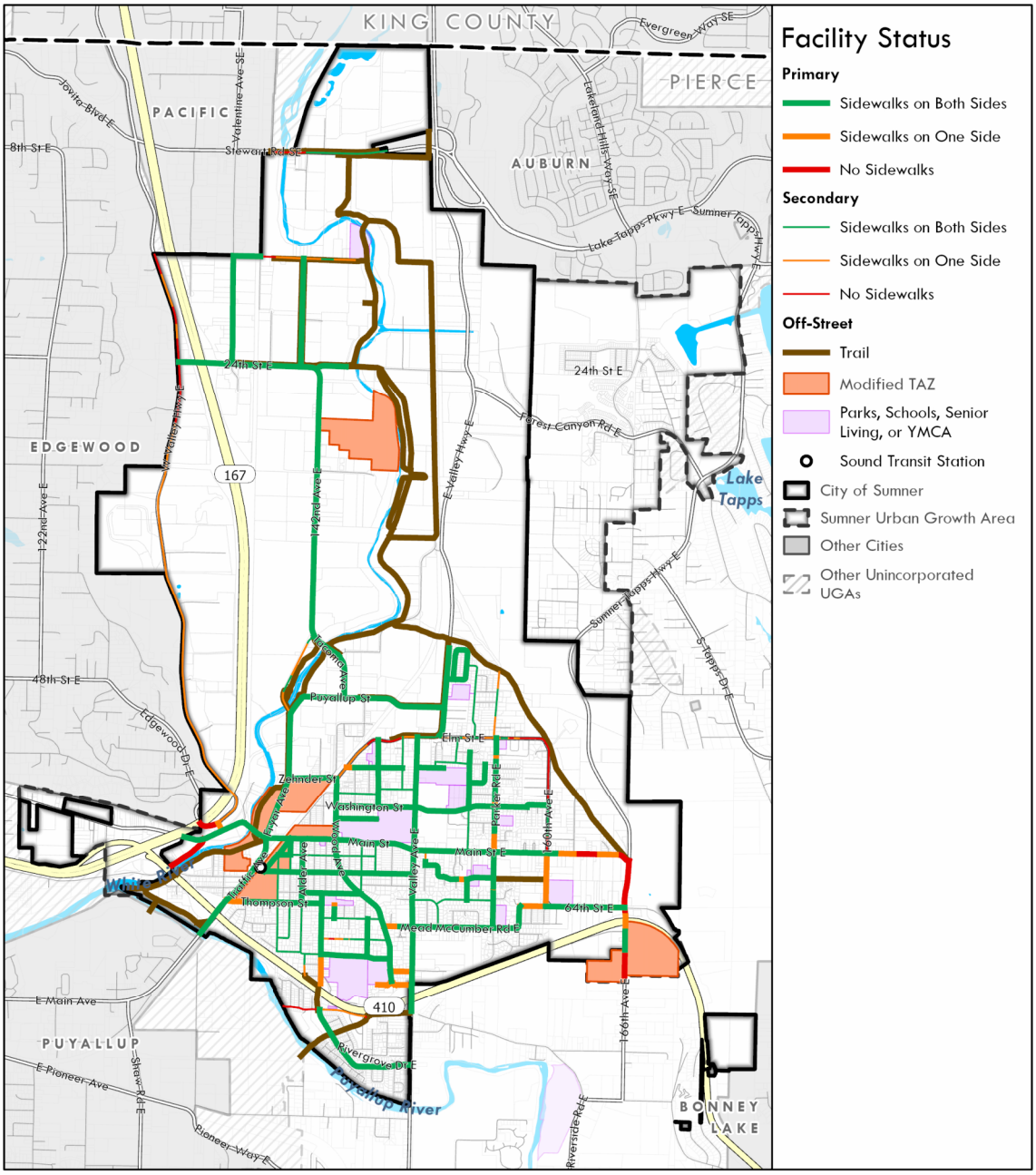
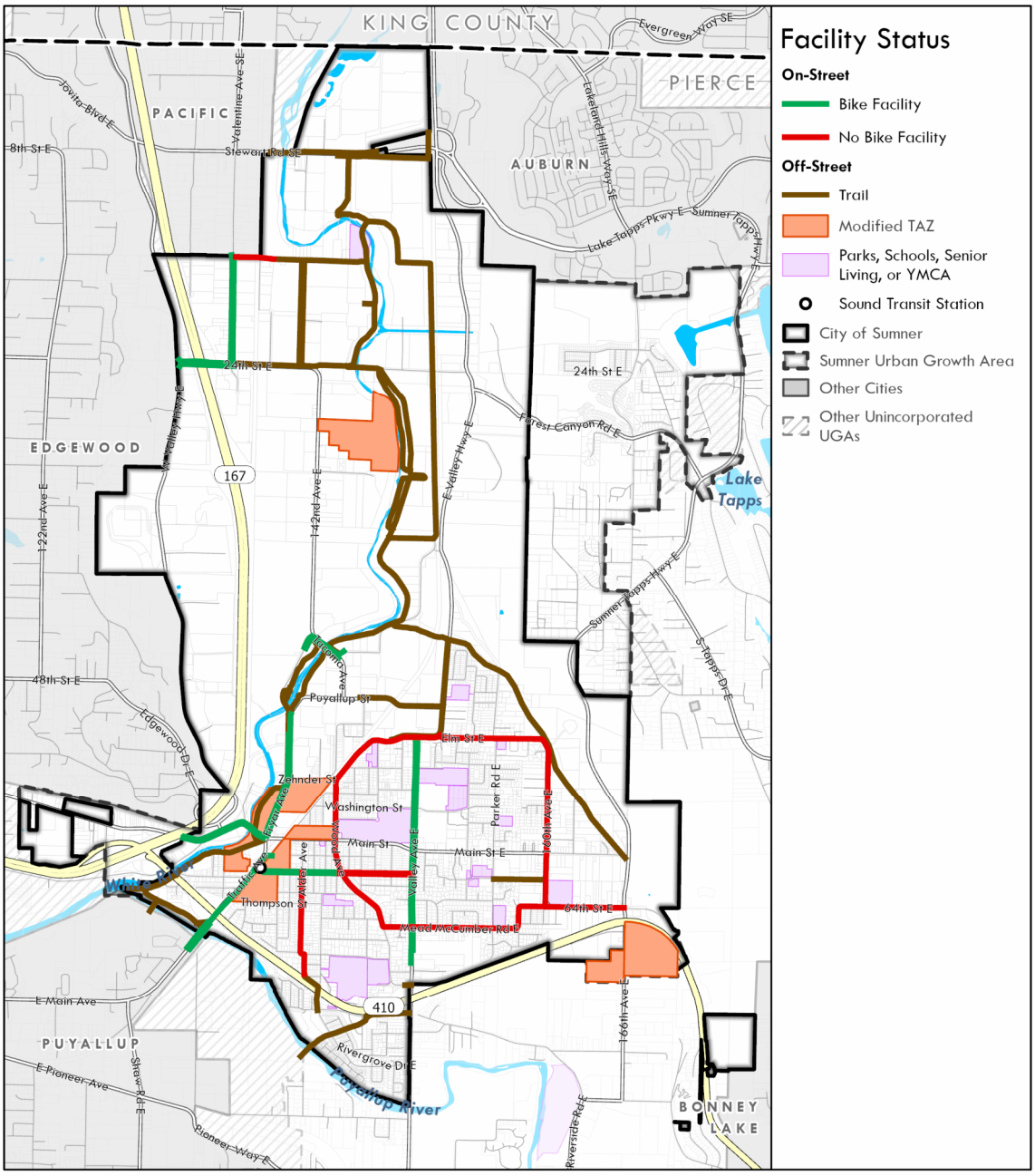


Figure 2 Future Pedestrian Level of Service



CITY OF SUMNER

Future Bike Level of Service

N

0 ½ Miles

CITY OF SUMNER WASHINGTON

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

Map Date: June 2025

Figure 3 Future Bike Level of Service

Mitigation Measures

The adopted Transportation Plan identifies improvements at intersections, along roadways, and for active modes to accommodate the community needs related to growth and mitigate the impacts on the transportation system as identified through analysis of the Baseline conditions. Table 4 summarizes the 20-year improvement projects identified in the Sumner Transportation Plan.

Table 4. Summary of Adopted 20-Year Intersection Improvement Projects that Mitigate the Impacts of Alternatives

Map ID	Intersection/Roadway	Project Description
Intersection/Spot Improvements		
SP1	E Valley Highway E/Forest Canyon Road E	Construction of a new signal or roundabout
SP2	Puyallup Street/Tacoma Avenue	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
SP3	E Valley Highway E/Elm Street E	New signal when warranted
SP4	Valley Avenue/Elm Street E	New signal when warranted
SP5	Traffic Avenue/Main Street/Frayer Avenue	Add EB right-turn overlap. Convert W Main Street to one-way facility westbound.
SP6	Parker Road E/Main Street E	New signal when warranted
SP7	160th Avenue E/Main Street (60th Street E)	New signal or RAB when warranted
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
SP9	Sumner Tapps Highway/60th Street E	Signalization of the intersection. Construct EB right-turn lane
Roadway Improvements		
RW1	166th Avenue E Widening; SR 410 WB ramps to 64th St E (WSDOT SUM-24)[1]	Widen to 4-5 lanes, includes new roundabouts at WB ramp and 64th Street E
RW9	Zehnder Street; Pease Avenue to Wood Avenue	Railroad Crossing Improvements
Non-Motorized Improvements		
NM7	Fryar Avenue Trail (WSDOT SUM-17)[1]	West Main Street to Puyallup Street
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
NM18	Sumner-Tapps Highway Sidewalks	Construct missing sidewalk facilities between Main Street E and the southern City Limits
NM20	Traffic Avenue Pedestrian Signal (WSDOT SUM-25)[1]	Replace existing pedestrian rectangular rapid flashing beacon with pedestrian signal

1. Corresponding WSDOT project number.

These improvements would mitigate the impacts of Alternatives 1 and 2 described in the previous section. With the completion of the projects listed above, the adopted multimodal LOS standards including intersection, pedestrian and bike, would be met under Baseline, Alternative 1 and Alternative 2 conditions.

The City's future pedestrian and bicycle networks would support the changes to the land use. The future pedestrian and bicycle networks are shown on Figure 4 and Figure 5, respectively.

No changes to the 20-year improvement project list have been identified as part of the alternatives analysis. The adopted Transportation Plan and the 20-year transportation improvement project map shown on Figure 6 would support the 2025 Comprehensive Plan Amendments, both Alternatives 1 and 2.

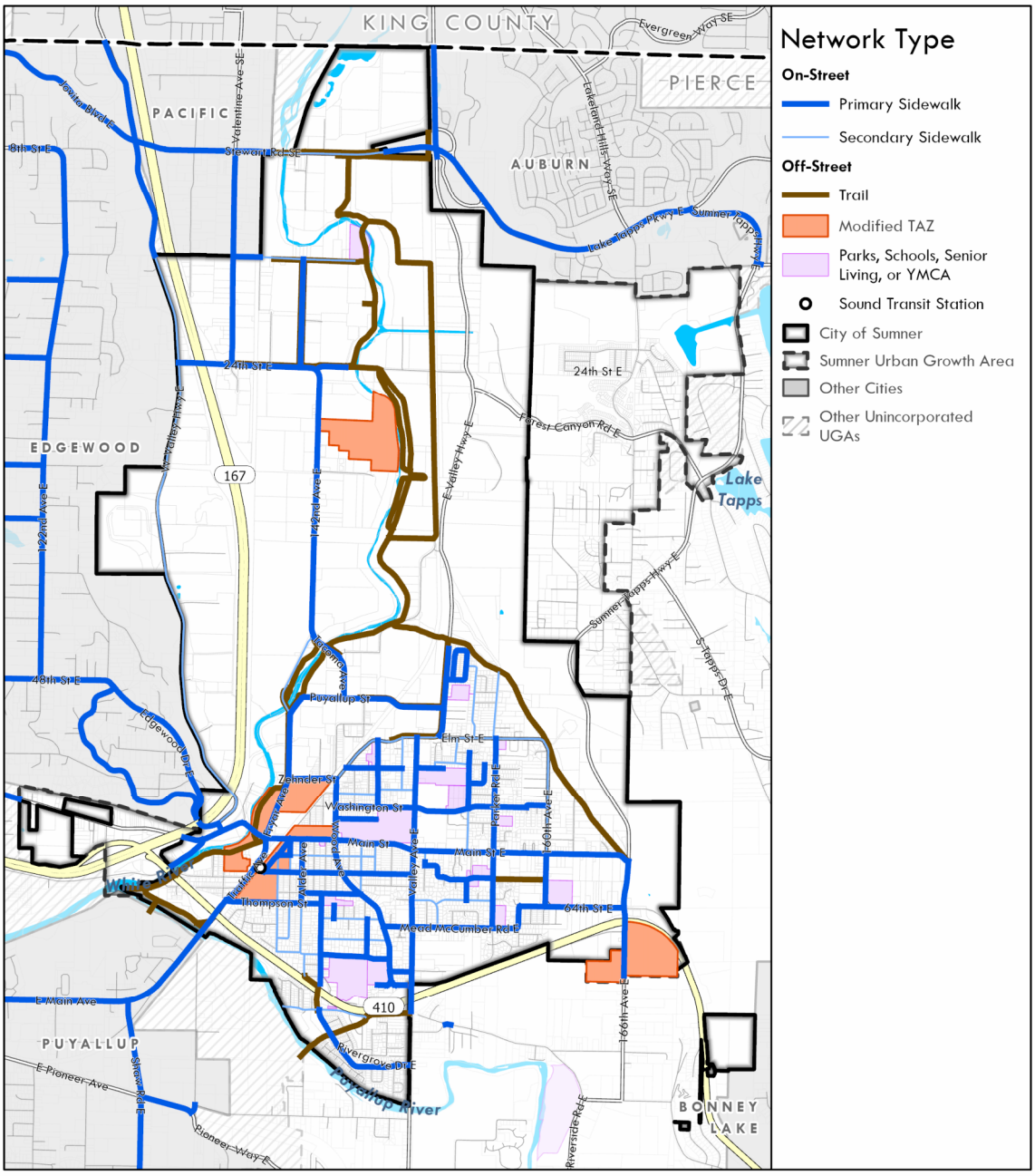
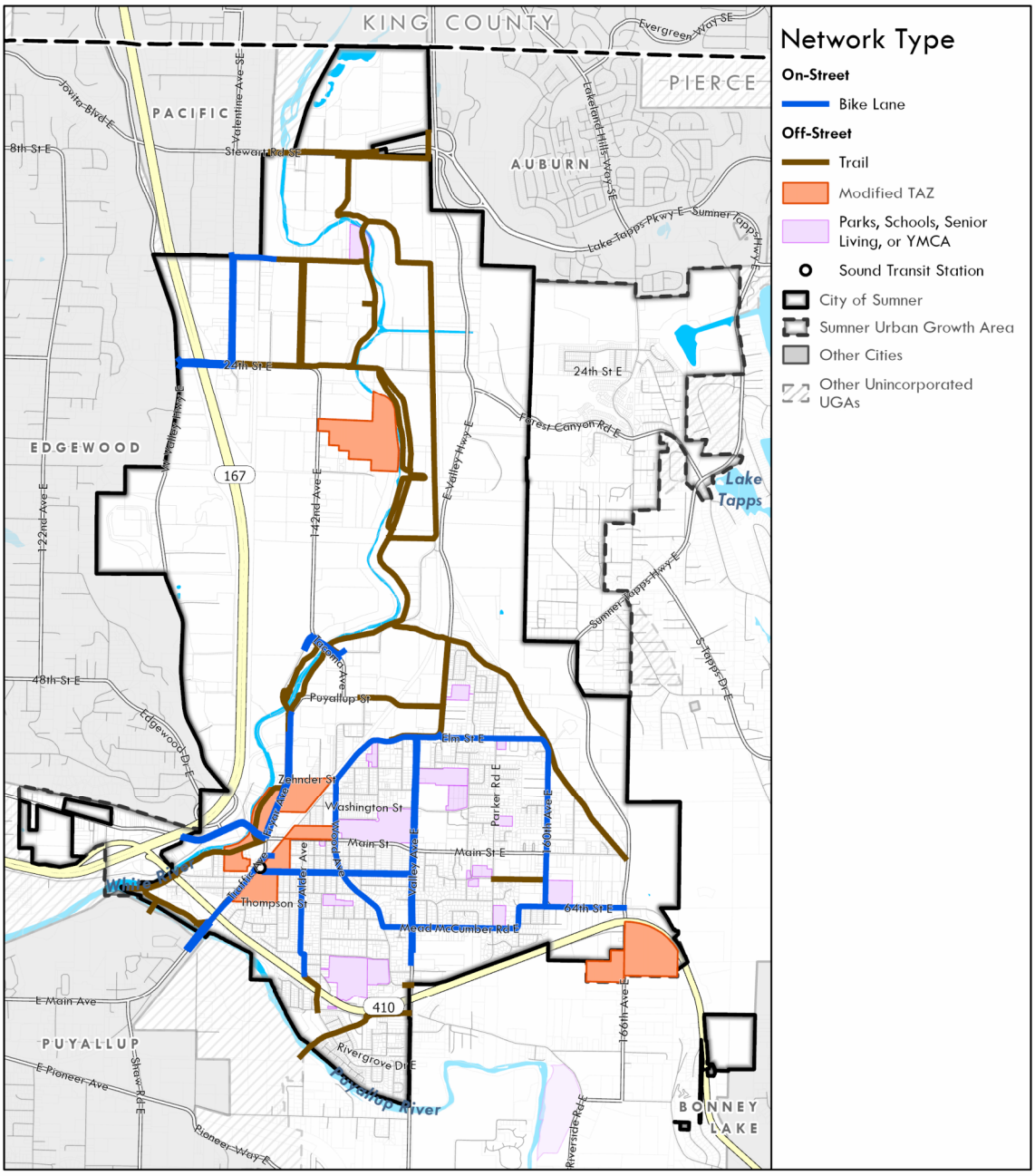


Figure 4 Future Pedestrian Network



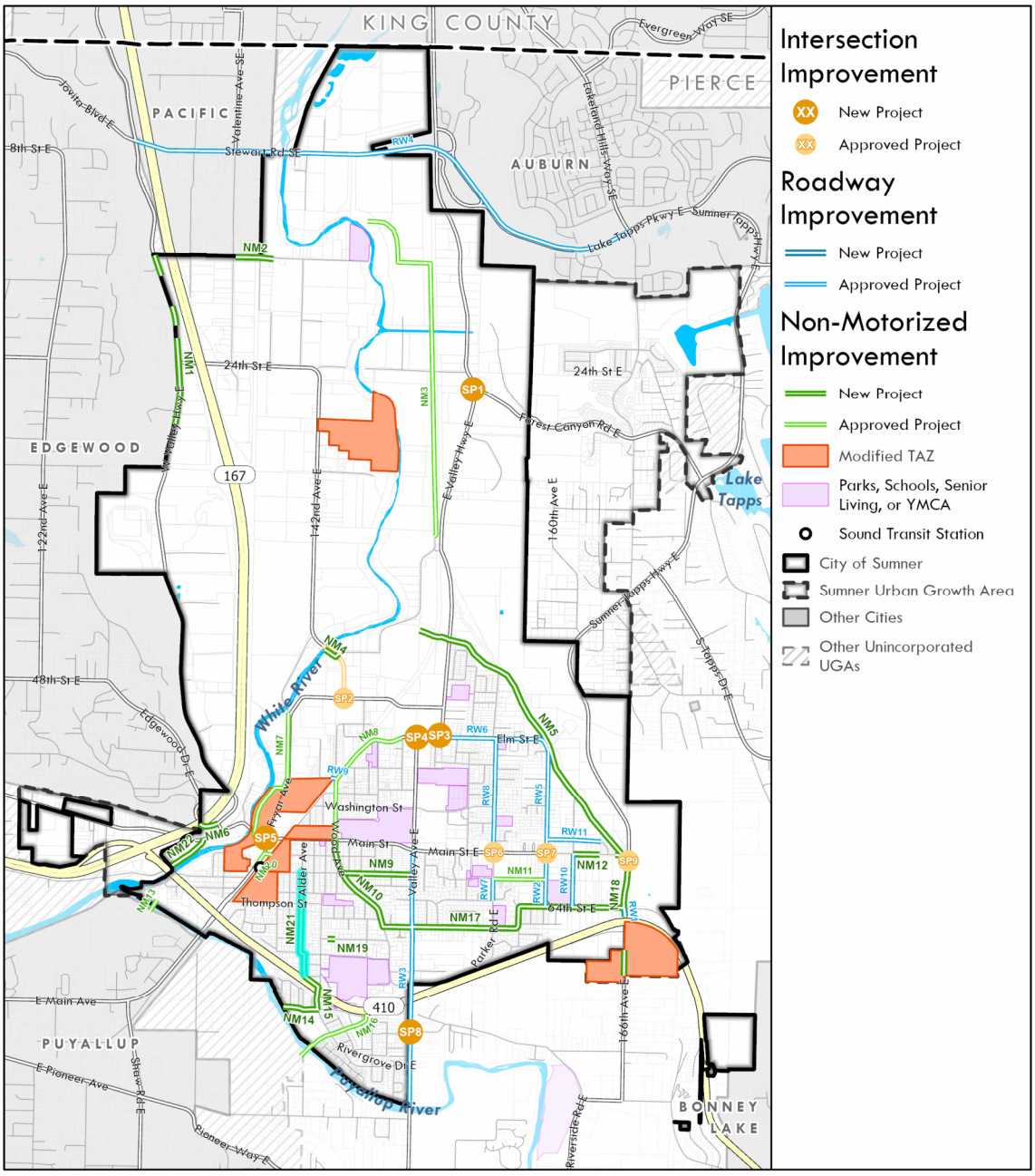
CITY OF SUMNER

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.

Map Date: June 2025

Figure 5 Future Bike Network



CITY OF SUMNER

20-Year Improvement Projects

CITY OF SUMNER WASHINGTON

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

Map Date: June 2025

Figure 6 20-Year Improvement Project Map

Summary and Findings

This analysis reviewed potential impacts to the transportation system with the 2025 Comprehensive Plan Annual Amendments. Alternative 1 would result in an additional 146 households and 126 jobs in the City over the Baseline conditions in the adopted Transportation Plan. Alternative 2 would add 302 households and 136 jobs. The increase in housing and jobs under Alternatives 1 and 2 would generally result in small changes in intersection delay compared to the Baseline conditions that were used to develop the Transportation Plan. In addition, pedestrian and bicycle LOS are met in the areas where the amendments are proposed except pedestrian LOS at the areas along 166th Avenue in the southeast UGA. The adopted Transportation Plan and the 20-Year transportation improvement plan would address the LOS deficiencies identified for the alternatives. No additional improvements are needed as a result of the proposed changes to the land use under Alternative 1 or 2.

Attachment A: LOS Definitions

Highway Capacity Manual 7th Edition

Signalized intersection level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 1 summarizes the LOS criteria for signalized intersections, as described in the *Highway Capacity Manual* 7th Edition (Transportation Research Board, 2022).

Table 1. Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F[1]	>80	Forced flow (congested and queues fail to clear)

Source: *Highway Capacity Manual 7th Edition*, Transportation Research Board, 2022, respectively.
1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop controlled. All-way stop controlled intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major-street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay, and this calculated low delay could mask deficiencies of minor movements. Table 2 shows LOS criteria for unsignalized intersections.

Table 2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F[1]	>50

Source: *Highway Capacity Manual 7th Edition*, Transportation Research Board, 2022, respectively.
1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

2025 Comprehensive Plan Annual Amendments

Planning Commission Meeting

Public Hearing

September 11, 2025

CITY OF SUMNER WASHINGTON

Overview

2025 Annual Amendments

Docket for Comprehensive Plan map, Zoning map, Comprehensive Plan policies, and/or Zoning Code regulations:

MA-01: **Town Center Plan update and Zoning Code amendments**

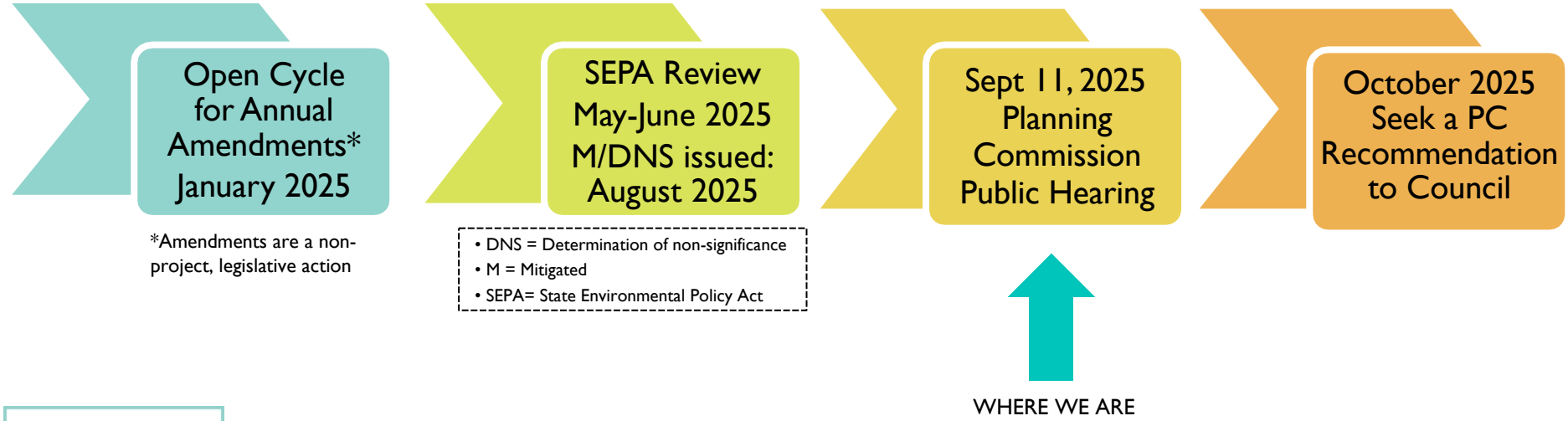
MA-02: **SE UGA Comprehensive Plan map redesignation**

MA-03: **30th Street CT E map rezone proposal**

TA-04: **Capital Facilities Plan/SBLSD text amendments**

CITY OF SUMNER WASHINGTON

Planning & Review Process



CITY OF SUMNER WASHINGTON

Public Notice Process



Public participation & public comments were integrated into staff review.

NOTE: Notice of Public Hearing is required at least 10 days prior to the hearing

CITY OF SUMNER WASHINGTON

Review

Policy Analysis

Staff will present the policy analysis on each amendment proposal which must comply with the following criteria:

1. An amendment is necessary to resolve inconsistencies between the Sumner comprehensive plan and other city plans or ordinances;
2. Conditions have so changed since the adoption of the comprehensive plan
3. The proposed amendment is consistent with the Sumner comprehensive plan.
4. The proposed amendment is consistent with GMA requirements and countywide planning policies
5. The proposed designation is adjacent to property having a similar and compatible designation
6. Environmental impacts have been disclosed, and measures have been included to reduce possible adverse impacts.
7. Potential ramifications of the proposed amendment to other comprehensive plan elements and supporting plans have been considered and satisfactorily addressed.

CITY OF SUMNER WASHINGTON

Exhibits

2025 Amendment Documents

The following documents are combined under separate cover memo as a comprehensive review of the 2025 Comprehensive Plan Amendment docket:

1: Land Use & Policy Analysis –*BERK* August 2025

2: Transportation Technical report memo – *Transpo* July 2025

Staff reports: Include a list of exhibits specific to each docket amendment proposal and refers to the above Amendment documents as Exhibit I and Exhibit II accordingly.

CITY OF SUMNER WASHINGTON

Staff Presenters and contributors

Staff Presenter: Chrissanda Walker, Associate Planner

Staff Presenter: Brayden Shannon, Assistant Planner

Director: Ryan Windish, Community and Economic Development Director

Consultants: BERK– Planning; Transpo – transportation technical memo; and BHC Consultants – water/sewer analysis

Contributors: Public Works – City Engineers and GIS/design support staff; Development Services – planning; & City Council's adoption of the 2024 Comprehensive Plan & FEIS

PLANNING COMMISSION MEETING
DATE: September 11, 2025
AGENDA BILL: 25-633

SUBJECT: 1. Docket MA-01: Town Center Plan Amendments **CATEGORY:** Public Hearings

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

ATTACHMENTS:
1. Staff_Report_MA-01
2. Exhibit A. TCP Map Amendments
3. Exhibit B. Comprehensive Plan Amendments
4. Exhibit C. 2025 Town Center Plan update
5. Exhibit D. FBC_Amendments
6. Exhibit E. Draft SMC Amendments MA-01
7. Exhibit F. MA-01 SEPA DNS Adoption_20250813_Signed
8. Exhibit G.-Draft Amendments 2018 TCP PAO
9. Exhibit H. Public comments MA-01
10. Exhibit B. Comprehensive Plan Amendments_20250911

STAFF CONTACT: Chrissanda Walker, Associate Planner

SUMMARY BACKGROUND:
The Planning Commission approved docket MA-01 and the Public Participation Plan on March 6, 2025 for the Town Center Plan Update. A study session on the draft proposal and map amendments in the Town Center was held on May 1, 2025. During that meeting, the Planning Commission provided feedback on the proposal and a preference on reviewing changes. The Town Center Plan was largely updated in 2018; the draft Town Center Plan (Exhibit C) has been reviewed and revised for the 2025 update. A summary of the changes include:
-Updates to the Projects and Actions
-Consistency review with other adopted plans
-Refreshed illustrations and updated tables
-New sections that discuss the IDEA overlay intent

The Town Center adopted form-based code (Exhibit D) is updated in a new format and substantive changes are reflected in redlines/strike out form. The Zoning Code Text Amendments in SMC 18.29 and SMC 18.22 are contained within Exhibit E in tracked changes. These amendments will be accompanied by a draft Ordinance at the next meeting. Finally, this proposal includes some amendments to the Comprehensive Plan Policies, see Exhibit B.

The purpose of the meeting is to hold a public hearing on the proposal, MA-01 and solicit feedback and.or a recommendation from the Planning Commission. The city's website project page includes additional information and associated documents, like the current Form-base code which can be viewed here: https://connects.sumnerwa.gov/planning-sumners-future

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

STAFF RECOMMENDATIONS/MOTION:

Provide recommendations on proposed amendments, and if possible, a recommendation to approve MA-01 to City Council.

CITY OF SUMNER WASHINGTON

Community Development Department

STAFF REPORT

DATE: September 11, 2025
TO: Planning Commission
CC: Ryan Windish, Community and Economic Development Director
FROM: Chrissanda Walker, Associate Planner
RE: 2025 Comprehensive Plan Map Amendment: MA-01 Town Center Plan Update

I. INTRODUCTION

The City Council and Planning Commission provide an annual opportunity for the public and staff to propose amendments to the Comprehensive Plan. In January 2025, the City Council opened the application window for the 2025 amendment cycle. Amendments may include changes to the Comprehensive Plan map, zoning map, policies, and development regulations. On March 6, 2025, the Planning Commission voted unanimously to move the docket forward for further review. Docket MA-01, the Town Center Plan update, is one of the proposed amendments under consideration in this cycle.

A. Why are the Amendments being proposed?

The City of Sumner adopted the Town Center Plan in 2018, including the Town Center Code, a form-based code designed to guide higher-density mixed-use development, including buildings up to six stories. At the same time, the City adopted Planned Action Ordinance (PAO) No. 2668 (December 3, 2018), which allows qualifying development to proceed under established thresholds and mitigation measures. The Town Center Code requires a periodic review of the form-based code and related regulations every five years following adoption. The City's January 6, 2025 Comprehensive Plan Final Environmental Impact Statement (EIS), which incorporates the 2024 Transportation Management Plan and planned improvements in the Town Center, creates the need to update the Town Center Plan and amend the Planned Action Ordinance to extend the planning horizon to 2044.

Relevant to Sumner's Comprehensive Plan Policies in Governance and Permit Process Element, the proposed amendments further two key policies:

> Policy 7.1. Adopt regulations that are clear, concise, and enforceable and periodically review regulations for improvement.
>
> Policy 7.7. Prepare necessary documents based on the level of environmental impacts to allow for "planned action" as allowed by state law to expedite the review of projects in the Town Center, East Sumner Urban Village and other subareas.

The process for amending the Comprehensive Plan is established in Sumner Municipal Code 18.56.147 and governed by the Growth Management Act (RCW 36.70A) and the State Environmental Policy Act (SEPA). Environmental review of Docket MA-01 was conducted under SEPA-2025-0005. On August 20, 2025, the City issued a Mitigated Determination of Non-Significance (MDNS) and Adoption of Existing Documents (Exhibit G), together with an amendment to the 2018 Town Center Planned Action Ordinance (Exhibit H).

II. POLICY ANALYSIS

Only those amendments which are found to be in substantial compliance with all criteria listed below shall be approved (SMC 18.56.147(N)):

1. An amendment is necessary to resolve inconsistencies between the Sumner comprehensive plan and other city plans or ordinances; or, to resolve inconsistencies between the Sumner comprehensive plan and other jurisdictions' plans or ordinances;

2. Conditions have so changed since the adoption of the Sumner comprehensive plan that the existing goals, policies, objectives, and/or map classifications are inappropriate.

3. The proposed amendment is consistent with the overall intent of the goals of the Sumner comprehensive plan.

4. The proposed amendment is consistent with chapter 36.70A RCW (Growth Management Act), the countywide planning policies (CPP) for Pierce County, and the applicable multi-county planning policies (VISION 2050). [NOTE: Criteria 4 refer to policies in the GMA, Countywide Planning Policies, and VISION 2050 and is analyzed in Exhibit I: 2025 Amendment Docket Policy Analysis.]

5. Where an amendment to the comprehensive plan map is proposed, the proposed designation is adjacent to property having a similar and compatible designation, or the subject property is of sufficient size, or other conditions are present.

6. Environmental impacts have been disclosed, and measures have been included to reduce possible adverse impacts.

7. Potential ramifications of the proposed amendment to other comprehensive plan elements and supporting plans have been considered and satisfactorily addressed.

   MA-01 Action Alternatives 1 through 3 are being analyzed by the City of Sumner that will amend the Comprehensive Plan and Subarea Town Center Plan and amend the Comprehensive Map and Zoning Map. All of these alternatives are analyzed in the SEPA review (SEPA-2025-0005) and are discussed here in detail as it relates to the seven criteria above.

A. Proposal Description

MA-01: 2025 Town Center Plan (TCP) Update: This docket includes Town Center map amendments (Exhibit C), an updated Town Center Plan (Exhibit D), amendments to the Town Center Form-based code (FBC) development regulations (Exhibit E) and draft Zoning Code Text Amendments (Exhibit F) that incorporates a Zoning Code Text Amendment application addressing accessory dwelling-units (ADUs) in the Zoning code for Town Center SMC 18.29.

The proposed Town Center Plan map and text amendments include the following:

Innovation District and Enterprise Area (IDEA) Overlay. Amend the TCP zoning map to apply a new IDEA Overlay along Zehnder Street and 57th Street East, covering approximately 21 parcels (about 13 acres total) within the north end of the West Sumner District. The IDEA Overlay builds on the FBC framework but provides tailored standards to support small-scale manufacturing, artisan enterprises, specialty food producers, and other low-impact fabrication uses. This overlay is intended to serve as a transition between commercial and industrial zones while fostering innovation, entrepreneurship, and economic vitality. Updated standards will also guide street and sidewalk improvements—such as bicycle lanes, widened sidewalks, and on-street parking—that enhance placemaking and connectivity.

- **Historic Central Business District (HCBD)** height reduction. Amend zoning designations within portions of Main Street, Cherry Avenue, and Railroad Street (approximately 14 parcels, 1.7 acres) to reduce maximum building heights to no more than 4 stories. This amendment aligns with Comprehensive Plan policies that call for maintaining the small-town scale of Main Street and ensuring compatibility with adjacent residential areas.

- **Street standards update.** Amend the TCP street maps and standards to refine future street widths, maintain appropriate minimum and maximum building heights along arterials, collectors, and transition zones, and require step-backs (such as a 30-foot step-back along collector streets) to ensure pedestrian-friendly streetscapes.

- **Accessory Dwelling Units (ADUs).** Consider a private zoning code text amendment application to allow ADUs within existing multi-family and single-family residential uses in the Town Center, expanding housing flexibility and affordability.

B. MA-01 Alternatives

The city proposes Town Center map amendments illustrated in Exhibit D and a range of height changes in Table 1 affecting the Town Center Plan and associated Form-Based Code:

Height in Alternative 1 includes zoning map amendments and TCP zoning regulation amendments to accommodate single-story commercial development.

Height in Alternative 2 provides for a different range of commercial activity, favoring housing unit density, and maintains current TCP zoning regulations.

Height in Alternative 3, the No Action Alternative, is the continuation of current plans for the Town Center and its current zoning regulations. It provides a future baseline for comparison of impacts.

Table 1. Town Center Story Height Alternatives

Designation/District	Existing total Acres (No Action)	Alternative 1: Preferred Heights	Alternative 2: Heights	Alternative 3: No Action Heights
Riverfront	31.14 ac @ 6 stories	5-6	5-6	5-6
West Sumner	63.25 ac	4-6	5-6	6
Station	9.418 ac @ 5 stories	3-5	3-5	3-5
	22.12 ac @ 4 stories			
	2.20 ac @ 3 stories			
Historic CBD	0.735 ac @ 6 stories	3-4	4-5	4-6
	1.702 ac @ 5 stories			
	9.340 ac @ 4 stories			
	0.133ac @ 3 stories			

Source: City of Sumner, 2025.

The Comprehensive Plan and Form-Based Code do not limit densities. Under MA-01, the proposed amendments of heights may change form, but the City's anticipated densities in the Town Center would remain similar to what was anticipated in the Pierce County Buildable Lands Report which assumed 76 units per acre on average even though densities can go higher to 110-120 per acre (effectively). The adjustments to heights still retain mid-rise heights of up to 6 stories in many parts of the center.

III. COMPREHENSIVE PLAN AMENDMENT CRITERIA ANALYSIS

Only those amendments which are found to be in substantial compliance with all criteria listed below shall be approved (SMC 18.56.147(N)):

1. **An amendment is necessary to resolve inconsistencies between the Sumner comprehensive plan and other city plans or ordinances; or, to resolve inconsistencies between the Sumner comprehensive plan and other jurisdictions' plans or ordinances;**

The proposed amendments are consistent with the Comprehensive Plan and other adopted City plans and ordinances. The Comprehensive Plan establishes a framework for maintaining alignment

between plans and regulations. Land Use Element, Planning Sub-areas Policy 1.4.3 states: "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." The proposed amendments are necessary to update the Town Center Plan policies and associated regulations to reflect current conditions, ensuring consistency across City planning documents.

Further, Land Use Policy 1.3.1 directs the City to "Annually review development regulations to remove unnecessary requirements and to balance environmental protection, public participation, and housing and economic development goals." The proposed updates to the Town Center form-based code, including removal of duplicative uses and refinement of performance standards, are consistent with this policy and help streamline regulations while supporting housing and employment opportunities.

Land Use Policy 1.3 directs the City through the Land Use Element and Community Character Element, "to strive to balance residential, commercial, industrial, and public land uses." The amendments advance this policy by reducing building heights in transition areas to maintain compatibility with surrounding neighborhoods, introducing new IDEA uses that promote a transition to small scale manufacturing uses along Zehnder Street and 57th Street E to balance employment and mixed-use activity, and allowing accessory dwelling units (ADUs) consistent with state law to support incremental housing opportunities. Collectively, the proposed changes continue to balance the full range of land uses envisioned in the Comprehensive Plan, while refining the Town Center Plan to better respond to evolving community needs.

2. Conditions have so changed since the adoption of the Sumner comprehensive plan that the existing goals, policies, objectives, and/or map classifications are inappropriate.

Since the last update of the Comprehensive Plan, conditions have changed in several key ways. Community input has identified concerns about building scale along Main Street and adjacent corridors, supporting a reduction from 5–6 stories to 4 stories in the Historic Central Business District. Regional housing needs and recent state legislation (HB 1337, 2025) require local jurisdictions to allow accessory dwelling units on single-family lots, creating a need to align local regulations with state law. Market trends also support new types of small scale-manufacturing and incubator uses within the Town Center to serve the local economy and complement existing commercial and mixed-use activity. These altered conditions support the need for amendments.

3. The proposed amendment is consistent with the overall intent of the goals of the Sumner comprehensive plan.

The proposed amendments are consistent with the intent and direction of the Comprehensive Plan, particularly the Community Vision for Economic Development and the Community Character policies guiding the Town Center.

***Economic and Employment Element**:* The amendments advance the Community Vision: Economic Development (2050) by supporting small businesses, encouraging innovative incubator and maker enterprises, and providing opportunities for alternative workstyles within the Town Center. The creation of the IDEA (Innovative District and Enterprise Area) Overlay directly responds to this vision by nurturing small-scale manufacturers, fabricators, specialty food producers, and other entrepreneurial uses that are compatible with Sumner's small-town atmosphere while diversifying the local economy.

The amendments also strengthen alignment with Community Character policies:

- Policy 3.3 is advanced through updates to the Town Center form-based code, ensuring that new and expanded uses are reviewed under consistent design standards, with opportunities for consultation from business and civic groups during future updates.

- Policy 3.4.1 is supported by refining permitted uses in the Town Center and ensuring the historic central business district remains the focal point of economic activity, while transitional industrial uses are directed to appropriate edges such as Zehnder Street and 57th Street E.

- Policy 3.5 is furthered by maintaining opportunities for infill residential and mixed-use development, with building height adjustments that balance growth while respecting the historic scale of adjacent neighborhoods. The allowance of accessory dwelling units (ADUs) in existing residential areas adds incremental housing opportunities that strengthen the active community core.

- Policy 3.16 is advanced through new requirements for 30-foot step-backs and pedestrian-oriented design features along collector streets, ensuring that redevelopment supports landscaping, buffers, and active pedestrian spaces.

- Policy 3.17 is directly implemented by updates to the Town Center form-based code, which ensures that multifamily and mixed-use development is guided by clear standards for high-quality design and compatibility with the historic context and scale of Main Street.

Community Character Element: The amendments are consistent with Town Center-specific height policies. Policy TC 6.11 (Community Character Policy 3.18) establishes that development along Traffic Avenue should be within a 4–6 story range and emphasize mid-rise urban design with underbuilding parking. Maintaining the 6-story height allowance within the IDEA Overlay under one of the alternatives is consistent with this policy, as it supports higher-density midrise forms in strategic locations while concentrating growth of employment, housing, and innovation uses. At the same time, Policy TC 6.12 (Community Character Policy 3.19) guides the Historic Central Business District to remain within a 3–4 story scale, which is reinforced through the proposed height reductions along Main Street, Cherry Avenue, and North Street. This balanced approach advances the Comprehensive Plan's intent to preserve small-town character in historic areas while encouraging midrise, mixed-use growth and economic activity in designated redevelopment corridors.

Collectively, the amendments demonstrate consistency with Comprehensive Plan goals by refining the Town Center vision to balance housing, economic development, and community character, while positioning Sumner to support small businesses, incubator enterprises, and pedestrian-oriented urban design.

Environment Element: The 2018 Town Center Plan SEIS contains analysis of impacts and proposed mitigation for All Alternatives and the proposed amendments were analyzed for impacts in the SEPA checklist for SEPA-2025-0005 and finds that Alternatives 1 through 3 would meet the overall goals and policies related to air, water, noise, critical areas, and resources as determined with the amendment to the Town Center Planned Action (Exhibit H).

Housing Element: The policy evaluation Exhibit I: Comprehensive Amendment Docket Policy Analysis provides a summary of recent Housing legislation affecting the proposed amendments in the Town Center Plan. 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… existing and future housing needs… The zoning code text amendment to address ADU allowance in the Town Center supports the Housing Element generally with the intent to promote the "preservation of existing housing stock" (Goal 1) and providing "a range of housing types" and "variety" for all economic segments of the community (Goal 2 and Policies 2.2, 2.3, 2.4).

All Alternatives would continue to promote multi-family, mixed-use and allow for residential development and meet the intent of the adopted Town Center Plan.

Transportation: Alternatives 1 through 3 would be consistent with the goals and policies in the Transportation Element and the Transportation Plan and consistent with the City's adopted Six-year Transportation Improvement Plan (TIP).

All Alternatives are not significantly different than the land use designations that the existing traffic impact analysis provides in the Planned Action Ordinance. The proposal impacts and mitigation are analyzed and discussed in the Annual Amendment Docket Exhibit II: Transportation Technical Report (under separate cover).

Overall, the Town Center Plan update meets the intent of the Transportation Element and are supported by the following goals and policies:

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

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

Policy 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.

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

The amendments to the TCP Street type map includes amending TC-street standards which include widening the drive roadway width from 9 feet to a minimum 10 feet, adding a new TC-Collector street standard that plans for bike lanes and parallel parking on one side for Zehnder Street and allowing flexibility in the FBC to adjust the public sidewalk and street tree furniture widths where there is insufficient right of way. Comprehensive Plan Transportation Goal 5 provides guidance to "Support implementation of the multimodal transportation system identified in adopted Sumner Subarea Plans. The proposal specifically supports Transportation Element Policy 5.1 and sub-policy 5.1.1 to "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".

4. The proposed amendment is consistent with chapter 36.70A RCW (Growth Management Act), the countywide planning policies (CPP) for Pierce County, and the applicable Multi-county planning policies.

All Action Alternatives were analyzed for consistency with state and regional policies in Exhibit I: Comprehensive Amendment Docket Policy Analysis and the amendment to the Town Center Planned Action Ordinance is found to be consistent. The proposal furthers the intent of the Sumner Comprehensive Plan Chapter 3, Section 3.6 "Relationship to Plans and Policies" for consistency with GMA, Countywide Planning Policies, and VISION 2050. The Town Center Plan Update and associated code changes would continue to fit with GMA goals to focus growth in urban areas, provide housing choices, and promote higher density housing near multimodal transportation options. The Town Center would continue to be a Countywide Growth Center in the Countywide Planning Policies

5. Where an amendment to the comprehensive plan map is proposed, the proposed designation is adjacent to property having a similar and compatible designation, or the subject property is of sufficient size, or other conditions are present.

Where amendments to the Comprehensive Plan Map are proposed, the designations remain compatible with adjacent land uses. Reducing building heights to 4 stories along Main Street, Cherry Avenue, and North Street creates a more compatible transition to nearby residential areas. The introduction of transitional small scale industrial uses along Zehnder Street and 57th Street E provides a logical buffer between existing industrial uses and mixed-use areas. The limit of certain commercial uses in transition zones will protect existing low density residential neighborhoods

from potential impacts. These changes maintain consistency and compatibility across the Comprehensive Plan Map and Zoning Map.

6. Environmental impacts have been disclosed, and measures have been included to reduce possible adverse impacts.

The environmental impacts have been disclosed and analyzed in the 2018 Town Cenetr Plan SEIS Planned Action Ordinance (PAO). An amendment to the PAO was issued on August 20, 2025. All alternatives examined fall within the original 2018 scope, finding, and mitigation of the alternatives examined in the 2018 SEIS and 2024 FEIS, as adopted. Potential impacts related to building heights, traffic, stormwater, and public services have been disclosed, and mitigation measures are incorporated into the Plan where appropriate. No significant adverse environmental impacts are anticipated that cannot be mitigated through project-level review and existing regulatory frameworks.

7. Potential ramifications of the proposed amendments to other comprehensive elements and supporting plans have been considered and satisfactorily addressed.

The amendments have been reviewed for consistency with other Comprehensive Plan elements and supporting plans. A summary of Comprehensive Plan Text Amendments as a result of the Town Center Plan Update is provided in Exhibit D.

IV. SEPA ENVIRONMENTAL REVIEW

The process for amending the City Comprehensive Plan is specified in the Sumner Municipal Code section 18.56.147 and in the state Growth Management Act (GMA) (RCW 36.70A) and the State Environmental Policy Act (SEPA). SEPA analysis of the proposed amendments and various alternatives is contained in the SEPA checklist for SEPA-2025-0005, a Determination of Non-Significance was issued on August 20, 2025.

V. PUBLIC & AGENCY COMMENT

Public comments were received during the SEPA review comment periods, included under Exhibit H. There is no additional public agency comments received since the opening of the public comment period prior to this hearing.

VI. STAFF RECOMMENDATION

Move to approve proposal MA-01, 2025 Town Center Plan Update

VII. EXHIBITS

Exhibit I: 2025 Amendment Docket Policy Analysis (under separate cover)
Exhibit II: Transportation Technical report memo (under separate cover)

A. Town Center Map Amendments
B. Comprehensive Plan Amendments- redlines
C. 2025 Town Center Plan Update-DRAFT
D. Development Regulations Amendments of the Town Center FBC
E. Draft Zoning Code Text Amendments, SMC 18.22 Innovation District and Enterprise Area, SMC 18.29 Town Center Code and SMC 18.04 Definitions
F. MA-01 SEPA DNS
G. Amended Planned Action Ordinance
H. Public Comments

Exhibit A: Town Center Map Amendments

Figure 1. Existing Town Center Map

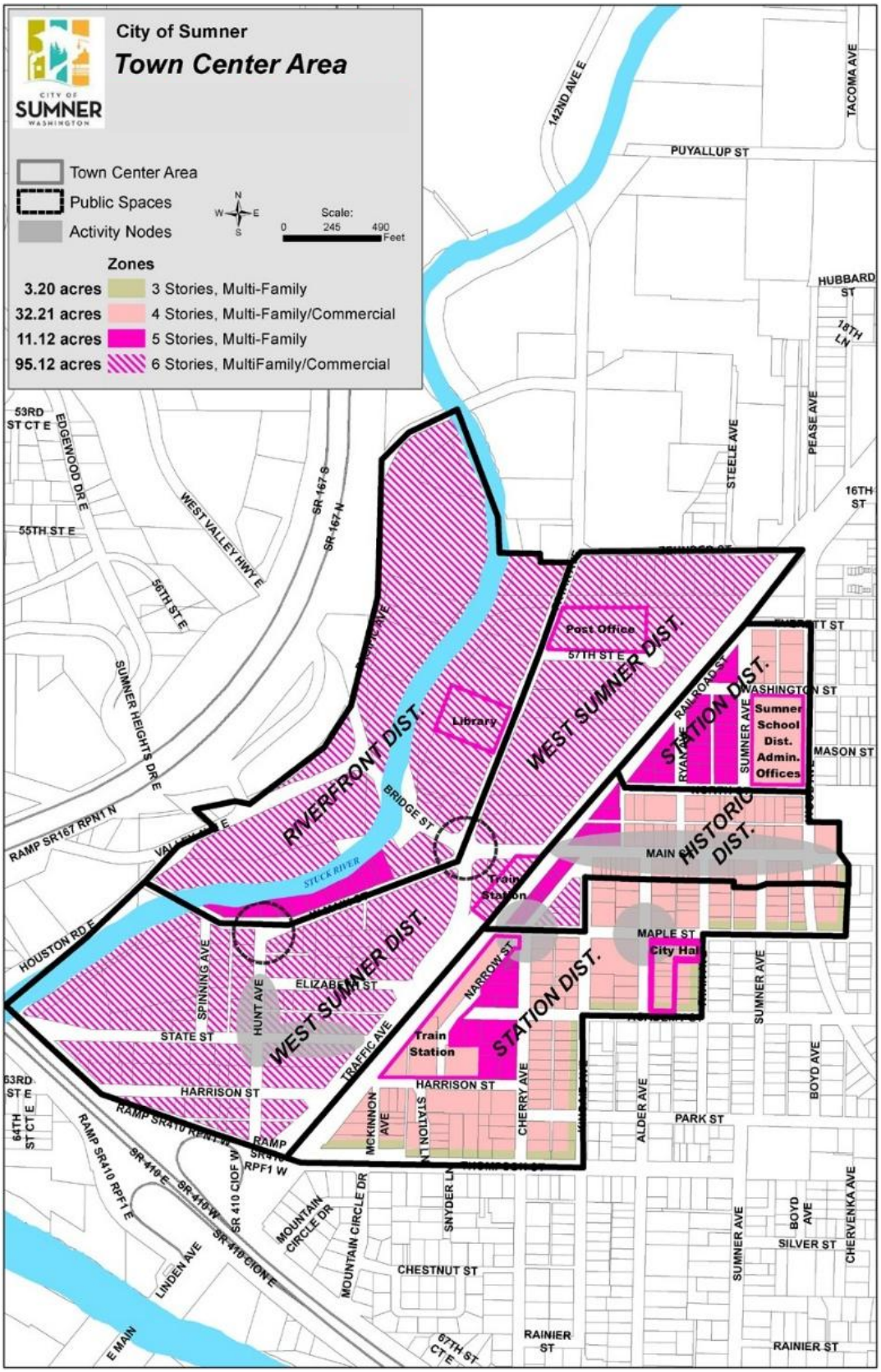


Figure 2: MA-01 Alternative 1

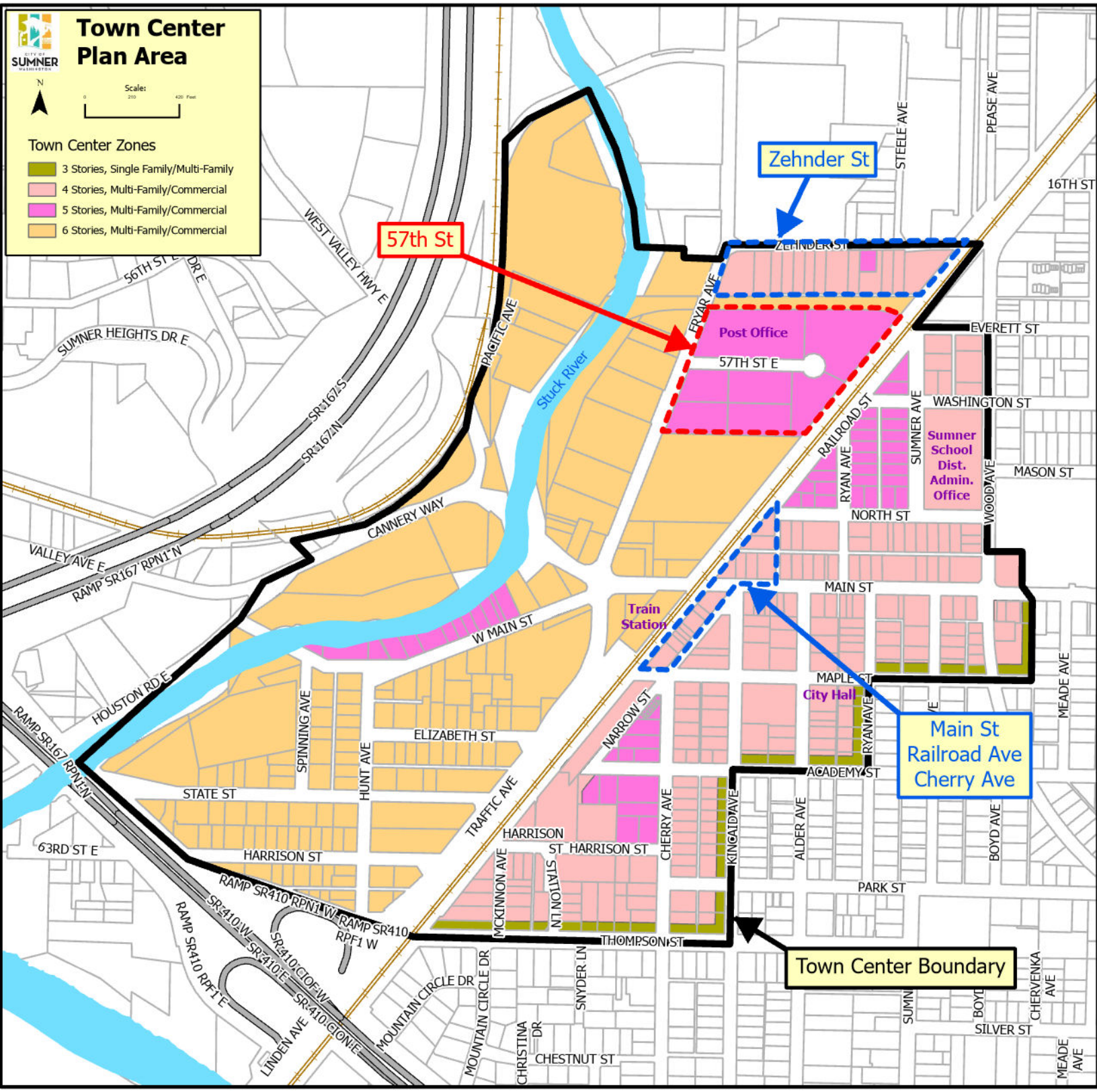


Figure 3. MA-01 Alternative 2

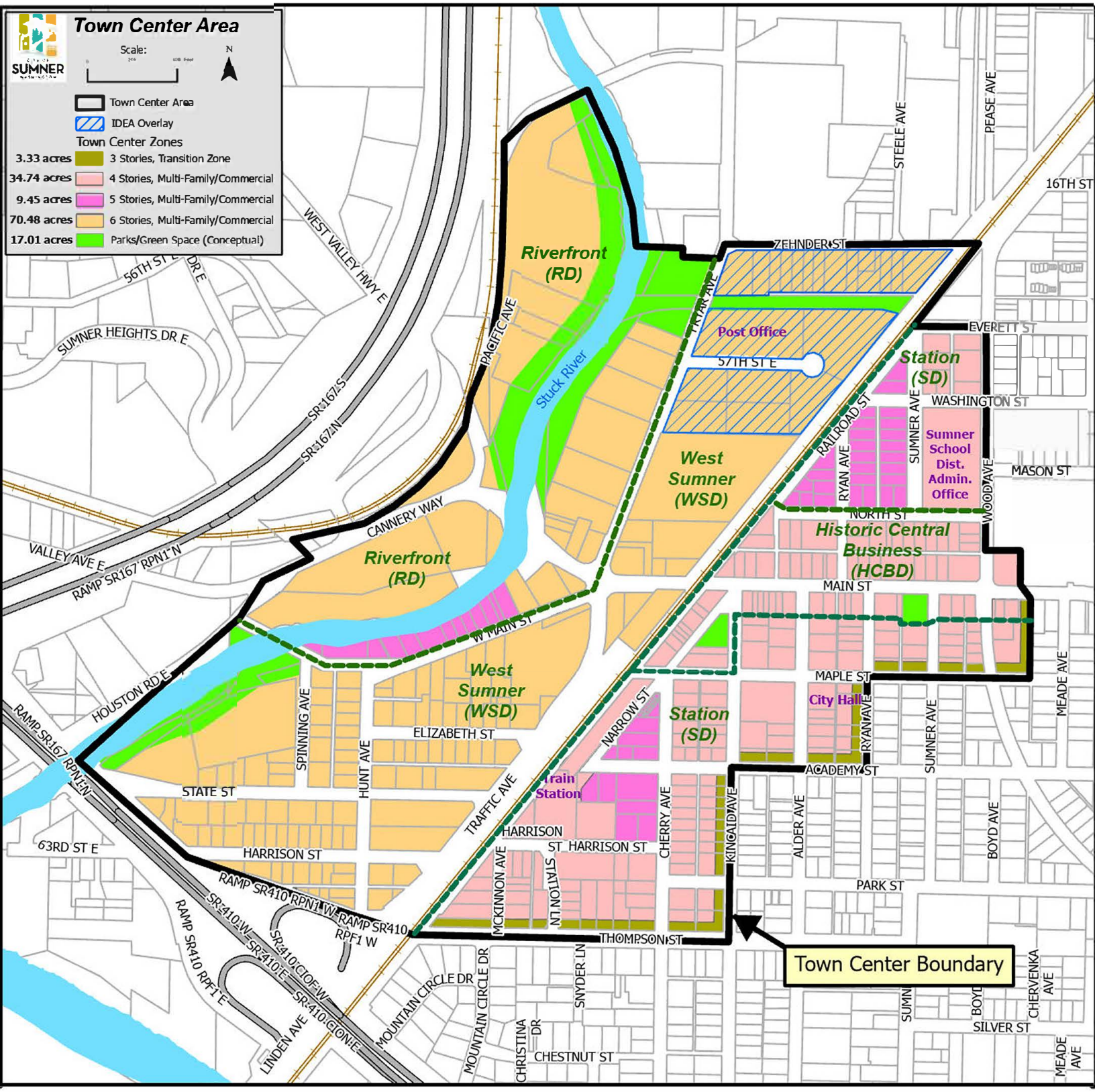


Figure 4. Existing Street Type Map

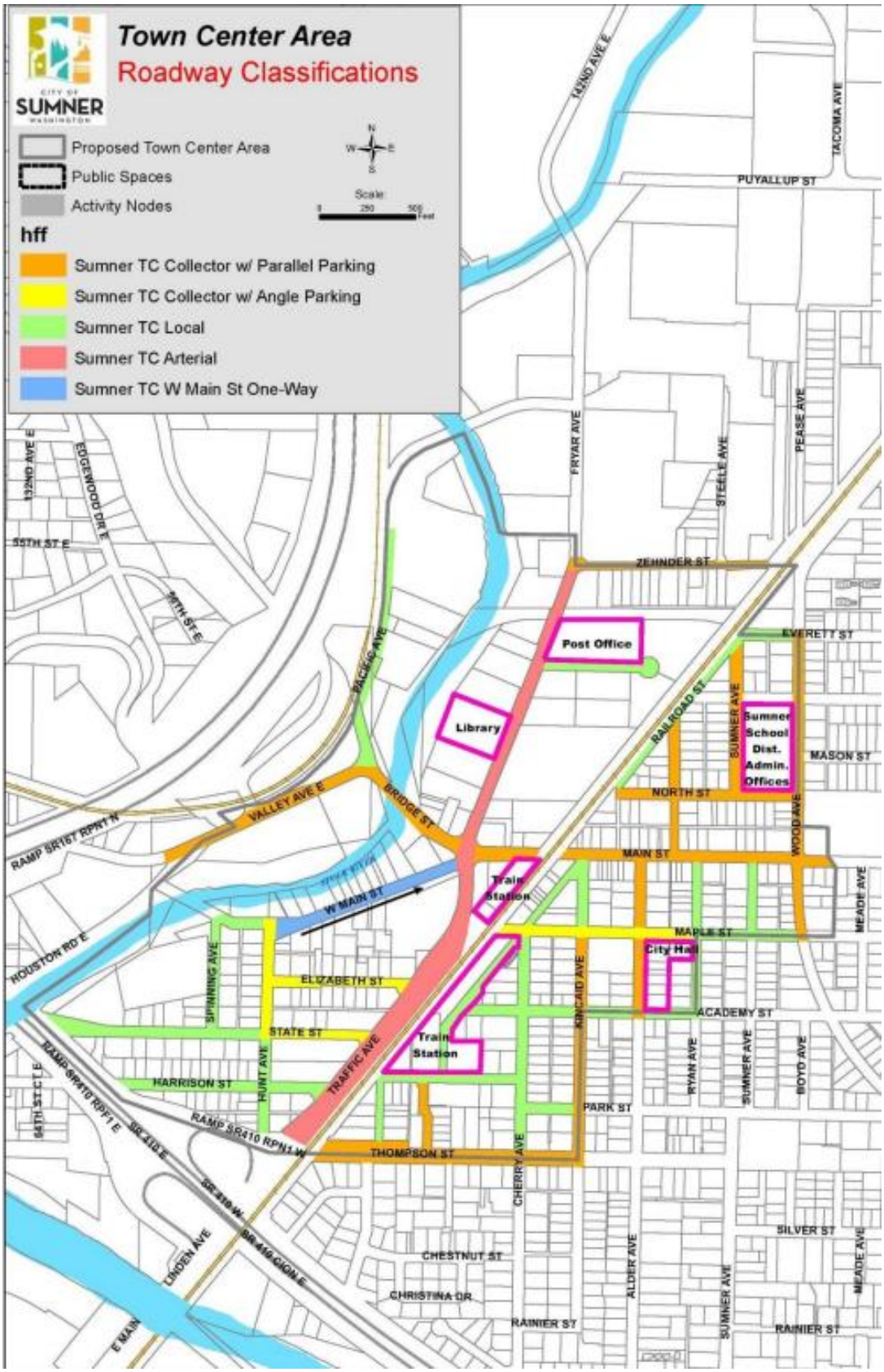
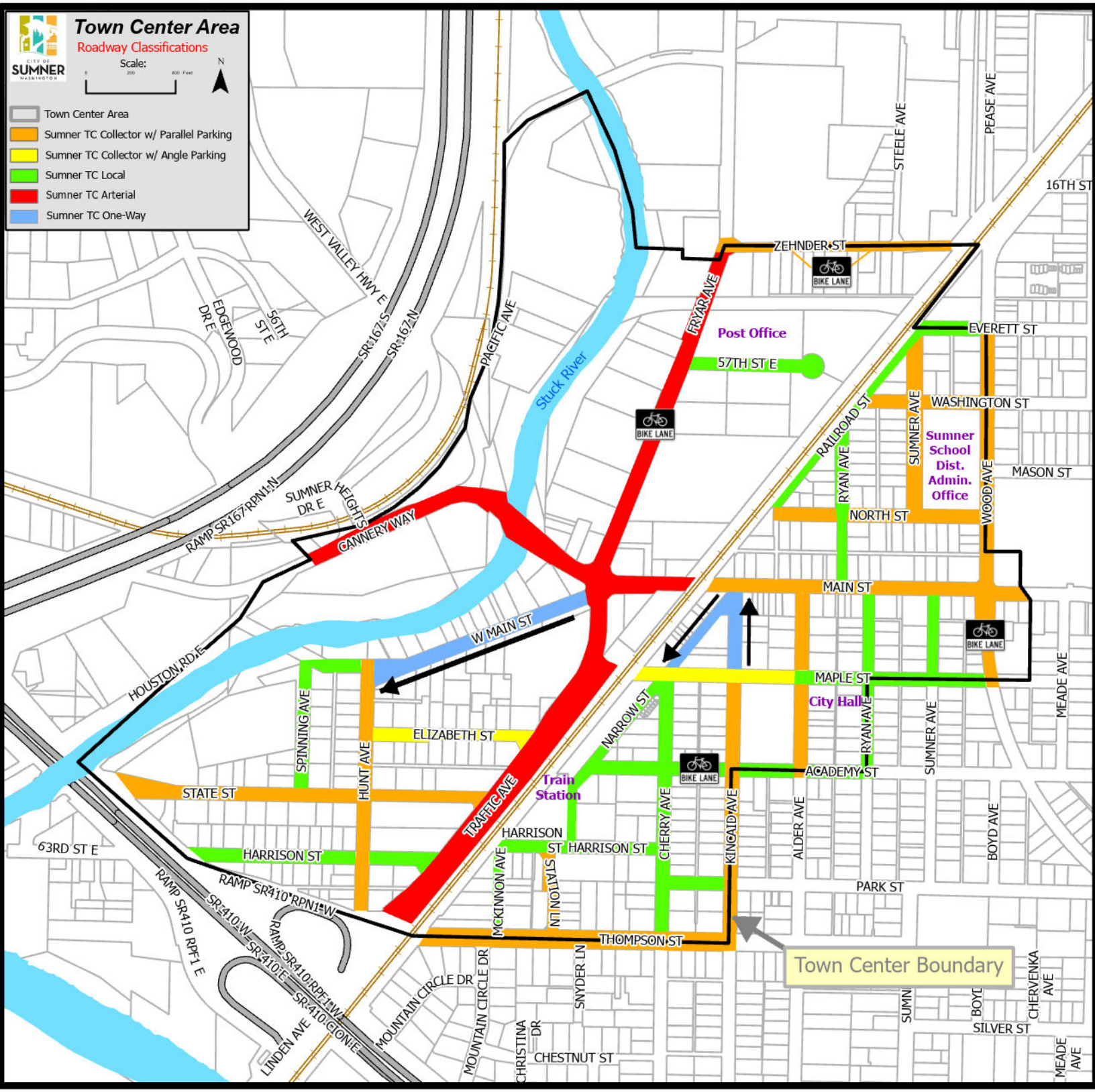


Figure 5. Proposed Town Center Street Type Map



Plan Elements

Sumner's Comprehensive Plan contains the following elements – elements more central to the docket applications are described. Where changes are proposed for housekeeping or consistency, underline/~~strikeout~~ is shown.

Chapter 1. Introduction

Implementing Plans and Strategies

To implement the Sumner Comprehensive Plan, the following plans and strategies have been completed:

- Sumner Urban Design Concept Plan, 1995. Prepared by Dennis Tate Associates and Kasprisin Pettinari Design, July 1995. It ensures a unified approach to community development to reinforce Sumner's small-town character and addresses City gateways, pedestrian linkages, building scale and character, signage, and streetscape.
- Urban Forestry Strategy, 1996. The City's Forestry Commission, this Strategy is intended to guide the community's investment in trees on public and private property for the subsequent 5 years. The Strategy inventories the state of the City's urban forest and proposes numerous projects to implement the policies of the Comprehensive Plan. The Strategy was adopted in February 1996 by Resolution No. 912.
- Cemetery Master Plan. Prepared by the Community Development Department, the Cemetery Advisory Committee, and the consulting firm of WCA Northwest, this Master Plan outlines the policies for operation and capital improvements to the City's cemetery. The Plan was adopted November 3, 1997 by Resolution No. 968. The Cemetery Plan is being updated in 2015.

Adopted Sumner Parks and Trails Plan-

- Sumner Parks and Trails Plan, 202418. This Plan provides the location, standards, and cost estimates for the trail system which extends from the King County Interurban Trail in the City of Algona to the Pierce County Foothills Trail in the City of Puyallup. The plan was originally adopted June 2, 2008 and updated in 2018 and 2024.
- Sumner Capital Facilities Plan, 2024. Prepared by BERK Consulting, Transpo Group, Inc., and Parametrix. With approval by the Planning Commission and City Council, this document provides an inventory of existing capital facilities; establishes the level of service for transportation, water, sewer, storm sewer, parks, police, fire, schools, and general government facilities; analyzes them for deficiencies; and sets forth a 6-year financial plan for funding any improvements. A capital facilities plan is a required element of the Growth Management Act and was adopted with the 2024 Comprehensive Plan Update.

- East Main Street Design Strategy, 2002. The design strategy was originally adopted on May 16, 2002 (Ordinance No. 2056) and is intended to provide a framework for converting the section of Main Street from Valley Avenue to 160th Street East from a largely automobile oriented landscape to a more walking friendly environment. The strategy was implemented in the zoning ordinance and will result in wider sidewalks, connected parking, reduced driveways and buildings closer to the street.

Adopted Town Center Plan-

- Town Center Plan, 2025 ~~2018~~. The ~~update to the 2005~~ 2025 subarea plan was completed by the City with assistance from consultant team BERK~~,~~ and The Transpo Group ~~and ECONW~~ building off of prior efforts in 2005 and 2018. This document provides the policy and real estate market analysis for revitalizing the downtown core and encouraging development of more housing to serve local businesses and utilize the Sounder station. The update included adoption and amendment of a Planned Action Ordinance per RCW 43.21C.440 following completion of a Supplemental Environmental Impact Statement and subsequent SEPA documents.

Adopted Design and Development Guidelines-

- Design and Development Guidelines, 2025~~18~~. The design guidelines supplement the zoning code and provide a greater level of detail regarding landscaping, building and architectural treatments and pedestrian friendly amenities. The design guidelines were originally adopted in 1996 and underwent a major rewrite in 2008 and 2025 with minor updates in between ~~in 2018~~.

2. **Community Vision**
3. **Community Values**

Chapter 4. Plan Monitoring and Amendment:

Introduction: The Sumner Vision Statement mentions a number of measures that relate to governance and the role of City government in the community. The community vision anticipates a government that is representative, open, and responsible; and one that is fair and accessible to all segments of the community. ~~The policies in this chapter are not exhaustive but attempt to address the role of City government in the community and in maintaining permitting and enforcement measures that support residents, employees, and business owners.~~ The policies in this chapter outline the framework for monitoring implementation actions, evaluating key performance indicators, and establishing procedures for periodic updates and formal amendments in compliance with state laws and local policies.

5. **Governance and Permit Process**
6. **Community Character**
7. **Family and Human Services**

Chapter 8. Economic Development and Employment

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)]. 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 PSRC. This creates a unique context for economic development in the city.

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

…

2. Support the necessary infrastructure and programs to develop a talented and qualified workforce that can afford to live near where they work.

…

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. Partner with the Chamber of Commerce, 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.

…

6.3. 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

...

6.15 Encourage more mixed commercial/service/housing uses in the Town Center, along Traffic and Fryar Avenues. ~~Discourage~~ Limit light industrial ~~zoning~~ uses in the Town Center in favor of mixed-use ~~zoning~~ unless there is an educational or artist component.

6.16 Create a market and tourism 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 and tourism strategy.

8. Economic Development and Employment
9. Land Use
10. Essential Public Facilities
11. Historic and Cultural Resources
12. Environment
13. Climate Change and Resiliency

Chapter 14. Housing

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. The Land Use Element and Comprehensive Plan Map (Figure 9-3) 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).

Goals, Policies, and Objectives

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

…

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

…

3. Encourage energy efficiency in housing developments

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 20443~~35~~.

…

4.7 In order to promote redevelopment to desired densities, prohibit new single-family residential development and limit expansion, except for the addition of accessory dwelling units. ~~of existing single family.~~

15. Parks and Open Space
16. Transportation
17. Capital Facilities
18. Utilities
19. Shorelines:

END

CITY OF
SUMNER
WASHINGTON

TOWN CENTER PLAN ~~2018~~

DRAFT UPDATE







Community Development Department
1104 Maple Street, Suite 250,
Sumner, WA 98390
253-863-8300 www.sumnerwa.gov

DRAFT -Updated on August 28, 2025

Mayor
Kathy Hayden

City Council

Barbara Bitetoe
Carla Bowman, Deputy Mayor
Pat Clerget
Pat Cole
Andy Elfers
Matthew Kenna
Greg Reinke

Planning Commission

Sharon Fochtman
Rob Healy
Amy Huo
Mark Isaacs, Chair
Kelly Locke
Mark Malcolm
William Moody, Vice Chair

Preparers and Contributors

City Staff:

Jason Wilson, City Administrator

Ryan Windish, Community and Economic Development Director

Chrissanda Walker, Community Development Associate Planner

Hugo Ennis, Urban Design Intern

John Morgan, GIS/CAD Technician

Scott Waller, Senior Planner

Lana Hoover, Community Engagement Specialist

Carmen Palmer, Communications Director

Consultants

Berk Consultants, LLC

The Transpo Group

CONTENTS

Contents i

Tables v

Figures v

1. Vision, Goals, and Policies 2-1

1.1 Introduction 2-1

1.2 Purpose -Updated Sumner Station content 2-1

1.3 Summary of Planning Process-Updated for 2025 2-2

1.3.1 Studies 2-3

1.3.2 Forums 2-4

1.3.3 Plans 2-4

1.4 Projects and Actions 2-6

Table 1. Projects and Actions-Updated for 2025 2-8

Table 1.2. Completed Projects and Actions 2-12

1.5 April 2025 - Spring Open House 2-13

1.6 June 2025 - Focus Group Meeting 2-13

1.7 2018 Development Community Interviews 2-14

1.8 Town Center Plan Vision, Goals, and Policies 2-16

1.9 Town Center Vision 2-16

1.10 Goals and Policies 2-16

2 Planning Area Conditions 2-1

2.1 Town Center Planning Boundaries 2-1

2.2 Demographics 2-4

Table 2. Town Center Planning Area Demographics 2-4

2.3 Existing Land Uses 2-5

Table 3-2. Existing Land Uses and Acres 2-7

3 Housing 3-1

3.1 Housing Types and Densities 3-1

3.2 Design Standards 3-1

3.3 Market Preferences Revised 3-2

Table 4. Housing Types and Densities 3-6

4 Land Use Plans 4-1

4.1 Current Comprehensive Land Use Plan and Zoning Map 4-1

Table 7. Housing and Employment Capacity Assumptions 4-4

4.3 Form Based Code 4-5

4.4 Districts 4-5

Table 8. Town Center Area Districts 4-7

4.5 Lot Types 4-9

Table 9. Lot Types 4-1

4.6 Public Realm 4-1

Table 10. Public Realm Elements 4-1

Table 11. Public Realm Examples 4-2

4.7 Activity Nodes and Public Spaces 4-3

4.8 Aesthetics: Height and Scale 4-3

4.8.1 Views 4-3

4.8.2 Shading Conditions 4-3

4.8.3 Transition Areas 4-4

4.8.4 Height Comparisons 4-4

4.8.5 Character and Design 4-5

4.9 Nonconforming Land Uses 4-8
4.10 IDEA Overlay Transition Zone 4-8

5 Cultural Resources 5-1

6 Natural Areas 6-1

7 Parks and Recreation 7-1

7.1 Parks and Recreation 7-1
7.2 Reuben Knoblauch Heritage Park 7-1
7.3 Rhubarb Alley 7-2
7.4 Trackside Alley 7-2
7.5 Lucy V. Ryan Park 7-2
7.6 Riverside Park 7-2
7.7 Future Parks and Connections 7-3
7.8 Trails 7-4

8 Transportation/Circulation 8-7

8.1 Street Design 8-7
8.2 Arterial Streets 8-7
8.3 Collector Streets 8-8
8.4 Local Streets 8-10
8.5 West Main Street One-way 8-11
8.6 Streets 8-12
8.7 Planned Improvements 8-13
8.8 Traffic Volumes 8-15
8.9 Traffic Operations 8-16
8.10 Potential Other Improvements 8-17
8.11 Transit and Rail Service 8-18
8.12 Commuter Rail 8-19
8.13 Bus Service 8-19
8.14 Beyond the Borders Connector 8-19

8.15 Non-Motorized Transportation 8-19
8.16 Parking 8-20
8.17 Future Parking Demands 8-21
Table 14. Parking Ratios in Other Cities 8-21
8.18 Local Transit System 8-25
9 Public Utilities 9-26
9.1 Water 9-26
9.2 Sanitary Sewer 9-26
9.3 Stormwater 9-27
10 Private Utilities 10-1
10.1 Telecommunications 10-1
10.2 Gas and Electric 10-1
11 Implementation 11-1
11.1 Implementation Steps 11-1
11.2 Planned Action Ordinance 11-1
11.3 Shoreline Master Program 11-1
12 References 12-1
13 Appendices ..... **Error! Bookmark not defined.**

TABLES

FIGURES

Figure 1. Street View –Main Street at Kincaid Avenue Looking East (4 stories) 4-4

Figure 2. Example Residential on Thompson Street and Kincaid Avenue..... 4-6

Figure 3. Example Potential Commercial and Residential Development on State Street and Traffic Avenue 4-7

Figure 4. Example of Woonerf on West Main Street with Mix of Commercial and Residential..... 4-7

Figure 5. Arterial Street..... 8-7

1. Vision, Goals, and Policies

1.1 Introduction

The Sumner Town Center Plan presents the vision and strategies for Sumner's 197-acre Town Center. The Town Center Planning Area includes Main Street, west Sumner and the Sounder Station vicinity and intends to reinforce and strengthen the Sumner Downtown as a fully functional "everyday" downtown maintaining its classic small-town character. The Sumner Town Center Plan identifies the planning and public process and summarizes and consolidates the various studies developed for the Town Center in one place. This Sumner Town Center Plan is a subarea plan that supports the Sumner Comprehensive Plan. Development and design are regulated through a form-based code adopted into the Zoning Code.

1.2 Purpose -Updated Sumner Station content

The Town Center is located near the convergence of two freeways, two rail lines, and two rivers (See Figures 16 and 17, Vicinity and Aerial Map, and Parcels and Buildings). The historic downtown, formally the CBD, centered on Main Street, continues to be a focal point of the community with its concentration of businesses and civic uses, and by virtue of its character and history. In 2000, the City and Sound Transit re-established a rail station on the original 1883 train station site, south of Main Street along the Burlington Northern Santa Fe Line (BNSF). In 2018, the boardings at the Sounder rail station had far surpassed the original planning estimates, with over 1,500 occurring per day, rather than the 300 per day forecasted. Unexpectedly, challenges during the pandemic in 2020 economically impacted Downtown, which created opportunities for businesses growth and ingenuity, and ridership at the Sounder Station dramatically lowered. However, that did not interfere with the project plans for revitalizing the Station district with a new Sumner Station parking garage. Commute trip reduction and new policies also affect the pattern of local ridership and traffic regionally. The housing market trends towards increasing costs, making affordable housing development a challenge.

Sound Transit continues to expand their regional rail system with improvements to parking and access, and the Sumner Station parking garage began construction in 2024 after a decade long planning effort.

Following the initial decision to expand Sumner Station and to support downtown businesses, the City engaged in a Town Center planning process in the early 2000s and amended the Comprehensive Plan, and adopted new design and development regulations specific to the Town Center plan area. Over the preceding 13 years little development had occurred as envisioned.

The Town Center Plan was updated in 2018 with similar goals to the original Plan, which is to encourage development that not only provides housing units near transit options, but also provides additional residents to further enhance the historic Downtown in accordance with the community vision:

- Sumner, a city of excellence reinforcing its role as classic, small town Americana that goes beyond nostalgia, and
- Sumner, a community that retains/strengthens a fully functional, "everyday" downtown.
- Sumner, a community that provides affordable housing for all life stages and recognizes the value of a transit station for convenience of residents.

The Town Center Plan is a roadmap to revitalize downtown as a vibrant gathering place, a stable commercial core, and a neighborhood providing a variety of housing options for Millennials, small families, empty nesters, and other households to live in proximity to the rail station and Downtown businesses.

As a part of the 2025 Town Center Plan update, review includes ongoing monitoring of the Plan and refreshed planning policies consistent with Sumner's Comprehensive Plan, which further implements and clearly defines direction for the Town Center Plan for the next 10-20 years.

1.3 Summary of Planning Process-Updated for 2025

The Sumner Comprehensive Plan identifies the need to have a revitalized Downtown as commercial and cultural center supported by residential development and served by multiple transportation modes. The City implements its Comprehensive Plan goals and policies, by its allocation of resources, such as the partnership in the Sounder Train station, and by the formulation of strategies, programs, civic investment such as in roads, parks and infrastructure.

From the inception of the strategy for the Town Center in 2001, development was slow to grow until after the update in 2018 which evaluated changing conditions, including greater than anticipated Sounder ridership, changes in parking demand and patterns, diversification of housing markets and needs, and Downtown economic vitality cycles. Under the 2025 Town Center Plan Update the City is revisiting its goals and programs for the Downtown.

The update to the Town Center Plan incorporates policies from the Comprehensive Plan periodic update. To support changes to the Town Center Plan, the City conducted additional studies and held public forums to evaluate height reductions and zoning district amendments and evaluated

plans for improvements to the Main Street corridor and the activation and design of alleys for vendors and/or businesses as envisioned under the 2021 Main Street Visioning plan. A summary of the previous planning process that implemented the 2018 Town Center Plan update is provided in Appendix E.

The planning process for updating the Town Center Plan includes a public participation plan containing outreach efforts to affected businesses and property owners. The City conducted the following studies and forums:

1.3.1 Studies- Revised for 2025

- **Real Estate and Retail Market Study:** EcoNorthwest, September 2018. This study remains relevant to the 2025 Town Center Plan update. It analyzed the potential for multi-family mid-rise urban style development and potential on specific opportunity sites. Summarized under section 3.3 Market Preferences, opportunity sites are generally vacant or underdeveloped parcels that could have the potential for housing density or commercial uses. Phase 1 opportunity sites suggest potential for change within the next 10 years. Phase 2 opportunity sites are projections of redevelopment 15-20 years from now.

- **2015 Supplemental Environmental Impact Statement**: BERK Consulting. September 2018. This document was scoped to address topics pertinent to this project including aesthetics and transportation analysis.

- **Planned Action Ordinance (PAO):** BERK Consulting. September 2018. A PAO is important to the overall desire to facilitate development in the Town Center Plan Area

- **Addendum to the 2018 Supplemental Environmental Impact Statement**: BERK Consulting. April 2025. Land use policy review conducted for the proposed Town Center Plan updated. The study evaluated assumptions under the 2018 SEIS and a Determination of non-significance was issued on [August 20, 2025].

- **Sumner Town Center Subarea Plan Update Transportation Study: Transpo Group. July 2018.** An analysis of the transportation impacts associated with increased housing and vehicle trips within the Plan area.

- Sumner Comprehensive Plan Periodic Update Transportation Study: Transpo Group. 2024. A comprehensive analysis of the Transportation Management Plan

- **Town Cenetr Update Transportation Technical Study-** Transpo Group May 2025. A technical analysis of the transportation impacts associated with increased employment targets in the new areas studied in the West Sumner District of the Town Center.

1.3.2 Forums Revised for 2025

- **2018 Town Center Plan Update**. A summary of the previous planning process that implemented the 2018 Town Center Plan update is provided in Appendix E.

- **Spring Open House, April 2025.** In this public forum staff prepared an illustration for the Town Center Update with changes in building heights and new uses in portions of the Town Center. There was an opportunity for open discussion with planning staff seeking public feedback and comments. The comments and recommendations helped shape the policy and actions for the 2025 Town Center Plan.

- **Field Research, April 2025**. Key staff members toured downtown Auburn to evaluate the build-out of mixed-use development with greater stories and densities. Staff obtained feedback on street and sidewalk standards, ground-story commercial uses and downtown parking garage development. Developments were up to 6 and 7 stories which allowed for higher densities near transit and building setbacks were greater when the building height was taller. Businesses that are unique for the City of Auburn include medical facilities in the downtown area and few opportunities for artisan/confectionary enterprises.

- **Focus Group Meeting, June 2025.** As a part of the public participation plan City staff met with several community members and stakeholders including developers, private property owners, businesses owners, real estate brokers, architects, and civil engineers regarding the proposed Town Center Plan update and IDEA overlay within the West Sumner District.

1.3.3 Plans- Revised/Update for 2025

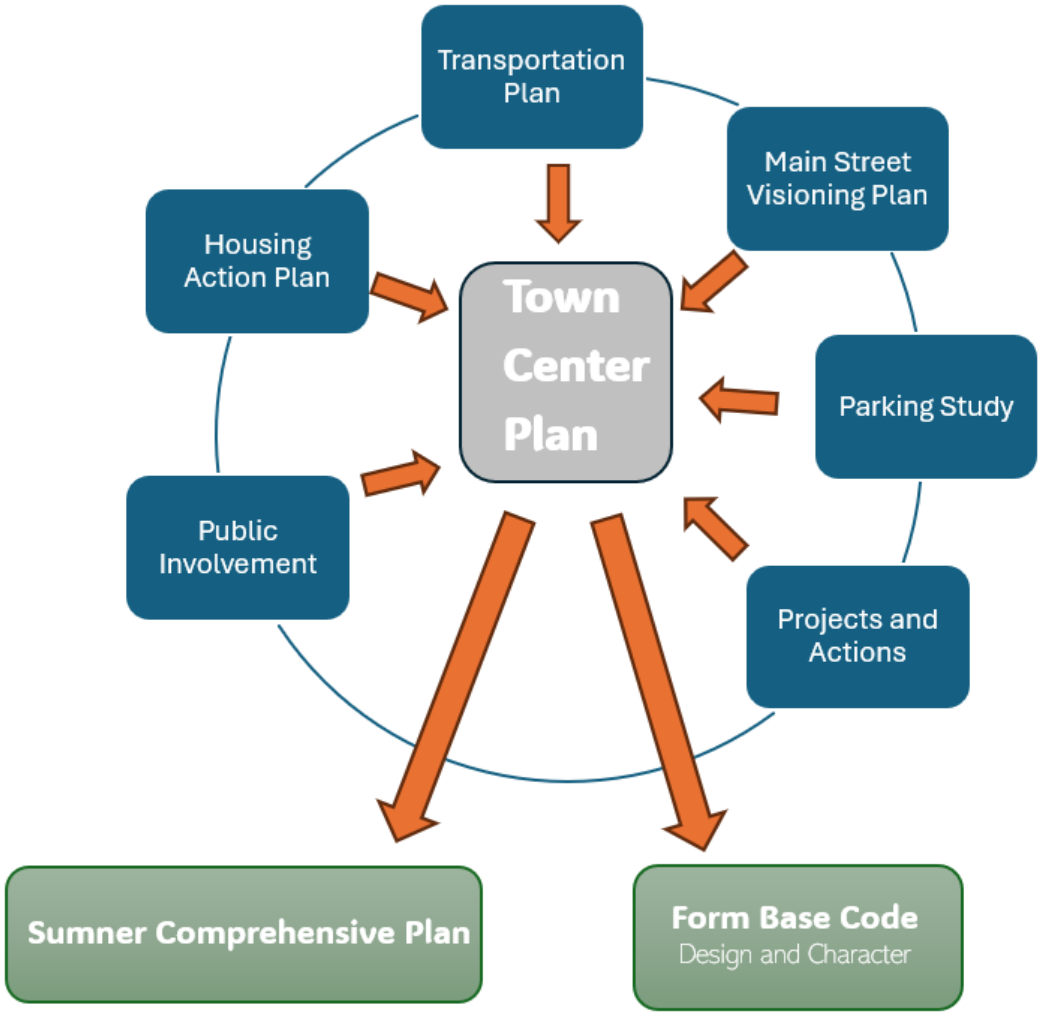
- **Sumner's Comprehensive Plan, 2024**. The City completed the 10-year periodic update as mandated by the Growth Management Act, adopted by the City Council January 2025. The Plan includes amended policies around Housing, Historic and Cultural resources and incorporates the most up to date plans for Parks and Trails, Capital Facilities, and Transportation. The project and actions matrix under section 1.4 is updated in concert with the 2024 Comprehensive Plan and new actions are included from the Parks, Trails, and Open Space Plan and the 2021 Main Street Visioning Plan, further described below.

- **Parks Trails, & Open Space Plan Update, 2024.** Sumner updates the Parks and Trail plan every six years to assess changes in community needs, track changes in recreational preferences and ensure goals outlined in the City's Comprehensive Plan are met through efforts to maintain, grow and evolve Sumner's parks/trails system. The project and actions matrix under section 1.4 includes updated policies around parks and trails.

- **Sumner Tourism Plan, 2023.** The Sumner Sub-Area Tourism Master Plan approved by Council through Resolution 1671, outlines strategies to provide the best possible experience to visitors and the greatest return possible on the collective investment. Strategic goals include enhancing tourism infrastructure, augmenting connectivity and mobility, and strengthening identity and alignment. The Tourism Plan aligns with the county-wide Strategic Tourism Master Plan. Where applicable, strategies from the plan are incorporated in the Town Center Plan project and actions table, under section 1.4.

- **Main Street Visioning Plan, 2021.** The 2021 Sumner's Main Street Visioning Plan (MSVP) advances the Town Center Plan and is primarily focused on the Historic Commercial Business District. The plan has three primary focus areas Heritage Park and its surrounding streets; design and activation of alleys; and the Main Street corridor. These elements are to be further designed in detail for construction as funds are available for implementation. The elements interact and relate to each other through physical connections, pedestrian corridors, use as event space and design characteristics. The City Council considered action priorities for implementing the Main Street Visioning Plan and discussed these priorities on July 26, 2021, and adopted Resolution 1605. These goals are integrated into the project and actions matrix under Table 1.

Each of the studies, plans and forums contribute to the Town Center Plan update and are discussed in greater detail below. The Town Center Plan in turn will guide some refinements of the Comprehensive Plan and serve as a master plan that supports the Comprehensive Plan. The diagram below shows the relationship of the studies/forum to this Town Center Plan and to the Comprehensive Plan.



1.4 Projects and Actions

The connection of the Sumner Community to the Sounder Train Station and the connection of Sumner as a whole to the region led to several planning studies starting in 2001, addressing land use/market conditions, parking, and other functional concerns in the Sumner Downtown. The City of Sumner City Council desired a visionary and transit-oriented plan to bring residents to Sumner. Therefore, the Town Center planning process was revisited with both a broader vision and more detailed strategies captured in the *December 2002 Sumner, Washington Town Center Strategy, Phase I* report.

The *December 2002 Sumner, Washington Town Center Strategy, Phase I* report remains relevant to Sumner's efforts in strengthening its Downtown. The strategy reinforced and articulated a vision for Sumner as a classic small town that retains and strengthens its center as a fully functional and an "everyday" downtown. The Town Center Strategy recommended eight strategic components to develop a successful Town Center that are still relevant in 2025.

- Make a Great Plan
- Many, Many Projects and Actions
- Many, Many Stakeholders
- Committed Ongoing City and Private Sector Leadership
- Performance Standards
- Communication and Marketing
- Supportive Government
- Ongoing Review

The Town Center Strategy report elaborated upon the first two strategic components – **"making a great plan" and having "many, many projects and actions."**

Defining a "great plan", according to the authors:

- Establishes the desire to create a plan that will succeed and promote three pronged growth (economic, sustainable, livable);
- Goes far beyond patching problems with quick-fix solutions or reacting to specific issues;
- Presents a strong-enough vision to motivate and enliven people to take action; and
- Addresses long-term possibilities regardless of short-term constraints.
- Allows for flexibility to promote development, but doesn't lose the vision of the plan.
- "Many, many projects and actions" refers to maintaining a variety and number of projects and actions, which may include infrastructure improvements, housing, open space, cultural facilities, community music and art festivals, local lending pools for revitalization, plans/regulations, and other categories, to implement the "great plan" rather than a single big project that would "save the day." The target number of projects and actions was suggested at 25 to help assure "forward momentum."

A recommended list of projects and actions was provided in the Town Center Strategy report. The City responded to the report by preparing a "Jump Start Matrix" of projects, responsible parties, and priorities to provide momentum for the "many, many projects and actions" strategy.

- For the 2025 Town Center Plan update, the matrix of projects and actions listed under Table 1 has been adjusted to reflect updated and ongoing project actions.
- Table 1.2 summarizes completed projects and actions since the adoption of the 2018 Town Center Plan.

Table 1. Projects and Actions-Updated for 2025

Projects and Actions	Project Number and Description	Priority
1. Identify, encourage and implement between 5 and 6 housing projects over the next 10-20 years, totaling between 500 and 1,000 dwelling units.	H1: Increase housing stock by 500 to 1,000 units by the year 2044.	High
2. Redevelop Red Apple Market Site	E1: Facilitate the development of the Red Apple Market site as an anchor for extending "Downtown" to Maple Street. H1: Increase housing stock by 500 to 1,000 units by the year 2044.	High
3. Develop the Heritage Park block as a public open space that includes a public building with activated gathering space.	I1: Redesign Heritage Park stage for better entertainment options and functionality. MSVP1: Create more intentional daily uses including seating, a small playground and a pavilion.	High
4. Expand support efforts and partnerships with merchant association.	E2: Continue working with Sumner Main Street Association for health/diversity of businesses, events and brand.	Low

Projects and Actions	Project Number and Description	Priority
5. Reinforce the commercial core on Main Street with development at Main Street and Wood Ave as a gateway into Downtown	I2: Improve Downtown intersections with woonerf paving and Alley activation.	High
6. Maintain public parking behind Main Street including street and business access.	I3: Maintain and improve public parking behind businesses – landscaping, lighting, and signage.	Medium
7. Pursue restaurants, and active retail businesses to open adjacent to public open space.	E3: Recruit businesses to downtown. E4: Recruit small grocery operators like Trader Joe's for Town Center.	High
8. Work with current/incoming retail to expand downtown to include evening options.	E3: Recruit businesses in the downtown.	High
9. Attract a diversity of businesses and promote IDEA uses within the West Sumner District.	E5: Explore business grant incentives. E6: Add new incubator business and co-working spaces within the Town Center IDEA Overlay Zone	Medium
10. Create opportunities for development of higher density housing in West Sumner.	H3: Create higher density in West Sumner with form based code and design standards. E7: Incentivize senior housing development	High
11. Create visual terminus at the end of a street corridor.	I4: This could be a public or private investment in art, architecture or open space feature.	Medium
12. Add more, smaller green spaces as well as more "hardscaped" plazas as development and redevelopment occurs.	I5: Identify and create downtown public gathering spaces.	Low

Projects and Actions	Project Number and Description	Priority
13. The City should encourage public or private "third places" – gathering places unrelated to home or work.	E3: Recruit businesses in the downtown.	Medium
14. Leverage the library site to improve connections to the Sumner Links Trail and River with access points and overlooks leading to a trail.	I6: Develop the Sumner Links Trail north of Cannery Way Bridge along the River.	Medium
15. Partner with the Sumner Library to sell the current library site and redevelop the site for housing, mixed use or an open space amenity.	I7: Relocate library to East Main Street. H1: Increase housing stock by 500 to 1,000 units by the year 2044	High
16. Consider reducing/removing impact fees and alternative incentives for desired development.	H3: Create incentives for higher density housing in the Town Center area.	Medium
17. Plan for the eventual redevelopment of the auto dealerships on Traffic Avenue.	H2: Continue communication and partnership for Sunset Chevrolet's continued success in Sumner as the area develops and changes.	Low
18. Acquire key parcels for public parks and gathering places consistent with the Parks, Trail & Open Space Plan.	I8: Acquire private lots for public use.	Low
19. As increase density occurs along Fryar/W. Main, require developers to reconnect community with access/gathering points along White River.	H1: Increase housing stock by 500 to 1,000 units by the year 2044.	Medium
20. Redevelop the Lucy v Ryan property into a full park to serve as a community asset.	I9: Create a form of artwork/signage to commemorate the Lucy V. Ryan deed.	High
21. Other ongoing projects and actions.	I10: Construct downtown amenities.	High

Projects and Actions	Project Number and Description	Priority
	E7: Conduct a new parking study within 5 years of the 2025 update	High
	E8: Continued partnerships and efforts for successful tourism industry to Sumner and region, consistent with adopted Tourism Plan.	Medium
	E9: Expand holiday lighting.	Medium
	E10: Encourage a mix of retail services in Town Center to keep attractive destination for visitors and locals residents.	Medium
	E11: Allow parklets and encourage food truck businesses in the Town Center	Medium
	E13: Encourage rehabilitation of downtown historic buildings by finding creative solutions for addressing fire and building codes.	Medium

Notes: H = Housing; I= Infrastructure; E = Economic Development; MSVP=Main Street Visioning Plan

Table 1.2. Completed Projects and Actions

Completed Projects and Actions	Project Number and Description	Year completed
1. Acquire the balance of the Heritage Park block to use the entire triangle for public open space.	I1: Expand Heritage Park – acquire remainder of the block for Park expansion. I11: Revise Heritage Park Fountain (removed)	2024
2. Reinforce the commercial core on Main Street with development at Main Street and Wood Avenue as a gateway into Downtown.	I2: Fix up Wood/Main intersection (transportation improvement). (completed)	2024
3. Update freeway signage	E7: Change the sign on the Freeway to add Sumner (currently says East Main/Traffic Avenue).	?
4. Removed street trees from Main Street sidewalk and replace with planter boxes	I12: Review and update street tree planting and management plan for historic downtown.	2024
5. Adopt a new regulatory approach to create a transit and pedestrian supportive environment and mixed uses (new zoning district, Form-Based Codes, building heights, etc.).	E5: Review permits processes and design and development regulations for impediments to development. E6: Update the Form-Based Code to establish development regulations that will implement the vision of the Town Center Plan.	2018
6. Town Center Plan objective	E10: Complete the SEPA/GMA Planned Action	2018, 2025 Amended

Completed Projects and Actions	Project Number and Description	Year completed
7. Expand the Downtown experience	E11: Finalize Downtown Sound System and expand as needed as Town Center Plan develops	2023

1.5 April 2025 - Spring Open House- Revised for 2025

The City Hall Open House is a great opportunity to reach out to the public and present proposals and alternatives in detail. On April 15, 2025 the Spring Open House kicked off the notice of application period for the Town Center Plan Amendments. Staff prepared illustrations of the Town Center plan updates, including a vision for new uses in portions of the Town Center and reducing story heights in strategic locations. Discussions were held with the public regarding opportunity sites, future pedestrian connections through the Town Center and Form-based code development standards. The following outcomes from the 2025 Open House were:

- **Attendees**: 10 people attended the Open House for comment on the Town Center Plan updates. Of those who participated in public comment, 2 lived in the Town Center boundary, 2 were Sumner business owners and they all resided in the city. From the discussions on the proposed changes, only 2 residents submitted written public comment at the Open House.

- **Alternatives**: There were 2 alternatives presented, a no action alternative that retained existing story heights and existing uses, and the alternative that proposes a reduction in building heights from 6 stories to 5 or 4 stories, and within the Downtown along Main Stret, reducing the story height from 5 stories to 4 stories. The were none that opposed the reduction in story heights, and one commented that they preferred 2 story heights on Main Street.

- **Public Comments**: All public comments received during the notice of application on the 2025 Town Center plan are included in Appendix D.

1.6 June 2025 - Focus Group Meeting

The City conducted a Focus Group Meeting for property owners, businesses and stakeholders that are within the IDEA overlay in West Sumner District. On June 10, 2025, the Focus Group Meeting was held at the Sumner Library, near the area of affect. A total of 21 properties are on Zehnder

Street and 57th Street. A summary of the attendees is provided below. City staff presented visual examples on different mixed-use styles and explored IDEA uses and types.

Some of the participants included:

- **Attendees**: Sumner/Puyallup/Tacoma Chamber representatives; Commercial/Industrial Real Estate brokers; Sumner citizens and (1) local business.

Key takeway points:

- **Maintain the six-story height allowance.** Development from the ground up is costly, and additional density is needed to make projects financially feasible.
- **Encourage shared spaces.** Common areas within the district provide opportunities for scalable enterprises and collaborative activity.
- **Support flexible incubator workspaces.** These spaces can help transition between office, retail, and small-scale manufacturing uses, supporting a range of business needs.
- **Offer a variety of unit sizes.** While incubator spaces can be as small as 300 square feet, participants preferred a range of 600 to 1,000 square feet to accommodate growth.
- **Promote clustering.** Grouping smaller makers and incubator spaces around an anchor use helps attract a younger demographic and creates synergy within the district.
- **Consider incentive-based strategies.** The City should explore incentives to encourage microenterprise and small-scale manufacturing as part of the district's economic development strategy.

1.7 2018 Development Community Interviews

The number one priority of the Town Center Plan is to promote housing in the downtown with a goal of creating between 500 and 1,000 units by 2044. To achieve these numbers and to create the character and streetscape desired in a traditional downtown requires a "form" of construction that utilizes understory parking. This type of "mid-rise urban" development is expensive and potentially challenging in the Sumner market. To help identify housing opportunities and approaches in the Town Center, and to solidify the direction of the Town Center Plan update in 2018 the City interviewed a range of experts in planning, development, architecture, and engineering. Participants included:

- Jerome O'Leary, Real Estate Broker—Kidder Mathews Commercial Real Estate
- Paul Green, P.E., Civil Engineer—Azure Green Consultants
- Bruce McKean, AIA, Principal—Helix Design Group (architects)
- Curt Gimmestad, Director of Operations—Absher Construction, Inc.
- Matt Smith, President—Rush Companies
- Chris DeWald, Vice President of Development—Rush Companies

Key points from the interviews were as follows:

- Sumner is an emerging market and developers agreed that Sumner should be looking to the future for increased transit-oriented housing given the high cost of housing in Seattle and changing mindset around the reliance and use of the automobile.
- Parking and Transportation:
    - Parking ratios for multi-family needed to be on the order of a minimum of 1 parking space per multi-family unit with no maximum. Allow visitor parking to occur on the street. o Office and commercial parking will need to remain at current parking ratios and to provide parking for customers and employees.
    - There should not be a maximum cap on parking, especially for commercial and office spaces.
    - The City should plan to budget for a parking study every 5 years and adjust as needed. o A city transit option (e.g. "trolley") that would serve the Town Center and provide access to the east side of the City and such amenities as grocery stores and the YMCA would be very beneficial to residents in this area.
- Height/Housing Densities:
    - Mid-rise Urban residential is on the increase. (mid-rise urban is typically a style of housing less than 7 stories in height and has ground floor structured parking with housing units constructed over the parking).
    - Rent rates will need to continue to rise in order to meet the $2.25-$2.50 threshold for profitability.
- Land Use and Form Based Code:
    - Advised against requiring commercial on the ground floor, but allow developer flexibility.
    - Form-based code was seen as providing additional flexibility if the housing densities and other aspects of the use within the structure were not regulated.
- Incentives for Developers:
    - Flexibility in zoning requirements was seen as positive.
    - The adoption of a Planned Action Ordinance, essentially completing environmental review at the planning stage and not requiring it at the individual project development level would save time and reduce risk for the developer.
    - The City should pursue a change in state law that would allow the City to adopt the multi-family tax exemption program. Multi-family development within the Town Center would be exempt from property taxes for 8-12 years depending on if it was market rate or affordable housing. o Reduce traffic impact fees and other fees when possible. Retain or extend the traffic impact fee reduction in the Town Center Plan area.
    - Reduce traffic impact fees and other fees when possible. Retain or extend the traffic impact fee reduction in the Town Center Plan area.

- Concerns and Questions:
    - Concerns about a high ground water table that would make subgrade parking more expensive.
    - Questions about infrastructure capacities such as sewer, water, and stormwater.
    - Traffic and congestion and what the City was doing to help with these issues.

The Land Use and Housing and Implementation Strategies sections of this Town Center Plan incorporate these and other recommendations.

1.8 Town Center Plan Vision, Goals, and Policies

This section distills the various study and forum recommendations into the Town Center Plan Vision, Goals, and Policies. These will be incorporated into the Comprehensive Plan and can be used as guiding principles as new developments or capital improvements are proposed. These goals and policies should be evaluated periodically. The City will be the primary agency responsible for implementation, based on a public/private partnership with stakeholders.

1.9 Town Center Vision

The past, present, and future vision for the Town Center is:

- Sumner, a city of excellence reinforcing its role as classic, small town Americana that goes beyond nostalgia, and
- Sumner, a community that retains/strengthens a fully functional, full life cycle, "everyday" downtown.
- Sumner, a community that provides housing for all life stages and recognizes the value of a transit station for convenience of residents.

1.10 Goals and Policies- Updated/Amendments

This section is intended to highlight policy concepts that would further the vision for the Town Center. The goals and policies of this section consist of existing and proposed Comprehensive Plan goals, policies, and objectives. The nature of the text as "existing" or "proposed" and their existing or desired location in the Comprehensive Plan is indicated in parentheses at the end of each policy.

Goal TC-1 **Make Downtown a vibrant activity area.**

Policy TC 1.1 Establish the Town Center Plan area as the community core encouraging a combination of commercial, civic, cultural,

	recreational, and residential uses. (Existing, Community Character Element 3.1)
Policy TC 1.2	Recruit restaurants, cafés, microbreweries, public facilities and other similar uses, which serve as gathering spots within the community and encourage evening activity in commercial areas. (Existing, Economic Development Element, Policy 1.10)
Policy TC 1.3	The City should, in partnership with the downtown business association and Chamber of Commerce, to actively recruit and promote pedestrian-oriented retail, service, and mixed uses. Uses that require outdoor storage, provide offsite services, or have little walk-in trade as primary parts of their businesses should be oriented to secondary locations in Downtown away from Main Street and Alder Avenue and designated Activity Nodes. (Existing, Community Character Element Policy 3.6)
Policy TC 1.4	Allow and encourage activities catering to a range of ages, interests, ethnicities, and other diverse attributes. (Existing, Community Character Element, Policy 3.8)
Policy TC 1.5	Through the use of form-based code, street and design standards, promote pedestrian and bicycle friendly streets with trees and other amenities that enhance the streetscape. (Existing, Community Character Element Policy 2.5)
Policy TC 1.6	Encourage more housing in the Town Center to strengthen Downtown businesses, take advantage of the commuter train, offer a range of housing in the community, and provide an active, social character the daytime and evening. (Existing, Community Character Element, Policy 3.7)
Policy TC 1.7	Allow dining and other retail activities in the right-of-way where adequate public sidewalk widths are found and explore the potential for seating space in the form of "parklets" in the right-of-way and in alleys where appropriate. (Existing, Community Character Element, Policy 3.8)
Policy TC 1.8	Through the Comprehensive Plan and Zoning Code and form-based code, ensure a central role of the historic central business district, and limit competitive uses as appropriate. (Existing, Community Character Element Policy 3.4.1)
Policy TC 1.9	Provide for community festivals, outdoor markets, performing arts, or other community events and activities for all ages and

backgrounds to promote business and activities in the Town Center, and particularly in the historic downtown core. (Existing, Community Character Element, Policy 3.8)

Goal TC 2 Recruit businesses and activities relevant to everyday lives.

Policy TC 2.1 Promote businesses that meet the daily needs of residents – markets, dry cleaners, laundromats, eateries, pharmacies, banks, pet stores, beauty salons/barbershops, etc. (Existing, Economic Development and Employment Element, Policy 6.14)

Policy TC 2.2 Adopt incentives and actively seek out and recruit developers to construct housing in and near Downtown to strengthen Downtown businesses that will in turn offer goods and services for residents. (Existing, Economic Development and Employment Element Policy 6.5)

Policy TC 2.3 Encourage more mixed commercial/service/housing uses in the Town Center, such as along Traffic and Fryar Avenues. Limit light industrial uses in the Town Center in favor of mixed-use unless there is an educational or artist component. (Existing, Economic Development and Employment Element, Policy 6.15)

Policy TC 2.4 Establish an IDEA Overlay zone in the Town Center along Zehnder Street and 57th Street, to encourage mixed-uses comprised of retail, residential, small-scale production, civic institutions and artisan enterprises. (**Proposed New Economic Development and Employment Element, Policy 6.24**)

Policy TC 2.5 Give downtown locations highest priority when siting city and government facilities such as libraries and administration offices, which have significant employment or destination potential. (Existing, Economic Development and Employment Policy 6.4)

Policy TC 2.6 Encourage mixed-use areas where small scale commercial and light manufacturing uses can occur consistent with other Comprehensive Plan policies. (Existing, Economic Development and Employment Element, Policy 4.2)

Policy TC 2.7 Implement the actions and strategies outlined in the 2021 Main Street Visioning Plan for the downtown core area. (Existing, Community Character Element, Policy 3.4.4)

Policy TC 2.8 Promote bike trails linking downtown and industrial area. (Existing, Parks and Open Space Element, Policy 3.1.2)

Goal TC 3 **Recognize the role of the historic downtown as the historic center of Sumner and heart of the community. (Existing, Cultural Resources Sub-Element, Goal 3)**

Policy TC 3.1 Ensure the character of the historic downtown is retained as new businesses and buildings are established, such as through design standards, historic preservation ordinances, or other means. (Existing, Historic and Cultural Resources Element, Policy 3.1)

Policy TC 3.2 Enliven and refresh historic downtown by encouraging adaptive reuse of buildings and new construction that acknowledges the historic character of the area. (Existing, Historic and Cultural Resources Element, Policy 3.3)

Policy TC 3.3 Encourage historical societies, historic preservation agencies, community groups, and others to provide access to historic documents, such as maps, photos, and newspapers, for landowners, residents, and others. (Existing, Historic and Cultural Resources Sub-Element, Policy 1.3.2)

Policy TC 3.4 Provide ongoing support and expansion of walking tours that highlight public art, architecture, history, trees, and other icons of the historic downtown. (Existing, Historic and Cultural Resources Element, Policy 3.4)

Policy TC 3.5 Within the Town Center area, promote the core area as the historic "downtown." This is generally the area one block north and south of Main Street, within the Historic District and Station District boundaries. **(**Existing**,** Community Character Element Policy 3.4)

Policy TC 3.6 Encourage the incorporation of street furniture and features along streets in the historic downtown, such as streetlights and benches, that are compatible with the historic character of the area. (Existing, Historic and Cultural Resources Element, Policy 3.2)

Policy TC 3.7 Promote a diversity of uses within the downtown, which support the activity base by providing employment, recreational, residential, and a variety of commercial activities. (Existing, Economic Development and Employment Element, Policy 6.3)

Goal TC 4 **Retain and grow businesses for success and avoid vacancies.**

Policy TC 4.1 Invest adequate resources in ways which strengthen downtown. Whenever possible, these monies shall be used to leverage additional

dollars from public and private sources for improvements. (Existing, Economic Development Element, Policy 6.1)

Objective 4.1.1 Partnering with the Puyallup/Sumner Chamber of Commerce and downtown business associations to work with local lenders to secure sources of capital for existing businesses' building improvements and/or business expansion. (Existing, Economic Development Element, Policy 6.1.1)

Objective 4.1.2 Assist with business expansions and new establishments such as through preapplication 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.
- Aerospace and other products or services that bring in money from outside the region. (Existing, Economic Development Element, Policy 6.1.2)

Policy TC 4.2 Create a market and **tourism** 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 and **tourism** strategy. **(Amending, Existing, Economic Development and Employment Element, Policy 6.16)**

Policy TC 4.3 Coordinate with downtown business association(s) and Chamber of Commerce on education, e.g. business management, business promotion ideas, entrepreneurship**, and explore funding opportunities to incentivize incubator businesses. Partner with local agencies and schools on makerspace development**.(**Proposed Amending**, Existing, Economic Development and Employment Element, Policy 6.17)

Policy TC 4.4 Work with building owners to encourage viable uses on the second floors of existing buildings by exploring options in the building and fire codes. (Existing, Economic Development and Employment Element, Policy 6.9)

Policy TC 4.5 Work with downtown stakeholders and the Sumner Downtown Business Association to develop and implement a detailed downtown

"Main Street"-based revitalization strategy addressing organization, design, economic restructuring and promotion. (Existing, Economic Development and Employment Element, Policy 6.10)

Policy TC 4.6 Create a mixed economy Downtown that provides basic and specialty retail, services, destination attractions, hospitality and entertainment uses. (Existing, Economic Development and Employment Element, Policy 6.18)

Policy TC 4.7 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. (Exiting, Economic Development and Employment Element, Policy 6.19)

Goal TC-5 Create an enjoyable and identifiable Downtown atmosphere.

Policy TC 5.1 Provide for community festivals, outdoor markets, performing arts, or other community events for all ages to promote business and activities in the Downtown. (Existing, Community Character Element, Policy 3.9)

Policy TC 5.2 Ensure that the Town Center is a clean, safe, and convenient neighborhood, and that it maintains a high quality and attractive appearance. (Existing, Community Character Element, Policy 3.10)

Policy TC 5.3 Enhance "wayfinding" to and throughout Downtown. Have signs on the State routes, at gateways into Downtown, landmarks, public spaces, public parking and other areas. (Existing, Community Character Element, Policy 3.11)

Policy TC 5.4 Ensure that adequate off-street parking is provided for multi-family development that is reflective of the transit oriented nature of the Town Center Plan area without requiring expensive construction of parking that exceeds demand. (Existing, Community Character Element, Policy 3.20)

Policy TC 5.5 Every 5 years following adoption of the Town Center Plan conduct a study reviewing parking utilization and parking issues and make policy adjustments as needed. (Existing, Community Character Element, Policy 3.21)

Policy TC 5.6	Improve existing public parking lots with signage, landscaping, lighting, and drainage. (Existing, Community Character Element, Policy 3.12)
Policy TC 5.7	Continue to provide and fund maintenance of Public Restroom facilities for the historic Downtown Business District. (Existing, Community Character Element, Policy 6.12)
Policy TC 5.8	Maintain a high quality and attractive appearance. Work with Sumner Downtown Business Association to seasonally decorate Downtown with decorations, hanging baskets, lights, etc. (Existing, amending Community Character Element, Policy 3.4.2)
Policy TC 5.9	Prohibit franchise architecture within the Town Center and regulate design through form-based code and design and development guidelines. (Existing, Community Character Element, Policy 3.14)
Policy TC 5.10	Discourage, and in some cases prohibit, drive-thru businesses in the Town Center to encourage pedestrian oriented design and uses. (Existing, Community Character Element, Policy 3.15)
Policy TC 5.11	Through the use of form-based code require new development within the Town Center to provide pedestrian amenities such as landscaping, plazas and fountains and buffers where appropriate. (Existing, Community Character Element, Policy 3.16)

Goal TC-6 **Provide for a variety of housing types and densities in the Town Center Plan area in close proximity to the train station.**

Policy TC 6.1	Promote the construction of housing stock in the Town Center by at least 500-1000 dwelling units by 2044. (Existing, Housing Element, Policy 4.1)
Policy TC 6.2	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. (Existing, Housing Element, Policy 4.5)
Policy TC 6.3	Promote and market the redevelopment potential of key downtown through partnering with property owners, developers, Sound Transit, and other key parties. (Existing, Economic Development and Employment Element, 6.11)
Policy TC 6.4	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. (Existing, Housing Element Policy 4.2)
Policy TC 6.5	Adopt greater height limits, 4-5 stories, east of the BNSF Railroad with a transition area to single-family residential at a maximum of 3 stories as appropriate. (Existing, Housing Element, Policy 4.3)
Policy TC 6.6	Subject to a form-based code and design review, encourage infill residential development in the Downtown, such as "mixed use buildings" (multifamily units above ground-floor commercial), and "mixed use developments" (combination mixed use buildings and separate residential buildings on the same parcel), in order to allow for an active community core. (Existing, Community Character Element, Policy 3.5)
Policy TC 6.7	Maintain the Town Center "transition areas" that will be at reduced height (maximum 3 stories) **and prohibit certain commercial uses,** to create a more compatible transition between low density residential zones and areas with increased height. (**Amending** Existing, Housing Element, policy 4.4)
Policy TC 6.8	Reduce reliance on automobiles by promoting higher density and infill developments that are located near major transportation links such as the Sumner Commuter Transit Station, and by supporting a network of transit stops connecting neighborhoods to the station. (Existing, Housing Element, Policy 3.2)
Policy TC 6.9	Adopt a "form-based code" in the Town Center to ensure that the design standards for multi-family and mixed use development are specific enough to create high quality designs and were appropriate be compatible with the historic architectural context, and scale of the Main Street. (Existing, Community Character Element, Policy 3.17)
Policy TC 6.10	Provide incentives for developing senior housing in the downtown such as permit fee waivers and reductions, parking requirement reductions, and multi-family tax exemptions. (Existing, Housing Element Policy 2.2)
Policy TC 6.11	Development along Traffic Avenue should be in a range of 4-6 stories and be of a mid-rise urban style and provide for underbuilding parking. (Existing, Community Character Element, Policy 3.18)
Policy TC 6.12	The height in the Historic Subdistrict should be 3-4 stories to protect and preserve the small town character and scale of Main Street and

reduce conflicts with adjacent residential uses. (Existing, Community Character Element, Policy 3.19)

Policy TC 6.13 Prohibit garden style apartments in the Town Center that would promote surface parking. (Existing, Housing Element, Policy 4.6)

Policy TC 6.14 In order to promote redevelopment to desired densities, prohibit new single-family residential development and limit expansion except for the addition of accessory dwelling units. (**Amending** Existing, Housing Element, Policy 4.7)

Goal TC-7 Provide services and infrastructure to support the Town Center district and Sumner community.

Policy TC 7.1 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. (Existing, Economic Development and Employment Element, Policy 6.20)

Policy TC 7.2 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. (Existing, Economic Development and Employment Element, Policy 6.21)

Policy TC 7.3 Every 5 years, in conjunction with interested parties, examine 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. (Existing, Economic Development and Employment, Policy 6.2)

Objective 7.3.1 Implement short-term, medium-term, and long-term parking strategies as indicated by the 5-year parking study. (Existing, Economic Development and Employment, Objective 6.2.3)

Objective 7.3.2 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. (Existing, Economic Development and Employment, Objective Policy 6.2.1)
Objective 7.3.4	Improve safety by creating additional lighting and pedestrian facilities in parking areas. (Existing, Economic Development and Employment, Objective 6.2.2)
Objective 7.3.5	Encourage businesses conducive to shared parking, or uses that provide onsite, under-building parking. (Existing, Economic Development and Employment, Objective 6.2.4)
Policy TC 7.4	Incentivize transit oriented and higher density land uses that encourage walking or biking near transit stations (Existing, Transportation Element Policy 8.7)
Policy TC 7.5	Require pedestrian and bicycle-oriented amenities and facilities at neighborhood centers and civic and community uses. (Existing, Community Character Element, Policy 4.2)
Policy TC 7.6	Enhance circulation in the Town Center by implementing the Town Center Plan Street prototypes and cross-sections. (Existing Community Character Element, Policy 7.8)
Policy TC 7.7	Support a shuttle or autonomous transit that would connect the Historic Downtown area with eastern areas of the city. (Existing, Transportation Element, Policy 7.7)
Policy TC 7.8	Encourage tree planting in the Town Center along sidewalks and in public open spaces. (Existing, Community Character Element, Policy 5.6)
Policy TC 7.9	Maintain Reuben A. Knoblauch Heritage Park as a key open space in the downtown and support activities and events that complement downtown businesses and residences (Existing, Community Character Element, Policy 5.8)
Policy TC 7.10	Acquire and improve small parcels of land for developing parks and open spaces in the Town Center. (Existing, Community Character Element, Policy 5.9)
Policy TC 7.11	Identify locations for regional surface water facilities in areas of anticipated redevelopment in Downtown. Promote the establishment of regional surface water management facilities to support infill development and preclude the need for individual on-site ponds and facilities, provide development incentives, encourage efficient use of

land, and reduce overall facility maintenance costs. (Existing, Capital Facility Element, Policy 1.7.7)

Policy TC 7.12 Pursue creative solutions to accommodate parking for development through the creation of local improvement districts and other means. (Existing, Economic Development and Employment Element, Policy 6.22)

Policy TC 7.13 In the Town Center structured and in-building or underbuilding parking is preferred over surface parking. Limit the development of surface parking. (Existing, Economic Development and Employment Element, Policy 6.23)

Goal TC-8 Expand the City's role to be a proactive facilitator of the Town Center.

Policy TC-8.1 Maintain and enhance a partnership with stakeholders Downtown including downtown associations transit providers, business owners, property owners, residents, and others. (Existing, Economic Development and Employment Element, Policy 1.11)

Policy TC-8.2 Provide and facilitate committed ongoing communication and collaboration between City and private sector leadership toward the goal of business development. (Existing Economic Development and Employment Element, Policy 1.12)

Policy TC-8.3 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. (Existing, Economic Development and Employment Element, Policy 1.16)

Policy TC-8.4 Develop and sponsor a City-wide comprehensive and strategic economic development and marketing plan to implement the applicable sections of this plan. (Existing, Economic Development and Employment Element, Policy 1.8)

Policy TC-8.5 Monitor the success of programs and projects based on common performance measures and adjust as needed. (Existing, Economic Development and Employment Element, Policy 1.13)

Policy TC-8.6 Periodically evaluate and review Town Center planning efforts. Adjust implementing methods to changing circumstances while using

	the Town Center vision as a continuing guidepost. (Existing, Economic Development and Employment Element, Policy 1.14)
Policy TC-8.7	Maintain the Multi-family Tax Exemption allowance and create other substantial incentives for re-development in the Town Center by providing property tax relief for qualified affordable housing developments for 12 years. (Existing, Housing, Policy 4.8)

The goals and policies will be implemented by a range of plans, programs, and projects identified.

2 Planning Area Conditions

2.1 Town Center Planning Boundaries

The Town Center Planning Boundaries lie within the original town limits established at Sumner's 1891 incorporation, and it encompasses the heart of the Downtown. The area contains the traditional Main Street core, civic facilities, and a growing mix of commercial, residential and institutional uses that have shaped the city's identity for more than a century. Development patterns vary across the Plan Area with a denser more walkable block pattern east of the BNSF railroad and a more suburban, auto-oriented pattern along Traffic/Fryar Avenue (see Figures 12 and 13).

The boundaries of the Planning Area were drawn to reflect proximity to the Sounder commuter train station, physical boundaries such as major regional and local roadways, and the distinct neighborhood character present at the edges of downtown. Prior study recommendations and community planning efforts identified the Town Center districts as Sumner's highest opportunity for transit-oriented development and economic growth.

The Town Center Planning Area encompasses approximately 197 acres, making it large enough to accommodate a range of housing, employment, and civic uses, yet compact enough to retain the small-town scale and pedestrian orientation that defines Sumner's character.



Figure 12. Source: City of Sumner GIS, August 2025

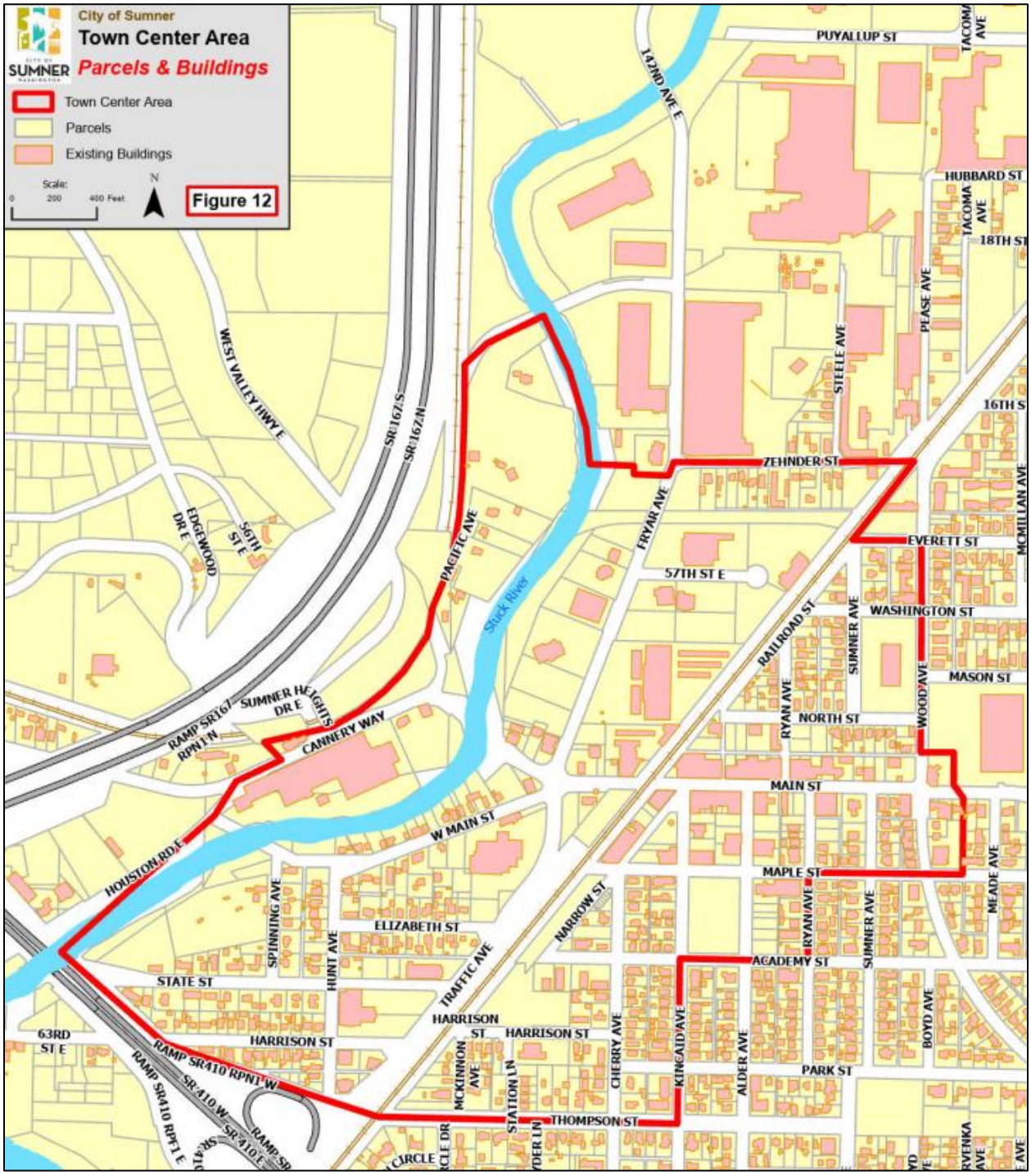


Figure 13. Source: City of Sumner GIS, August 2025

2.2 Demographics

The Plan Area total population equals 601 persons as of the year 2017 residing in approximately 276 dwellings as shown in Table 2. This represents 6 percent of Sumner's total year 2020 population of 10,621, and is just less 6.7 percent of Sumner's total year 2016 dwellings of 4,125. The Plan Area average household size of 2.36 is smaller than the citywide average of 2.97 according to US Census 2016 data.

The 2016 Census data shows that, all but 21 units in the Plan Area were occupied, and the majority of units were owner-occupied (51.8 percent). This is slightly higher than the citywide ownership rate of 47.0 percent in the year 2016.

Single-family and multi-family breakdowns are unavailable at the Census block level; however, the Pierce County Assessor records indicate approximately 80 multifamily units, which is 22 percent of the units in the Plan Area. A majority of the Plan Area dwellings are single-family at 78 percent. The citywide single-family dwelling percentage is about 53 percent according to US Census 2016 data.

Table 2. Town Center Planning Area Demographics (2020, 2025)

	Total population: Total	Average household size	Housing units: Total (2023, with pipeline)	Occupied housing units: Owner occupied	Occupied housing units: Renter occupied	Total population: Median Age	Total population : Median Household Income
2020	**792**	**2.70**	**322**	**58%**	**35%**	**6%**	**37.1**
2025	**792**	**2.64**	**322**	**59%**	**34%**	**7%**	**$90,226**

Source: US Census Bureau, 2020, ESRI forecasts for 2025

The Plan Area has a household median income of $90,226 estimated for 2025 which is lower than the city as a whole, with a median income of $98,376 (ACS 2023 5-Year Estimate). Approximately 78.4% of the Plan area population identify themselves as white alone in the 2020 Census. About 11.2% percent of the Plan area population identified themselves as Hispanic or Latino. This is similar to the racial and ethnic makeup of the community, which is 77.4% white. About 15.2% of the citywide population identified themselves as Hispanic or Latino.

Median age across Plan Area is 37.1 years and according to 2020 Census data 38.6-years city-wide.

2.3 Existing Land Uses

The Town Center Plan area contains a variety of land uses with concentrations of commercial uses along Main Street and Traffic/Fryar Avenue. Residential dwellings tend to be single family and surround the commercial uses east and west of Traffic Avenue and north and south of Main Street.

The greatest acreage is devoted to single-family residential uses, although commercial and industrial acreage is substantial. Civic uses, which include City, School District, Federal, Railroad, and Religious properties are scattered in the Plan Area. The amount of land devoted to multifamily uses is relatively small. Figure 14 illustrates existing land use in the Town Center. Table 3-2 summarizes existing land use categories and acres. This information relates to uses "on the ground." The potential for other uses in the Plan area is governed by the Comprehensive Plan and Zoning regulations (described in Section 4).

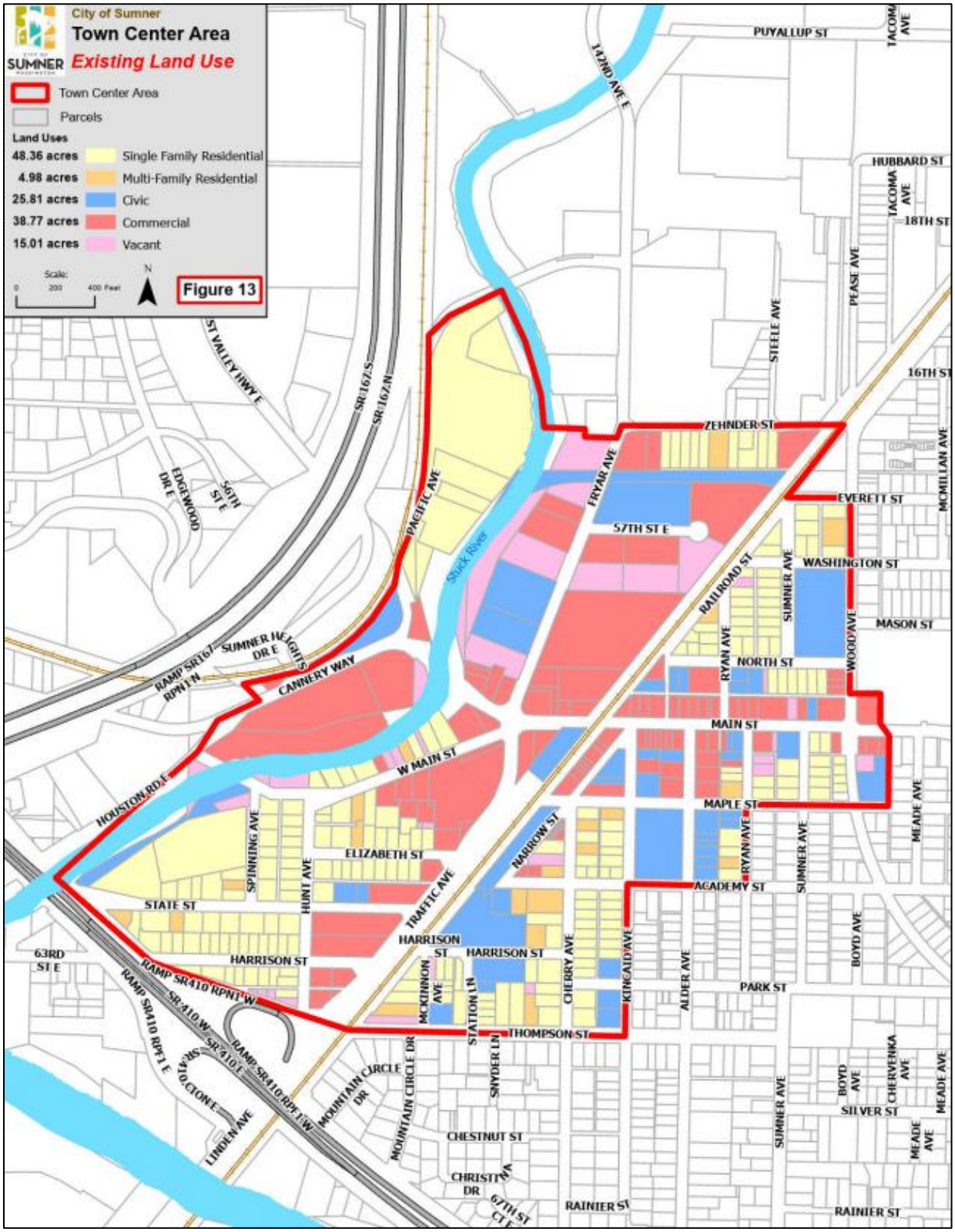


Figure 14. Source: City of Sumner GIS, August 2025

Table 3-2. Existing Land Uses and Acres

Existing Land Use Category	Net Acres	Percent
Civic (public, transportation, and religious properties)	18.78	14%
Commercial	34.95	25%
Industrial	3.82	3%
Multi-Family Residential	4.98	4%
Single Family Residential	54.17	39%
Civic	7.03	5%
Vacant	15.01	11%
Total	138.74	100%

Source: City of Sumner GIS, August 2025
Note: Numbers and percentages are rounded. Acres reported are net and include parcel/property area. If considering roads and river area, the total Town Center Plan Area equals 197 gross acres approximately.

3 Housing

Housing creates community character, sense of place, as well as provides for basic shelter. A range of dwellings allows households to meet their varied needs and incomes over lifetimes, such as students, starter families, established families, "empty nesters," retired persons, etc. Sumner offers a variety of detached, attached, work-live, assisted, and other types of units at appropriate locations in the City. A unique opportunity exists in the Sumner Town Center to provide for greater number of dwellings in proximity to transit and the City's commercial and industrial employment centers. Greater housing in the Sumner Town Center would help provide more customers for Downtown businesses and result in a more active, lively center. Attracting more housing was the number one priority of the City Council for the Town Center.

3.1 Housing Types and Densities

Table 3 shows sample dwelling densities, potential configurations, and sample photos illustrating several housing types, including two units, residential attached, multi-unit with over 5 units, and mixed use with apartments over commercial. Each housing type has different implications for how much land is required, building height, appearance from the street, open space, etc.

3.2 Design Standards

The form-based code will indicate which housing types are appropriate for the different districts within the Town Center Plan area. Density will not be specifically regulated, rather the height, setbacks, open space and parking requirements will dictate the size of the building and the development will not be limited by density. However, projects with densities that exceed the planned densities analyzed in the Supplemental EIS and covered by the Planned Action Ordinance would likely be required to provide further transportation analysis and potential mitigation.

3.3 Market Preferences Revised

The Plan Area contains vacant, underdeveloped, and redevelopable parcels that could be developed with housing or mixed uses under the proposed zoning. Figure 15 identifies potential development sites.

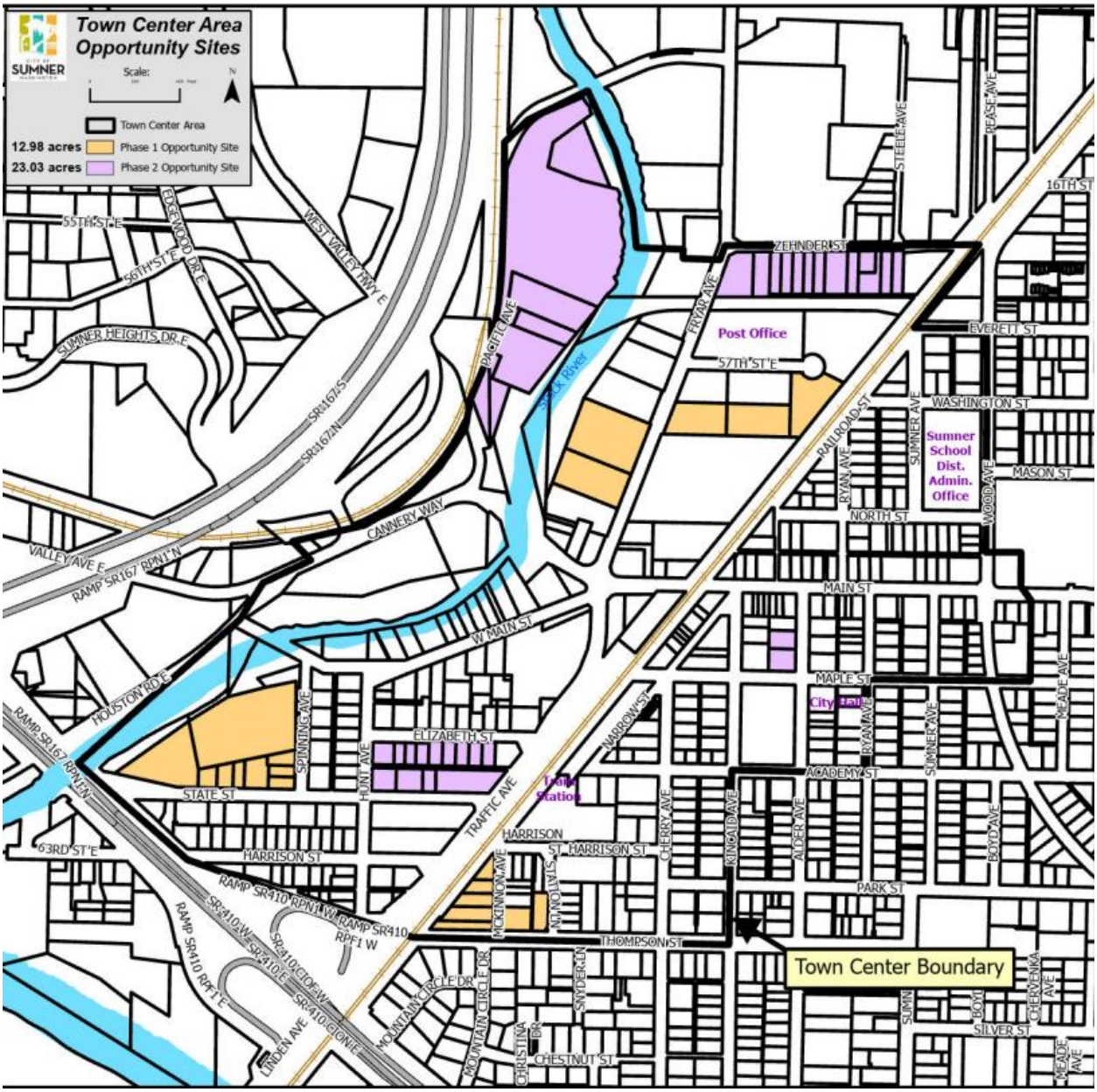


Figure 15- Opportunity Sites source: Sumner GIS, August 2025

Phase 1 Opportunity Sites include:

- Sumner Library Site: The City of Sumner and the Pierce County Library District are actively seeking to move the Sumner Library from the current location to East Main Street. This would free up about 3 acres. A 1 acre property is currently under construction with 123 units This site has the potential for similar densities.

- Spinning Avenue Site: This 5.28 acre area contains approximately 3 acres that is vacant. This is the only large residentially zoned parcel in the West Sumner District and because of that has high potential for redevelopment. To reach the full potential several single-family parcels would have to be purchased and assembled. This site has the potential for 112 units per acre

- 57th Street: This site contains vacant lots 2.81 acres in size and falls within the IDEA overlay for future mixed-use commercial and/or small-scale-manufacturing uses. With more opportunities for increased employment and innovative commercial development, the site would support up to 76 units per acre.

- Thompson Street: This site is approximately 0.56 acres located on Thompson Street and has the opportunity for multi-family development. There are several other parcels approximately 0.657 acres in total on McKinnon for opportunity for redevelopment. In this vicinity of the Station District, the site would support up to 90 units per acre.

Phase 2 Opportunity Sites are those that require assembling numerous parcels which is inherently expensive and time consuming. Given these impediments, the sites are seen as having more long-term potential after most of the Phase I sites have been developed and would redevelop 10-20 years out.

The Phase II Opportunity Sites include:

- Pacific Avenue: This site remains an opportunity site for new housing density. This is a 12.61 acre site that is adjacent to the White River and contains a 200 foot setback from the river. The area would likely develop as residential with little or no commercial components given the lack of streets and visibility. The area would support up to 112 units per acre.

- Zehnder Street: The north side of Zehnder Street is zoned M-2, Heavy Industrial and the south side has historically been zoned commercial though the area has seen little redevelopment of the area to commercial save for the converted house on the corner of Fryar and Zehnder and the drive-through coffee stand. This 3.73 acre site could develop in a combination residential and commercial, though truck traffic and noise from industrial activities would have to be mitigated. Under the 2025 TCP update, an IDEA overlay has been applied to this area for opportunity for new innovative uses.

- Elizabeth/State Street: This area is located between Traffic Ave and Hunt Ave, it includes 3 large parcels associated with the old animal feed barn approximately 1.08 acres in total size. There is approximately 1.307 acres of current single-family residential lots that would require considerable assemblage for redevelopment. This opportunity site would support up to 90 units per acre and include commercial development opportunities.

- Alder Ave-Nicolson's Site: This is a new opportunity site located in the Station District. The site contains paved parking lots with existing single-story commercial uses on 0.50-acre lot. If the current owners sell or redevelop, future opportunities include up to 4-story mixed use development and allow up to 90 dwelling units per acre. This site is adjacent to the new city activated Hops Alley project. With future development on the Red Apple site, this site becomes an opportunity to extend downtown.

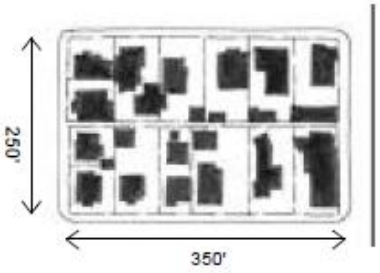
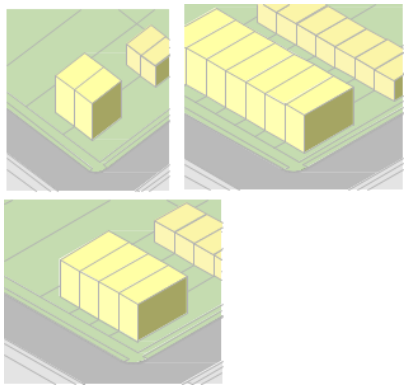
Previous opportunity sites and/or newly developed sites that have completed construction are summarized below:

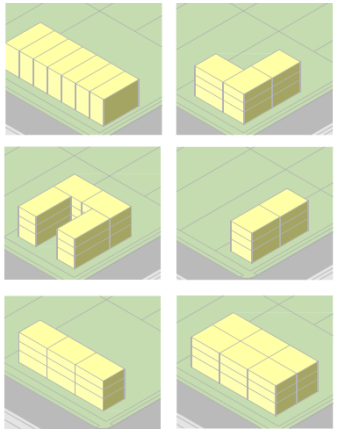
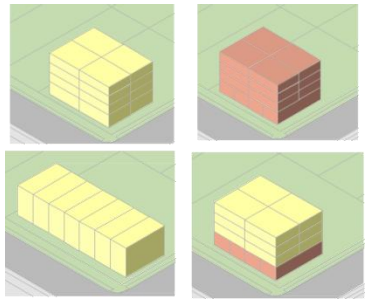
Completed Opportunity Sites:

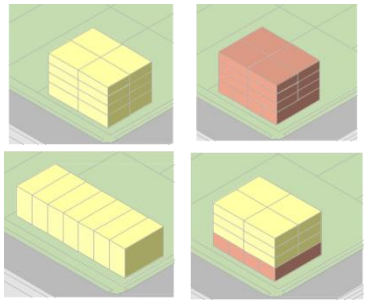
- Red Apple Market Site: Formerly a Red Apple Market grocery store, the city sold this lot in 2020 to a developer who proposes construction of a 3 to 4 story mixed-use building, that would take up the entire 2-acre block of Kincaid, Academy and Maple. The site could accommodate 180 residential units, and the project proposes 4,600 SF of commercial space and 238 on-site parking stalls, with landscaping, outdoor seating and frontage improvements. On the southernmost parcels on the block, existing office buildings have been demolished, the site will undergo soil remediation and redevelopment is likely to occur at the end of 2026.

- Riverfront Development- This development is a new six-story mixed-use building on a 1.091-acre site located in the River District. The project includes 123 residential units, which results in a density of about 117 dwelling units per acre. While the primary focus is residential, the ground floor will feature approximately 989 square feet of commercial space, creating an opportunity for small-scale retail or service uses. The building is 6 stories and will include 164 onsite parking stalls located within a structured parking garage. The amount of parking provided is intended to meet the needs of residents while also supporting the limited commercial space. This development is an example of how the Town Center Plan envisions new housing and commercial uses working together to create a more vibrant, mixed-use district. By adding new housing options in a mid-rise format and providing active commercial frontage at the street level, the project helps promote a lively, pedestrian-friendly neighborhood while making efficient use of a smaller urban lot.

Table 4. Housing Types and Densities

Housing Type	General Characteristics	Density (du/acre) Typical	Configuration Options	Sample Illustrations
Existing Conditions: Typical Residential Block in Downtown Sumner	Primarily small lot single-family with some accessory dwelling units or small multi-plex. Avg. lot size =6000 SF	6-13 du/acre (typical); up to 21 du/acre possible		
Single-unit Attached: Townhouse and/or Rowhouse style	2-3 story attached dwelling units, typically grouped in 4-, 6-, or 8-dwelling groups. Front door faces the street with porch or stoop. Unit sizes = 1600-1800sf. 2 parking stalls-1 garage/1 tandem	16-23 du/acre		

Housing Type	General Characteristics	Density (du/acre) Typical	Configuration Options	Sample Illustrations
High Density Residential: Mid-Rise Urban Apartments	Apartment buildings constructed "podium style" with 4-5 stories over 1-2 stories of parking.	80-112 du/acre		
Mixed Use: Mid-rise Urban Over Commercial	Apartment buildings constructed "podium style" with 4-5 stories over 1-2 stories of parking and commercial uses.	80-112 du/acre		

Housing Type	General Characteristics	Density (du/acre) Typical	Configuration Options	Sample Illustrations
Mixed Use: Artisan Lofts and/or Live-Work units	Located in buildings with a mix of residential and commercial spaces. Lofts are known for their open floor plans with minimal interior walls, maximizing space and creating opportunity for live-work. Can be single-unit attached or podium style, with 3 to 5 stories	76-90 du/acre		 

4 Land Use Plans

Land use plans guide private and public development to achieve the City's housing, economic development, and community character goals. This section describes current and proposed Comprehensive Plan and Zoning classes in the Town Center.

4.1 Current Comprehensive Land Use Plan and Zoning Map

The City of Sumner maintains a zoning map consistent with Comprehensive Plan land use designations. The Town Center Plan area is governed by a set of zoning districts and overlays designed to reinforce a vibrant, mixed-se downtown (see Figure15). The applicable zones, their primary and secondary uses, and geographic extent are summarized in Table 5. In 2018, the City updated the Town Center Plan, consolidating prior zoning classifications into the current Town Center districts. This update continues to build on that foundation, with refinements that respond to monitoring, community input, and emerging needs identified since adoption.

Table 5. Zoning Districts and Acres

Zone	Net Acres	%	Primary Uses	Secondary Uses
Historic Commercial Business District	10.21	15%	Commercial/mixed-use	Residential on upper floors or attached side/rear
West Sumner District	51.02	36%	Convenience commercial and mixed-uses serving broader market, auto oriented	Residential on upper floors or attached side/rear
Riverfront District	43.70	31%	Commercial/mixed use development	Public and institutional uses
Station District	34.31	24%	Commercial/mixed use development	Multifamily residential at low and moderate densities; such as Accessory dwellings, duplex or 4 plex.
Total	139.24	100%		

Source: Sumner Municipal Code, Title 18
Note: Numbers and percentages are rounded. Acres reported are net and include parcel/property area. If considering roads and river area, the total Town Center Plan Area equals approximately 197 gross acres.

The majority of the Town Center Planning Area contains existing commercial uses (65%) with the remaining made up of existing medium density residential (18%) and low-density residential (17%). The Mixed Use District, which would provide both commercial and residential uses, contains 13%. Currently the housing density in the CBD is up to 30 dwelling units per acre (and includes the Red Apple Market site) and up to 40 dwelling units per acre in the Mixed Use Development zone west of Traffic/Fryar Avenue. (See Figure 15) The area in closest walking distance to the Sounder train station are zoned Medium Density Residential with a maximum height of 35 feet and maximum density of 15 dwelling units per acre. The current plan would accommodate up to 300 dwelling units.

4.2 Capacity of Proposed Zoning for Added Dwellings

Eight sites are shown in Figure 14 as Phase 1 Opportunity Sites, considered the most likely to redevelop within the next 5–10 years depending on market conditions. Phase 2 Opportunity Sites are those that may require lot assemblage or face other complexities, making them less likely to redevelop in the near term. Other vacant and redevelopable parcels are also noted in Figure 14.

Earlier analysis of these opportunity sites suggested that the Town Center Plan area could accommodate approximately 2,308 housing units, a significant increase over the current estimate of 339 units. Under that scenario, employment potential was assumed to remain relatively stable at about 460 employees compared to 408 today.

With the adoption of the 2025 Comprehensive Plan update, Buildable Lands evaluation, and the Town Center Plan refinement, these estimates have been updated. Housing capacity is now projected at approximately 1,768 units, while employment is expected to reach 430 jobs. The difference reflects more detailed parcel-level analysis, updated redevelopment assumptions, and consistency with countywide planning forecasts.

The Comprehensive Plan and Form-Based Code continue to shape growth through form and height rather than explicit density limits. While some adjustments to height standards are under consideration, anticipated densities remain consistent with Pierce County Buildable Lands assumptions—averaging about 76 dwelling units per acre, with effective densities in some locations reaching 110–120 units per acre. Retaining mid-rise building heights of up to six stories ensures that the Town Center remains aligned with regional growth expectations while supporting a walkable, transit-oriented district.

Table 6. Opportunity Sites Acres and Assumed Housing Densities

Property	Acres	PROPOSED Densities Per Acre
Phase 1 Opportunity Sites		
Alder Ave	0.50	90
Library	5.65	112
Spinning Ave	5.28	40
57th Street	2.81	76
Subtotal	14.24	-

Property	Acres	PROPOSED Densities Per Acre
Phase II Opportunity Sites		
Zehnder	3.73	90
Elizabeth/State	2.4	90
Pacific Ave	5.6	112
Thompson Alder Ave	1.2	40
Subtotal	12.93	-
Grand Total	27.17	

Table 7. Housing and Employment Capacity Assumptions

	Net Capacity Housing Units	Net Capacity Employment	Population Planning Period (2044)
Proposed 2025 Town Center Plan Update: Net Capacity	1,768	430	4, 113
Proposed 2025 Town Center Plan Update: *Assumed* Net Growth 2020-2044	1,245	430	2,897
Proposed 2025 Town Center Plan Update: *Assumed* Net Growth 2023-2044 accounting for pipeline permits	938	398	2,182
Existing + Assumed Net Growth = 2044 Total	1,549	1,719	3,604
~~2018 Town Center Plan PAO~~	~~1,768~~	~~460~~	~~2,698~~
~~Current Town Center Plan (based on 2015 Comprehensive Plan)~~	~~339~~	~~408~~	~~766~~

Note: Capacity assumptions are to the planning horizon 2044.

Measured in activity units (population plus employment), the Town Center outperforms regional benchmarks. In 2023, the Town Center supported about 2,820 activity units (19 per acre). By 2044, activity units are expected to rise to 5,223 (36 per acre) under the current plan, and to 5,323 (37 per acre) with the Town Center plan adjustments. Both levels exceed the Countywide

Planning Policy minimums of 10 existing and 26 future activity units per acre. Growth and Development Concept and Placemaking.

Puget Sound Regional Council has forecasted the region to grow by about 1.8 million people between now and 2050. Additionally, the region is projected to add about 1.2 million jobs within the same timeframe. To address a small portion of this growth Sumner is looking to the future and where to place the population and job growth. The direction received from the workshops and market studies indicate that growth should be focused near existing transportation infrastructure such as the Sounder commuter rail station.

4.3 Form Based Code

Form based code(FBC), adopted in 2018, is a key tool for implementing the Town Center Plan and is intended to remove limitation on zoning and allow the market to determine use, while the code focuses on the form and fit of buildings within the Town Center Plan area. The character of the Town Center will be shaped primarily through building form, streetscape design and how these elements relate to the historic Main Street and other parts of the City.

The FBC remains the regulatory framework that provides the scale of development envisioned in the Plan. The code organizes regulations into several layers:

- Districts establish the overall vision and intent for subareas within the Town Center.
- Lot Types specify the range of building types (residential, commercial, or mixed-use) permitted on particular lots within each district.
- Street Types regulate the design of the public realm, including the relationship between buildings and the street.
- Design Requirements and Development Standards provide detail on building height, frontage types, and other elements of building and site design.

The following provides a summary of the proposed Districts, Lot Types, and Public Realm standards.

4.4 Districts

The Town Center Plan area is divided into districts which are unique because of their proximity to Main Street, or the Sounder station, existing low density residential areas and the White River. Because of these factors they have individual goals and development standards as presented in Table 8 and Figure 21.

Table 8. Town Center Area Districts

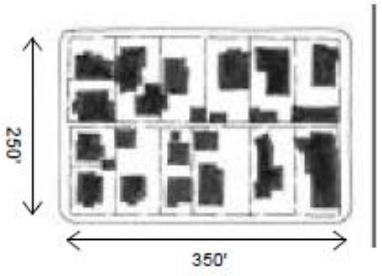
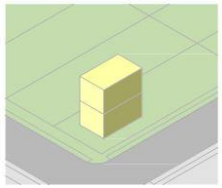
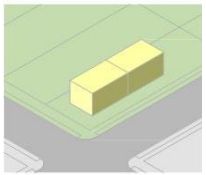
District	Location/Extent	Development Standards
Historic CBD (HCBD)	Bounded on the west by the BNSF railroad, on the east a half a block east of Wood Avenue; on the north by North Street and south to Maple Street near the train station and then about a parcel depth south of Main Street. The HCBD takes in both sides of Main Street. The area totals 17 acres.	▪ Retain high quality design and historic Main Street character through design guidelines and form. ▪ Limit height to minimum of 3-4 stories. ▪ Control density by height and open-space and parking standards. ▪ Typical density ranges from 40-112 du/acre. ▪ Maximum 3-story buildings would be required when located in a transition zone as a visual transition from typical 1-2 story single-family to multi-family units. ▪ Existing single-family dwellings would be limited on expansion except for ADUs.
Station District (SD)	District is split with northern area creating a triangle bound by Railroad Street, Everett St, Wood Avenue and North Street; southern area abuts the HCBD to the north, Thompson Street to the south; BNSF railroad tracks to the west and a block east of Wood Avenue. The boundary stair steps along the western boundary following Kincaid Avenue north and south, turning on Academy, east and west, then north again on Ryan Avenue to Maple Street. The SD is 54 acres.	▪ Form based code will be adopted that governs form and building types and land uses. ▪ 4 stories maximum on majority of zone with 5 story buildings allowed closer to the railroad and train station. ▪ Control density by height and open-space and parking standards. ▪ Typical density ranges from 40-112 du/acre. ▪ A transition zone would limit height to 3-story buildings within 30 feet of adjacent low density residential zones to create transition from typical 1-2 story single-family to multi-family units. ▪ Commercial uses would be prohibited within the transition zone. ▪ Existing single-family dwellings would be limited on expansion except for ADUs. ▪ ▪

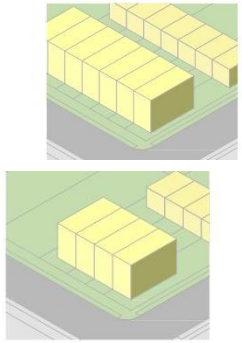
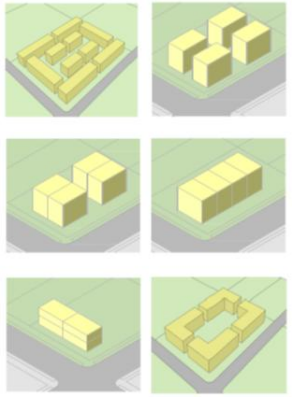
District	Location/Extent	Development Standards
West Sumner District (WSD) & IDEA overlay zone	Area is bounded on the east by Traffic/Fryar Avenue, on the west by West Main Street and the White River; and to the east by the BNSF railroad tracks; and extending a whole block depth north of Zehnder Street and to the south SR410. The WSD is 74 acres. The IDEA overlay is added to portions of the WSD, applied to parcels along Zehnder Street and 57th Street	▪ Form based code will be adopted that governs form and building types and land uses. ▪ WSD has 6 stories maximum heights. ▪ Control density by height and open-space and parking standards. ▪ Typical density ranges up to 112. ▪ Development within 200 feet of the White River will also be subject to the Shoreline Master Program. ▪ Existing single-family dwellings would be limited on expansion except for ADUs. ▪ IDEA Overlay minimum heights are 1-3 stories, maximum 6 stories closer to Fryar Ave. ▪ Parcels south of 57th Street East and within 200 feet of Fryar Avenue would be required to be multifamily or mixed use.
Riverfront District (RD)	This District is bound on the west by West Valley Hwy and Valley Avenue; on the east by West Main Street and Fryar Avenue; on the north by Union Pacific railroad spur and on the south by West Main Street and unimproved right-of-way. The RD is 52 acres.	▪ Control density by height and open-space and parking standards. Typical density ranges up to 112. ▪ Allow height of minimum 4 and maximum 6-story. ▪ Development should be focused on the White River vista and connection. ▪ Allow market to determine use of building (commercial, residential, retail, restaurant) ▪ Existing single-family dwellings would be limited on expansion except for ADUs.

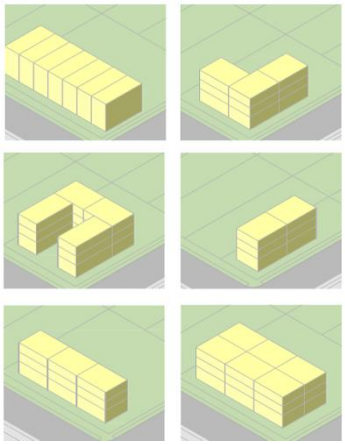
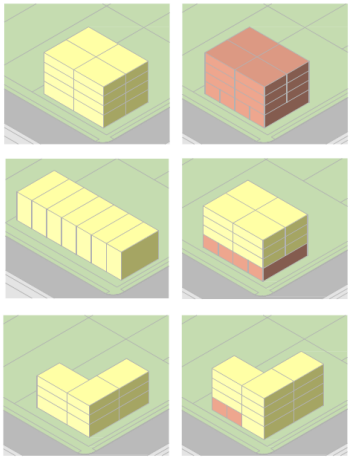
4.5 Lot Types

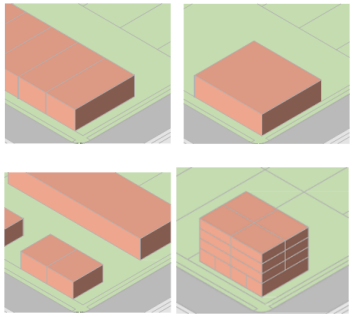
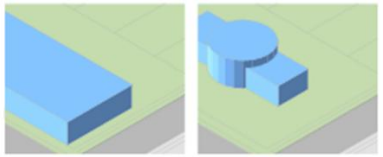
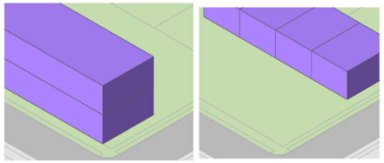
Lot types establish a common vocabulary for the built environment and are used primarily to establish broad intensity and use options for each lot. For example, the Mixed-Use Lot Type allows a mixture of residential and commercial uses on a single lot, while, the Multi-Unit Lot Type (5+ units) allows any number of residential units provided they fit within the constraints of the district. Alternative configurations for each lot type are shown to encourage creative building design and to help expand housing options in the Town Center. The configurations shown are not an exhaustive list; additional configurations that fit within the rules of the zone are encouraged. The primary constraint for each lot type is minimum lot size, which applies based on the respective zone. Table 9 provides a summary of Lot Types and descriptions.

Table 9. Lot Types

Lot Type/Districts Allowed	Description	Density (du/acre)	Configuration Options	Character Examples
Existing Conditions Typical Residential Block in Downtown Sumner	Primarily small lot single-family with some accessory dwelling units or small multi-plex. Avg. lot size =6000 SF	6-13 du/acre (typical); up to 21 du/acre possible		
Two-Unit Duplexes Allowed: ▪ Station District in Transition Area ▪ Riverfront	A lot that allows up to two attached dwelling units. Except for home occupations, no commercial activity is allowed.	8-12 du per acre	 	

Lot Type/Districts Allowed	Description	Density (du/acre)	Configuration Options	Character Examples
Residential Attached Townhouse/Rowhouse Allowed: ▪ Station District ▪ Riverfront ▪ West Sumner ▪	2-3 story attached dwelling units, typically grouped in 4-, 6-, or 8-dwelling groups. Front door faces the street with porch or stoop. Unit sizes = 1600-1800sf. 2 parking stalls-1 garage/1 tandem	16-23 du/acre		
Garden Style Stacked Flats, Walkup Apartments Prohibited in All Districts	Low-rise apartment buildings with 2-5 stories and typically served with surface parking and external stairways	12-15 du/acre		

Lot Type/Districts Allowed	Description	Density (du/acre)	Configuration Options	Character Examples
Multi-Unit (5+ Units) Mid-Rise Urban Apartments Allowed: ▪ Station District (only 3 story in Transition Area) ▪ Riverfront ▪ West Sumner	Apartment buildings constructed "podium style" with 4-5 stories over 1-2 stories of parking.	80-112 du/acre		
Mixed Use Mid-rise Urban Over Commercial Allowed: ▪ Station District ▪ Riverfront ▪ West Sumner	Apartment buildings constructed "podium style" with 4-5 stories over 1-2 stories of parking and commercial uses.	80-112 du/acre		

Lot Type/Districts Allowed	Description	Density (du/acre)	Configuration Options	Character Examples
Commercial Allowed: ▪ Station District ▪ Riverfront ▪ West Sumner ▪	A lot that allows a variety of permitted commercial uses. No residential uses are allowed.	N/A		
Civic Allowed: • All Districts	Civic uses such as city facilities, community spaces, and parks.	N/A		
IDEA-Micro-manufacturing Allowed: • West Sumner District IDEA Overlay	A lot type that allows for a mix of multifamily, mixed use, and small scale manufacturing, artisan lofts.	0-76 du/acre		

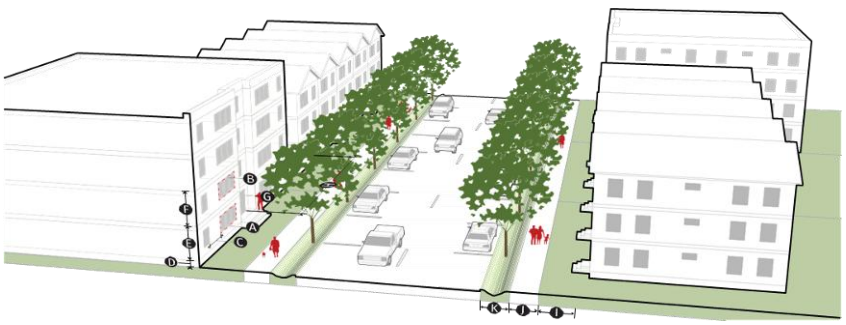
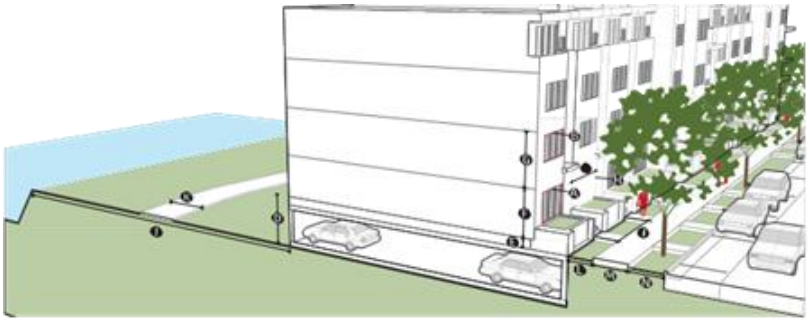
4.6 Public Realm

The Public Realm standards determine how the buildings relate to the street in terms of transparency or window area, blank walls, height, setbacks, sidewalk widths and building elements. Each of these is described below. Table 10 describes elements of the public realm that include building design standards, setbacks, and building elements. Table 11 provides illustrations for Public Realm areas.

Table 10. Public Realm Elements

Element	Description
Transparency	This regulates the amount of window area that should be provided on the façade of the building with the intent to avoid large expanses of blank walls. The FBC works in concert with the Design Guidelines.
Story Height	Story height may differ depending on whether the ground floor is commercial, residential or mixed use. Typically ground floor commercial requires a story height minimum of 13 feet. There may be a requirement for increased floor height for residential on the ground floor to ensure a separation between the public sidewalk and private residential spaces in the building.
Setbacks	Setbacks from the primary street and secondary streets are specified. Typically residential attached units are afforded a greater setback than commercial to increase privacy and separation from the street.
Sidewalk Width	The sidewalk width, planting strip, and street trees and spacing is regulated. This pedestrian and street tree furniture zone is a minimum of 12 feet. These details also match the street type.
Building Elements	There are a number of types of building elements and frontage types, some more appropriate for certain street types and districts over others. Potential building elements include: ▪ Awning ▪ Balcony ▪ Forecourt ▪ Gallery ▪ Porch ▪ Stoop

Table 11. Public Realm Examples

Lot Type	Public Realm (Typical)
Mixed Use/ Multi-Unit	
Residential Attached	
Mixed Use/Commercial	
Mixed Use/Multi-Unit-Riverfront District	

IDEA Overlay -West Sumner District Zehnder Street Concept	

4.7 Activity Nodes and Public Spaces

As the Town Center Plan area develops with greater housing options and larger and taller buildings public spaces that afford places to recreate and gather will become more valuable and essential to maintaining quality of life. The Town Center area is planned to contain public gathering areas at key intersections. The design guidelines will also require private open space areas within developments.

Activity Nodes are identified for future ground floor businesses that bring activity to the street such as retail, restaurants, coffee shops, microbreweries and performing arts. These spaces are envisioned to offer outdoor seating and amenities that create a lively and interesting streetscape.

4.8 Aesthetics: Height and Scale

4.8.1 Views

Sumner is located in the Puyallup River valley, and the Sumner Town Center study area is located adjacent to the confluence of the Puyallup and White Rivers. As a result, the local topography is relatively flat, and significant views are primarily territorial in nature, looking outward to the Cascade foothills in the east and Mount Rainier to the southeast. Mount Rainier is the more significant view, though it is not visible from all locations within the Town Center Plan area due to the presence of existing buildings and trees.

4.8.2 Shading Conditions

Sufficient access to light and air is an important consideration in urban design due to its effect on the experience of area residents and pedestrians. Excessive shading effects can occur where a substantial difference occurs in building heights, where tall buildings are insufficiently set back from sidewalks and other public spaces, and where architectural designs do not include sufficient variation in building massing Due to the relatively low building heights in the study area, existing

development in the Town Center generally produces negligible shading effects on residential uses and public spaces.

4.8.3 Transition Areas

Transition areas are identified on the Town Center Plan area map (See Figure 15) indicating areas within 30 feet of low-density residential zoned properties will be limited to 3 stories in height. This limit will soften the transition from 4-5 story buildings and be more characteristic to the adjacent neighborhoods. Transition areas will also be prohibited from containing commercial uses that could be impactful to the low-density residential zoned areas.

4.8.4 Height Comparisons

The Supplemental Environmental Impact Statement being prepared for the Town Center Plan provides illustrations and analysis of the increased heights in the various areas of the Town Center below is an example of Main Street and imagery that contains a "glass boxes" depicting the proposed increased heights as a shadow against streetscapes with existing buildings. The Supplemental EIS being prepared for the Town Center Plan Update contains more detailed illustration for other streets in the Plan area.

Figure 1. Street View –Main Street at Kincaid Avenue Looking East (4 stories)



Imagery Source: Google Earth

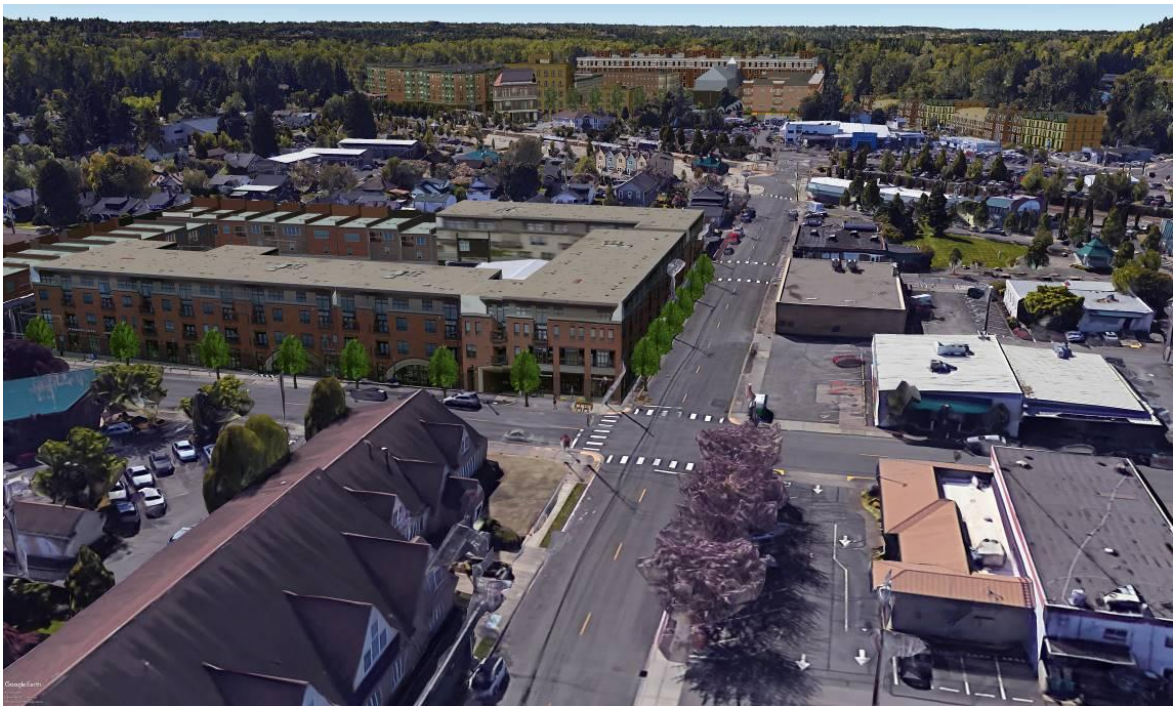
4.8.5 Character and Design

The Town Center Plan area contains a mix of existing building types, streetscapes, historic character and small town look and feel that is valuable asset. The following illustrations are conceptual drawing at key intersections in the Town Center Plan area and are intended to provide a sense of scale of new development. While historic character and structures are important elements in the downtown, new development will not be required to be a historic replica, but rather to incorporate elements of good design such as pedestrian oriented building fronts, use of natural wood and brick materials, and traditional window placements.



Figure 2. Image: Historic CBD- Design and Character example- 909 Main Street Sumner, WA 98390

Figure 3.. Example Mixed Commercial and Residential Possibilities on Red Apple Block along Maple Street and Alder Avenue



Source: Google Earth, City of Sumner

Figure 2. Example Residential on Thompson Street and Kincaid Avenue



Source: City of Sumner

Figure 3. Example Potential Commercial and Residential Development on State Street and Traffic Avenue



Source: City of Sumner

Figure 4. Example of Woonerf on West Main Street with Mix of Commercial and Residential



Source: City of Sumner

4.9 Nonconforming Land Uses

The vision for the Town Center Plan area includes increased housing opportunities, mixed use commercial/residential where appropriate, and will be marked by increased heights from 2-3 stories within the Downtown. The first several years of development will be on Opportunity Sites which are larger or underused properties identified in the Land Use chapter as prime locations for new development. . These sites are expected to be built out to the maximum building heights allowed in the zoning code. Encouraging density on these sites will help meet housing needs, support mixed-use development, and create momentum for the Town Center . As these key sites are developed, they will set the stage for future redevelopment of nearby properties over time. In order for the Plan to be implemented as envisioned it will require the acquisition and assembly of multiple parcels that are currently small lot single-family residential. The redevelopment of these areas, including parcel acquisition and assembly, may become more complex if properties are expanded or redeveloped in a manner that increases their long-term use as standalone single-family homes. However, consistent with state legislation (HB 1337, 2025), allowing accessory dwelling units (ADUs) on existing single-family lots provides an opportunity to add housing diversity and support incremental increases in property value, while maintaining the overall vision for future midrise urban housing and mixed-use development. To balance these objectives, limitations consistent with current regulations are proposed for legally nonconforming single-family residential properties as follows:

- Allow single-family residential to be permitted use to avoid impact on financing and insurance.
- Allow expansions up to 25 percent of the floor area, except that expansion shall not occur if it is necessary to purchase additional property. The expansion shall meet the development standards of the zone such as setbacks, lot coverage, and building height. Consistent with HB 1337, allow existing single-family dwellings to add up to two accessory dwelling units (one attached and one detached), provided they meet applicable state and local ADU development standards.
- **No additional primary dwelling units** may be added beyond the allowed ADUs.
- Structures may be rebuilt after a fire or other disaster to original dimensions unless a health or safety impact would occur, provided a complete building permit application has been submitted within three year.

4.10 IDEA Overlay Transition Zone

The 2018 Town Center Plan update includes the rezone of property located at 1504 Fryar Avenue (APNs: 0420246004 and 0420246005) totaling approximately 1.2 acres from General Commercial to

M-1, Light Manufacturing. The Supplemental Environmental Impact Statement being prepared for the Town Center Plan Update addresses impacts associated with this change. The Puget Sound Energy right-of-way to the south of this property will provide a buffer between M-1 and future mixed use and commercial properties.

The 2025 Town Center Plan introduces the **Innovation District and Enterprise Area (IDEA) Overlay zone**, located on Zehnder Street and 57th Street within the West Sumner District of the Town Center. The IDEA District builds upon the FBC framework while tailoring standards to support small-scale manufacturing, artisan enterprises, creative industries, and entrepreneurial uses not previously emphasized in the Town Center Plan.

New opportunity sites in the IDEA Overlay District will be required to incorporate design improvements to the street and sidewalks, including accommodations for on-street parking, bicycle lanes, and widened sidewalks along the southern frontage. Updated FBC standards ensure these improvements are coordinated with adjacent development and reinforce Sumner's goals for placemaking, walkability, and economic vitality.

By combining flexible land uses with high-quality urban design standards, the IDEA District serves as both an incubator for innovation and a bridge between Sumner's historic small-town character and its future as a thriving mixed-use, transit-oriented center.

5 Cultural Resources

The Puyallup and White River valley was home to the Puyallup and Muckleshoot tribes since time immemorial and the lands encompassed by the Town Center were customary and traditional fishing and hunting areas. Following settlement by the pioneers in 1853. In 1875 the first post office was established in Sumner and the town was platted by George Ryan in 1883. Sumner incorporated in 1891 and began as a farming community centered on the town site. Additional development evolved as the community grew to service the surrounding agricultural area.

George Ryan and his wife were important leaders in the growth of the town. Mrs. Ryan was the first post-mistress, and the post office was located at the Ryan home. Mr. Ryan was the City's first mayor. He also opened the community's first general store, constructed the first two-story brick building on Main Street, helped extend Main Street, and built the City's first railroad depot. The Ryan House, formerly located on the southwest corner of Main Street and Sumner Avenue, was donated to the City for use as a library in the 1920s. When a modern library was built on Fryar Avenue in 1979, the facility became a museum for decades and was operated by the Sumner Historical Society. The Ryan House was demolished in 2025 following years of efforts to renovate the structure. The building was structurally unsound and not fit to be restored into a public space. Furthermore, the Ryan family deeded the house to the city with stipulations that when the house was removed the land be developed as a park in honor of George Ryan's wife, Lucy V. Ryan.

The map in Figure 20 shows various undetermined historical sites in the Town Center Plan area. Two sites in the Town Center that were determined eligible for the National Historic Register prior to the 2018 update were the Ryan House and Bridge Street Bridge that was replaced by a newer bridge and dismantled in 2019. The site that held the former Ryan House remains a registered site.

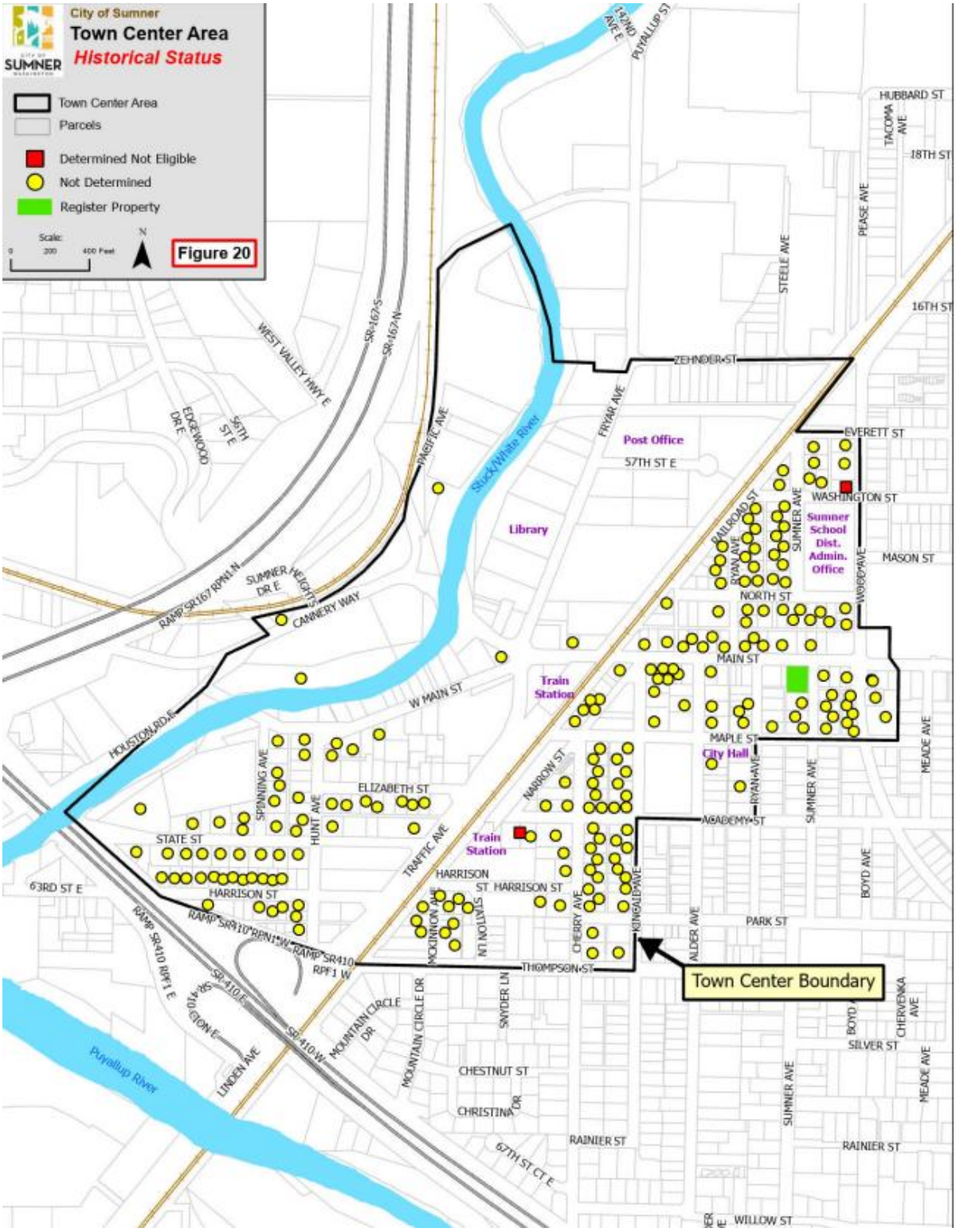


Figure 20- Historical Status Sites source: Sumner GIS, August 2025.

Numerous buildings built in the 1800s and early 1900s are within the Town Center Plan area but have not been reviewed for eligibility and are not registered.

Three sites in the Town Center were reviewed and determined to be not eligible:

- Riverside Pub and Eatery—13704 Valley Avenue E (Since demolished)
- Sumner Auto Collision and Repair—725 West Main Street
- Winsome Grace—1313 Washington Street

In 1982/1983, Pierce County conducted a cultural resources survey of approximately 61 buildings citywide. The blocks within the Plan Area studied include:

- Main Street and West Main Street
- Wood Avenue
- Cherry Avenue
- Ryan Avenue
- Thompson Street
- Washington Street
- Elizabeth Street
- State Street

No buildings surveyed in the Plan Area were nominated for the National or State historic registries in response to the County survey. However, the structures provide a historic character reference for in the Town Center, especially in the commercial blocks on Main Street between Railroad Street and Wood Avenue. While many of these commercial buildings on Main Street have been altered, collectively they convey a historic context for the community. The commercial buildings surveyed in 1982/1983 on Main Street include:

- 909 Main Street
- 1004 Main Street
- 1005 Main Street
- 1006 Main Street
- 1016 Main Street
- 1022 Main Street
- 1101 Main Street
- 1109 Main Street
- 1202 Main Street
- 1207 Main Street
- Northwest Corner of Main Street and Ryan Avenue

Other commercial and residential buildings that were surveyed in 1982/1983 in the Plan Area include:

- NE Corner of Thompson Street and McKinnon Avenue
- 800 Traffic Avenue
- 732 Ryan Avenue (SW corner of Ryan Avenue and Academy Street)*
- 1204 Washington Street
- 809 Cherry Avenue
- 817 Cherry Avenue
- 816 Cherry Avenue*
- 802 Cherry Avenue
- 704 Cherry Avenue
- 918 Cherry Avenue*
- 634 Elizabeth Street
- 621 Elizabeth Street
- 617 West Main Street
- 638 Elizabeth Street
- 905 Sumner Avenue
- 1104 Maple Street
- 1020 Ryan Avenue
- Southeast corner of State Street and Spinning Avenue

*Address changes may have occurred for these properties.

Many of the buildings in the 1982/1983 cultural resources survey had been altered to varying degrees. Since the survey is 35+ years old, an updated survey of the above-listed properties, including those on Main Street, would be needed to determine if the originally surveyed buildings still maintain their historic features.

Of the buildings listed above, some have been demolished or have undergone extensive changes. These include:

- 816 Cherry Avenue (appears to have been removed, unknown time period)
- 1202 Wood Avenue (demolished in 2004)
- 1022 Main Street (burned and rebuilt)
- 1104 Maple Street (major addition in 2001)

1003 Main Street (burned down in 2022)

In 2008 the City adopted a Historic Preservation Ordinance that created a process for properties to be designated and placed on the Sumner Historic Register. The Historic Preservation Ordinance also sets forth a Historic Preservation Commission who reviews applications for registration and issue certificates of appropriateness when changes are proposed to the structures. No structures have yet been designated under the local ordinance.

6 Natural Areas

Environmentally critical areas receive special attention in City policies and regulations in conformance with State and Federal laws. Since the Town Center Planning Area is largely developed, the extent of critical areas is relatively less than in developing parts of the community. Critical areas include the White River and associated 100-year flood zones shown on Figure 22.

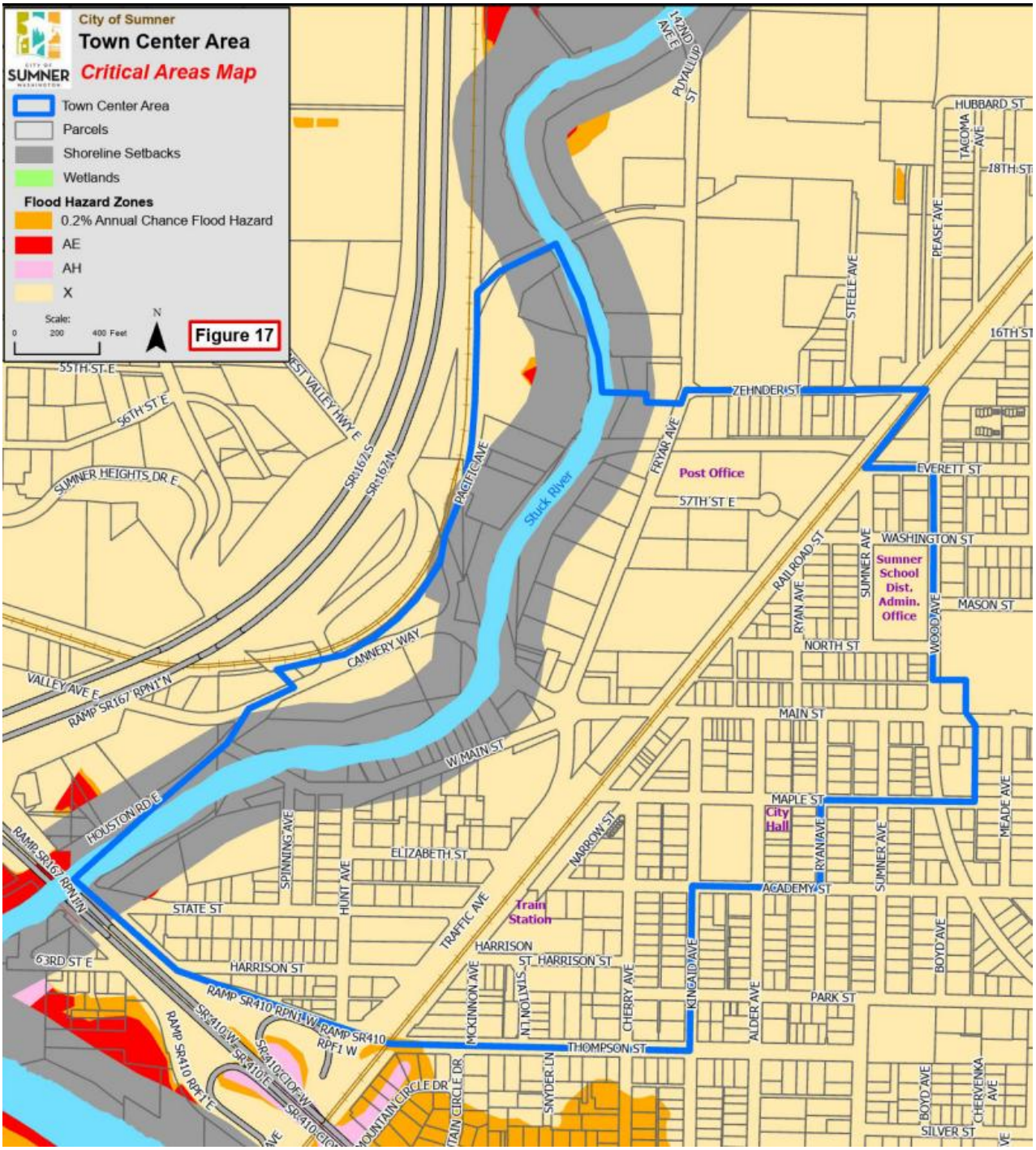


Figure 22- Flood Hazard Critical Areas- City of Sumner, 2003

7 Parks and Recreation

7.1 Parks and Recreation

The Town Center Plan area boasts two rivers and a regional trail connection and two public park areas. The future plans for the area are specified in the recently updated Parks and Trail Plan.

7.2 Reuben Knoblauch Heritage Park

The Reuben Knoblauch Heritage Park was designed and constructed in 1995-96 on a triangular block bordered by Main Street, Kincaid Avenue and Cherry Avenue. Built primarily with materials and labor donated by local individuals, families, and businesses, the park was initially made possible by a generous contribution by the late State Senator Knoblauch, who served in the Washington State Legislature for 30 years before retiring in 1977. The Senator's contribution made possible the purchase of the land where the park was built, along with additional items for the park.

This half acre downtown park has become a focal point for many community and family activities, including concerts, movie nights, family gatherings, stage performances, community festivals, and weddings.

In 2023, following adoption of the Main Street Visioning Plan in 2021, the streets bordering the park were reconstructed to create a "woonerf" street that has no curbs, decorative pavement design and bollards for blocking the streets during events. There were also significant utility upgrades associated with this project. In 2025 the Hops Alley and norther portion of the park were constructed.

The property south of the park, the former post office and accompanying parking lot, were purchased by the City in 2022. The City is currently finishing final designs for a new community gathering place building that will house an event space, activated during the day by a coffee shop or similar business, City Council Chambers, and a few city offices.

7.3 Rhubarb Alley

Rhubarb Alley is a second smaller public gathering space that underwent extensive upgrades in 2011 through a partnership with Tully's Coffee (Green Mountain Coffee Roasters) and the Pomegranate Center. In the summer of 2011, following a short but intense public design process, the alley was furnished with seating, planters containing hops, whimsical sculptures and a small fold-down stage. The wood material was donated by Manke Lumber and designed and constructed by the community with the help from expert craftspeople volunteering through the Pomegranate Center. In 2015, the City finished the alley with stamped asphalt in a redbrick design. The Rhubarb Alley is used for outdoor seating and as a small venue for street events.

7.4 Trackside Alley

Similarly, the alley adjacent to a renovated building at 1114 Main Street was closed and the building owner, in partnership with the City, installed pavers and provided tables for seating. The City installed street lights and electrical power. This space is also available for seating for the public and is a favorite for patrons to Trackside Pizza and serves as a small venue during street events.

7.5 Lucy V. Ryan Park

The site for the former Ryan House was deeded and donated to the City in 1926 from the Ryan Family. The structure served as a local library for 50 years and as a historic museum for another 40 years. In 2023, a city planned renovation determined the house structurally inadequate with major work to restore the building outweighed the funding available. The City embarked on a challenging conversation to demolish the unsafe structure and submitted to the Department of Archaeology and Historic Preservation environmental review for the demolition of the Ryan House, which occurred in 2025. The city is following the original deed to redevelop as a full park. A form of artwork/signage will commemorate Lucy V. Ryan and the house.

The Town Center Project and Action list promotes the identification and creation of additional Downtown green space areas.

7.6 Riverside Park

The Town Center Plan anticipates future park space being developed along the White River in West Sumner. This space would contain the current Sumner Link Trail and would provide a visual and accessible connection to the White River. In addition, developments in the Riverfront District would also have views and access to this amenity.

7.7 Future Parks and Connections

The Town Center Plan map in Figure 21 shows potential future open space and connections including potential use of Puget Sound Energy land for trail access in the northern section of the plan area crossing Fryar Avenue. Additional undeveloped areas adjacent to this corridor could be considered for park and open space.

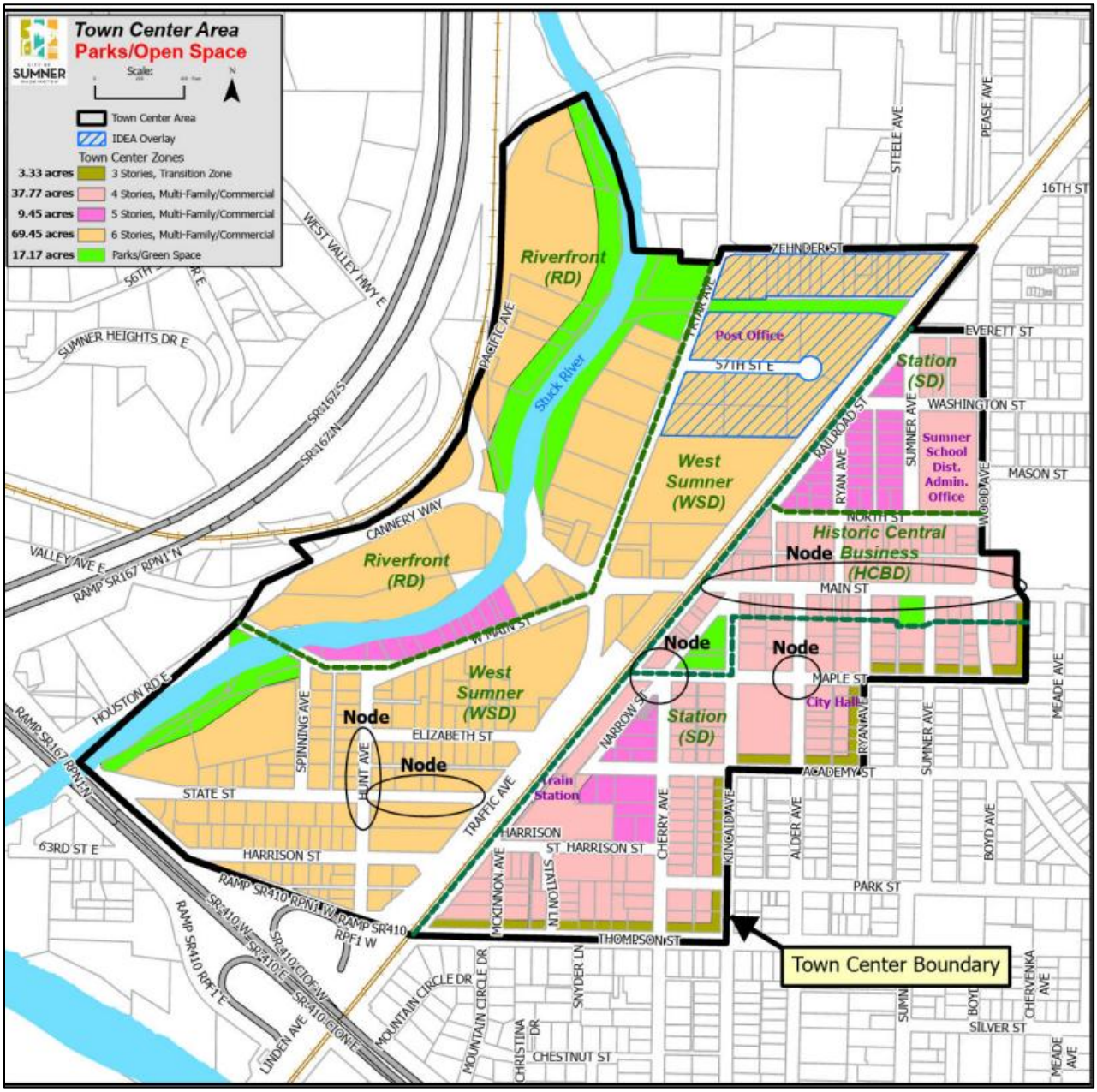


Figure 21- TCP Parks & Open Space Map

Figure 21. Parks and Open Space plan in Town Center

7.8 Trails

The Transportation and Circulation Map in Figure 23 shows the existing Sumner Link Trail and connections to the Puyallup River trail and future connections to the Foothills Trail that runs south to Orting and South Prairie. To the north the Sumner Link Trail continues for 5 miles winding in proximity to the White River and connecting to Stewart Road and ultimately to trail and bike routes in the City of Pacific. The trailhead for the Interurban Trail is in the City of Algona and from there the trail connects to Seattle. Sumner residents can travel on the trail in either direction for miles exploring the region.

. Plans for non-motorized access include designated bike routes and bike-friendly local streets that allow residents to safely navigate the downtown area. As part of the Town Center Plan, a new east-west bike lane connection is recommended along Zehnder Street, linking to Fryar Avenue to improve cross-town bicycle access. Additionally, new bike lanes have been added along Academy Street and Wood Avenue within the Town Center Plan area, further enhancing the multi-modal network and supporting safe, continuous bike travel throughout the district.

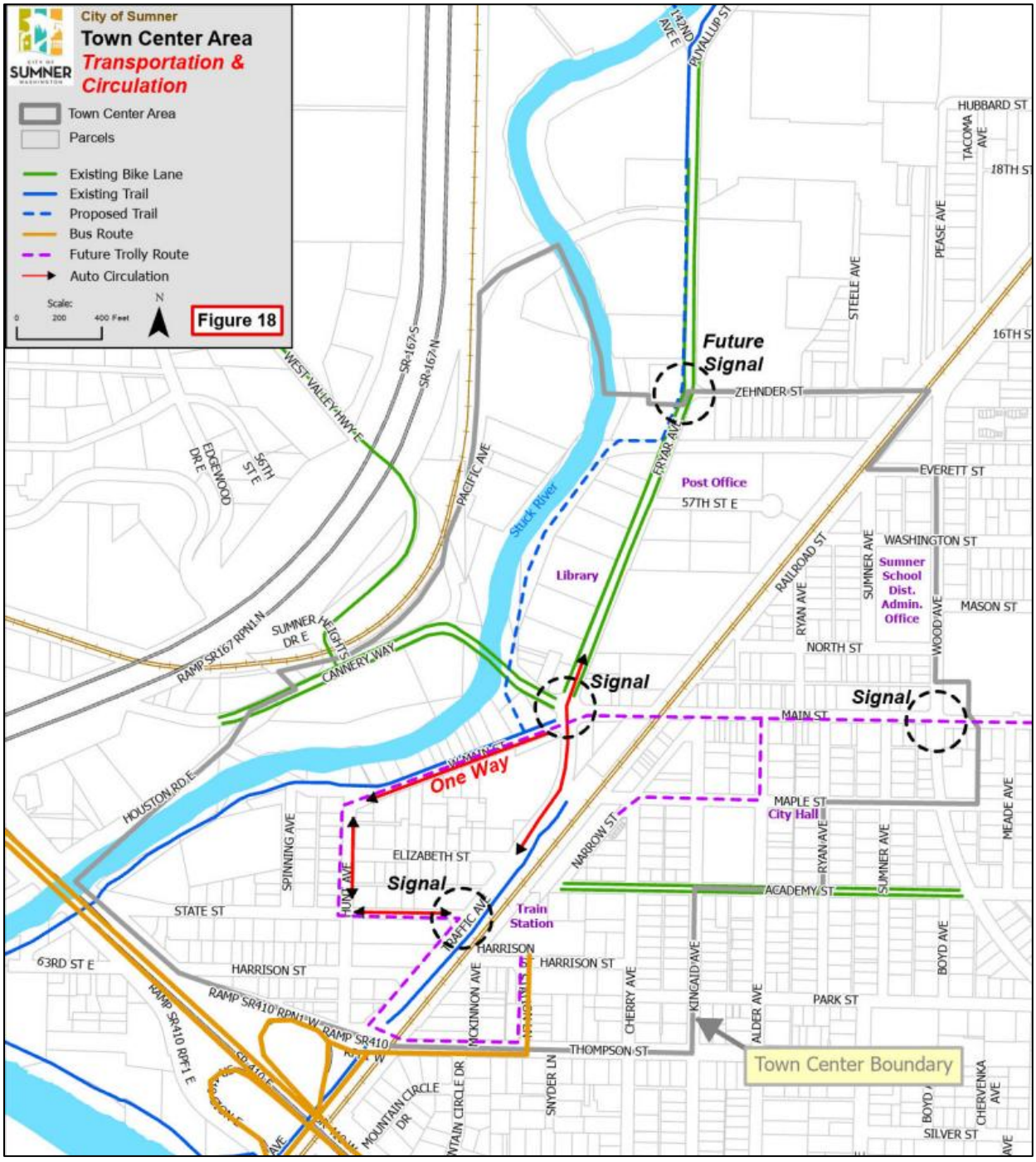


Figure 23- Transportation and Circulation, Sumner GIS 2025

8 Transportation/Circulation

8.1 Street Design

Street designs are essential to creating the neighborhoods and thoroughfares that instill quality experience and enhance the community. Streets that accommodate many types of transportation options are pedestrian and transit friendly and have amenities such as public spaces and street trees to create an environment that is welcoming and livable. The form-based code approach includes specific street designs for certain streets within the Town Center Plan area which are mapped in Figure 19. Further illustrations and descriptions are presented below.

8.2 Arterial Streets

Arterial streets provide primary mobility and connections between Sumner and surrounding cities. The Town Cenetr Plan area contains Traffic Avenue and Fryar Avenue which are principal arterials that run north and south connecting the industrial area to SR410. Per WSDOT standards a portion of Main Street, west of Fryar/Traffic and Cannery Way are also considered arterial streets. These streets carry truck traffic and commuters through the area along a 5-lane roadway in addition to serving residents and businesses. Given the high traffic volumes and truck traffic these areas are challenging for pedestrians and bicyclists. Figure 6 shows a cross section with a widened sidewalk, bicycle lanes, and planting strips to provide a buffer between vehicles and pedestrians. Buildings will be close to the sidewalk to add to the downtown character and feel of the streetscape.

Right-of-way width: 70-100 ft.

Figure 5. Arterial Street

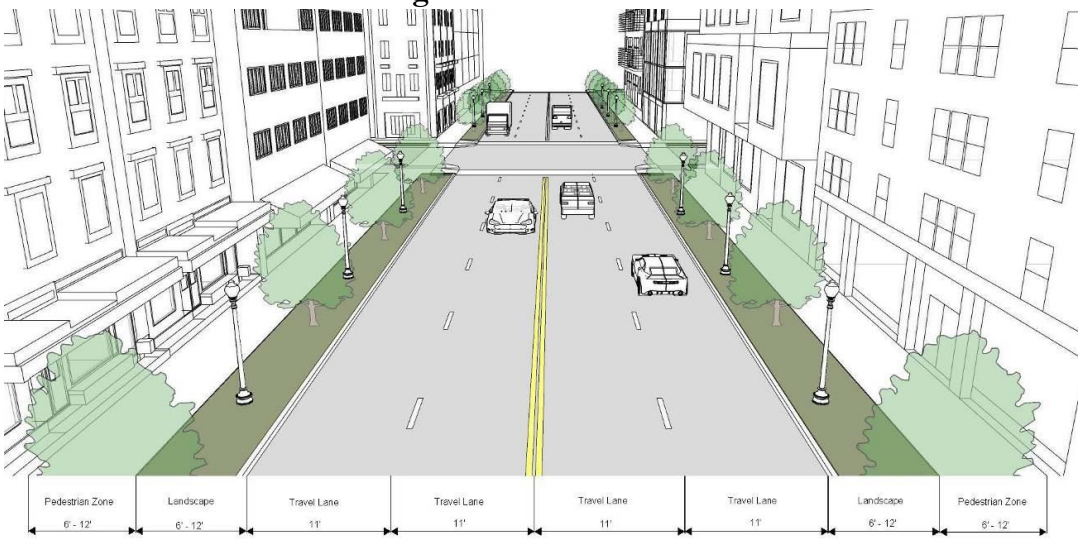


Figure 7. Zehnder-Collector Street Concept



8.3 Collector Streets

Collector streets are intended to consolidate local street traffic and provide primary connections to the arterial network. They typically carry greater volumes of traffic than local streets and serve as key multimodal corridors within the Town Center. Examples of collector streets in the Town Center Plan area include Main Street**,** Maple Street east of the railroad**,** State Street (which has a single light at Traffic Avenue), Elizabeth Street west of Traffic Avenue, as well as Thompson Street (which leads to SR410) and Zehnder Street. Because Zehnder Street forms the northern boundary of the Town Center Plan, only the south side of the street will require developments to dedicate and construct an additional 10 feet of right-of-way**.** Figure 7 (above) is a concept of the street configuration along Zehnder Street.

Collector streets are designed to support multiple modes of travel. In addition to accommodating vehicular traffic, they include bike lanes with a minimum width of 5 feet and pedestrian facilities consistent with the Plan's multimodal goals. As illustrated in Figures 8 and 9, two on-street parking configurations are provided for collectors: angled parking and parallel parking. Figure 10 illustrates Zehnder Street and dimension for parallel parking on one side. Where angled parking is used, it should be configured as back-in angled parking, which is safer than traditional front-in designs and nearly doubles the on-street parking supply compared to parallel parking.

Right-of-way width: 70-80 ft. (angle parking)

60 ft. (parallel parking)

Figure 8. Collector Street with Back-in Angled Parking



Figure 9. Collector Street with Parallel Parking + Bike Lane



Figure 10. Collector Zehnder Street



8.4 Local Streets

Local streets have the lowest traffic volumes and are typically located in residential areas. In the Town Center Plan area, these streets also provide a transition between multi-family developments with increased heights (up to 3 stories) and lower-density development of 1–2 stories. The standard local street cross-section includes a sidewalk, planter strips, street trees, and parallel parking. On narrower rights-of-way, such as Ryan Avenue, parallel parking is provided on only one side (see Figure 11). Local streets are highly walkable, carry lower traffic volumes at slower speeds, and connect to collector streets. Academy Street, for example, is classified as a local street with a planned bike path, fitting within a 60-foot right-of-way, while smaller local streets may be as narrow as 50 feet.

Right-of-way width: 50-60 ft.

Figure 11. Local Street



8.5 West Main Street One-way

West Main Street lies between Traffic Avenue and Hunt Avenue and is separated from the White Rive by a single line of residential housing on north side of the road. This unique section of street was historically the primary thoroughfare between Sumner's downtown and the City of Puyallup before Traffic Avenue and the SR410 freeways was constructed. The north side of the street contains single-family houses with views of the White River and a mix of multi-family and commercial to the south. As shown in Figure 12, this street would be one-way from east to west and retain the right-in from Traffic Ave and continue toward Hunt Ave, with vehicle exit options on Elizabeth Street and State Street. The proposed street design takes advantage of the location of the Sumner Links Trail to accommodate bicyclists, tourists, and pedestrians and contains angled parking to create a walkable and accessible area.

Key Amenities:

Right of way width: 60 ft.

- Sumner Links trail
- One way

Figure 12. West Main Street One-way (Concept)



8.6 Streets

The Town Center contains key north-south and east-west arterial streets serving the Sumner community as a whole and connecting to regional transportation routes, SR-410 and SR-167:

- Traffic Avenue/Fryar Avenue
- Main Street

A number of collector arterials provide connections between the residential areas in Sumner, arterials, and the regional freeway system:

- Zehnder Street
- Alder Avenue
- Thompson Street
- Wood Avenue
- Bridge Street/Valley Avenue East

The remaining roadways in the Town Center Planning Area are classified as "local streets" and primarily provide for property access into Sumner. While currently many local streets generally have two travel lanes, and provide access between residential or business areas and the arterials, they do

not provide the desired results for pedestrian-oriented corridors. Through the Town Center Plan all streets will be reclassified and focus will be provided on pedestrians and multi-modal transportation options and less on the automobile.

8.7 Planned Improvements

The planned transportation improvements within and around the Town Center reflect a coordinated effort between the City, Pierce County, and the State to address future mobility needs. Projects identified in the Transportation Plan and regional programs are anticipated to be funded and constructed by 2044, and have been incorporated into the future roadway network analysis. These improvements are intended to enhance multimodal access, reduce congestion at key intersections, and support the Town Center's role as a walkable, transit-oriented hub.

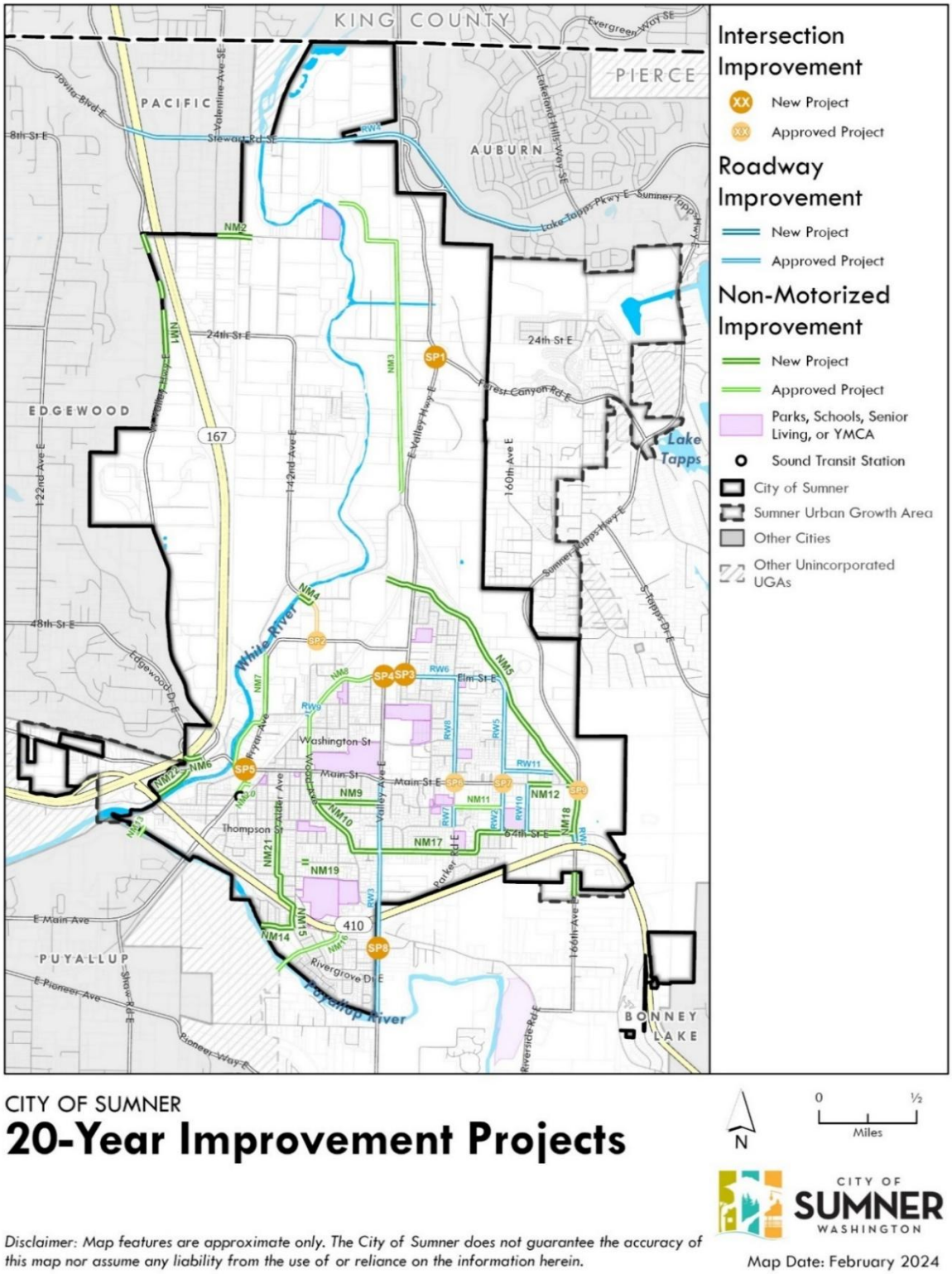


Exhibit 8-1: 20-year Improvement Projects
Source: City of Sumner, 2023; Transpo, 2024.

Key transportation improvements in the vicinity of the Town Center include:

- SP5 Traffic Avenue/Main Street Add EB right-turn overlap. Convert W Main Street to one-way facility westbound.
- RW9 Zehnder Street; Pease Avenue to Wood Avenue Railroad Crossing Improvements
- NM6 Edgewood Drive Sidewalks Complete missing sidewalk facilities between SR 167 and Sumner Heights Drive E
- NM7 Fryar Avenue Trail (WSDOT SUM-17) West Main Street to Puyallup Street
- **NM8 Zehnder/Elm Street** – Construct sidewalks and bike lanes (Valley Ave–Main St; Pease–Wright).
- NM20 Traffic Avenue Pedestrian Signal (WSDOT SUM-25) Replace existing pedestrian rectangular rapid flashing
- NM22 Houston Road E Sidewalks Construct pedestrian facilities between Valley Avenue E and the west City limits

These list of improvements match the adopted Transportation Management Plan and are funded/planned in the 20-year TIP projects.

8.8 Traffic Volumes

Future 2044 traffic forecasts were based on the same method and assumptions as the Sumner Comprehensive Plan 2024. Alternative 1 represents the Sumner Comprehensive Plan as it existed in 2023. The Action Alternative (Alternative 1 and 2) travel forecasts were developed with different housing growth and mix assumptions. The Preferred Alternative included growth in line with City growth targets but with improved housing policies and codes whereas Alternative 1 and 2 studied more housing.

Table 12. Town Center Growth Assumptions

Land Use by Subarea	Preferred Alternative		
	Permitted or in the Pipeline 2020-2023	Additional Growth	Total Growth
Housing Units			
Town center in 2024 EIS	307	938	1,245
Town center plan update 2025	307	938	1,245
Jobs			
Town center in 2024 EIS	32	298	330

Land Use by Subarea	Preferred Alternative		
	Permitted or in the Pipeline 2020-2023	Additional Growth	Total Growth
Town center plan update 2025	32	398	430

Table 13 provides a summary of the Town Center Trips for the studied Alternatives.

Table 13. Town Center Growth and Trip Assumptions

Land Use by Subarea	Alternative 1 2044	Alternative 2 2044	Alternative 3 2044	Preferred Alternative 2044
Housing Units				
Town center	1,245	1,245	1,309	1,245
Jobs				
Town center	330	330	330	330
Trips				
2023: 1,769	2,343	2,594	2,674	2,343

Additional growth up to 1,985 housing throughout the city (including the 1,245 growth in Town Center), as well as jobs of 5,313 (including 330 jobs in the Town Center Plan) were studied in the Transportation Plan and Comprehensive Plan EIS. The 2025 Town Center Plan Update studied another 100 jobs for 430 in the study area due to the IDEA overlay and found similar results as the studied alternatives and similar operations and improvements needed.

8.9 Traffic Operations

Intersection levels of service were calculated for the weekday PM peak hour as provided in Table 14.

Table 13. Future (2044) Weekday PM Peak Hour Intersection Levels of Service Summary

Intersection	2023 Existing			2044 Alternative 1 / Preferred Alternative		
	LOS[1]	Delay[2]	V/C[3] or WM[4]	LOS	Delay	V/C or WM
Traffic Avenue/Main Street	D	43	-	E	58	-
Alder Avenue/Main Street	B	11	-	B	14	-
Valley Avenue/Main Street	C	23	-	C	32	-

Source: Transpo, 2024.
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, where SB = southbound, WB = westbound, NBL = northbound left-turn and EB = eastbound.

Improvements summarized in Section 8.7 and the Transportation Plan are meant to address multimodal levels of service and needs in the city.

8.10 Potential Other Improvements

Mitigation may be needed at intersections (see Table 14) to maintain City's adopted LOS D standard, with limited exceptions at constrained Town Center intersections. Additional measures include:

Other measures could include:

- **TDM Strategies** – Employer and residential developer programs (rideshare, transit passes, vanpool/carpool spaces, commuter info, flexible schedules). CTR participation is encouraged to achieve a 5–10% vehicle trip reduction

- **Non-Motorized Improvements** – Require frontage improvements and complete missing sidewalks and bike connections. Apply LOS standards (orange = primary, green = secondary) for sidewalks and green LOS for bike routes. Key priorities include the Thompson St–Sounder Station connection and Fryar/Wood trail linkages.

- **Transit Improvements** – Expand Sound Transit coordination, evaluate higher frequency on Route 596, explore Pierce Transit reentry, and assess local circulator shuttle between West Sumner, retail centers, and the Sounder Station.

- **Intelligent Transportation Systems (ITS)** – ITS improvements such as adaptive signal control systems would improve traffic operations at intersections within the Town Center. Implementation of such strategies could result in an overall improvement of 10 to 15 percent.

- Travel demand can be variable and unpredictable, which often outpaces the signal timing plans that are programmed every 3 to 5 years. This can lead to inefficient operation of the signalized intersections resulting in vehicle delays and congestion. Adaptive Signal Control (ASC) seeks to remediate this issue by adjusting signal timing in real-time based on measured vehicle demand. ASC adjusts when green lights start and end to accommodate the current traffic patterns to promote smooth flow and ease traffic congestion. The main benefits of ASC over the conventional time-of-day plans typically include:

    - Automatically adapts to unexpected changes in traffic conditions.
    - Reduces driver complaints and frustration by reducing travel times and increasing arrivals on green.
    - Improves travel time reliability so commute times are consistent throughout the week.
    - Reduces congestion and fuel consumption.

- ASC encompasses the following types of traffic signal control operations:

    - Traffic Responsive – the system monitors detectors along the system corridor and implements pre-configured traffic signal timing plans based on user defined volume or occupancy (congestion) thresholds.
    - Corridor Based Adaptive – the system monitors detectors at each intersection and along the system corridor.

8.11 Transit and Rail Service

Sound Transit provides bus service in the City of Sumner. The majority of the routes provide transit service to the Sumner Sounder Train Station facility located on the west side of Traffic Avenue at Maple Street. Based on Sumner 2025 conditions, transit routes that serve the Sumner Train Station include Routes 577/578 and 596. In addition, Pierce County provides Beyond the Borders Connector bus service for eligible residents to public transportation, medical services, employment, shopping, and social activities.

8.12 Commuter Rail

Sound Transit's Sounder line offers commuter rail service between Lakewood and downtown Seattle with stops in Tacoma, Puyallup, Sumner, Auburn, Kent, and Tukwila. Sound Transit's Sounder service shares the Burlington Northern Santa Fe (BNSF) tracks. The Sumner Station is located south of Maple Street at 800 Narrow Street in downtown Sumner. The station opened in September 2000 and was part of the first phase of Sound Transit's program to provide commuter rail service between Everett and Lakewood. During the commute hours there are currently 13 morning and afternoon trains serving the Sumner Station. In addition there are two "reverse commute" trains in the morning and three in the afternoon. There are about 1,500 boardings a day at the Sumner station. According to Sound Transit, there were only 288 total parking spaces at the station. Sound Transit is constructing a 4.5 story parking garage over existing parking lot to be completed by 2026 and will net 550 additional parking spaces to meet demand.

8.13 Bus Service

Route 577/578 provides service between Seattle to Puyallup. This is intended to be a train shadow and currently runs with stops in Puyallup, Sumner, Federal Way, and has three stops in Seattle. The route operates on 30 minute headways on weekdays and hour headways on weekends.

Route 596 provides shuttle service between Bonney Lake Park and Ride to Sumner Sounder Station. The route operates on 20-30 minute headways on weekdays and 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.

8.14 Beyond the Borders Connector

Pierce County provides a local bus service called Beyond the Borders, 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.

8.15 Non-Motorized Transportation

Within the Town Center Plan transportation corridors will focus on multi-modal options with focus on providing streetscapes that include narrower driving isles, parking appropriate for the street, landscaping, sidewalks, bulb-outs, plazas and consideration for future bus stop locations.

Much of the Town Center contains a gridded street pattern with sidewalks on both sides of the street. Sidewalks exist along some of the study area arterials. Where sidewalks are not available,

pedestrians must use the roadway shoulders. Arterial and collector roadways that currently have sidewalks within the Town Center include:

- Main Street (Traffic Avenue to 158th Avenue Court East)
- Traffic Avenue (Main Street to Thompson Street)
- Thompson Street (Traffic Avenue to Alder Avenue)
- Alder Avenue (Main Street to Thompson Street)
- Wood Avenue (Southern terminus to Zehnder Street)

Additionally, wider sidewalks are provided along both sides of the local streets in the lower density residential area of the Town Center and in the vicinity of the Sumner Station. Marked crosswalks are also provided at a number of the local streets in the Town Center.

There are limited formal bicycle facilities in Sumner and a few developed the Town Center, along Academy Street and Wood Ave. For the most part, bicyclists share the road with motorized traffic or use paved roadway shoulders, where available. Formal bike lanes are present on both sides of Valley Avenue and both sides of Fryar Avenue from Main Street to the Fryar Avenue Bridge, outside of the Town Center Subarea. Zehnder Street will contain bike lanes in both directions and wider sidewalks to accommodate pedestrians and cyclists.

8.16 Parking

In 2000, as the Sumner Sounder Train Station was opening, concerns about parking supply and enforcement were voiced by citizens and business owners. This concern still remains as parking has been a significant impact to neighborhood streets. The following have been implemented to help reduce the impact of Sounder Station parking:

- Restricted Parking Zones on most of the streets within a ¼ mi. walk of the train station
- Signage of public parking lots
- Lighting and security
- Increased parking restrictions and enforcement
- Allow for publically owned paid parking lots

Access to commuter rail platforms and egress from station parking lots were contributing to on street parking demand.

Sound Transit, through funding approved in the ST2 plan, is constructing a 4.5 story parking garage on the existing parking lot at the station and it will net about 550 new spaces. The parking garage is planned to be opened in 2026.

8.17 Future Parking Demands

Future residential and employment growth will bring increased demand for parking. However, state legislation is shifting how cities address parking in urban and transit-rich areas. **HB 1491** encourages transit-oriented development (TOD) near rail stations, supporting higher densities and reducing reliance on automobiles. Similarly, **HB 1337** expands allowances for accessory dwelling units (ADUs) and reduces off-street parking requirements, recognizing that excessive parking can constrain housing capacity and affordability. In most instances the developer of these properties will be inclined, for leasing and desirability, to provide a minimum amount of parking necessary to serve their tenants and customers. Typically, especially for transit-oriented development (TOD) where housing is built within close walking distance to transit and residents have less of a need for a car for commuting, there is a reduce demand for parking. Parking requirements for development within the Town Center Plan should be reduced for projects that qualify as transit-oriented development. Residential development within ¼ mile of transit typically show a reduced parking demand as residents own fewer cars than those that live in more auto dependent developments (i.e. single-family home, garden-style apartments).

Developments throughout the Puget Sound and Portland Area including neighboring cities of Puyallup, Kent, and Auburn, all with Sounder stations, have reduced parking ratios for residential as illustrated in Table 14.

Table 14. Parking Ratios in Other Cities

City	Use	Parking Requirement
DuPont	MF	2/unit
Bonney Lake	MF	2/unit
Seattle	MF	1/unit, no minimum for affordable housing projects
Puyallup	CBD-core	1/unit
Puyallup	RM-core	1.5/unit
Auburn	MF	1.5/unit
Auburn	MF within .25 mile of transit station	1.125/unit

Kent	MF	1/unit
Lakewood	MF	1.5-1.75/unit
Sumner	MF	1.25 (studio) – 2.25(2bd<)/unit
Sumner	SFR	2/unit

The Town Center is envisioned as a walking-friendly environment with closely spaced blocks and a gridded street network that reduces the need for automobile trips. While this multimodal focus will decrease long-term reliance on parking, it is important to recognize that certain uses—such as professional offices—will continue to generate higher parking demand and should provide parking consistent with current zoning standards.

The following is proposed for residential parking within the Town Center Plan area:

Residential Parking Ratios

- 1.25 off-street spaces per housing unit as a baseline requirement.
- Reduced ratio of 0.85 spaces per unit may be allowed when:
    - The site is within ¼ mile of the Sumner Sounder Station,
    - On-street parking is available along the property frontage, and
    - A parking study demonstrates that proposed supply will meet market demand.

The following is proposed for commercial parking:

Within the Town Center area, certain new and expanding uses are allowed an administrative waiver from the parking requirements, provided all of the following are satisfied:

Commercial and Office Parking

- Retail, restaurant (<3,000 sf), small assembly (<50 occupancy), or neighborhood food markets (<2,500 sf) may qualify for an administrative waiver of minimum parking, provided:
    - The property owner agrees not to protest future formation of a Local Improvement District (LID) to provide shared parking, and
    - Existing accessory parking for nearby structures is not displaced.
- Professional office and business uses should supply 2.5 spaces per 1,000 sf of gross floor area, consistent with current zoning requirements.

The demand for future parking is uncertain, but the trend is likely less reliance on the automobile then now or in the past given the introduction of autonomous cars, Millennial generation showing

less interest driving and car ownership, increased transit and increased rideshare options such as UBER, LYFT. Given these uncertainties, the City should plan to conduct a parking study every 5 years to evaluate demand, supply, and determine recommendations for future changes. The rate of growth in the Town Center Plan will allow for adjust parking requirements to changing times.

While some level of parking is essential, it should not dominate the urban environment. Surface parking should be minimized and, when necessary, located behind or beside buildings with adequate landscaping or screening along public frontages. Structured parking—either in standalone garages or under-building formats—should be encouraged or required to maintain a continuous, pedestrian-oriented streetscape. Surface parking, should be limited in the Town Center Plan area when possible and structured parking should be encouraged or required. Structured parking, whether in garage structure, or underbuilding, provides the screening and building form at the street edge that is desired and illustrated throughout the Plan.

Recent state legislation has been enacted to encourage affordable housing, infill development, and TOD and resulted in reductions to parking minimums for affordable housing and middle housing options within the station area (¼ – ½ mile from the Sounder Station). The Town Center parking requirements will change as a result of this new legislation.

Recent state laws significantly reshape local parking policies:

- **HB 1491** promotes transit-oriented development (TOD) near rail stations, enabling higher-density housing with lower parking demand.
- **HB 1337** expands allowances for Accessory Dwelling Units (ADUs) and prohibits excessive off-street parking requirements for ADUs, especially near transit.
- **SB 5184 (2025)** caps local parking minimums at 0.5 stalls per multifamily unit and 2 stalls per 1,000 sf commercial, while prohibiting minimums for affordable housing, senior housing, ADUs, small residential units (<1,200 sf), and ground-level mixed-use.
- **RCW 36.01.397** further limits parking requirements for ADUs and certain housing types.

Together, these mandates will require Sumner to phase-down Town Center parking minimums over time, aligning local code with state law while supporting the Plan's multimodal and housing goals.

The Downtown Parking Study (2001, updated 2006) remains relevant and provides strategies that continue to apply in 2025:

- **Short-term**: expand restricted parking zones near the Sounder Station, review loading zone needs, improve signage, and strengthen enforcement.
- **Medium-term**: replace public parking lost to redevelopment, explore new shared or remote lots, and partner with Sound Transit on future structured parking.

- **Long-term**: adopt stronger demand management tools, enhance both on- and off-street management, and implement long-term solutions for commuter rail parking demand.

The full recommended list of parking strategies are summarized below.

Short-Term Parking Recommendations

S-1. Establish a parking management review committee

S-2. Periodically review loading zone requirements

S-3. Continue delineating time restricted on-street parking spaces

S-4. Expand Restricted Parking Zone surrounding commuter rail station area

S-5. Revise RPZ time limits (completed and expanded)

S-6. Consider RPZ revisions to match demand (revised)

S-7. Negotiate a parking strategy with Sound Transit (new parking garage planned)

S-8. Design and install new public parking signage (completed)

S-9. Continue enforcement and expand as needed. (hired code enforcement officer)

S-10. Prepare information packet/brochure/flyer regarding various parking options. (completed)

Medium-Term Parking Recommendations

M-1. Improve existing off-street parking lots (new parking constructed for City Hall)

M-2. Provide for replacement of public parking spaces when surface parking lots redevelop

M-3. Establish parking fund

M-4. Formalize use of Sound Transit commuter rail station parking during large festivals and/or weekend parking

M-5. Consider sites for additional off-street public parking and revise City code as needed

M-6. Explore partnership with Sound Transit to locate and construct a new parking facility

M-7. Establish local circulator buses

M-8. Seek options for remote parking for carpools

Long-Term Parking Recommendations

L-1. Require transportation demand management

L-2. Consider enhanced on-street parking management options

L-3. Consider enhanced off-street parking management options

L-4. Develop a long-term solution to excess Sound Transit parking demand in Sumner

8.18 Local Transit System

In order to provide further connectivity between the Historic Downtown and the newer developing eastern end of Main Street, and with the East Sumner Neighborhood Planned area, the City is considering developing a local transit system. The local transit system could be small vans or busses or autonomous electric shuttles. The local transit system could circle the West Sumner District, stop at the Sounder Station and continue down Main Street to Valley Avenue to the YMCA, and possibly WinCo Food and other businesses on the east end of town. The main purpose of the local transit system would be to shuttle residents and visitors between the commercial business areas and provide yet another mode of transportation for all ages and abilities. The presence of a local transit system for errands would likely decrease the demand for auto ownership in the Town Center.

The City would need to explore the feasibility of a local transit system. Currently, Sumner is not within the Pierce Transit service area. The City could consider the options contracting for services, annexing back into Pierce Transit service area or provide the service themselves.

9 Public Utilities

The City of Sumner's Capital Facilities Plan (CFP) is a supporting document to the Comprehensive Plan. The CPF identifies what public facilities and services are needed for the planned growth and the Capital Improvement Program (CIP) identifies how these improvements are financed and developed. The following utilities serve the Town Cenetr Plan area.

9.1 Water

The City's Water System Plan shows that the historic City center is well served by the existing water lines; however, upgrades to the size of some lines will be necessary to accommodate the planned development. The City's Comprehensive Water System Plan anticipates growth to 2068 and identifies that planned growth to 2044 could be accommodated through regular monitoring and capital planning, as the Water System Plan is updated every 6-10 years. Identified in the 2020 CIP improvements for water facilities related to the distribution system include source improvements, storage, and operations and maintenance to improve the system and accommodate growth. The overall water capacity for the City can accommodate future growth in the Town Center that is expected as the overall population targets for the City remain consistent with Peirce County density targets.

9.2 Sanitary Sewer

The Town Center Planning area is served by gravity sewer lines which eventually lead to the City's Wastewater Treatment Plant at the confluence of the White and Puyallup Rivers. The Plan Area is located in two sewer basins, Wastewater Treatment Plant Basin and South Pump Station Basin. Identified deficiencies include periodic repetitive maintenance at Fryar Avenue north of Main Street (grease accumulation), and Sumner Avenue north of North Street (pipe cleaning once a week). The City's Comprehensive Sanitary Sewer Plan identifies existing gravity sewer deficiencies, though there are no pump station or force main deficiencies. The 2020 CIP for sanitary sewer shows a number of projects in the 20-year planning period (2018-2038) to address system deficiencies and accommodate growth including sewer line extension, replacement, and relocation; wastewater treatment upgrades; pump and equipment replacement. Population and job growth to 2044 generally aligns with the projected growth rate through 2038 in the City's Comprehensive Sanitary Sewer Plan.

9.3 Stormwater

The Town Center Planning Area has a complete storm drainage system consisting of tight-lined pipe with collection and direct discharge to the rivers. System maintenance is the primary utility activity in this area. During extreme storm events, the shallow slopes in town preclude rapid draining of water. Future development and redevelopment will comply with the City's stormwater management regulations. The City adopted the 2018 Department of Ecology Stormwater Management Manual for Western Washington. The Manual contains requirements for treatment of stormwater run-off and for detention/retention and low-impact development standards. The provision of stormwater management structures is required when new development:

Creates or adds 2,000 square feet, or greater, of new, replaced or new plus replaced impervious surface area, or has land disturbing activity of 7,000 square feet or greater.

These requirements are more restrictive than the current regulations. However, much of the Town Center Area already consists of impervious surfaces except along the White (Stuck) River.

10 Private Utilities

10.1 Telecommunications

Comcast provides basic telephone service. Its central switching station is located in the Town Center Planning Area at Maple Street and Kincaid Avenue. Main and branch feeder routes are found along Main Street, Alder Avenue and Wood Avenue. Sprint provides a fiber optic line running along Traffic Avenue and along the BNSF Railroad right-of-way, with a major spur branching off to Tacoma.

10.2 Gas and Electric

Puget Sound Energy provides natural gas and electric service to the Town Center Planning Area. Electricity is available throughout as a basic service. A major electric transmission line follows the BNSF Railroad right-of-way. In 2016 Puget Sound Energy installed a large 230 kilovolt (KV) powerline with 120 foot power poles along the southwestern and western edge of the Town Center Plan area. These lines cross the Puyallup River just south of Puyallup River Bridge and traverse the lower southwest quadrant of the West Sumner District before crossing the White River and following the Union Pacific Railroad tracks north.

Natural gas is supplied based upon customer request. PSE's current planned projects for the City of Sumner area include (subject to on-going review and revision as additional load and growth information is received) the following for the Town Center area:

- Replace 1" natural gas main with 2" main along North Street from Ryan Avenue to Sumner Avenue.
- Replace 4" natural gas main with 8" main along Wood Ave from Main Street to Zehnder Street.
-

11 Implementation

11.1 Implementation Steps

Implementation of the Sumner Town Center Plan will require amendments to the Sumner Comprehensive Plan goals and policies in various elements and to the Comprehensive Plan Land Use Map. These amendments will be made concurrent with final adoption of the Town Center Plan and done by separate ordinance and City Council decisions.

Implementation of the Sumner Town Center Plan also requires adoption of a form based code and amendments to the Zoning Code, Zoning Map, Design and Development Guidelines, these amendments will be made concurrent with the adoption of the Town Center Plan.

11.2 Planned Action Ordinance

The State Environmental Policy Act (SEPA) and implementing regulations provide for the integration of environmental review with land use planning and project review through the designation of "planned actions" by jurisdictions planning under the GMA.

The City Council adopted a Planned Action Ordinance per the SEPA (RCW 43.21C.440 and WAC 197-11-164 through 172) concurrent with adoption of the Town Center Plan. The designation of a planned action expedites the permitting process for projects of which the impacts have been previously addressed in a supplemental environmental impact statement (SEIS). The Planned Action Ordinance was updated in 2025 to reflect changes in projected population and employment growth.

11.3 Shoreline Master Program

The City of Sumner Shoreline Master Program (SMP) is mandated and approved by the Department of Ecology and implements the state Shoreline Management Act (SMA) per RCW 90.58 and WAC 173-26. The SMA was intended to protect and restore the valuable natural resources that the state's shorelines represent. In addition, the SMA was developed to plan for and foster all "reasonable and appropriate uses" that are dependent upon a waterfront location, or which will offer opportunities for the public to enjoy the state shorelines.

The current Shoreline Master Program limits building heights along the White River to 35 feet maximum. This height limit will need to be increased to accommodate the 5-6 story structures proposed in the Town Center Plan.

These amendments will be as part of the periodic review of the SMP to be completed in 2019.

12 References

BHC Consultant, LLC (August 2018) Draft City of Sumner Water System Plan.

BHC Consultants, LLC (August 2018). Draft Sanitary Sewer Comprehensive Plan.

City of Sumner (February 2018). Sumner Parks and Trails Plan

City of Sumner (January 2024). Sumner Parks, Trails & Open Space

City of Sumner (2014). Shoreline Master Program

City of Sumner (July 2015). 2015-2020 Capital Facilities Plan.

City of Sumner (2017). Sumner Comprehensive Plan.

City of Sumner (2024). Sumner Comprehensive Plan

City of Sumner (August 2003). "'Jump Start' Town Center Strategy Matrix, Phase I, City of Sumner."

ECONorthwest. (September 2018).Real Estate Market Study.

Heffron Transportation, Inc. (April 2006). 2005/2006 Parking Study and Recommendations for the City of Sumner.

Leland Consulting Group; LMN Architects; Foster, Pepper & Shefelman; and Property Counselors, December 2002. Sumner, Washington Town Center Strategy, Phase I. Prepared for the City of Sumner and Sound Transit.

Municipal Research Services Center of Washington, June 1997. Infill Development: Strategies for Shaping Livable Neighborhoods. Report No. 38. Seattle, WA.

Parametrix, Inc (September 2005). City of Sumner Stormwater Comprehensive Plan Update.

Pierce County (March 1983). Pierce County Cultural Resource Inventory, Vol. VII, Central Planning Area: Puyallup Valley.

Pierce County, Planning and Land Services Department (2014). Pierce County Buildable Lands Report.

Sound Transit. (July 2008). Sound Transit 2-A Mass Transit Guide-The Regional Transit System Plan for the Central Puget Sound.

The Transpo Group (July 2015). 2015 Sumner Transportation Plan.

The Transpo Group (September 2018). Sumner Town Center Subarea Plan Update Transportation Study.

The Transpo Group (January 2025). City of Sumner Transportation Plan

SUMNER TOWN CENTER

FORM-BASED CODE

Adopted: December, 2018

Effective: December, 2018

Updated: 2025

NOTE: How to read the changes: **Proposed**/~~Strikeout~~

Summary notes of changes will be in a textbox like this, starting with the word NOTE: and summary text will be purple

CITY OF
SUMNER
WASHINGTON

CONSULTANT TEAM:

BERK Consultants

TranspoGroup

EconNW

Contents

Chapter 1. Introductory Provisions 1-1

1. 2. Authority and Purpose 1-2

1. 3. Code Administration 1-4

1. 4. Technical Plan Review 1-4

1. 5. Form-based Code Modifications 1-6

Chapter 2. Town Center District Areas 2-9

1.1. District Areas 2-9

1.2 Town Center Map 2-2

2. 3. TCP Street Standard Details 2-4

Chapter 3. Rules for All Zones 3-2

3. 1. Lot Types 3-3

3. 2. Measurements and Expectations 3-15

Chapter 4. Station District (SD) 4-1

4. 1. Station District – Summary 4-2

4. 2. Mixed-Use/Commercial Specific Standards 4-3

4. 3. Residential Attached Specific Standards 4-8

Chapter 5. Riverfront (RD) 5-1

5. 2. Riverfront District – Summary 5-2

5. 3. Mixed-Use/Commercial Specific Standards 5-3

5. 4. Residential Attached Specific Standards 5-8

Chapter 6. West Sumner District (WSD) 6-1

6. 1. West Sumner District – Summary 6-2

6. 2. Residential Attached Specific Standards 6-3

6. 3. Mixed-Use/Multi-Unit (5+) Specific Standards 6-8

6. 4. Commercial Specific Standards 6-13

6. 5. IDEA Overlay Zone Specific Standards (New Section) 6-18

Chapter 7. Historic Commercial Business District (HCBD) 7-1

7. 1. Historic CBD – Summary 7-2

7. 2. Commercial/Mixed-use Specific Standards 7-3

Chapter 8. Landscape Screening and Site Lighting 8-8

8. 1. Applicability 8-9
8. 2. Structural Screening Requirements. 8-12
8. 3. Walls and Fences 8-14
8. 4. Site Lighting Applicability 8-15
8. 5. Site Lighting Standards 8-15

Figures

Figure 1. Town Center Districts 2-1
Figure 2. Town Center District Map 2-13
Figure 3. “Regulating Map” ..... **Error! Bookmark not defined.**
Figure 4. Town Center Street Type Map ..... **Error! Bookmark not defined.**

Chapter 1. Introductory Provisions

Chapter 1. Authority and ~~Introductory~~ Provisions..... 1-1

1. 2. Authority and Purpose..... 1-2

1. 3. Code Administration..... 1-4

1. 4. Technical Plan Review..... 1-4

1. 5. Form-based Code Modifications..... 1-6

NOTE: Chapter 1 contains the original Introductory provisions and this section now includes Chapter 2 Code Administration and Technical Plan Review.
Section 1.5 retains the specifications for requests for form standard modifications.

1. 2. Authority and Purpose

1. Introduction

A. The Town Center Plan was **originally** adopted on July 18, 2005 (9132) as a subarea plan and expresses the future vision for the downtown and areas within close walking distance of historic Main Street and the Sounder regional transit service and commuter rail station. The Town Center Area is intended to provide for mid-rise urban housing at a density that augments and supports the Main Street businesses and provides access to transit service. The vision for the Town Center Plan area is retain downtown as a valuable cultural and economic asset to the citizens of Sumner with a mix of housing, successful businesses, walkable and livable streets, ample open space and celebration of the riverfront.

B. The purpose of the form-based code is to realize the vision for this area in the built environment through the management of building scale, bulk, frontages, streetscapes, landscaping, and private and public open-space designed to create an urban lifestyle that embodies Sumner's vision for a walkable, vibrant, and livable downtown.

C. The goal of the Town Center is to encourage development that not only supports the station and alternative travel options, but also to further enhance Downtown in accordance with the community vision:

- Sumner, a city of excellence reinforcing its role as classic, small-town Americana that goes beyond nostalgia, and
- Sumner, a community that retains/strengthens a fully functional, "everyday" downtown.
- Sumner, a community that provides housing for all life stages and recognizes the value of a transit station for convenience of residents.

D. Applicability and Relationship to Other Regulations

The Town Center Code provisions herein are a chapter of Title 18, Zoning Code and the City of Sumner Design and Development Guidelines.

The City of Sumner Shoreline Master Program (SMC Title 16, Chapter II) sets forth policy and regulations for development within shoreline jurisdiction of the White River. New development within the shoreline jurisdiction is required to be in compliance with Shoreline Master Program.

The Historic Preservation Ordinance (SMC 18.39) sets forth policy and regulations for the identification, evaluation, designation, and protection of designated historic and prehistoric resources within the boundaries of city of Sumner and strives to preserve and rehabilitate eligible historic properties within the city of Sumner for future generations through special valuation, and a property tax incentive, as provided in chapter 84.26 RCW.

The Parks and Trail Plan contains future park and trail locations and supporting facilities and capital facilities plan. The document Plan identifies areas for expansion of new city owned parks and trails and identifies on-street options for bicyclists. Future potential parks and opportunity sites have been identified conceptually on the Town Center Regulating Map for reference.

2. Planned Action Ordinance

A. A Planned Action Ordinance No. XXXX was adopted following the preparation of a supplemental environmental impact statement (EIS) per State Environmental Policy Act (SEPA) for the Town Center subarea plan. A planned action involves detailed SEPA review and preparation of EIS documents in conjunction with subarea plans, consistent with RCW 43.21C.031 and WAC 197-11-164 through WAC 197-11-172. Such up-front analysis of impacts and mitigation measures then facilitates environmental review of subsequent individual development projects.

3. Effective Date

A. This Town Center Code was ~~adopted~~ updated on ~~December 3, 2018~~ [new adoption date] and became

effective on ~~December 8, 2018~~ [new date].

4. Town Center Plan Area Purpose

A. The Town Center Plan area is illustrated on the adopted Zoning map (Fig. 2).

B. This Town Center Code provides the means to guide implementation of the citizen-endorsed vision for property within the following four Town Center Districts:
   i. Station District and Transition Area;
   ii. Riverfront District;
   iii. Historic CBD District;
   iv. West Sumner District.

C. This Town Center Code helps to foster predictable results and a high-quality public realm by prescribing the physical form of buildings and other elements and addressing the relationship between building facades and the public realm, the form and mass of buildings in relation to one another and the scale and types of streets and blocks.

5. Intent

a. This Town Center Code is intended to balance conservation and development by:
   1. Promoting development that maintains the Town Center position as the city's predominant economic, civic, and cultural center.
   2. Promoting transit-oriented development ~~along a transit corridor~~ that enhances their function as mixed-use, walkable centers that serve surrounding residential neighborhoods.
   3. Providing standards for compatible transitions of use, building scale and height between existing and new development.
   ~~4. Promoting preservation and protection of historic resources.~~
   5. Providing clear and consistent procedures for appropriate and effective public involvement in land use and development decisions.

b. This Town Center Code is intended to achieve design excellence in the built environment by:
   1. Providing building and site design standards that address the public aspects of private development and how building form, placement, and uses contribute to the quality of the public realm.
   2. Providing parking and access standards that appropriately balance pedestrian and vehicular needs and result in safe pedestrian environments of the highest quality.
   3. Promoting high quality innovative landscape design that advances the function and beauty of the Town Center.
   4. Encouraging preservation and protection of historic resources.

c. The Town Center Code is intended to guide the Town Center's prosperous and sustainable future by:
   1. Providing clear regulations and processes that result in predictable, efficient, and coordinated review processes.
   2. Promoting sustainable building and site design practices.
   3. Promoting diverse housing options.
   4. Providing standards for interconnected streets and development patterns that support all modes of travel (walking, bicycling, public transit, driving).
   5. Promoting conservation of land, energy, and natural resources.

6. Applicability

A. The Town Center Code applies to all property within the Town Center Plan Area as shown in the City of Sumner Official Zoning Map.

B. All standards and references to streets in the Town Center Code apply to both public and private streets. Private streets must not be obstructed and must maintain vehicular and pedestrian connectivity

7. Conflicting Provisions

A. Where Sumner Municipal Code conflicts with a standard set out in the Town Center Code, the standard of this Town Center Code controls.

B. Illustrations, photographs and graphics are included in this Town Center Code to illustrate the intent and requirement of the text. In the case of a conflict between the text of this Town Center Code and any illustrations, photographs and graphics, the text governs.

8. Code Review

A. ~~The Community Development Director will work with the Planning and Design Commission to conduct a regular review of the Town Center Cide standards and review processes.~~ The city should monitor the progress of development in the designated Planned Action area as deemed appropriate to ensure that it is consistent with the assumptions of the Town Center Subarea Plan Update and Planned Action SEIS regarding the type and amount of development, its associated impacts and with the mitigation measures and improvements planned for the Planned Action area.

B. The ~~Community~~ Development Services Director will work with the Planning and Design Commissions to conduct a regular review of the Town Center Code standards and review processes. This review will include a survey of ~~applicants~~ development projects ~~who have participated in the~~ that fall under the Planned Action review process, a detailed review of the parking standards and solicit the feedback of citizens.

C. The information garnered from the survey information and staff report will be reviewed by the Planning and Design Commission and presented by the ~~Community~~ Development Services Director or his/her designee to the City Council with any recommendations for changes to Town Center Code standards and review processes.

D. The Town Center Plan and this Town Center Code shall be updated at least every 5 years or during an Annual Amendment cycle.

E. Town Center PAO shall be reviewed by the SEPA Responsible Official no later than five (5) years from its effective date in conjunction with the City's regular Comprehensive Plan review cycle, as applicable.

1. 3. Code Administration

1. Authority

The Administrator of the Town Center Code is the ~~Community~~ Development Services Director (Director). The Administrator is responsible for the day-to-day administration of this Town Center Code.

2. Delegation of Authority

A. The Director may designate any staff member to represent the Administrator in any function assigned by this Code. The Director remains responsible for any final action.

B. The Director (or designee) is authorized to approve applications for Plan Review as defined below.

C. No Certificate of Occupancy or permit may be issued for development activities until the Director has approved the plan(s) in accordance with this Chapter.

1. 4. Technical Plan Review

1. Applicability

A. The construction, reconstruction, extension, repair, renovation or alteration of any building, structure, site, change of use or use of land is subject to the review process as set forth below.

B. The following do not require Plan Review:

1. Interior alterations/renovations that do not alter the footprint, height or exterior of a structure.
2. Routine maintenance and minor

repairs (such as painting, replacing roof shingles/lining to match existing, replacement of gutters to match existing) to any part of a building when there is no change in appearance.

3. Activities exempt from Plan Review may still require building permit review.

2. Existing Nonconformities

The lawful use of a structure or site in place at the time of the effective date of this Town Center Code (or any subsequent amendments) is not affected by the passage of this Town Center Code, to the extent that it is a legal nonconforming use, structure or site as referenced under ~~by the following~~ title SMC 18.46.

3. Specified Uses

A. For existing residential dwellings lawfully constructed as of the effective date of title may be maintained and expanded under provisions following SMC 18.29.060(B).

B. Existing specified uses can be converted into commercial but not multifamily.

4. Review Process

A. Land-Use Permit review process will follow SMC 18.56.

B. Design review required pursuant to SMC 18.40

1. 5. Form-based Code Modifications

1. Purpose

~~A. Purpose~~

1. **The standards established in this Town Center Code are intended to achieve the following principles:**

Maintain a safe, walkable and attractive urban environment along the street;

a. Maximize opportunities for redevelopment and investment in the Town Center;
b. Provide a diversity of housing options;
c. Promote development that will support transit and commercial services the community desires;
d. Protect established single-family residential areas from incompatible development;
e. Protect integrity of established Historic Districts and significant historic/civic landmarks;
f. Balance development opportunity and conservation along the riverfront by promoting development scale/form that maintains public accessibility to the river and considers public/private benefits of scenic views along the river;
g. Consider impacts of topography, both in terms of reasonableness of the standard when applied to a particular site and the potential impacts on adjoining properties;
h. Increase the tree canopy
i. Support adopted plan policies and recommendations.

2. However, specific site features (topographic changes, lot size or irregular dimension, physical barriers or easements) may create conditions that make compliance with a specific standard impractical or undesirable. It is also recognized that alternative design solutions may achieve the principles stated above but may not comply with a specific standard. This section establishes the procedures for considering requests for a modification to the standards. These are divided into minor staff approved modifications, and major modifications approved by the Director upon recommendation by the Design Commission.

3. It is the responsibility of the applicant to meet the burden of clearly demonstrating the reason for the requested code exception and to provide sufficient documentation to illustrate how the modification is related to a site constraint and/or how the modification would equal or exceed the existing standard in terms of achieving the principles stated above.

2. Minor Code Modifications

~~B. Minor Code Modifications~~

During the Plan Review process, the Director is authorized to approve minor code modifications at the request of an applicant, provided the portion of property for the requested modification does not fall within 30 feet of any Low Density Residential zone. Any code modification request that falls within 30 feet of any Low Density Residential zone must be considered by the Design Commission. The Director is only authorized to take action on the merits of a specific requested code modification and is not authorized to require the applicant to offset the code modifications with additional development enhancements.

A. Building Coverage

Increase of up to 5% of the maximum building coverage allowance.

B. Building Setbacks

i. Increase of up to 5 feet of a required maximum primary or side street setback. Decrease of up to 2 feet of a required minimum primary or side street setback.
ii. Decrease of up to 2 feet of a required common lot line or alley setback. Setbacks abutting a transition zone cannot be reduced by the Director.

C. Lot Frontage

Decrease of up to 10% of a primary or side street lot frontage requirement.

D. Parking Setbacks

i. Decrease of up to 5 feet of a required primary or side street parking setback.

ii. Decrease of up to 2 feet of a required common lot line or alley setback. Setbacks abutting a protected zone cannot be reduced by the Director.

E. Building Mass

Increase of up to 10 feet of the maximum length of a street-facing building facade.

F. Transparency

i. Decrease of up to 5% of the minimum percentage of windows and doors that must cover a street-facing building facade.

ii. Increase of up to 5 feet of a maximum allowed blank wall area on a street-facing building facade.

G. Story Height

i. Decrease of up to 1 foot of a required minimum ground floor elevation or up to 18 inches for accessibility needs.

ii. Increase of up to 2 feet of a required maximum ground floor elevation.

iii. Increase of up to 5 feet of a required maximum ground floor elevation if there is a slope of 10% or greater (as measured parallel to the street).

iv. Decrease of up to 1 foot of a required minimum ground story floor height.

H. Pedestrian Access

Increase of up to 10 feet of the maximum required distance between street-facing entrances.

I. Sidewalk and Street Tree/Furniture Zone

i. Decrease the minimum Pedestrian or Street Tree zone depth in cases where insufficient right-of-way exists as measured from the street curb to the right-of-way line after consulting with the Public Works Director.

ii. Decrease or increase tree spacing where the existing tree pattern is different, or to accommodate utilities or underground vaults after consulting with the Public Works Director.

J. Landscape

i. A reduction of up to 50% in the width of a buffer abutting a public easement or right-of-way may be granted, provided that all of the originally required landscape material is included in the reduced-width buffer.

ii. Where conflicts arise, perimeter plantings or other required landscape abutting a street edge may be substituted for streetscape planting within the public right-of-way.

iii. Alter the spacing of the required Interior Islands to accommodate existing healthy, high quality trees, vegetated green infrastructure, or to maintain the number of required parking spaces. The total number of required trees must still be provided and the tree spacing must still provide shade cover for the entire

parking lot.

3. Major Modifications

~~C. Major Modifications~~

1. The Hearing Examiner is responsible for reviewing major modification requests that do not qualify for staff approval, and to review appeals of staff decisions/ interpretations.
2. When reviewing requests for modifications, the Hearing Examiner must consider the principles stated below.
3. The Hearing Examiner's decision to approve or deny a request for a modification is based on the following considerations
   a) The physical conditions of the property, such as steep slopes, flood plain, drainage, or small or irregular lot shape, make compliance to the specific standard physically impossible, and this hardship is not created by the applicant; or
   b) The applicant meets the burden of presenting an alternative means of compliance that clearly demonstrates how the code exception would equal or exceed the existing standard in terms of achieving the stated principles above; and
   c) The modification will not significantly impact adjacent property owners, the character of the area, traffic conditions, parking, public infrastructure, water quality management, and other matters affecting the public health, safety and general welfare
   d) The modification will not result in a substantial departure from the basic urban principle that buildings should directly front streets (as opposed to being set back from the right-of-way) and add value to the animation and pedestrian walkability of the street edge.
4. The consideration of a Major Modification shall be subject to the procedures established in chapter SMC 18.56 Land Use Procedures for a Variance request before the Hearing Examiner.

4. Appeals

A. Appeals of minor modifications see SMC 18.56.160.

B. Appeals of major modifications see SMC 18.56.170.

Chapter 2. Town Center District Areas

1.1. District Areas

The Town Center Code is organized by Districts derived from existing and future neighborhood characteristics. Districts are distinguished from one another by their overall physical and functional form, including but not limited to: street and block patterns; building placement and height; diversity, distribution, and intensity of land uses; and diversity of mobility options. This approach provides a range of zoning options that set standards for new development that change based on the established District of a particular neighborhood.

1. District Zoning ~~Area~~

Town Center Plan Districts

The following Downtown zones, organized by District are established below.

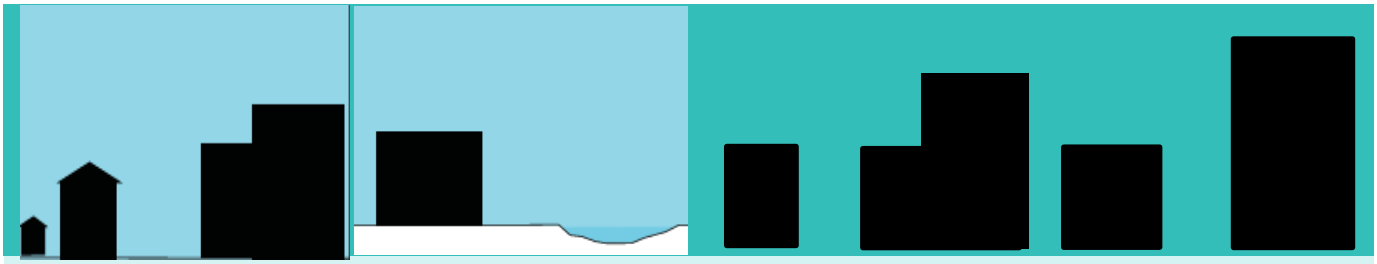
	Height (in stories)
STATION DISTRICT (SD)	**3-5** ~~3-4; 3-5~~
~~**Station District**~~ SD- Transition Area	**2-3**
RIVERFRONT (RD)	3-6
~~**Riverfront**~~ RD- West Main Street	**2-5**
WEST SUMNER DISTRICT (WSD)	3-6
~~**West Sumner District**~~ WSD- IDEA Overlay	**1-3; 2-6**
HISTORIC CENTRAL BUSINESS DISTRICT (HCBD)	**1-4** ~~2-5~~
~~**Historic CBD**~~ HCBD- Transition Area	**2-3**
~~Protected/Transition Area~~	~~2-3~~

NOTE: Chapter 2 is revised to contain the Town Center District Zoning and Street standards, MA-01 amends the TCP zoning map to reflect District zoning amendments and adjustment to the heights above. The 2025 TCP update allows for more height flexibility in the WSD and preservation of 4-story heights in the HCBD.

2. Town Center District Areas Established

The following Town Center Districts are established below (Figure 1).

Figure 1. Town Center Districts



Station (SD)	Riverfront (RD)	Historic CBD (HCBD)	West Sumner (WSD)
Consists of low-to-medium-intensity residential and commercial areas (up to 5 stories)	Consists of medium-intensity residential and commercial areas (up to 6 stories).	Consists of medium-to-high intensity ~~residential~~ (up to 4 stories) that is compatible with and maintains a lively Downtown character formally known as the central business district ~~character~~.	Consists of the greatest intensity and height (up to 6 stories), with the greatest variety of uses.

















1.2 Town Center Map

Figure 2. Town Center Zoning Map

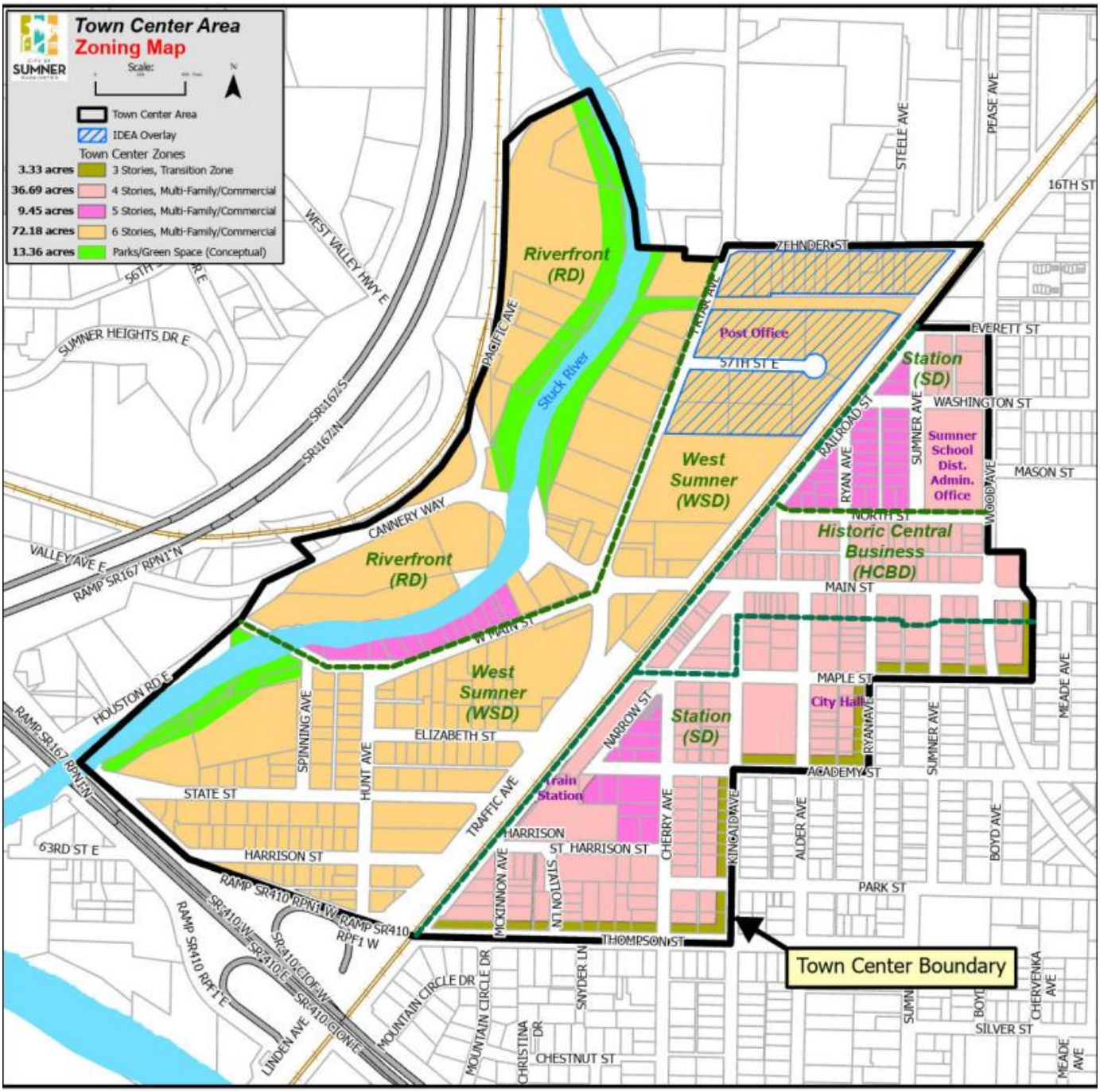
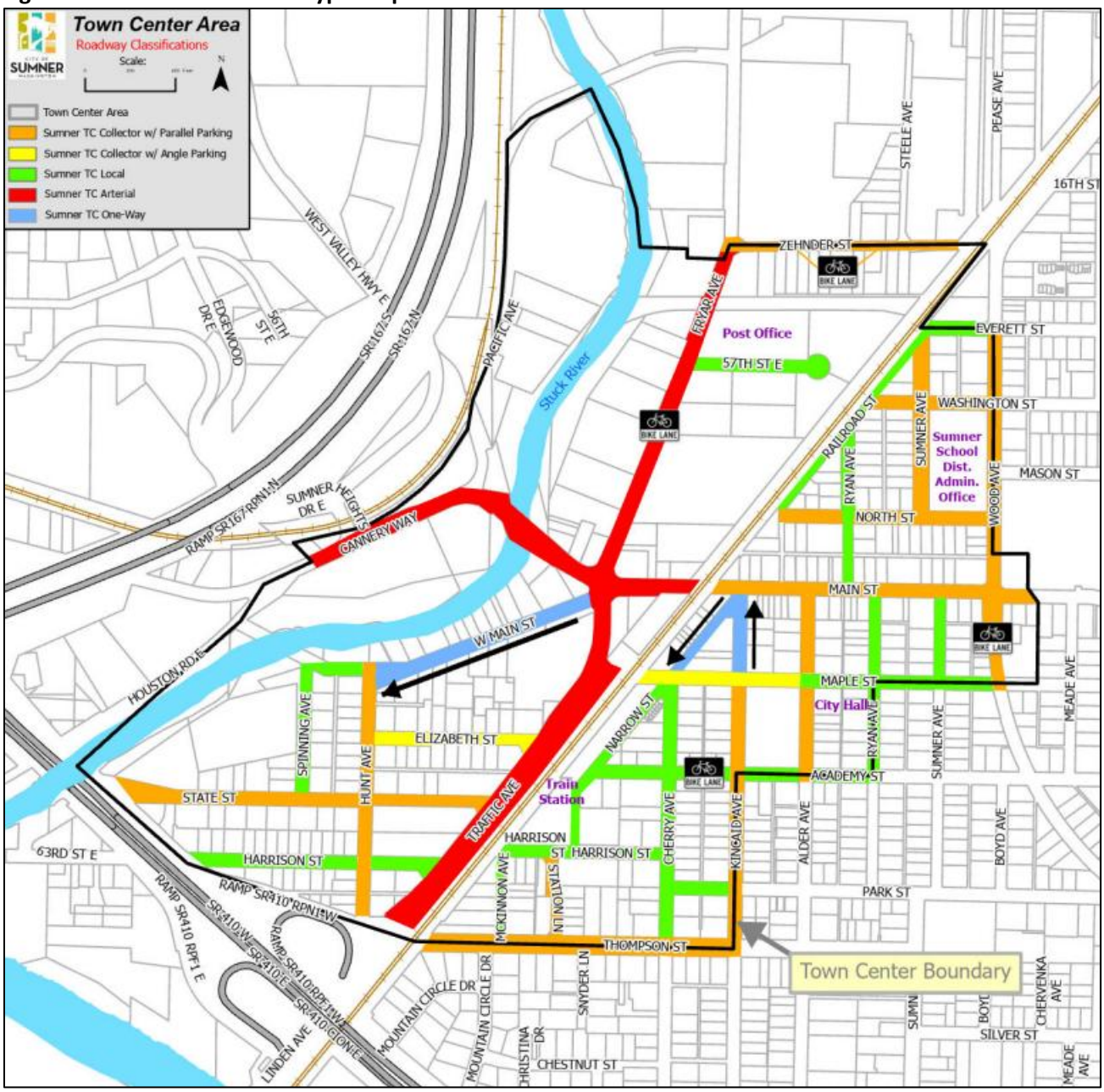


Figure 3. Town Center Street Type Map



NOTE: This Street Type Map update modifies the following road classifications:

1. Hunt Ave (used to be TC Collector w/ angled)
2. State Street (used to be TC Local West of Hunt)
3. Kincaid and Cherry Ave (used to be TC Local)

Amendments include identifying bike lane street types, consistent with the TMP.

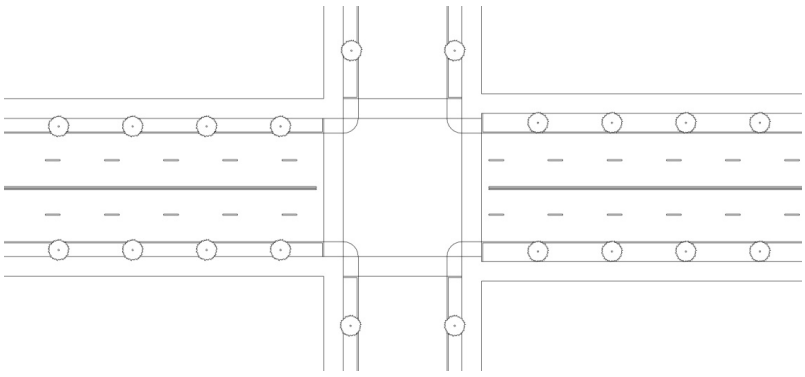
2. 3. TCP Street Standard Details

1. Arterial



TC Arterial Street Standard: Typical 80'-90' ROW width	
Ⓐ Drive aisle width	11' min
Ⓑ Center Turn Lane	10' min
Ⓒ Sidewalk width	6' min
Ⓓ Sumner Links Trail*	14' min
Ⓔ Landscape buffer/tree planting width	See public realm standards

Typical Arterial Street Cross section.



**refer to the Sumner's Parks and Trails plan and the TMP for Trail imporvements*

2. TC Collector with Angle Parking

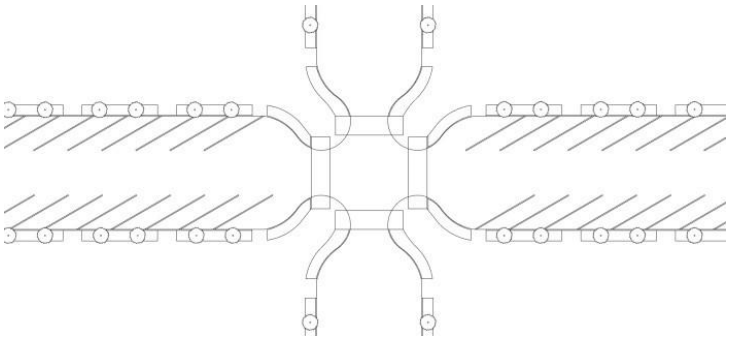


TC Collector Street Standard: 80' ROW width

Ⓐ Drive aisle width	10' min
Ⓑ Angled Parking (both sides)	18' min length
Ⓒ Sidewalk width	6' min/12' max*
Ⓓ Landscape buffer/tree planting width	See public realm standards

**where there is insufficient ROW, the Director may reduce through a minor modification and/or allow a 10-foot wide easement option.*

Typical Collector w/ Angled Parking cross section.

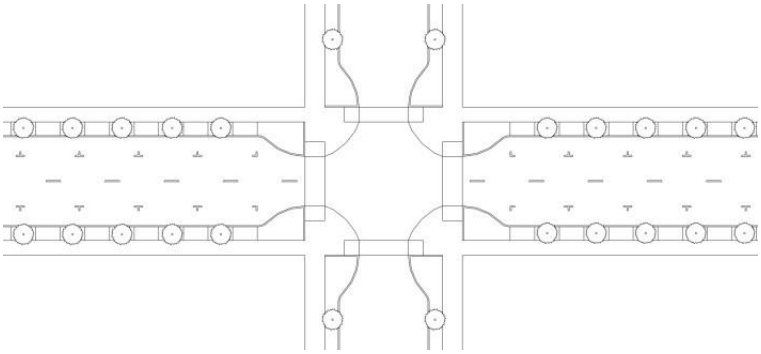


3. TC Collector w/ Parallel parking

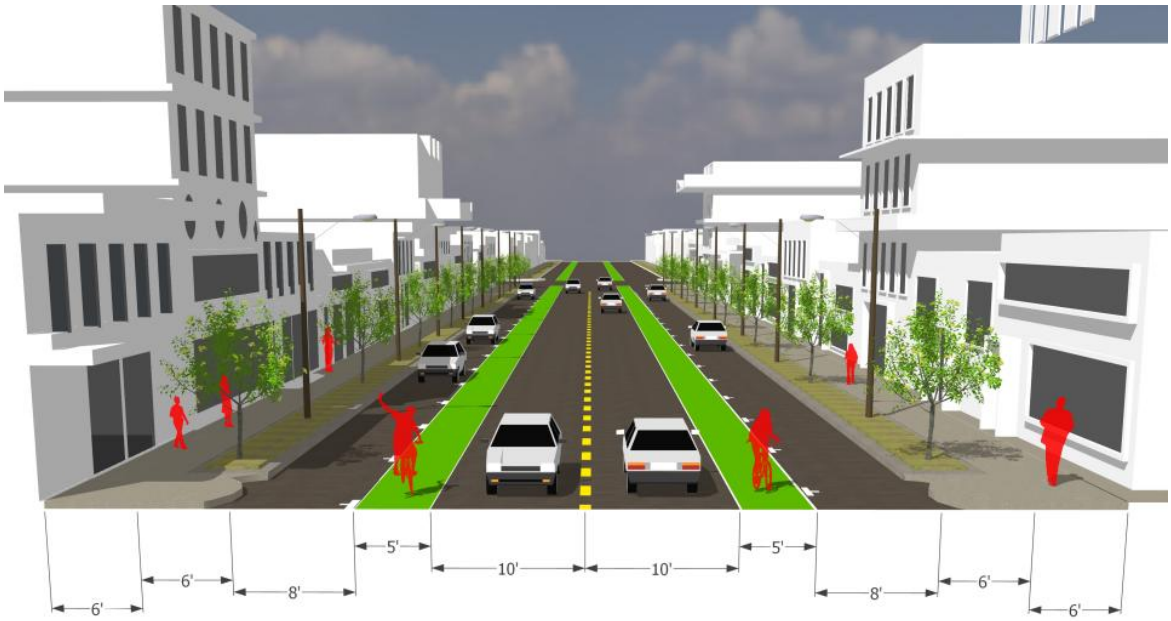


TC Collector Street Standard: Typical 60’ ROW width	
Ⓐ Drive aisle width	10’ min
Ⓑ Parallel Parking (both sides)	8’ min
Ⓒ Sidewalk width	6’ min
Ⓓ Landscape/Tree/Furniture Zone	See public realm standards

Typical Collector w/ Parallel Parking cross section.



A. TC Collector w/ Parallel Parking + Bike Lanes



TC Collector Street Standard: Typical 70' ROW width	
Ⓐ Drive aisle width	10' min
Ⓑ Parallel Parking (both sides)	8' min
Ⓒ Sidewalk width	6' min
Ⓓ Landscape/Tree/Furniture Zone	6' min*
Ⓔ Bike Lanes width	5' min

**where there is insufficient ROW, the Director may reduce through a minor modification*

B. TC Collector. IDEA Overlay zone



TC Collector Street Standard: Typical 60' ROW width

Ⓐ Drive aisle width	10' min/11' max
Ⓑ Parallel Parking (one side)	8' min
Ⓒ Bike Lanes width	5' min
Ⓓ Sidewalk width	6' min
Ⓔ Landscape/Tree/Furniture Zone	6' min*

**where there is insufficient ROW, the Director may reduce through a minor modification*

4. TC Local Street

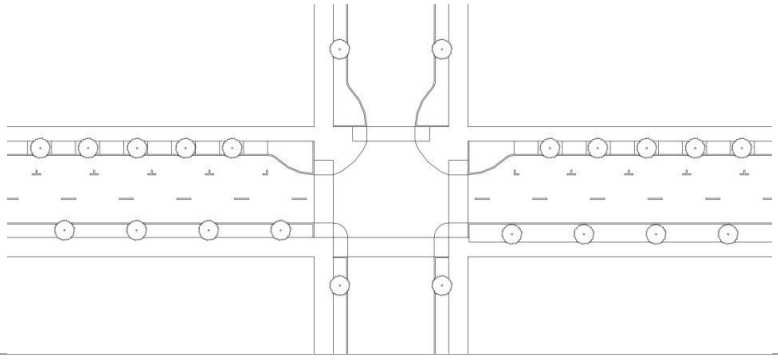


TC Local Street Standard: 50’ ROW width

Ⓐ Drive aisle width	10’ min
Ⓑ Parallel Parking (one side)	8’ min
Ⓒ Sidewalk width	6’ min
Ⓓ Landscape/Tree/Furniture Zone	4’-6’ min*

**where there is insufficient ROW, the Director may reduce through a minor modification*

Typical Local Street Cross Section (w/ bulbous):



5. TC One-Way Street



West Main Street Concept

TC One-Way Street Standard: 60’ ROW width

Ⓐ Drive aisle width	10’ min
Ⓑ Back-in Angled Parking (one side)	8’ min
Ⓒ Sidewalk width	6’ min
Ⓓ Sumner Links Trail width	14’ min
Ⓔ Landscape/Tree/Furniture Zone	6’ min*

Chapter 3. Rules for All Zones

Chapter 3. Rules for All Zones 3-2

3. 1. Lot Types 3-3

3. 2. Civic (New Section) 3-13

3. 3. Measurements and Expectations 3-15

3. 1. Lot Types

1. Purpose

A. Lot types establish a common vocabulary for the built environment and are used primarily to establish broad intensity and use options for each lot. For example, the Mixed-Use Lot Type allows a mixture of residential and commercial uses on a single lot, while, the Multi-Unit Lot Type (5+ units), allows any number of residential units provided they fit within the constraints of the district.

B. Alternative configurations for each lot type are shown to encourage creative building design and to help expand housing options in the Town Center. The configurations shown are not an exhaustive list, additional configurations that fit within the rules of the zone are encouraged.

C. Lot types are allowed by zone. Some zones allow multiple lot types.

D. The primary constraint for each lot type is minimum lot size, which applies based on the respective zone.

2. Descriptions

A. **Two-Unit Residential**
A lot that allows up to two attached dwelling units. Except for home occupations, no commercial activity is allowed. Up to 2 detached ADUs allowed subject to site development requirements.

B. **Single-Unit Residential attached**
A lot that allows one dwelling unit, attached on one or more sides to a single unit on an abutting lot, including detached ADUs. No commercial activity is allowed, except for home occupations and live/work is allowed in certain zones subject to standards that limit the scale and extent of the commercial activity.

C. Multi-Unit (Up to 4 units)
A lot that allows up to four attached dwelling units. No commercial activity is allowed, except for home occupations and live/work is allowed in certain districts subject to standards that limit the scale and extent of the commercial activity.

D. Multi-Unit (5+ units)
A lot that allows five or more attached dwelling units. No commercial activity is allowed, except home occupations and live/work is allowed in certain districts subject to standards that limit the scale and extent of the commercial activity.

E. Mixed-Use
A lot that allows a variety of permitted residential and commercial uses.

F. Commercial
A lot that allows a variety of permitted commercial uses. No residential uses are allowed.

G. IDEA
A lot that allows a variety of small-scale manufacturing uses, also known as artisan manufacturers or light fabricators, mixed- use lot types are allowed in this overlay, see listed uses under SMC 18.22.040.

H. Civic
A lot that allows a specific set of public and/or institutional uses. No residential use is allowed.

3. Two-Unit Attached ~~Single-unit Attached~~

A. Description

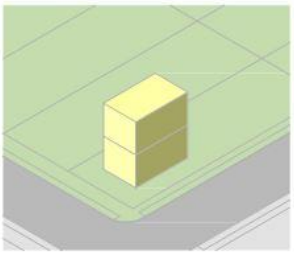
A lot that allows up to two attached dwelling units. Except for home occupations, no commercial activity is allowed. Up to 2 detached ADUs allowed subject to site development requirements.

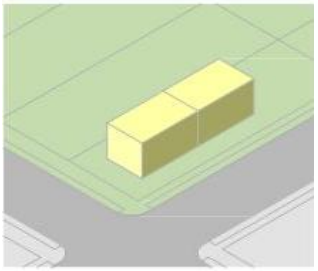
B. Character Examples

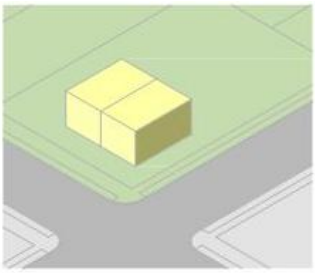




C. Configuration Examples







D. Districts Allowed

1. **Station District w/in transition area**
2. **Riverfront District**

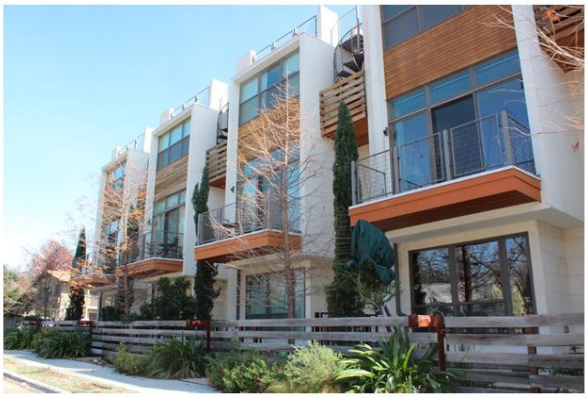
4. Multi-Unit (up to 4)

A. Description

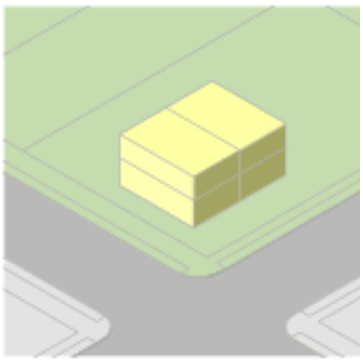
A lot that allows up to four attached dwelling units. No commercial activity is allowed, except live/work is allowed in certain districts subject to standards that limit the scale and extent of the commercial activity.

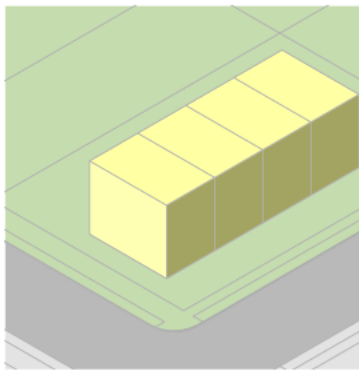
B. Character Examples

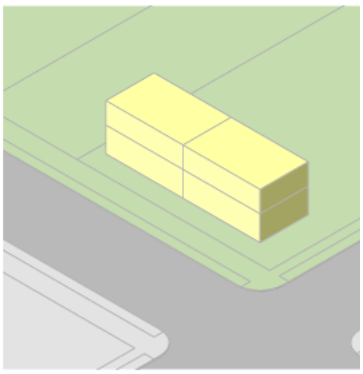




C. Configuration Examples







D. Districts Allowed

1. Station District
2. West Sumner District
3. Riverfront

5. Single-Unit Residential Attached

A. Description

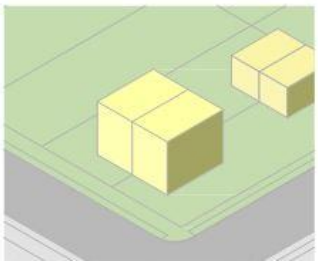
A lot that allows one dwelling unit, attached on one or more sides to a single unit on an abutting lot. Also allows one detached or attached accessory dwelling unit per lot. No commercial activity is allowed, except home occupations and live/ work is allowed in certain zones subject to standards that limit the scale and extent of the commercial activity.

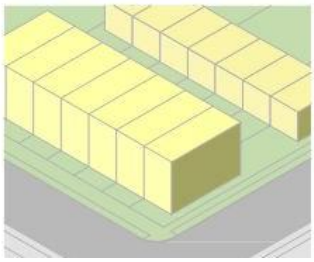
B. Character Examples

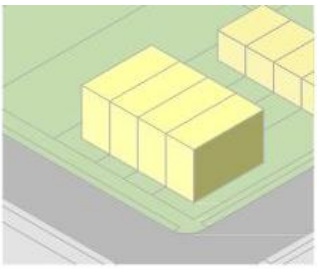




C. Configuration Examples







D. Districts Allowed

1. **Station District**
2. **Riverfront District**
3. **West Sumner District**
4. ~~Old Cannery~~

6. Garden Style

A. Description

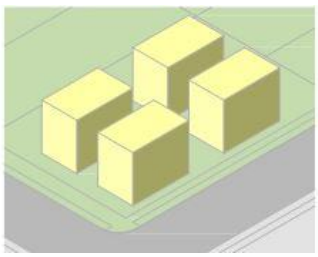
A garden apartment complex is characterized by a cluster of low-rise buildings, usually no more than two or three stories high (although more modern complexes often rise to 4-5 floors), on a single piece of property. Access to units is usually obtained via an exposed stairwell. Open lawns, landscaping, and pathways are considered common areas for apartments of these sorts, and some communities have amenities such as pools, clubhouses, playgrounds, laundry rooms (sometimes multiple) and gyms on the property as well. Parking for these units is surface parking or detached garages.

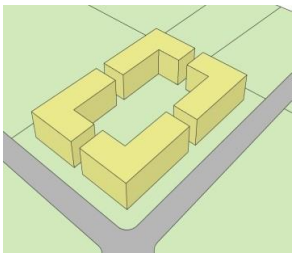
B. Character Examples

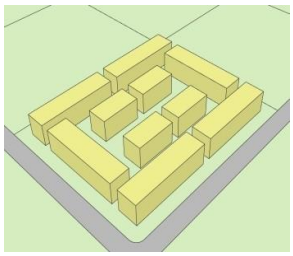




C. Configuration Examples







D. Districts Allowed

1. None ~~Prohibited.~~

7. Multi-unit (5+ units)

A. Description

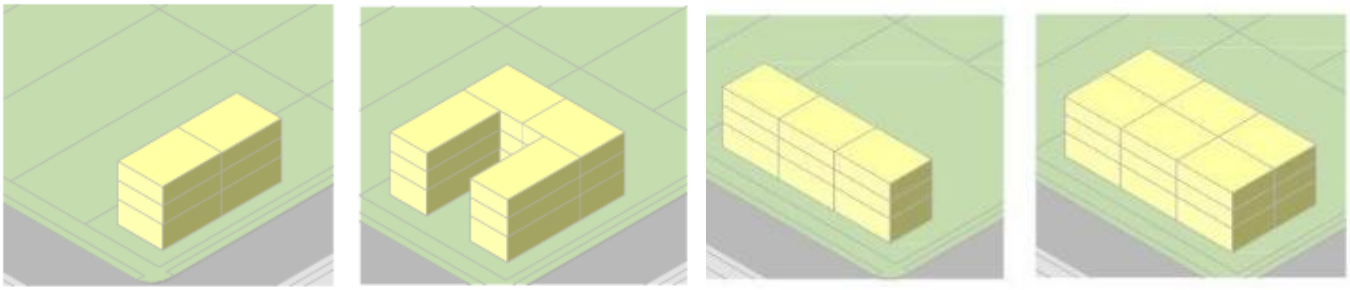
A lot that allows five or more attached or detached dwelling units. Commercial activity is allowed, but ~~likely~~ limited to home occupations and live/work ~~is allowed~~ in certain zones subject to standards that limit the scale and extent of the commercial activity. Certain commercial activity is not allowed in the transition areas adjacent to LDR zoning. (see SMC 18.29.050).

B. Character Examples





Configuration Options



C. Districts Allowed

1. Station District
2. Riverfront District
3. West Sumner District
4. Riverfront

8. Mixed Use

A. Description

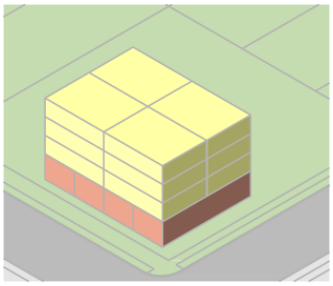
A lot that allows a variety of permitted residential and commercial uses.

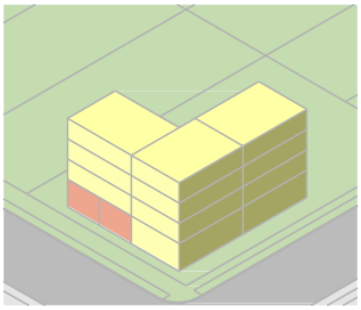
B. Character Examples

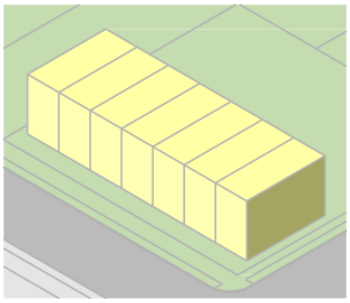




C. Configuration Examples







D. Districts Allowed

1. **Station District**
2. **Riverfront District**
3. **West Sumner District**
4. **Historic Commercial Business District**

9. Commercial

A. Description

A lot that allows a variety of permitted commercial uses. No residential uses are allowed. Commercial activity is limited in the transition areas adjacent to LDR zoning. (See SMC 18.29.050).

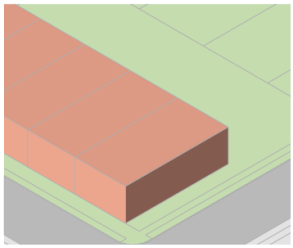
B. Character Examples

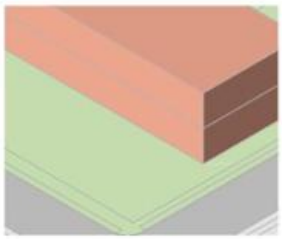


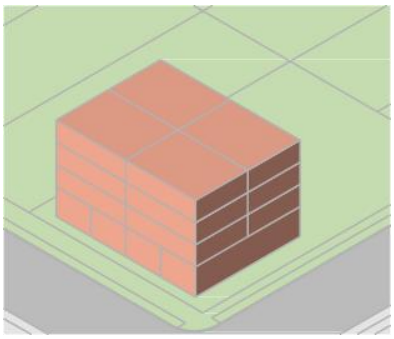




C. Configuration Examples







D. Districts Allowed

4. **West Sumner**

2. Riverfront District

3. Station District

4. Historic Commercial Business District

10. IDEA (New Section)

A. Description

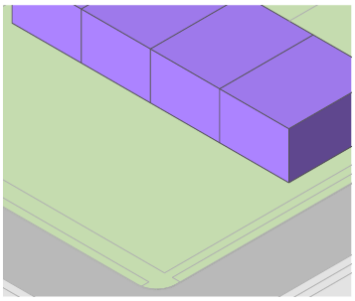
A lot that allows a variety of small-scale manufacturing and artisan enterprises, see SMC 18.29.030. Some residential uses may be allowed such as artisan lofts.

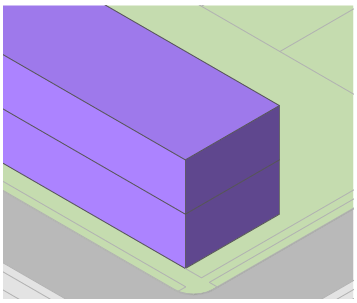
B. Character Examples

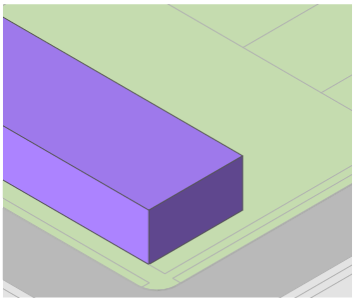




C. Configuration Examples







D. Districts Allowed

1. WSD-IDEA Overlay zone

11. Civic Lot Type (New Section)

A. Description

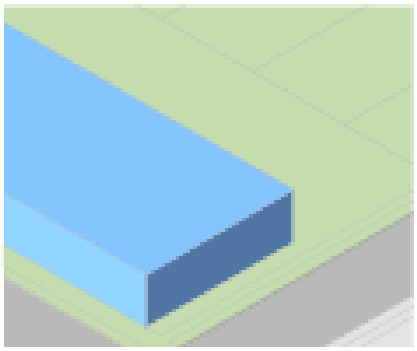
A lot that allows a specific set of public and civic uses. No residential use is allowed.

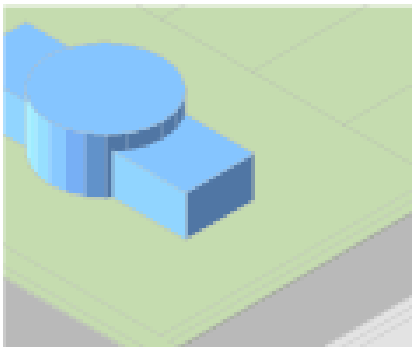
B. Character Examples

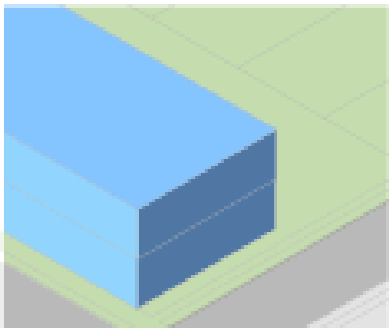




C. Configuration Examples







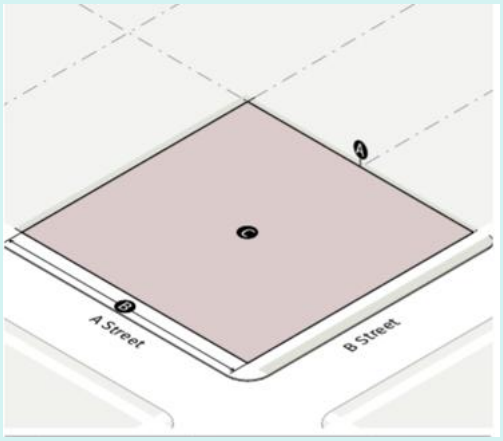
5. District Allowed

1. All Districts

E. Form Standards for Civic Lot Types (New Section)

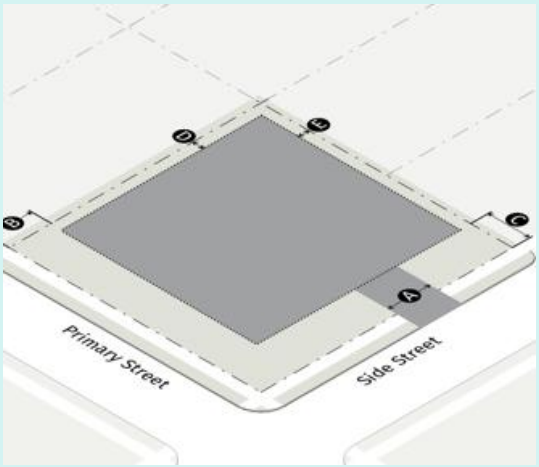
Civic Lot Standards Applies in all Zones

Lot Parameters



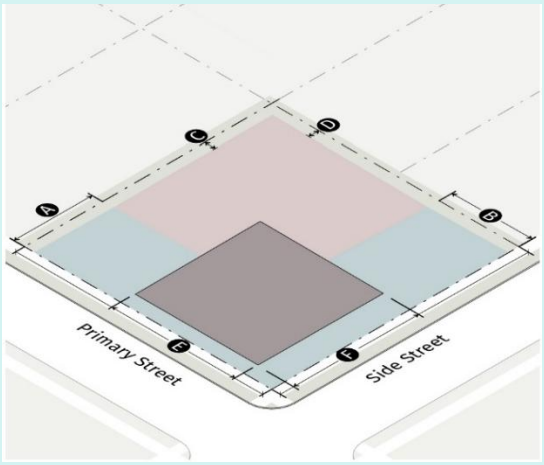
Lot	A. Area	B. Width
Civic	NA	NA
Specifications		
Building Coverage	100 %	

Access and Parking



A. Driveway width in setback	**20’ max**
B. Primary Street	20 feet min
C. Side Street	20 feet min
D. Side lot line	5’ min
E. Rear lot line	5’min

Building Placement



Building Setbacks	
A. Primary Street	0’ min /30’ max
B. Secondary Street	0’mi n/30’ max
C. Side: common lot line	0’ min
D. Rear: common lot line	0’ min

Lot Frontage	
E. Primary Street	50% min
F. Secondary Street	50% max

Building Height	
Minimum Height	**NA**
See Town Center Zoning map for max height in each District	

Public Realm Standards	See Street Type Map
See Design Guidelines, Chapter 1 to address or transparency and blank wall standards.	
Building Elements subject to Design Review	

3. 2. Measurements and Expectations

1. Building Placement

A. Primary and Side Streets

1. Where only one street abuts a lot, that street is considered a primary street.

2. A multiple street frontage lot must designate at least one primary street. A lot may have more than one primary street. The Director of will determine which streets are primary streets based on the following:

   a) An A Street is always considered a primary street.
   b) The pedestrian orientation of the street, existing or proposed;
   c) The established orientation of the block;
   d) The street or streets abutting the longest face of the block;
   e) The street or streets parallel to an alley within the block;
   f) The street that the lot takes its address from; and
   g) The street with the highest classification or highest traffic counts.

B. Primary and Secondary Streets

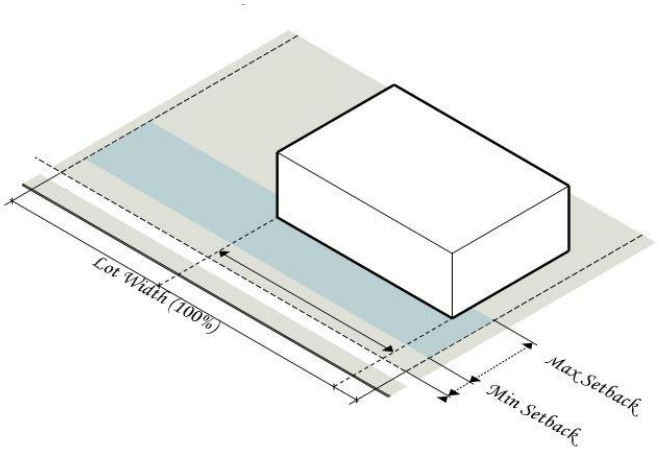
1. Streets have been mapped on Figure **3** ~~4~~.
   Streets not mapped are considered B Streets.

C. Setback Line

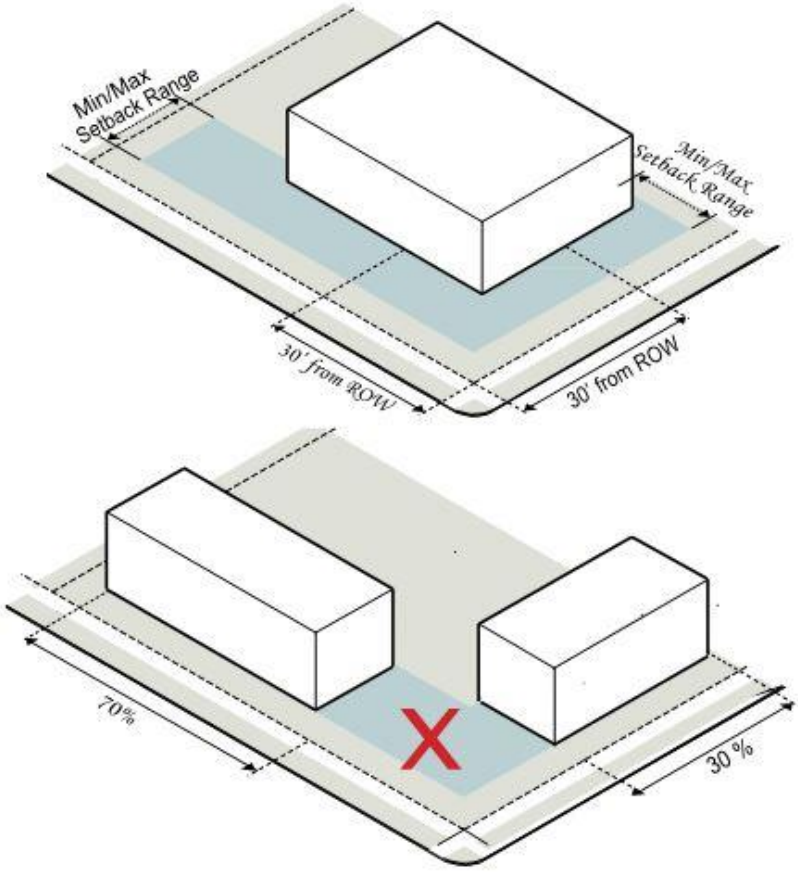
1. Building setback lines apply to both principal and accessory buildings or structures except where it explicitly states otherwise.
2. Any setback greater than 5 feet must provide an intentional public or pedestrian activity space between the building and the right-of- way, such as a park, plaza, outdoor dining, or landscaped area including shrubs and trees.

D. Lot Frontage

1. Lot frontage is the required percentage of lot width that must be occupied by building facade between the minimum and maximum setback range.



2. On a corner lot, a building facade must be placed within the minimum and maximum setback range for the first 30 feet along the street extending from the block corner, measured from the intersection of the two right-of-way lines.



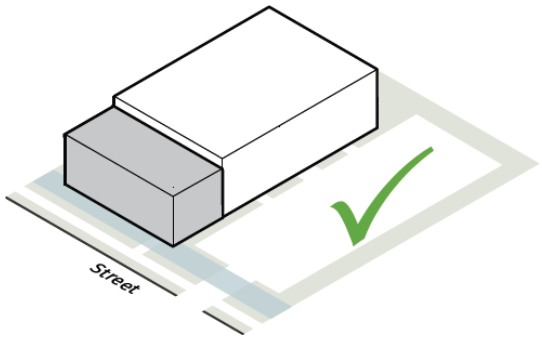
3. With the exception of parking spaces, all structures and uses allowed on the lot are allowed within the minimum and maximum setback range. Vehicle drive-thru lanes or facilities are not permitted within the minimum and maximum setback range.

E. Lot Frontage Requirement on Lots with Existing Buildings

When an existing building is being expanded or a new building is being constructed, and the building or lot doesn't meet the lot frontage requirement, the following provisions apply:

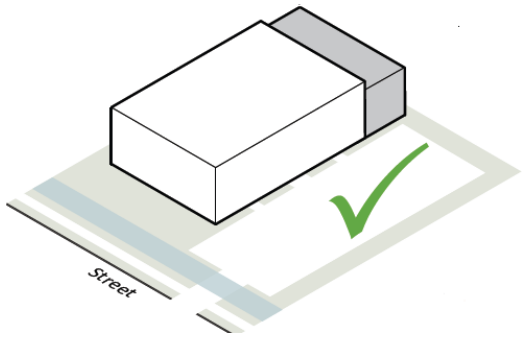
1. Front Additions (Attached)

Any addition to the front must be placed between the minimum and maximum setback range. The addition does not have to meet the minimum lot frontage percentage for the entire lot.



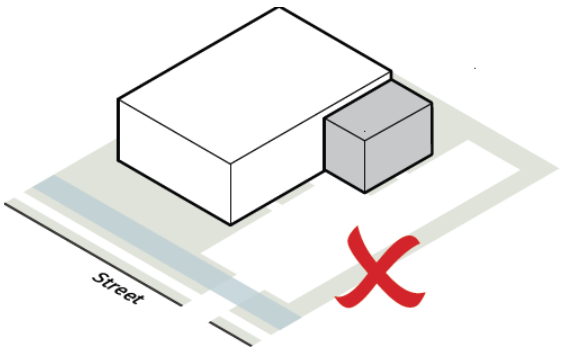
2. Rear Additions (Attached)

Rear additions are allowed because the addition does not increase the degree of the nonconformity.



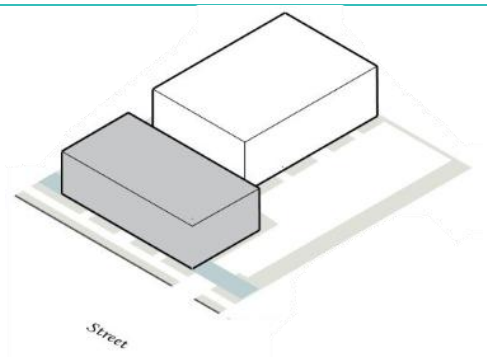
3. Side Additions (Attached)

Side additions that are not constructed within the minimum and maximum setback range are not allowed because the extension increases the degree of nonconformity. ~~width of the building not located between the minimum and maximum setback range.~~



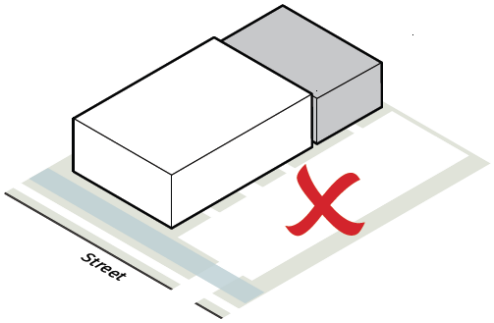
3. **Front: New Building (Detached)**

All new buildings must be placed between the minimum and maximum setback range until the percentage for the lot has been met. The new building does not have to meet the minimum lot frontage percentage for the entire lot.



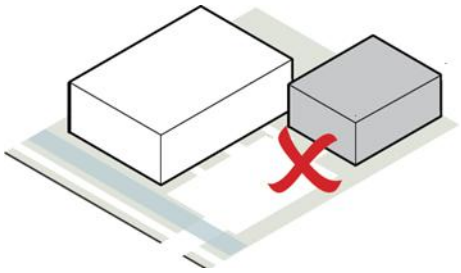
4. **Rear: New Building (Detached)**

New buildings located outside of the minimum and maximum setback range are not allowed until the minimum lot frontage percentage for the lot has been met, except for ADUs for existing specified uses (see SMC 18.29).



5. **Side: New Building (Detached)**

New buildings located outside of the minimum and maximum setback range are not allowed until the minimum lot frontage percentage for the lot has been met, except for ADUs for existing specified uses (see SMC 18.29).



2. Access and Parking Location

A. Vehicular Access

1. New curb-cuts are not permitted on Primary Streets ~~or primary streets~~, except where there is no alley or side street to provide access.
   Vehicular access must be provided via an alley when the alley is determined to be open or accessible by the Director based on the following factors:
   a. Street type; and
   b. Field inspection to determine potential usability.

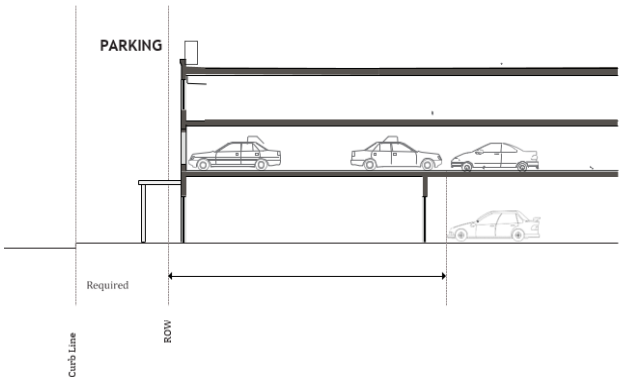
In the absence of alleys, the side street, must be used as the principal vehicular access.

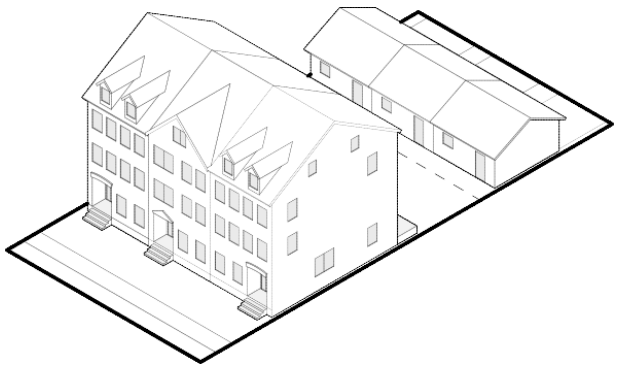
B. Parking Setbacks

1. All parking spaces must be located behind the parking setback line (surface and structured). In almost all cases, this will prohibit parking between the building and the street and allow for landscaping along building edges. Parking below and covered by the ground may encroach into a required parking setback but cannot extend into a required easement or the right-of-way.
2. The parking setback applies to the ground story only.
3. Parking setbacks are measured from the right-of-way.
4. No on-site surface parking is allowed between buildings and the primary street.
5. For commercial uses, no more than 15% of required parking may be surface parking.
6. Structured parking is required for all residential development.

C. Parking Structures

1. Parking structures must meet all the requirements for a principal structure as specified in each zone.
2. Required parking setbacks apply only to the first floor of the parking structure.
3. The ground story of a structured parking garage facing any public street (not including an alley) may have active uses (such as, but not limited to, residential, commercial, office or civic space, where permitted) within the parking setback.
4. Upper stories of structured parking must be screened so that cars are not visible from ground level view from adjacent property or from adjacent public rights-of way (not including alleys) and other public property.





D. Structured Parking for Single-Unit Attached

1. The garage must be placed entirely to the rear of the unit and be rear-accessed. The garage can be attached or detached.

2. The garage doors must face the rear alley or easement, if no alley is present the Director may approve a minor modification.

3. Height and Mass

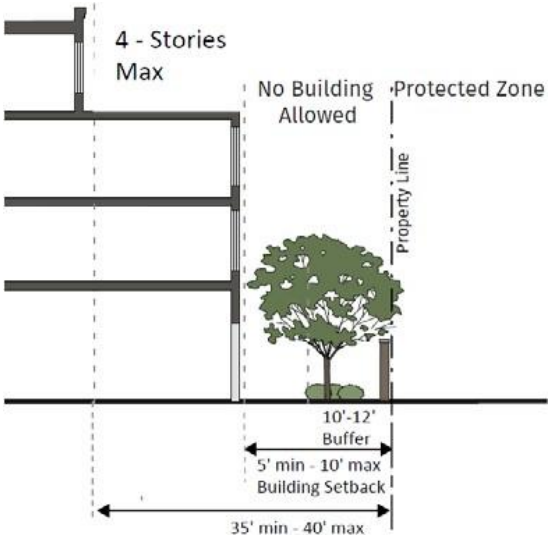
A. Building Height

1. Building height is measured in stories and not in feet. The intent is to allow for flexibility with market conditions for story height (residential/commercial).
2. Average grade is determined by calculating the average of the highest and lowest elevation along finished grade measured along the front of the building parallel to the primary street setback
3. An attic does not count as a story where 50% or more of the attic floor area has a clear height of less than 7.5 feet; measured from the finished floor to the finished ceiling.

B. Height ~~Abutting a Low Density Residential Zone~~ within the Transition Zone

1. The maximum height of any portion of a building or structure within the first 30 feet of a ~~common lot line abutting a protected~~/transition zone ~~is~~ shall be 3 stories.

2. Rooftop patios and/or balconies within a transition zone shall include adequate privacy screening.



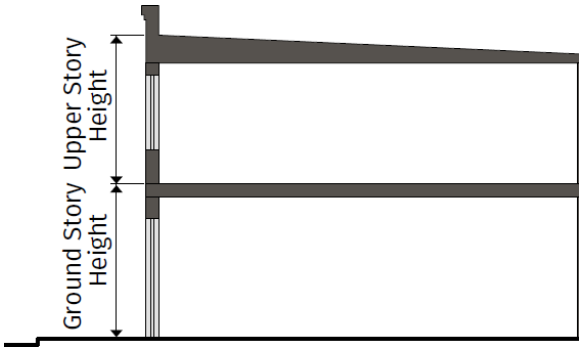
C. Minimum Height

1. The minimum height requirement applies to the first 30 feet of building depth where the building fronts a street.

2. The minimum height for structures 100 feet from Arterial Streets shall be 4 stories.

D. Story Height

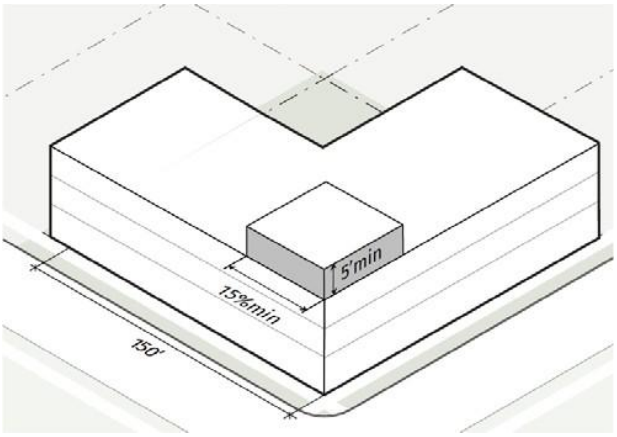
1. Story height is the height of each story of a building and it is measured from the top of the finished floor to the top of the finished floor above. When there is no floor above, upper story height is measured from the top of the finished floor to the top of the wall plate above. Open structures, such as pergolas or shade devices, do not constitute a story and may be placed on building roofs. See the Building Code for any further definition of "story".



E. Building Mass

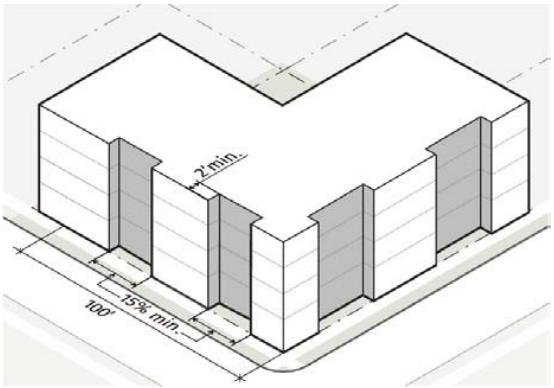
1. **Street-Facing Building Length**
   Street-facing building length is the maximum length of a building or structure.

   For buildings 150 feet or more in length, at least 15% of the street-facing roof line must have a variation in height of at least 5 feet. On a corner lot, the variation in height must be located at the corner of the building that addresses both street fronts.



2. Articulation in building height
   For buildings 150 feet or more in length, at least 15% of the street-facing roof line must have a variation in height of at least 5 feet. On a corner lot, the variation in height must be located at the corner of the building that addresses both street fronts.

3. Articulation in building Façade
   For buildings 100 feet or more in length, at least 2 combinations of the required variations in setback must total no less than 15% of the length of the building.
4. Building articulation in multi-family/or upper stories of mixed-use buildings with residential refer to Multi-family Design Guidelines, Chapter 3.

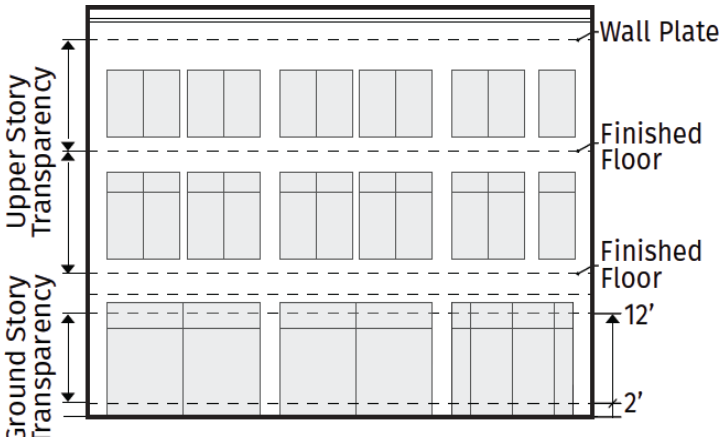


4. Public Realm

A. Transparency

1. Transparency is the minimum percentage of windows and doors that must cover a ground or upper story facade.

2. Transparency applies to street-facing ~~primary and sidestreet-facing~~ -building facades only
3. Glass is considered transparent where it has a transparency higher than 75%.
4. Ground story transparency is measured between 2 and 12 feet above the abutting sidewalk
5. Upper story transparency is measured from top of the finished floor to the top of the finished floor above. When there is no floor above, upper story transparency is measured from the top of the finished floor to the top of the wall plate above.
6. To address transparency, see Design Guidelines, Chapter 1, Section 1.1.1 for all commercial development.
7. To address transparency, see Design Guidelines Chapter 3 for residential portions of mixed-use or multi-family development.



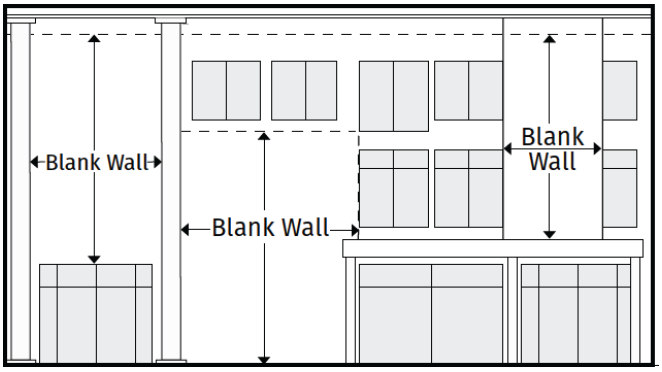
B. Blank Wall Length

~~1. Blank wall length means a portion of the exterior facade of the building that does not include: windows or doors; columns, pilasters or other articulation greater than 12 inches in depth; or a substantial material change (paint color is not considered a substantial change).~~

~~2. Blank wall length applies in both a vertical and horizontal direction, with a surface area greater than 400 square feet.~~

~~3.~~1. Blank wall length applies to ground and upper story primary and side street-facing facades.

2. Refer to Design Guidelines, Chapter 1, Section 1.3.2 to address Blank Walls in all new developments in the Town Center.



C. Gound Floor Elevation

1. Ground floor elevation is measured from top of the adjacent curb, or from the crown of the road where no curb exists, to the top of the finished ground floor.
2. Minimum ground floor elevation applies to the first 30 feet of the lot measured from the right-of-way.

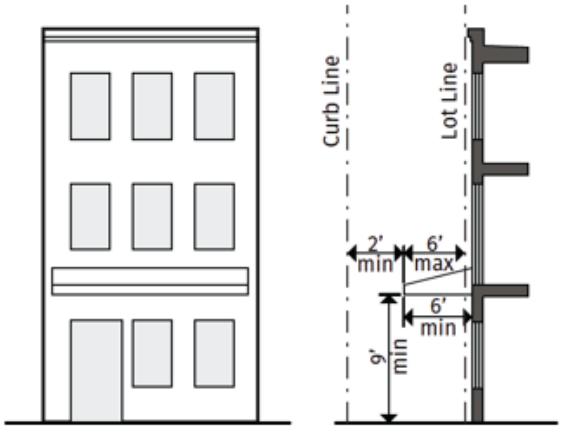
D. Pedestrian Access

1. An entrance providing both ingress and egress, operable to residents at all times and customers during regular business hours, is required to meet the street-facing entrance requirements. Additional entrances off another street, pedestrian area or internal parking area are allowed.
2. The entrance spacing requirements must be met for each building, but are not applicable to adjacent or abutting buildings.
3. Entrance spacing is measured from the edge of door to the edge of the next door.
4. An angled entrance may be provided at either corner of a building along the street to meet the street-facing entrance requirements.

5. Building Elements

A. Intent

The following standards are intended to ensure that certain building elements when added to a building frontage are of sufficient size to be both usable and functional and be architecturally compatible with the frontage they are attached to.



B. Awning/Canopy

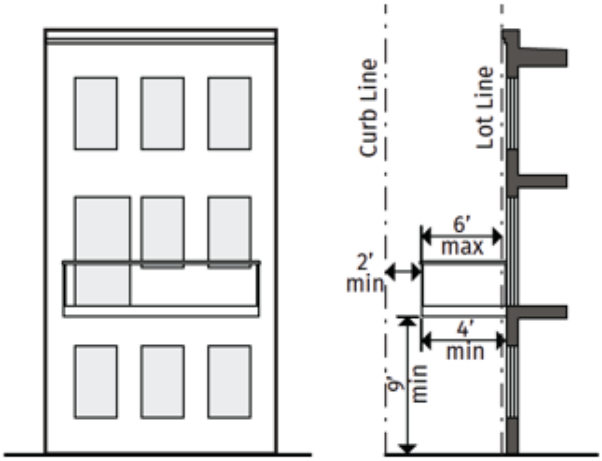
A wall-mounted, cantilevered structure providing shade and cover from the weather for a sidewalk.

1. An awning/canopy must be a
2. minimum of 9 feet clear height above the sidewalk and must have a minimum depth of 6 feet.
3. An awning/canopy may extend into a primary or side street setback.
4. Subject to the issuance of a Right-of-Way (Row) Use Permit and hold harmless agreement, ~~Temporary Use Permit~~ an awning/canopy may encroach up to 6 feet over the right-of-way but must be at least 2 feet inside the curb line or edge of pavement, whichever is greater.

C. Balcony

A platform projecting from the wall of an upper- story of a building with a railing along its outer edge, often with access from a door or window.

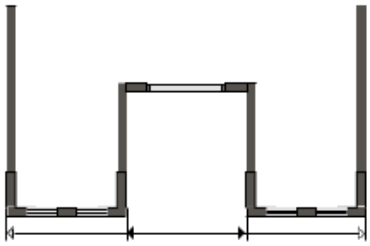
1. A balcony must be at least 4 feet deep.
2. A balcony must have a clear height abovethe sidewalk of at least 9 feet.
3. A balcony may be covered and screened, but cannot be fully enclosed.
4. An balcony may extend into a primary or side street setback.
5. Subject to the issuance of a Right-of-Way (ROW) Use Permit and hold harmless agreement ~~Temporary Use Permit~~ a balcony may encroach up to 6 feet over the right-of-way but must be at least 2 feet inside the curb line or edge of pavement, whichever is greater.



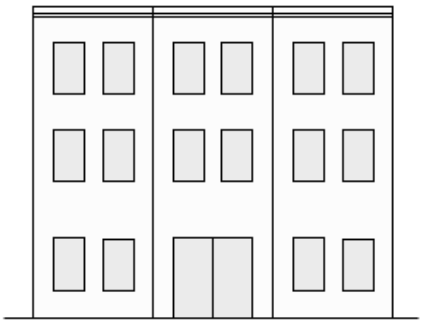
D. Forecourt

An open area at grade, or within 30 inches of grade, that serves as an open space, plaza or outdoor dining area.

1. A forecourt must be no more than one-third of the length of the building face, and in no case longer than 35 feet in width.
2. A maximum of one forecourt is permitted per lot, except for civic lot types.



1/3 of building width up to 35' max

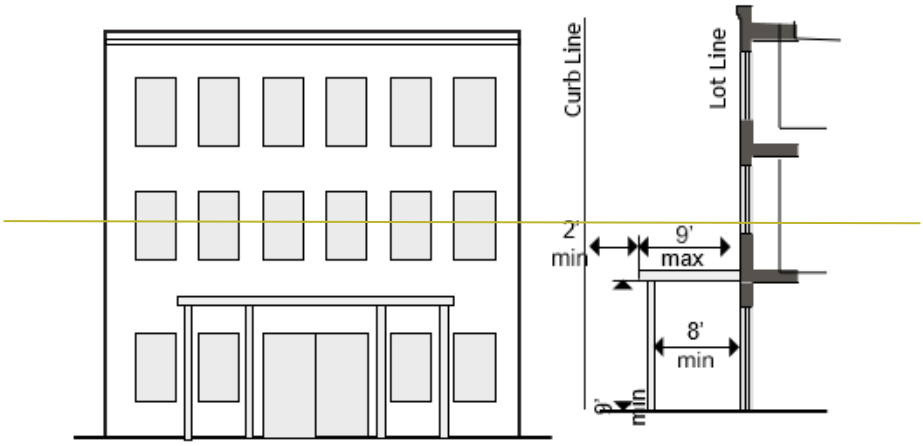


Forecourt

E. Gallery

A covered passage extending along the outside wall of a building supported by arches or columns that is open on three sides.

1. A gallery must have a clear depth from the support columns to the building's façade of at least 8 feet and a clear height above the sidewalk of at least 9 feet.
2. A gallery may extend into a primary or side street setback.
3. Subject to the issuance of a temporary Use Permit, a gallery may encroach up to 9 feet into the right of way but must be at least 2 feet inside the curb line or edge of pavement, whichever is greater.



E. Porch

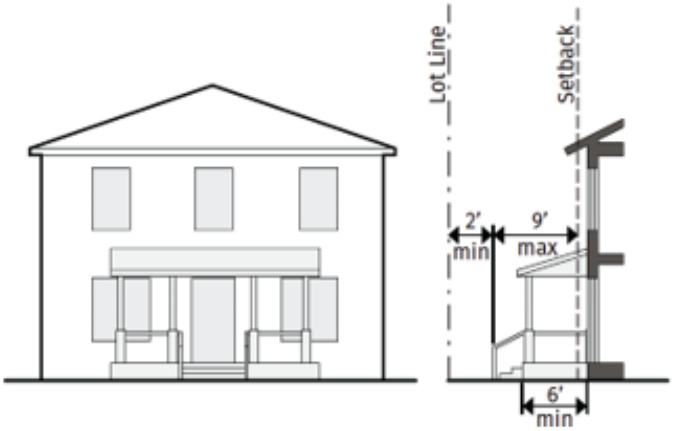
A raised structure attached to a building, forming a covered entrance to a doorway.

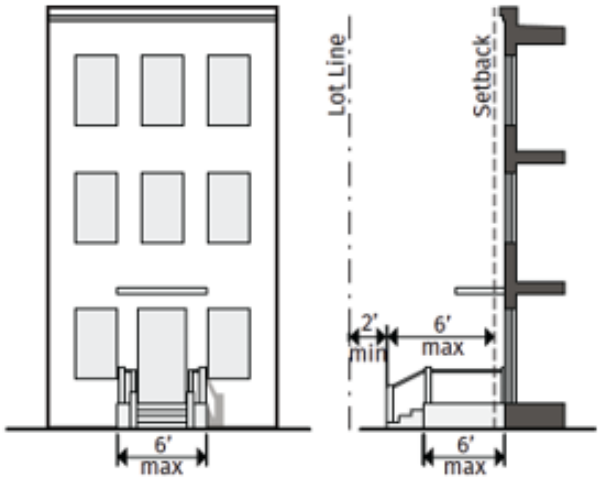
1. A porch must be at least 6 feet deep (not including the steps).
2. A porch must be roofed and may be screened but cannot be fully enclosed.
3. A porch may extend up to 9 feet, including the steps, into a primary or side street setback, provided that such extension is at least 2 feet from the vertical plane of any lot line.
4. The porch and steps may not encroach into the right-of-way.

F. Stoop

A small, raised platform that serves as an entrance to a building.

1. A stoop must be no more than 6 feet deep (not including the steps) and 6 feet wide.
2. A stoop may be covered but cannot be fully enclosed.
3. A stoop may extend up to 6 feet, including the steps, into a primary or side street setback, provided that such extension is at least 2 feet from the vertical plane of any lot line.
4. The stoop and steps may not encroach into the right-of-way.





Chapter 4. Station District (SD)

Chapter 4. Station District (SD)..... 4-1

4. 1. Station District – General Provisions..... 4-2
1. General Character..... 2
2. Built Environment..... 2
3. Streets and Blocks..... 2
4. Parking and Mobility Options..... 2

4. 2. Station District Specific Standards..... 4-3
1. Lot Type Mixed Use/ Commercial..... **Error! Bookmark not defined.**

4. 3. Intent..... 4-3
1. Lot Types..... 4-3
2. Standards for Mixed-use/Commercial Lot Types..... 4-4

4. 4. Lot Type Residential Attached..... 4-8
1. Intent..... 4-8
2. Lot Types..... 4-8
3. Standards for Lot Types..... 4-9

4. 1. Station District – Summary









1. General Character

The Station District consists of medium- to high- intensity residential and transit-oriented areas. Multi- family housing is predominant. Commercial activity is limited to mixed use in multi-family residential buildings and hotels. Priority is given to pedestrians and bicyclists.

2. Built Environment

Buildings can be up to 4 and 5 stories in height and are typically built to the edge of the sidewalk (see height map). Parking must be to the rear of the building(s). Building coverage is high.

3. Streets and Blocks

Streets and rights-of-way are typically wide in order to accommodate the traffic associated with higher intensities. A rectilinear grid of streets frames a regular pattern of mid-sized, walkable blocks. Alleys are currently present. However, will not always be present under the new vision and plan. Block shapes and sizes are relatively consistent. The typical block pattern includes detached and attached sidewalks, street trees, on-street and surface parking, and open space and landscaping. Residential and commercial access is typically via secondary streets and shared service drives to structured parking. Surface parking is severely limited.

4. Parking and Mobility Options

Parking is primarily provided on-street and in structured facilities. Limited surface parking is located to the rear of buildings. In street design, priority is given to pedestrians and bicyclists. There is access to multiple modes of transportation and frequent pedestrian activity.

4. 2. Mixed-Use/Commercial Specific Standards







1. Intent

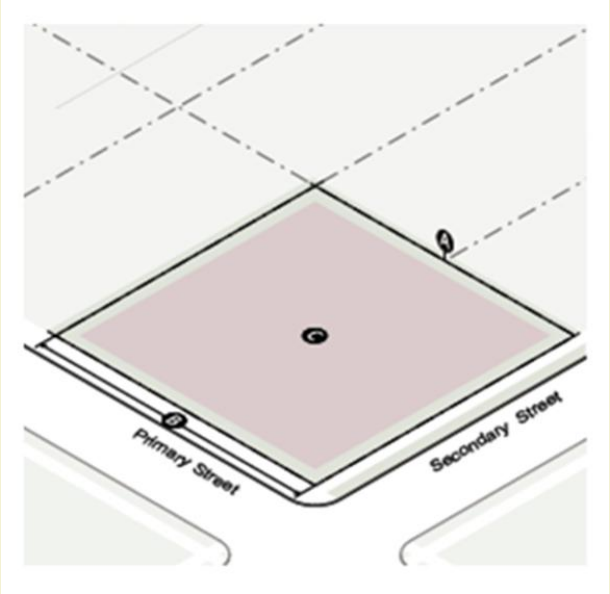
The Station District is intended to accommodate a variety of residential, retail, service and commercial building uses in a storefront environment. Uses are flexible but tall ground floors with large areas of transparent glazing are required to accommodate retail uses in the future.

2. Lot Types

- Mixed Use
- Commercial

3. Form Standards for Mixed-use/Commercial Lot Types

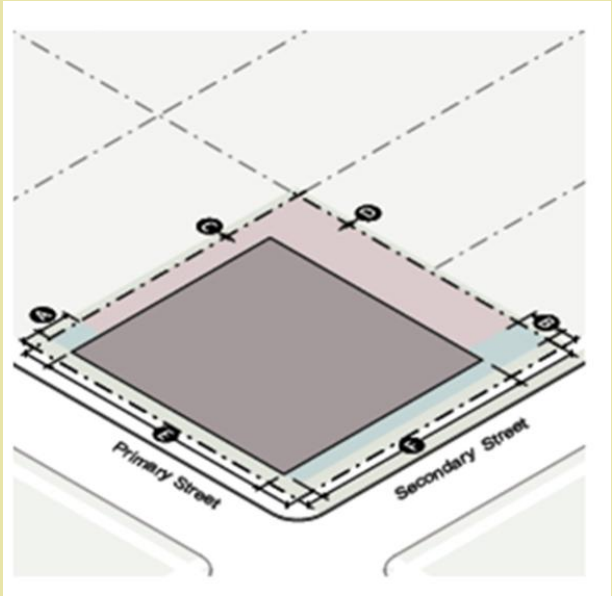
Lot Parameters



Lot	C. Area	B. Width
~~Single- Unit Attached~~ **Mixed Use**	~~1,350 SF~~ **7,500 SF**	~~16' min~~ **50 ' min**
~~Multi- Unit (up to 4)~~ **Commercial**	**n/a**	**n/a**
~~Multi- unit (5+ units)~~	~~n/a~~	~~n/a~~

Specifications	
Building Coverage	90% max

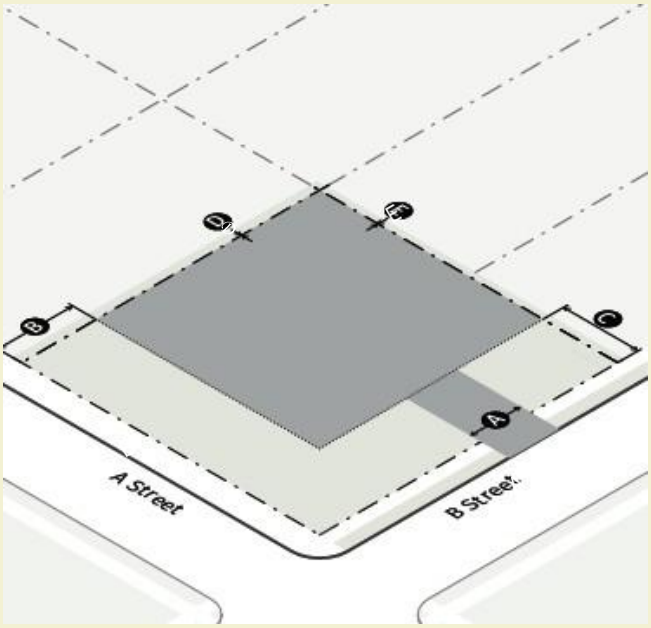
Building Placement



Building Setbacks	
A. Primary Street	0' min /10' max
B. Secondary ~~Primary~~ Street	5'min /10' max
C. Side ~~common~~ lot line	0' min
D. Rear ~~common~~ lot line	0' min

Lot Frontage ~~(see Sec. 38.698.(2.)E~~.	
E. Primary Street	80% min
F. Secondary Street	70% max

Access/ Parking Location

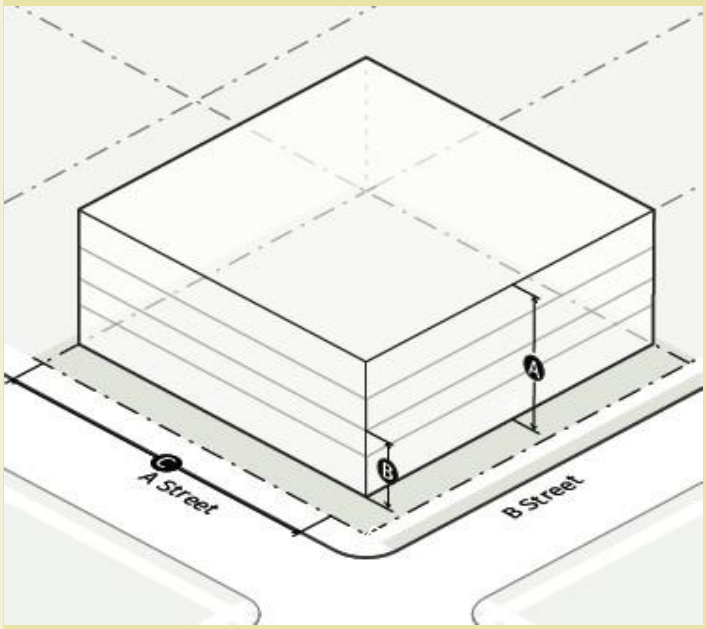


Access	
New street curb-cuts allowed per lot	Determined by the Director
A. Driveway width in setback	20' max

Parking Setbacks	
B. Primary Street	5' min
C. Side Street	5' min
D. Side ~~common~~ lot line	5' min
E. Rear ~~common~~ lot line	5' min

~~*No on-site surface parking is allowed between buildings and the street.~~
~~No more than 15% of required parking may be surface parking. Structured parking is required for all residential development.~~
~~Commercial may have surface parking.~~

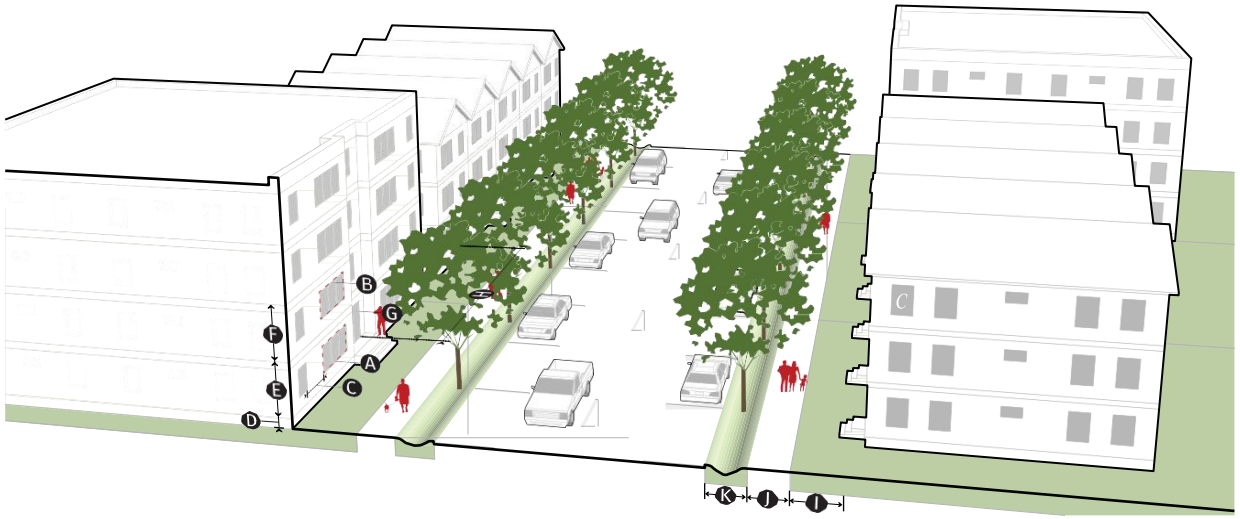
Height and Mass



Building Height	
A. Maximum height	
Transition area	3 stories
Remaining area	4-5 stories (see map)
B. Minimum	2 stories min

Building Mass	
C. Street- facing building length	250' max

Public Realm



The public realm standards below apply to all streets, unless otherwise noted.

Transparency		Setbacks	
A. Ground story	30% min	**I. Primary/side street**	0’ min/10’ max
B. Upper story	25% min	**Clear Pedestrian Zone**	
C. Blank wall length	30’ max	**J. Sidewalk**	**6 min**
Story Height		**K. Street tree/Furniture zone**	6’ min
D. Residential Ground floor elevation	16" min/5' max	Tree spacing	30' avg. on-center
E. Live/work ground floor elevation	0’ min/5’ max	*Where there is insufficient ROW to meet the minimum requirements, the Director ~~of the Land Development Office~~ may approve modifications	

TABLE CONTINUED		
Ground story, floor to floor	12’ min	
F. Upper story: floor to floor	9' min	
Entrance facing primary street	Required	
Entrance spacing along primary	75' max	
Building Elements	**Allowed**	
Awning/canopy	◆	
Balcony	◆	
Forecourt	◆	
~~Gallery~~	(repealed)	
Porch	**n/a**	
Stoop	**n/a**	

4. 3. Residential Attached Specific Standards





1. Intent

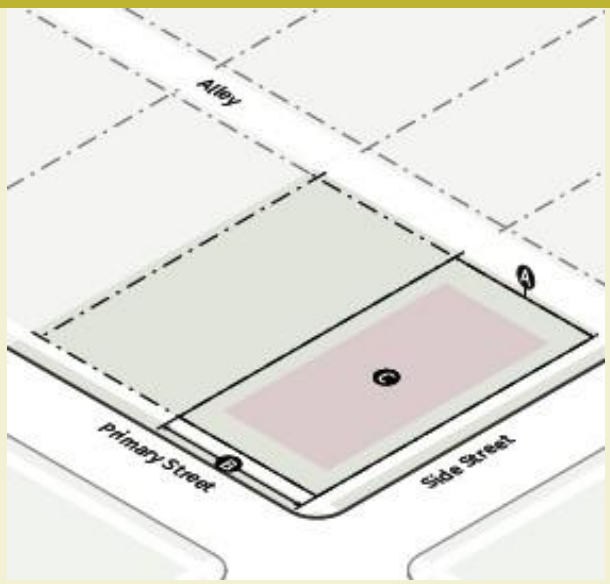
The Station District is intended to accommodate a mix of two-family and lower intensity multi-family housing options in a pedestrian-friendly environment.

2. Lot Types

- Two Unit
- Single- Unit Attached
- Multi-Unit (up to 4 units)

3. Form Standards for Residential Lot Types

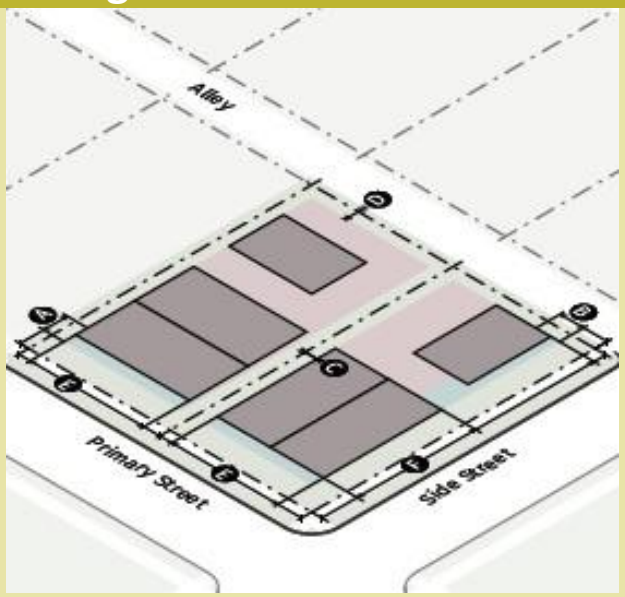
Lot Paramters



Lot	Area	Width
Two- Unit	6,000 SF min	50’ min
Single- unit attached	1,700 SF min	12’ min
Multi- unit (up to 4 units)	7,500 SF min	50’ min

Specifications	
Building Coverage	90% max

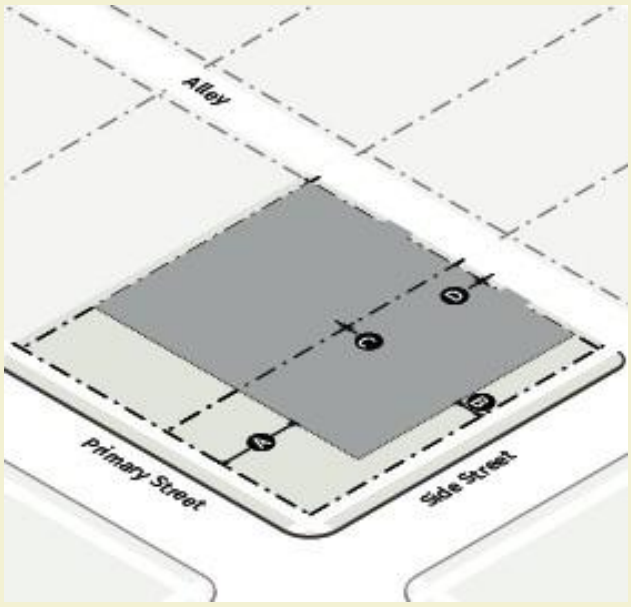
Building Placement



Building Setbacks	
A. Primary Street	5’ min/10’ max
B. Side Street	10’ min/30’ max
C. Side: single-unit attached, between abutting units	0' min
C. Side: ~~protected~~ Transition zone	15'min
D. Rear: ~~common~~ lot line/alley	5' min
D. Rear: ~~protected~~ Transition zone	15'min

Lot Frontage	
E. Primary street	60% min
F. Side street	30% min

Access/ Parking Location

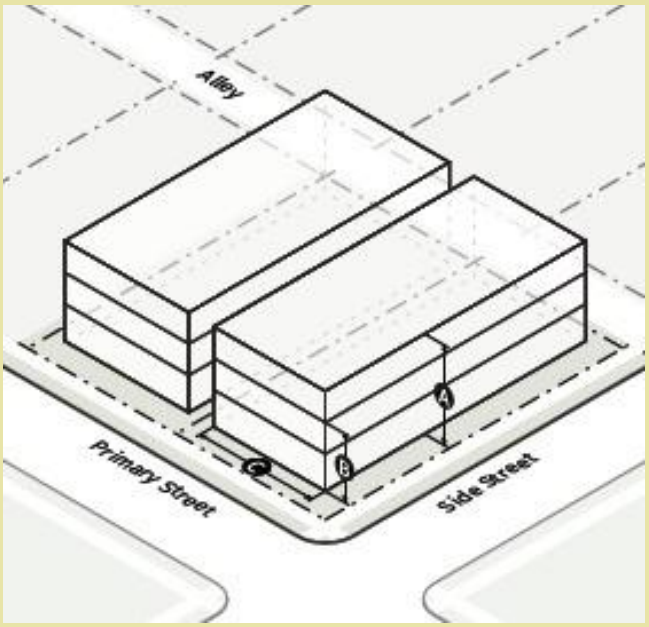


Access	
With alley, new street curb-cuts per lot	None
With no alley: new street curb-cuts per lot	Determined by Director
With no alley: driveway width in setback	15' max

Parking Setbacks	
A. Primary street	10' min
B. Side street	10' min
C. Side common lot line	0’ min
D. Rear: common lot line alley	5’ min
E. Side Transition area	**5’ min**

~~*No on-site surface parking is allowed between buildings and the street. No more than 15% of required parking may be surface parking. Structured parking is required for all residential development. Commercial may have surface parking.~~

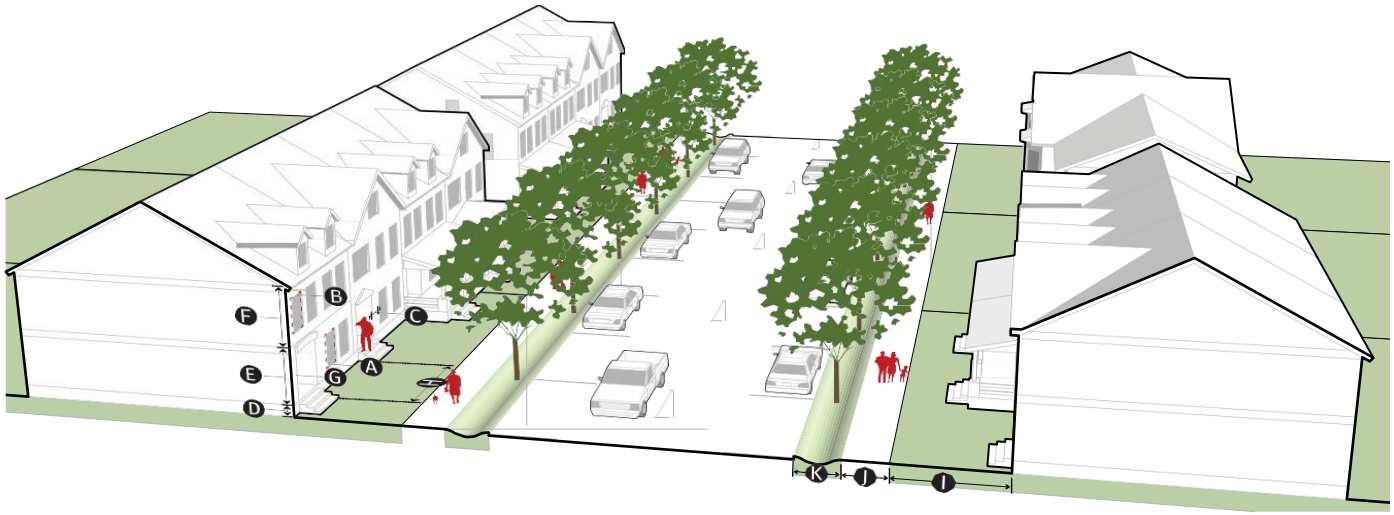
Height and Mass



Building Height	
Maximum height	
A. Transition Zone (w/in 30’ of LDR)	3 stories
All other areas	See Height Map
B. Minimum height:	2 stories min

Building Mass	
C. Street-facing building length	n/a

Public Realm



Transparency	
A. Ground story	n/a
B. Upper story	n/a
C. Blank wall length	30’ max

Story Height	
D. Ground floor elevation	16” min/ 5’ max
E. Ground Story, floor to floor	10’ min
F. Upper story, floor to floor	9’ min

Pedestrian Access	
Entrance facing primary	required
Entrance spacing along primary street	50’

Setback		
Primary/ side street	5’ min/ 10’ max	
Clear Pedestrian Zone*		
Sidewalk width	6’ min	*Where there is insufficient ROW to meet the minimum requirements, the Director of ~~the Land Development Office~~ may approve modifications
Street tree/ furniture zone	6’ min	
Tree spacing	30’ avg. on-center	

Building Elements	Allowed
Awning	n/a
Balcony	◆
Forecourt	◆
~~Gallery~~	(repealed)
Porch	◆
Stoop	◆

Chapter 5. Riverfront (RD)

Chapter 5. Riverfront (RD)..... 5-1

5. 1. Riverfront District General Provisions..... 5-2

5. 2. Riverfront District Specific Standards 5-3

5. 3. Riverfront Residential Attached 5-8

5. 2. Riverfront District – Summary








1. General Character

The Riverfront District consists of medium- to high- intensity residential and tourist areas. Multi-family housing is predominant. Commercial activity is recommended to be mixed use in multi-family residential buildings and hotels. Priority is given to pedestrians and bicyclists on West Main Street.

2. Built Environment

The Riverfront District can be up to 4-6 stories in height and typically have setbacks along the riverside of the buildings, when over 3-stories.

Those developments along West Main may build up to 4 stories, and along Fryar Avenue buildings may be erected up to 6-stories. Riverfront sites have shoreline setbacks, and entrances should be limited off the streets, shared access is preferred.

Limited mixed use in buildings is allowed to served the tourist and residential community and hotels are allowed. Parking is located to the rear of buildings, when feasible and must be structured parking. Building coverage is moderate to allow for open spaces, public access, and views to the river.

3. Streets and Blocks

Streets and rights-of-way are narrower in width on West Main Street, and Fryar is a wide thoroughfare. Streets that parallel the river frame development sites. Block shapes and sizes are often irregular due to the topography of many sites. The typical block pattern includes detached sidewalks, street trees, on-street parking and landscaping. Access is typically via a shared service drive to a surface parking lot or structured parking.

4. Parking and Mobility Options

Parking is primarily provided on-street and in structured facilities. Parking is located to the rear of buildings, when feasible. In street design, priority is given to pedestrians and bicyclists. There is access to multiple modes of transportation and frequent pedestrian activity.

5. 3. Mixed-Use/Commercial Specific Standards

~~Summary~~





1. Intent

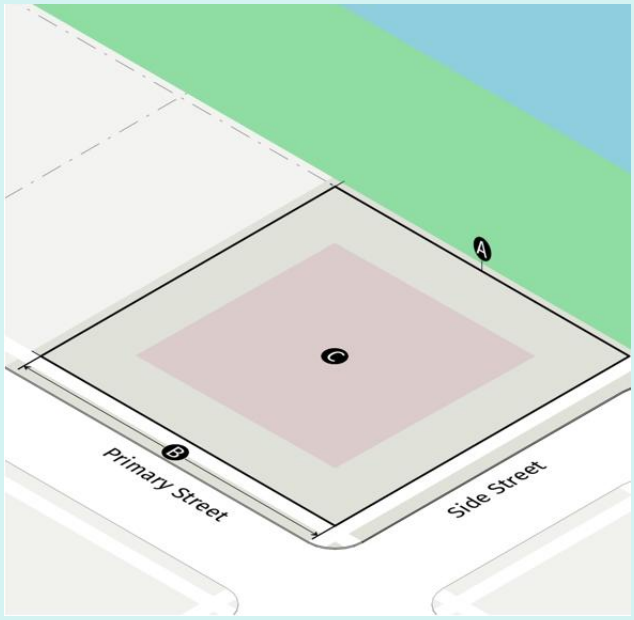
The Riverfront District is intended to accommodate a mix of multi-family and commercial activity in a manner that addresses and maintains views to the river.

2. Lot Types

- Multi-unit(5+ units)
- Mixed Use
- Commercial

3. Form Standards for Commercial/Mixed-Use Lot Types

Lot Parameters



Lot	C. Area	B. Width
All Types	6,000 SF min	50’ min

Specifications	
Building coverage	70% max

Building Placement

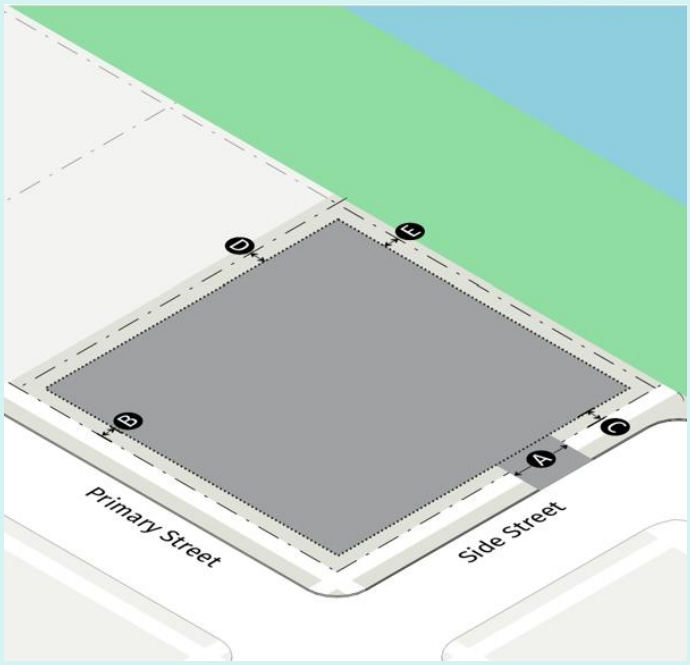


Building Setbacks	
A. Primary Street	0’ min/ 20’ max
B. Side Street	0’ min/ 20’ max
C. Side: ~~common~~ lot line/ alley	5’ min
D. Rear lot line/alley	0’ min
E. River setback*	**See SMP**

Lot Frontage	
F. Primary street	60 % min
G. Side street	30 % min

*Development withing 200 feet of the river is subject to additional requirements and restrictions in the Sumner Shoreline Master Program.

Access/ Parking Location

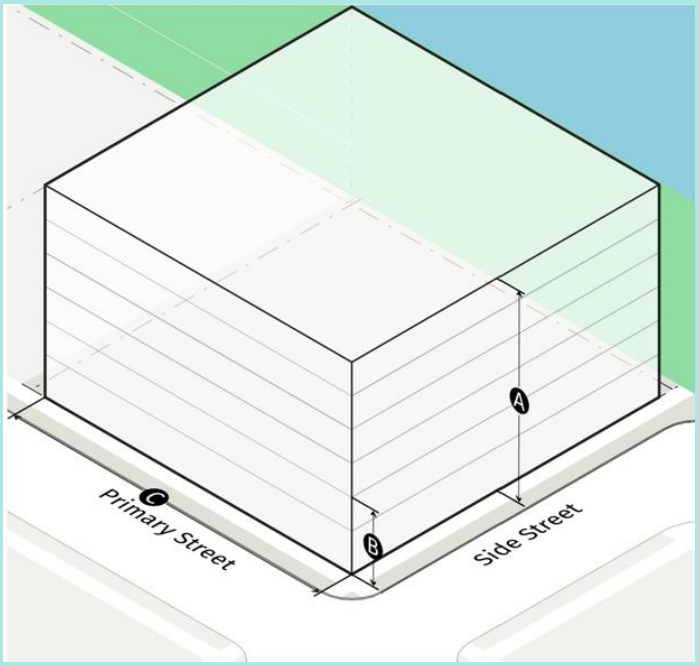


Access	
New street curb-cuts allowed per lot	Determined by Director
A. Driveway width in setback	20’ max

Parking Setbacks	
B. Primary Street	5’
C. Side street	5’
D. Side: common lot line	5’ min
E. Rear: common lot line	5’ min

~~No on-site surface parking is allowed between buildings and the street. No more than 15% of required parking may be surface parking. Structured parking is required for all residential development. Commercial may have surface parking.~~

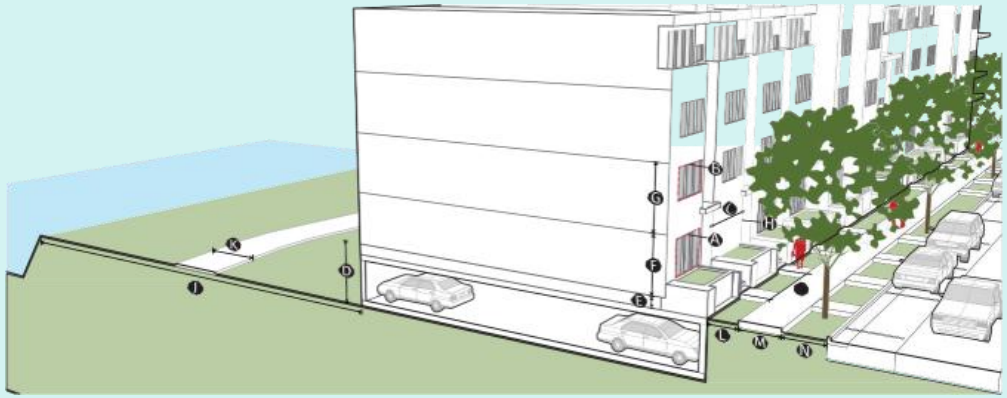
Height and Mass



Building Height Height	Maximum
A. West Main Street	5 ~~4~~ stories
B. All other areas	6 stories
Minimum height	2 stories

Building Mass	
C. Street- or river facing building length	~~50’max- West Main~~ 250’ max
D. West Main Street	**50’ max**

Public Realm



The public realm standards below apply to all streets, unless noted otherwise.

Transparency	Riverside	Streetside
A. Ground Story	30% min	30 % min
B. Upper story	25% min	25% min
C. Blank wall length	30’ max	30’ max

Story Height ~~First habitable story~~	Riverside	Streetside
E. Ground floor elevation		
Residential	n/a	16" min/ 5' max
Nonresidential	n/a	0' min/ 2' max
F. Ground story: floor to floor	n/a	12' min
Upper story: floor to floor	9’ min	9' min

*Where there is insufficient ROW to meet the minimum requirements, the Director may approve modifications.

Riverside	
J. River setback	See SMP
K. Multi-purpose path width	12’ min
Streetside	
Primary/ side street	0’ min/ 15’max
Pedestrian zone	
Sidewalk width	6’ min
Street tree/furniture zone depth *	6’ min
~~Street tree planting type~~	~~Tree pit/verge~~
Tree spacing**	30’ avg. on-center

Pedestrian Access	Riverside	Street side
H. Entrance facing street	Required	Required
I. **Entrance spacing**	n/a	50’ max
Building Elements allowed		
Awning/canopy	◆	
Balcony	◆	

Forecourt	◆	
Gallery	repealed	
Porch	**n/a**	
Stoop	**n/a**	

5. 4. Residential Attached Specific Standards

~~Summary~~




1. Intent

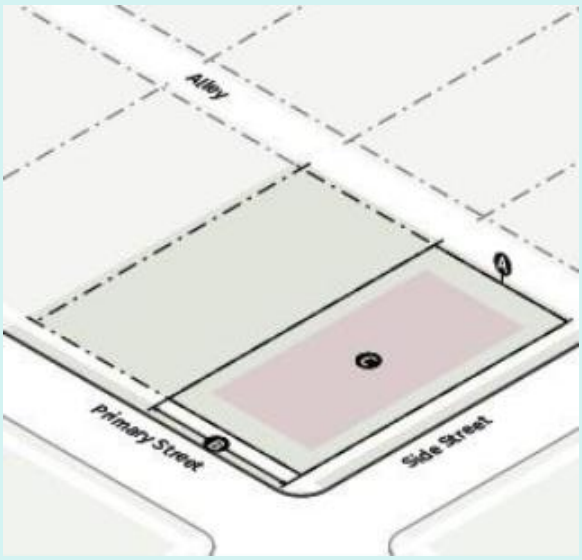
The Riverfront District is intended to accommodate a mix of two-family and lower intensity multi-family housing options in a pedestrian-friendly environment.

2. Lot Types

- Two-unit
- Single-unit attached
- Multi-unit (up to 4 units)

3. Form Standards for Residential Lot Types

Lot Parameters

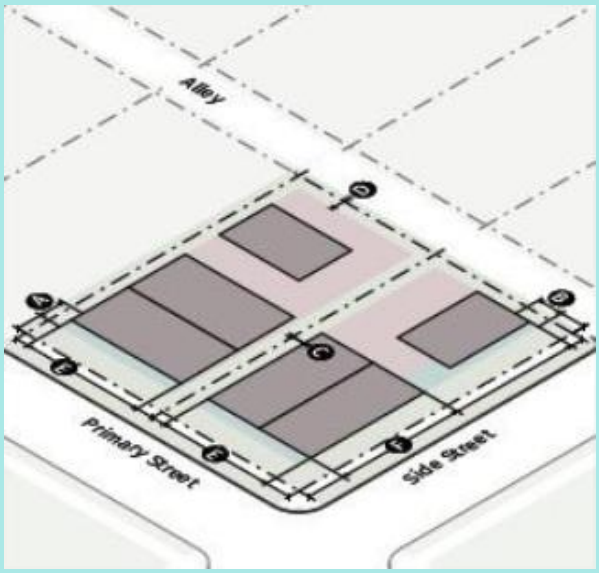


Lot	C. Area	B. Width
Two- unit	6,000 SF min	50’ min
Single- unit attached	1,700 SF min	12’ min
Multi- unit (up to 4 units)	7,500 SF min	50’ min

Specifications	
Building coverage	90% max

*Development withing 200 feet of the river is subject to additional requirements and restrictions in the Sumner Shoreline Master Program.

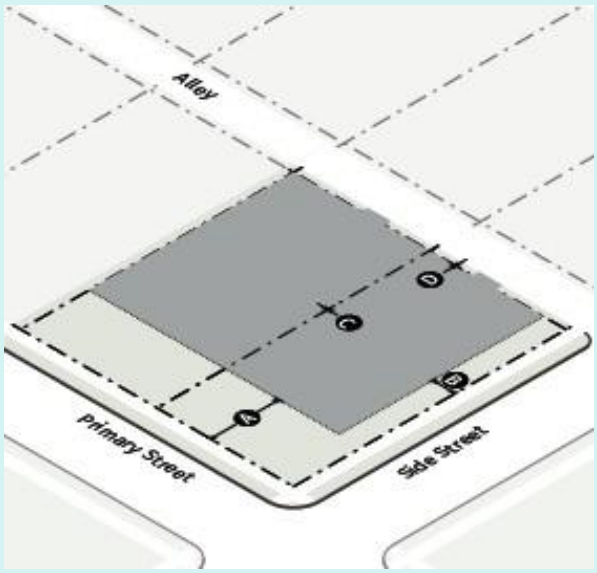
Building Placement



Building Setbacks	
A. Primary Street	5’ min/ 10’ max
B. Side Street	10’ min/ 30’ max
C. Side: ~~common~~ lot line/ alley	5’ min
Side: ~~common~~ lot line (one side only)*	0’ min
Side; single-unit attached, between abutting units	0’ min
~~Side: protected zone~~	~~15’ min~~
D. Rear: ~~common~~ lot line/alley	5’ min
~~Rear: protected zone~~	~~15’ min~~
River*	**See SMP**

Lot Frontage	
E. Primary street	60 % min
F. Side street	30 % min

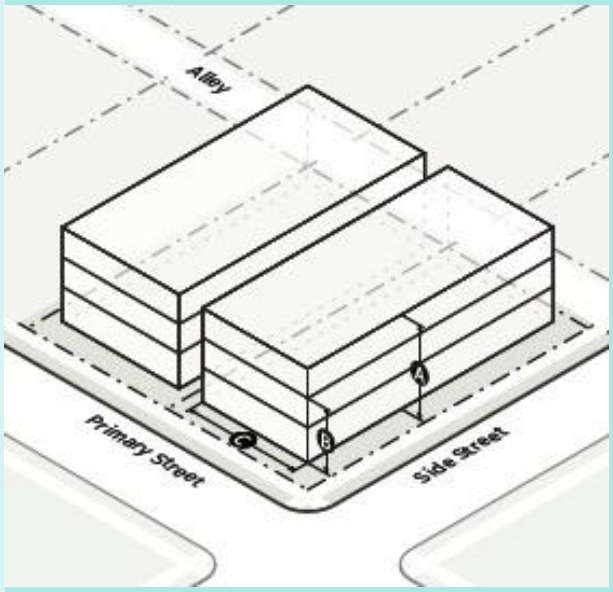
Access/ Parking Location



Access	
With Alley, new street cuts per lot	No
With No alley: new street cuts per lot	Determined by Director
With No alley: Driveway width in setback	15’ max

Parking Setbacks	
A. Primary Street	15’ min
B. Side Street	10’ min
C. Side ~~common~~ lot line	0’ min
D. Rear lot line	0’ min

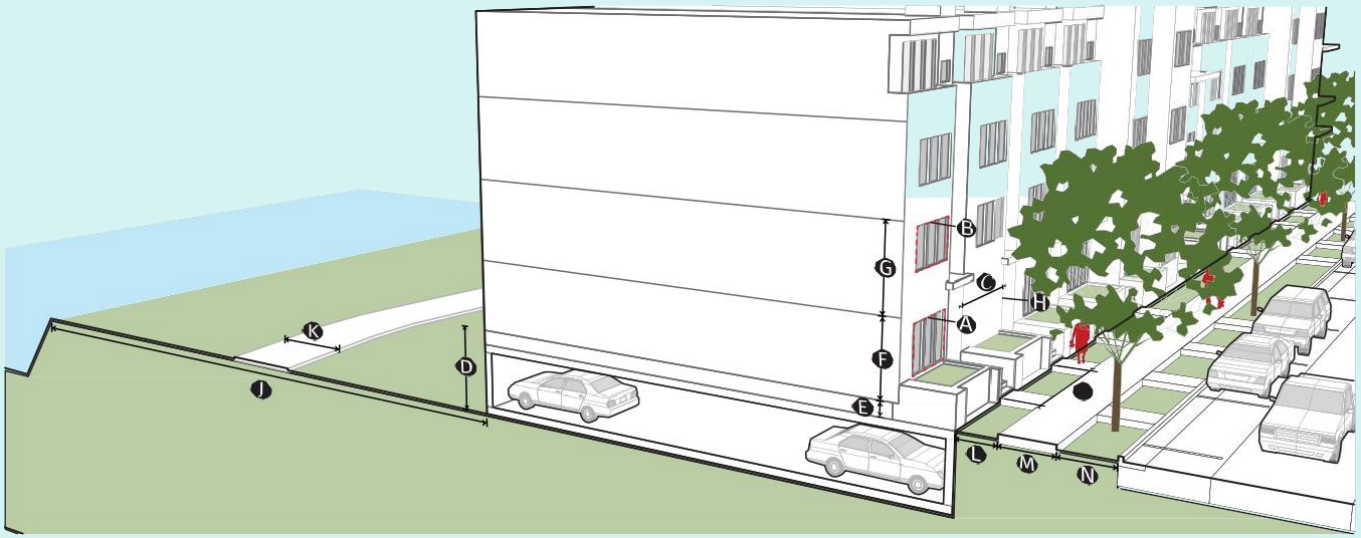
Height and Mass



Building Height	
A. Maximum height	
Transition Zone	3 stories
All other areas	See zoning map
B. Minimum Height	2 stories

Building Mass	
C. Street Facing Building length	n/a

Public Realms



The public realm standards below apply to all streets, unless noted otherwise.

Transparency	
A. Ground Story	n/a
B. Upper story	n/a
C. Blank wall length	30’ max
Story Height	
E. Ground floor elevation	16” min/ 5’
F. Ground story: floor to floor	10’
Upper story: floor to floor	9’
Pedestrian Access	
G. Entrance facing primary	required
H. Entrance spacing along primary street	50’

Setback Riverside:	See SMP
K. Multi-purpose path 12’ min	12’ min
Setback Street Side:	
L. Primary/ side street	5’ min/ 10’ max
Pedestrian Zone:	
Sidewalk width	6’ min
Street Tree/ Furniture Zone	6’ min
Treespacing	30’ avg. on center

Building Elements	Allowed	
Awning		*Where there is insufficient ROW to meet the minimum requirements, the Development Services Director may approve modifications.
Balcony		
Forecourt		
Gallery		
Porch		
Stoop		

Chapter 6. West Sumner District (WSD)

Chapter 6. West Sumner District (WSD)..... 6-1

6. 1. West Sumner District – Summary..... 6-2

6. 2. Residential Attached Specific Standards..... 6-3

6. 3. Mixed-Use/multi-unit (5+) Specific Standards..... 6-8

6. 4. Commercial Specific Standards..... 6-13

6. 5. IDEA Overlay Zone Specific Standards (New Section)..... 6-18

6. 1. West Sumner District – Summary








1. General Character

The West Sumner District consists of medium- high intensity residential and commercial areas. Multi-family housing is predominant with opportunities for small commercial, retail, and restaurants. Commercial activity is concentrated along major roadways and at activity nodes and is encouraged to be vertical mixed use. Equal emphasis is given to pedestrians, bicyclists and automobiles.

2. Built Environment

Residential zones can be up to 6 stories in height and typically have smaller front setbacks than other Districts. Parking is required to be provided to the rear and side of buildings and within a structure. Building coverage is relatively high.

3. Streets and Blocks

A rectilinear grid of streets frames a regular pattern of mid- sized, walkable blocks. Alleys are often present. Block shapes and sizes are relatively consistent. The typical block pattern includes detached and attached sidewalks, street trees, street and surface parking, and open space and landscaping. Residential and commercial access is typically via an alley or shared service drive to a surface parking lot.

4. Parking and Mobility

Parking is primarily provided on-street, in structures in more intense mixed use zones. Surface parking is extremely limited and located to the rear and side of buildings. In street design, equal emphasis is given to pedestrians, bicyclists and automobiles. There is access to multiple modes of transportation and frequent pedestrian activity.





6. 2. Residential Attached Specific Standards

1. Intent

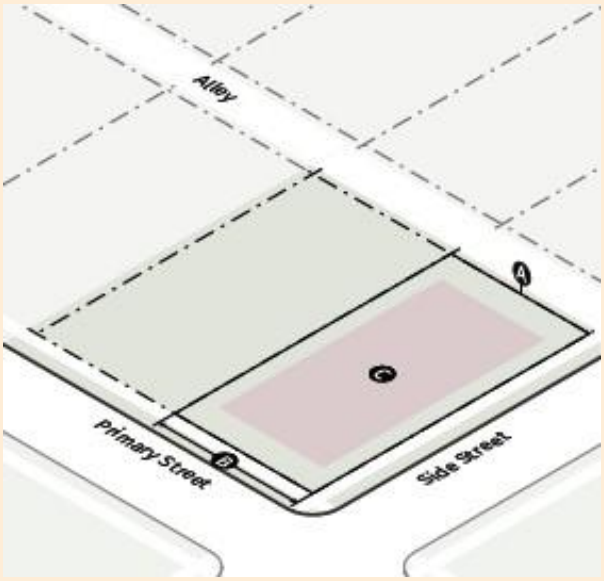
The West Sumner District is intended to accommodate a mix of two-family and lower intensity multi-family housing options in a pedestrian-friendly environment.

2. Lot Types

- Two-unit
- Single-attached
- Multi-unit (up to 4 units)

3. Form Standards for Residential Lot Types

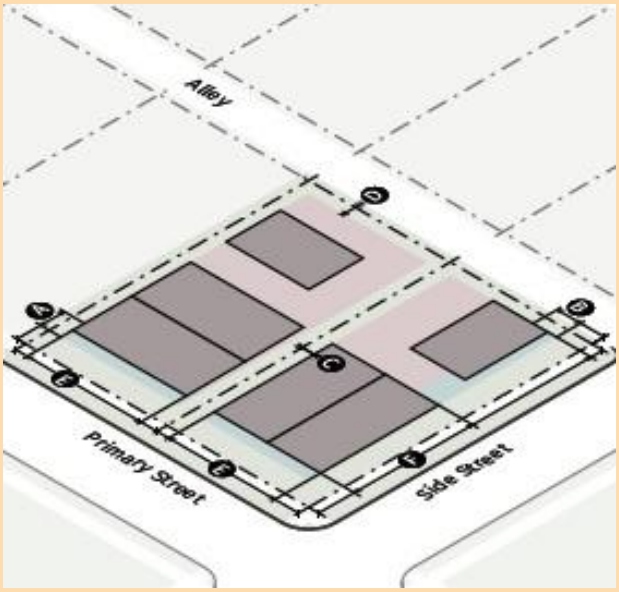
Lot Parameters



Lot	A. Area	B. Width
Two-unit	6,000 SF min	50’ min
Single- unit attached	1,700 SF min	20’ min
Multi-unit (up to 4 units)	7,500 SF min	50’ min

Specifications	
C. Building coverage	90% max

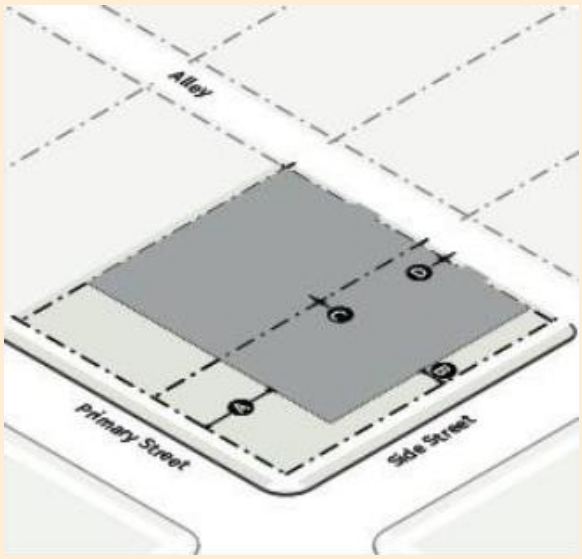
Building Placement



Building Setbacks	
A. Primary street	0’min/10‘max
B. Side street	10’ min/ 30’max
C. Side: common lot line/alley	5’ min
Side: common lot line (one side only)*	0’ min
Side: single-unit attached	0’ min
Side: protected zone	15’ min
Rear: common lot line/alley	5’ min
Rear: protected zone	15’ min

Lot Frontage	
Primary street	60 % min
Side street	30 % min

Access / Parking Location

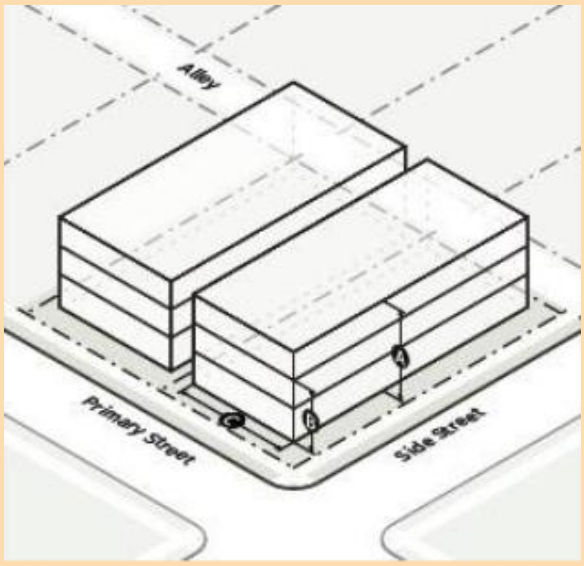


Access	
With alley: new street curb- cuts per lot	none
With no alley: new street curb-cuts per lot	Determined by Director
With no alley: driveway width in setback	10' max

Parking Setbacks*	
A. Primary Street	10’ min
B. Side street	10’ min
D. Rear: common lot line/ alley	5’ min

~~*No on-site surface parking is allowed between buildings and the street. No more than 15% of required parking may be surface parking. Structured parking is required for all residential development. Commercial may have surface parking.~~

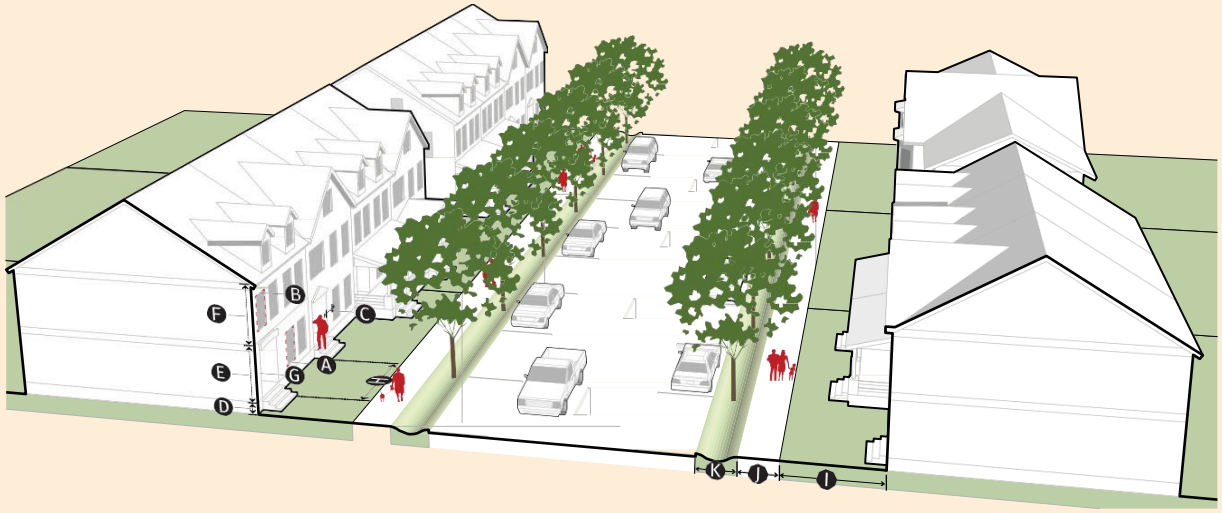
Height and Mass



Building Height	
A. Maximum height	
Transition Zone	3 stories
All other areas	See Height Map
B. Minimum height	2 stories

Building Mass	
C. Street-facing building length	n/a

Public Realm



Transparency	
A. Ground Story	n/a
B. Upper story	n/a
C. Blank wall length	30’ max

Story Height	
D. Ground floor elevation	16” min/ 5’ max
E. Ground story: floor to floor	10’
F. Upper story: floor to floor	9’

Setback	
I. Primary/ side street	5’ min/ 10’ max
Pedestrian zone	
J. Sidewalk width	6’ min
Street Tree/ Furniture Zone*	
K. Street landscaping depth	6’ min
Treespacing	30’ avg. on center

*Where there is insufficient ROW to meet the minimum requirements, the Director of the Land Development Office may approve modifications.

Pedestrian Access	
G. Entrance facing primary	required
H. Entrance spacing along primary street	50’
Building Elements Allowed	
Awning/canopy	n/a
Balcony	◆
Forecourt	◆
Gallery	repealed
Porch	◆
Stoop	◆

6. 3. Mixed-Use/multi-unit (5+) Specific Standards






1. Intent

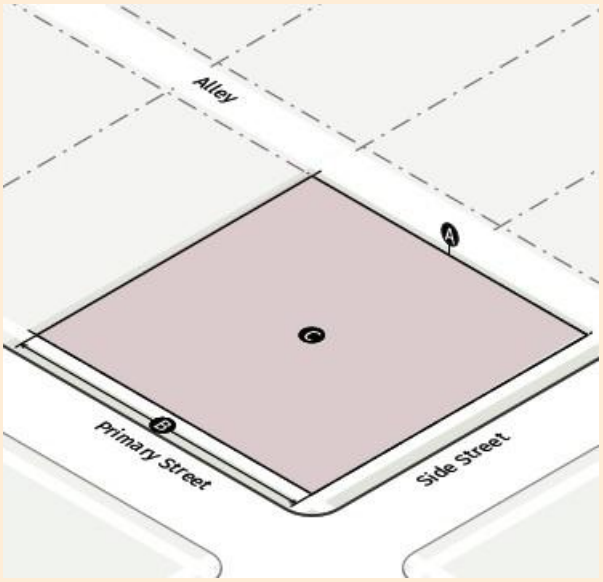
The West Sumner District is intended to accommodate a mix of higher intensity multi- family housing options in a pedestrian-friendly environment. Live/work is allowed subject to standards that limit the extent of the use.

2. Lot Types

- Multi-unit (5+ units)
- Mixed Use (Com/Res)

3. Form Standards for Multi-Unit(5+)/Mixed-Use Lot Type

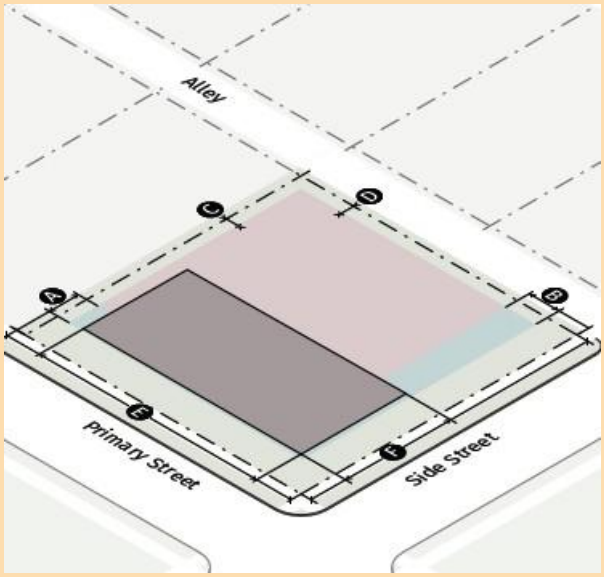
Lot Parameters



Lot	Area	Width
All lot types	7,500 SF min	75’ min

Specifications	
Building coverage	100% max

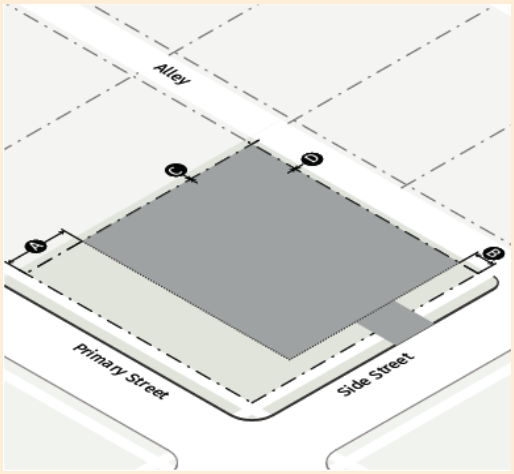
Building Placement



Building Setbacks	
A. Primary street *Diagram reads*:	0’min/10’ max 10’ min/20’ max
B. Side street *Diagram reads:*	0’min 10’ min/20’ max
C. Side ~~common~~ lot line/alley	0’ min
D. Rear ~~common~~ lot line/alley	5’ min

Lot Frontage	
E. Primary Street	80 % min
G. Side Street	40 % min

Access/ Parking Location

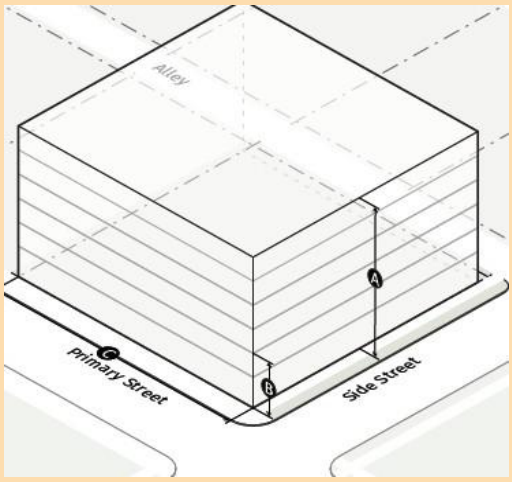


Access	
With alley: new street curb- cuts per lot	none
With no alley: new street curb-cuts per lot	Determined by Director
With no alley: driveway width in setback	10' max
Rear: common lot line/ alley	0’ min

Parking Setbacks*	
A. Primary Street	10’ min
B. Side street	10’ min
C. Side: common lot line/ alley	0’ min
D. Rear: common lot line/ alley	0’ min

~~*No on-site surface parking is allowed between buildings and the street. No more than 15% of required parking may be surface parking. Structured parking is required for all residential development. Commercial may have surface parking.~~

Height and Mass



Building Height	
A. Maximum height	6 stories
B. Minimum height	3 stories
Minimum height along Primary Street	4 stories

Building Mass	
C. Street-facing building length	300’ max
D. Side: common lot line	20’ max

Public Realm



The public realm standards below apply to all streets, unless noted otherwise.

Transparency	Residential Ground Floor	Nonresidential Ground Floor
A. Ground Story	30% min	50 % min
B. Upper story	25% min	25% min
C. Blank wall length	30’ max	30’ max

Story Height	Residential Ground Floor	Nonresidential Ground Floor
D. Ground floor elevation	16” min/ 5’ max	0’ min/ 2’ max
E. Ground story: floor to floor	12’ 2 in	14’ min
F. Upper story: floor to floor	9’ min	9’ min

Setback	
I. Primary/ side street	0’ min/ 15’ max
Pedestrian Zone*	
J. Sidewalk width	6’ min
K. Street tree/ furniture zone depth	6’ min
~~Street tree planting type~~	~~Tree put/ verge~~
Tree Spacing	30’ avg. on center

***Where there is insufficient ROW to meet the minimum requirements, the Director may approve a modification

Table Continued		
Pedestrian Access	**Residential Ground Floor**	**Nonresidential Ground Floor**
G. Entrance facing primary	required	required
H. Entrance spacing along primary street	75’ max	100’ max
Building Elements Allowed	**Residential Ground Floor**	**Nonresidential Ground Floor**
Awning/canopy	◆	◆
Balcony	◆	◆
Forecourt	◆	◆
Gallery	repealed	repealed
Porch	◆	n/a
Stoop	◆	n/a

6. 4. Commercial Specific Standards






1. Intent

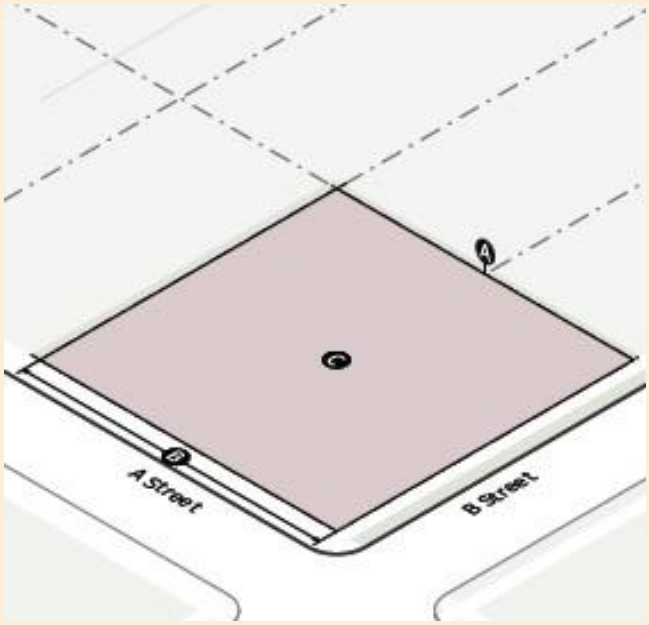
The West Sumner District is intended to accommodate a variety of residential, retail, service and commercial building forms and uses in a pedestrian-friendly environment. Although buildings are allowed to be exclusively residential or nonresidential in use, the vertical mixing of uses is strongly encouraged, especially in Activity Nodes, where the market shows demand.

2. Lot Types

- ~~Mixed Use~~
- Commercial

3. Form Standards for Commercial Lot type ~~Mixed Use~~

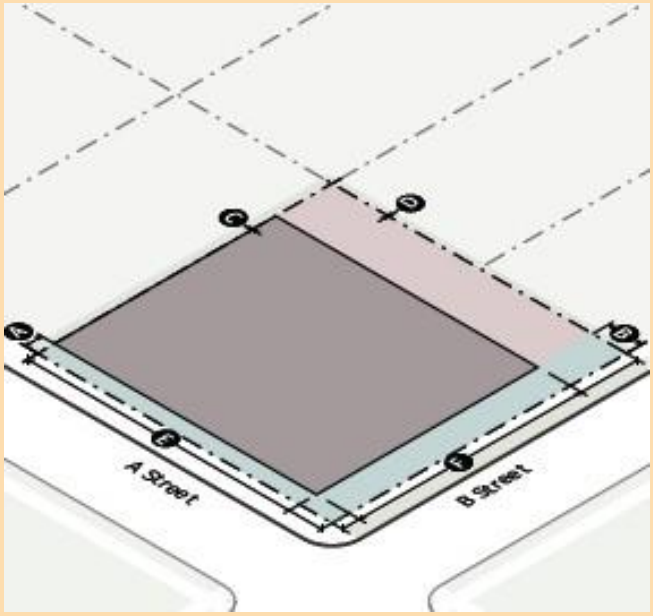
Lot Parameters



Lot	Area	Width
Commercial ~~Mixed Use~~	NA ~~2,500 SF min~~	NA ~~25' min~~
~~Public~~	~~2,500 SF min~~	~~25' min~~

Specifications	
Building coverage	90 ~~80~~% max

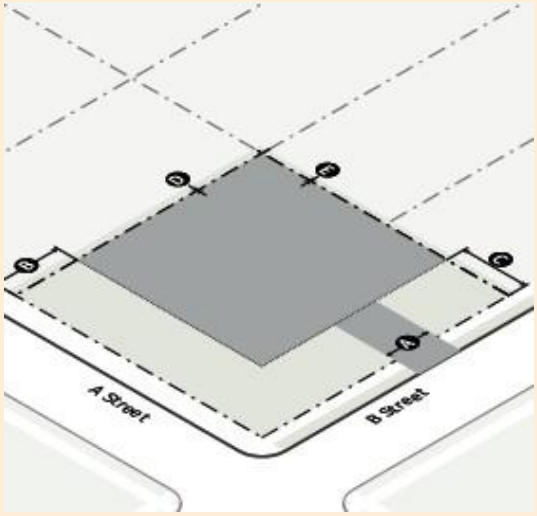
Building Placement



Building Setbacks	
A. Primary street	0'min/ 15' max
B. Side street	0'min/ 15' max
C. Side: common lot line	0' min
Side: alley	5' min
D. Rear: common lot line	0' min
Rear: alley	5' min

Lot Frontage	
E. Primary street	80 % min
F. Side street	40 % min

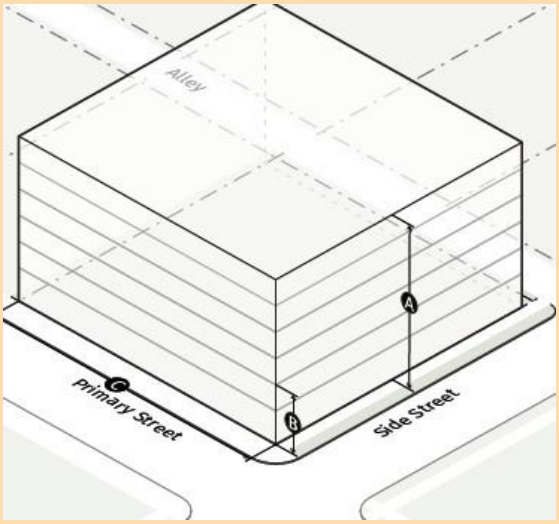
Access/ Parking Location



Access	
A street: new curb- cuts allowed per lot	none
B street: distance between curb- cuts on same lot	100’ max
Driveway width in setback	20’ max

Parking Setbacks	
B. A Street	5’ min
C. B Street	5’ min
D. Side: common lot line/ alley	0’ min
E. Rear: common lot line/ alley	0’ min

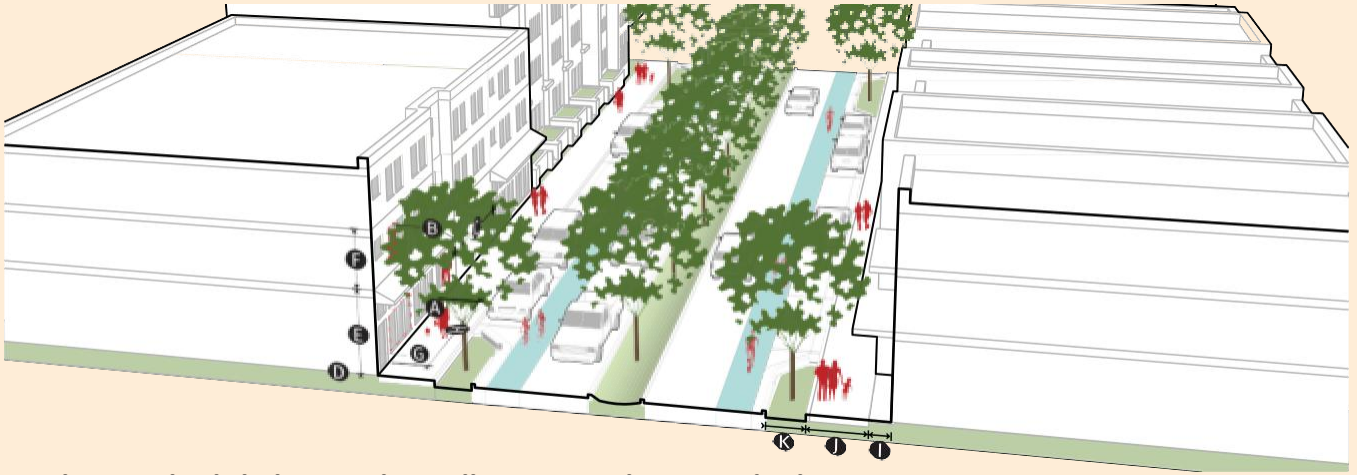
Height and Mass



Building Height	
A. Maximum height	6 stories
B. Minimum height	2 stories

Building Mass	
C. Street-facing building length	300’ max

Public Realm



The public realm standards below apply to all streets, unless noted otherwise

Transparency	~~Residential Ground Floor~~	~~Nonresidential Ground Floor~~
A. Ground Story	~~30% min~~	50 % min
B. Upper story	~~25% min~~	25% min
C. Blank wall length	~~30' max~~	30' max

Story Height	~~Residential Ground Floor~~	~~Nonresidential~~ Ground Floor
D. Ground floor elevation	~~16" min/ 5' max~~	0' min/ 2' max
E. Ground story: floor to floor	~~12' min~~	14' min
F. Upper story: floor to floor	~~9' min~~	9' min
Pedestrian Access	~~Residential Ground Floor~~	~~Nonresidential Ground Floor~~
G. Entrance facing	~~required~~	required

Setback	
I. Primary/ side street	0' min/ 15' max
Pedestrian zone*	
J. Sidewalk width	6' min
Street Tree/ Furniture zone*	
K. Street tree/ furniture zone depth	6' min
Treespacing	30' avg. on center

*Where there is insufficient ROW to meet the minimum requirements, the Director of the Land Development Office may approve modifications.

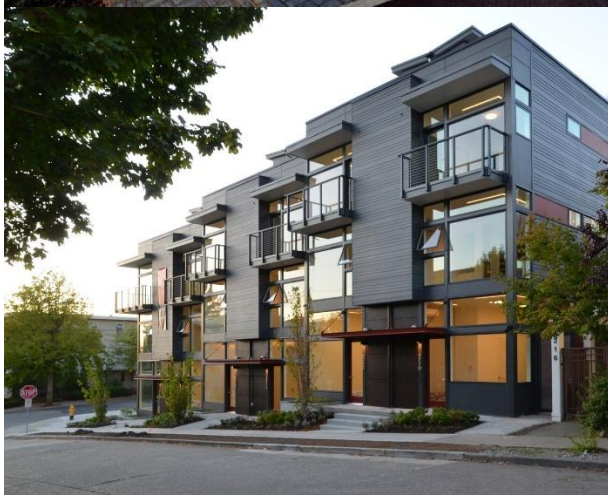
primary		
H. Entrance spacing along primary street	~~75' max~~	100' max
Building Elements Allowed	~~Residential Ground Floor~~	~~Nonresidential Ground Floor~~
Awning/canopy	--	◆
Balcony	--	◆
Forecourt	--	◆
Gallery	--	repealed
Porch	--	**n/a**
Stoop	--	**n/a**

6. 5. IDEA Overlay Zone Specific Standards (New Section)









1. Intent

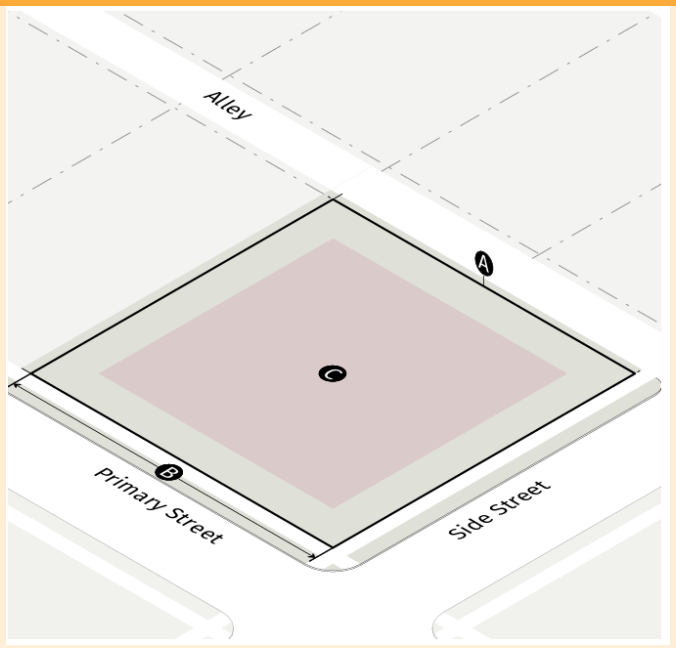
The IDEA Overlay is intended to support small-scale manufacturing uses, artisan and maker activity. Lot type options in this zone include a variety of mixed commercial, live-work and small-scale manufacturing building forms and uses in a pedestrian-friendly environment. Although buildings are allowed to be exclusively nonresidential in use, the vertical mixing of uses is strongly encouraged,

2. Lot Types

- IDEA (Small-scale Manufacturing)
- Artisan Lofts

3. Form Standards for IDEA Lot Type

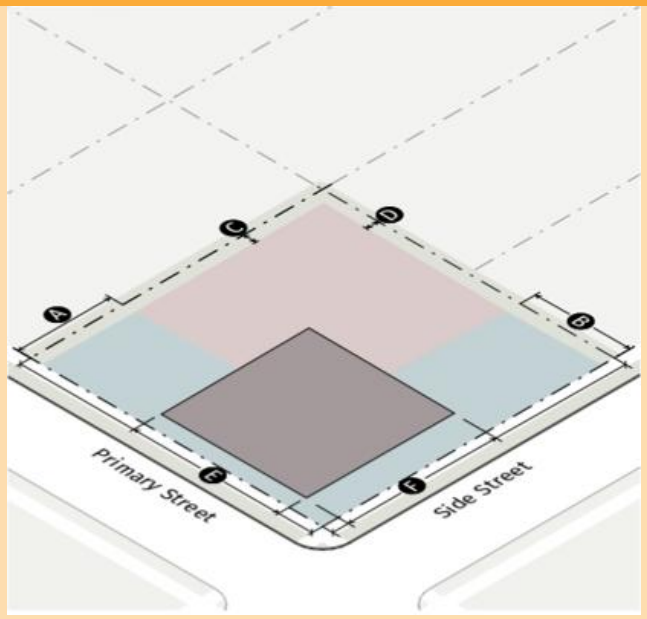
Lot Parameters



Lot	Area	Width
IDEA*	7,500 SF	50’ min
*Residential units allowed provided, that residential uses are limited to 50 percent of total floor area		

Specifications	
Building coverage	**90% max**

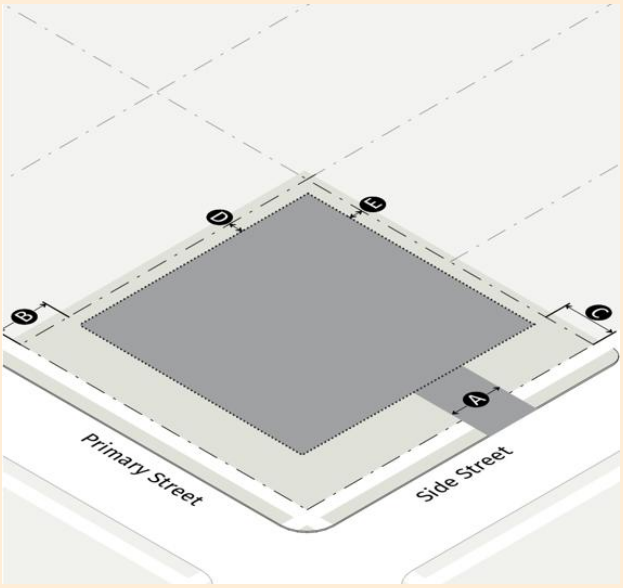
Building Placement



Building Setbacks	
A. Primary street	0’min/ 10’ max
B. Secondary street	5’min/ 20’ max
C. Side lot line	5’ min
D. Rear lot line	5’ min

Lot Frontage	
E. Primary street	60% min
F. Secondary Street	50% min

Access, Parking Location

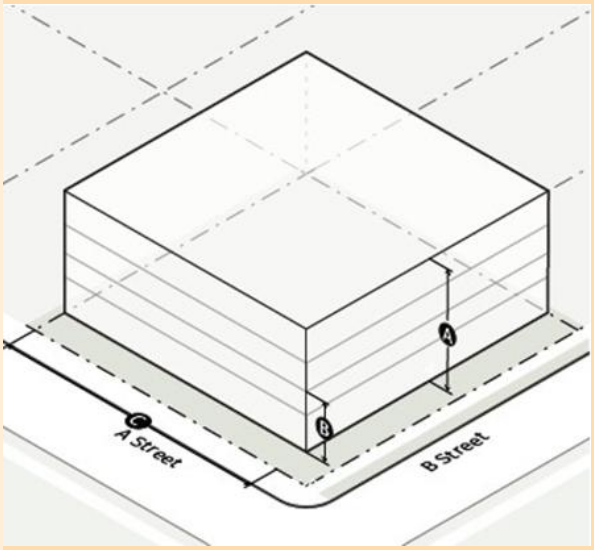


Access	
New curb- cuts allowed per lot	Determined by the Director
Distance between curb-cuts on same lot	100’
Driveway width in setback	20’ max
Location of Loading Bays	Side or rear only

Parking Setbacks*	
A. Street Primary	20’ min
B. Street Secondary	10’ min
Side: common lot line/	0’ min
Rear: common lot line/	0’ min

~~* No on-site surface parking is allowed between buildings and the street.~~
~~No more than 15% of required parking may be surface parking. Structured parking is required for all residential development. Commercial may have surface parking.~~

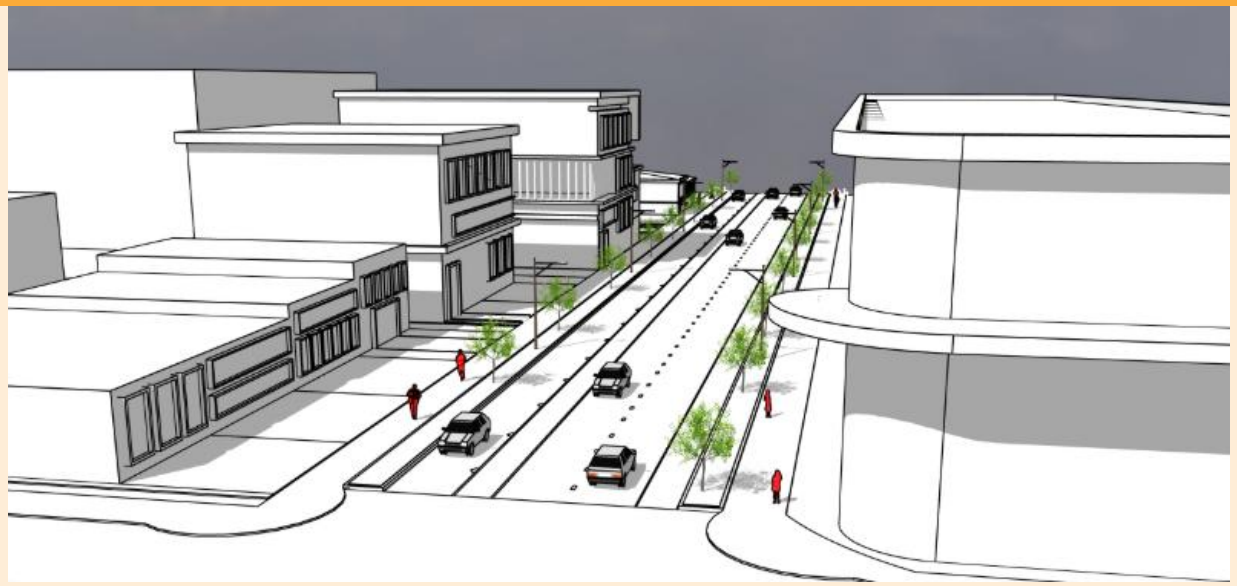
IDEA Height and Mass



Building Height	
A. Maximum	6 stories
B. Minimum Height	
Zehnder Street	1 story min
Remaining area	2 stories min
Developments within 100 feet of Arterial Streets	4 stories min

Building Mass	
C. Street-facing building length	200’ max

Public Realm -IDEA Street Concept



The public realm standards below apply to Streets in the IDEA overlay

Transparency	
A. Ground Story	30% min
B. Storefront roll up doors at primary street	50% max
C. Upper story	25% min
D. Blank wall length	30’ max

Story Height	Residential Ground Floor	Nonresidential Ground Floor
D. Ground floor elevation	16” min/ 5’ max	0’ min/ 2’ max
E. Ground story: floor to floor	12’ min	**14’ min**

Setback	
I. Primary/ side street	0’ min/ 15’ max
Pedestrian zone*	
J. Sidewalk width	6’ min
Street Tree/ Furniture Zone*	
K. Street tree/ furniture zone depth*	6’ min
Treespacing	30’ avg. on center

*Where there is insufficient ROW to meet the minimum requirements, the Director of the Land Development Office may approve modifications.

Table continued		
F. Upper story: floor to floor	9’ min	9’ min
Pedestrian Access	**Residential Ground Floor**	Nonresidential Ground Floor
G. Entrance facing primary	required	required
H. Entrance spacing along primary street	75’ max	100’ max
Building Elements Allowed	**Residential Ground Floor**	Nonresidential Ground Floor
Awning/canopy	◆	◆
Balcony	◆	◆
Forecourt	◆	◆
Gallery	repealed	repealed
Porch	◆	**n/a**
Stoop	**n/a**	**n/a**

Chapter 7. Historic Commercial Business District ~~CBD~~ (HCBD)

Chapter 7. Historic Commercial Business District ~~CBD~~ (HCBD)..... 7-1

7. 1. Historic CBD – Summary 7-22

7. 2. Commercial/Mixed-use Specific Standards 7-3

7.2.3 Form Standards for Commercial/Mixed-use Lot Type.....7-4

7. 1. Historic CBD – Summary










1. General Character

The Historic Central Business District (CBD) consists of medium- intensity residential, retail, commercial, and restaurants. Retail shops and restaurants are predominant. Commercial activity is typically mixed use in multi-family residential over retail/restaurants or commercial. Focus is given to historic character of the Main Street design and form. Priority is given to pedestrians and bicyclists.

2. Built Environment

Buildings can be up to 4 stories in height and are typically built to the edge of the sidewalk (see height map). Parking must be to the rear of the building(s) or screened from primary streets. Building coverage is high.

3. Streets and Blocks

Streets and rights-of-way are typically narrower in width. A rectilinear grid of streets frames a regular pattern of mid-sized, walkable blocks. Alleys are often present. Block shapes and sizes are relatively consistent. The typical block pattern includes detached and attached sidewalks, street trees, on- street and surface parking, and open
space and landscaping. Residential and commercial access is typically via secondary streets and shared service drives to structured parking. Surface parking is severely limited.

4. Parking and Mobility Options

Parking is primarily provided on-street and in structured or public surface facilities. Parking is located to the rear of buildings. In street design, priority is given to pedestrians and bicyclists. There is access to multiple modes of transportation and frequent pedestrian activity Historic District.

7. 2. Commercial/Mixed-use Specific Standards

~~Summary~~





1. Intent

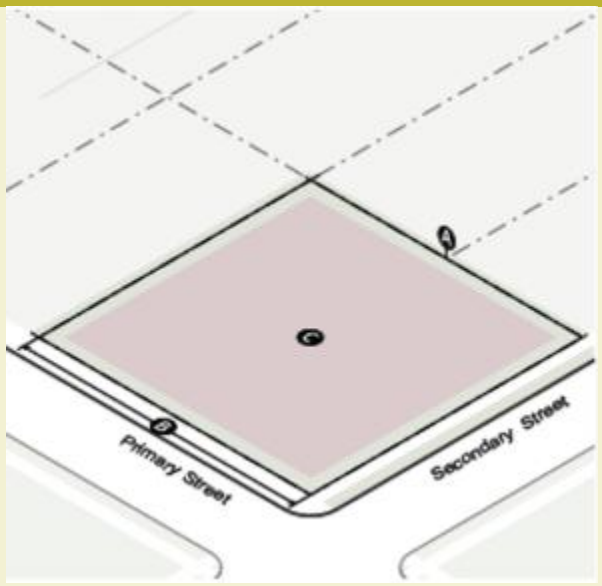
The Historic CBD is intended to accommodate a variety of residential, retail, service and commercial ~~building~~ uses in a storefront environment. Uses are flexible but tall ground floors with large areas of transparent glazing are required to accommodate retail and restaurant uses. Focus is given to historic character of the Main Street and design and form in the district follow these queues.

2. Lot Types

- Commercial/Mixed-Use

3. Form Standards for Commercial/Mixed-use Lot Type

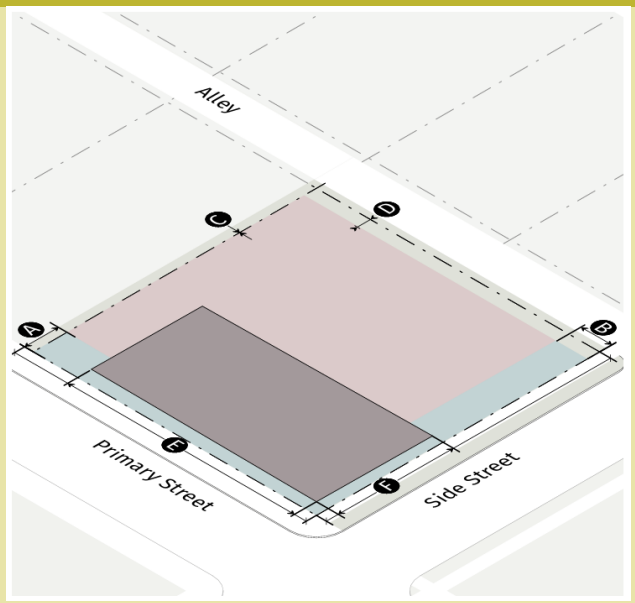
Lot Parameters



Lot	A. Area	B. Width
All lot types	5,000 SF min	50’ min

Specifications	
C. Building coverage	100% max

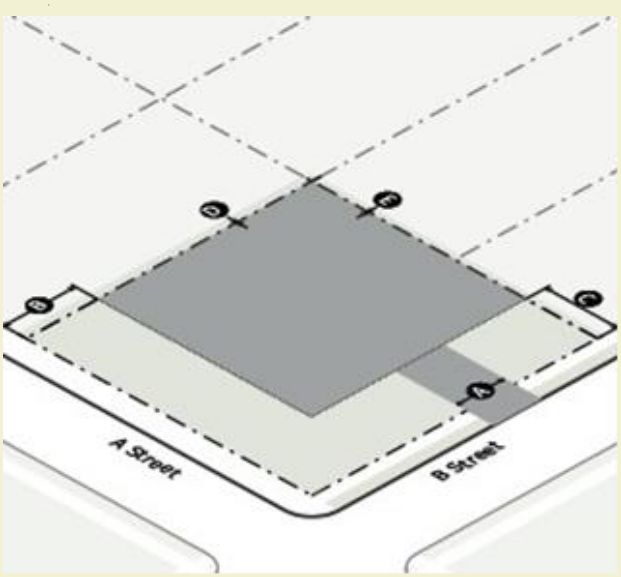
Building Placement



Building Setbacks	
A. Primary street	0’ min/ 10’ max
B. Side street	0’ min/ 10’ max
C. Side: ~~common~~ lot line	0’ min
D. Rear/ alley	5’ min

Lot Frontage	
F. Primary street	80 % min
F. Side Street	40 % min

Access

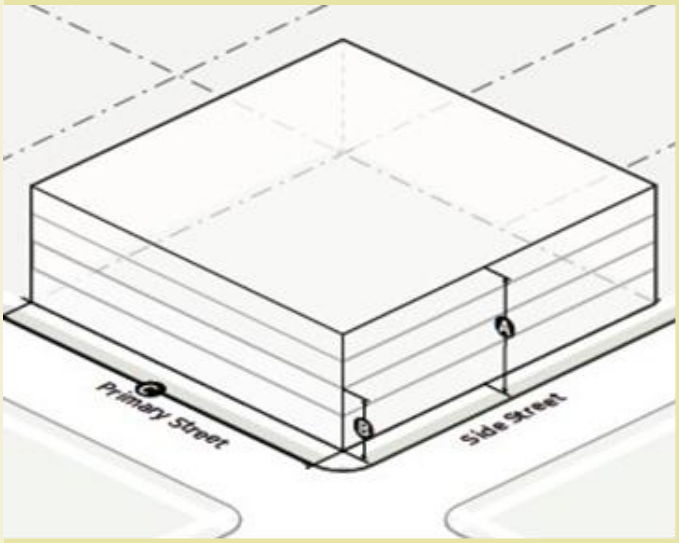


Access	
A street: new curb- cuts allowed per lot	Determined by the Director
Driveway width in setback	20’ max

Parking Setbacks	
B. A Street Primary	10’ min
C. Street Secondary	10’ min
Main Street	See DG 1.1.3(a)
D. Side: common lot line/	5’ min
E. Rear: common lot line/	5’ min

~~*No on-site surface parking is allowed between buildings and the street.~~
~~No more than 15% of required parking may be surface parking. Structured parking is required for all residential development. Commercial may have surface parking~~.

Height and Mass



Building Height	
A. Maximum height	
Within 30’ of Main Street	3 stories
Remaining area	4 stories
B. Minimum height	1 story min

Building Mass	
C. Street-facing building length	60’max

Public Realm



The public realm standards below apply to all streets, unless noted otherwise

Transparency	
A. Ground Story	75% min
B. Upper story	25% min
C. Blank wall length	30’ max

Story Height	Ground Floor
D. Ground floor elevation	0’ min/ 2’ max
E. Ground story, floor to floor	13’ min
F. Upper story: floor to floor	9’ min

Setback	
I. Primary/ side street	0’ min/ 10’ max
Pedestrian zone	
J. Sidewalk width	6’ min
K. Street tree/ furniture zone depth*	6’ min
Treer spacing	~~Property corners~~ 30’ feet avg. on center

*Where there is insufficient ROW to meet the minimum requirements, the Director ~~of the Land Development Office~~ may approve modifications. Not allowed on street corners.

Entrance facing primary	required
Building Elements	**Allowed**
Awning/canopy	◆
Balcony	◆
Forecourt	◆
~~**Gallery**~~	repealed
Porch	**n/a**
Stoop	**n/a**

Chapter 8. Landscape Screening and Site Lighting

Chapter 8. Landscape Screening and Site Lighting 8-8

8. 1. Applicability 8-9

8. 2. Structural Screening Requirements. 8-12

8. 3. Walls and Fences 8-14

8. 4. Site Lighting Applicability 8-15

8. 5. Site Lighting Standards 8-15

8. 1. Applicability

1. New Construction

A. Any new building or site improvement must comply with the landscape and screening requirements in ~~of~~ this chapter ~~Division~~ and new planting installations will be subject to SMC 18.41 requirements.

B. Refer to the Sumner design and development guidelines for Town Center (chapter 1) for all commercial and mixed-use developments

C. When an existing building is increased in gross floor area or the site area is improved by more than 25% cumulatively, the entire site must conform to the landscape requirements of this chapter. ~~Division~~

2. Maintenance and Repair

A. An existing building, use or site may be repaired, maintained or modernized without conforming to the landscape requirements of this Division, provided there is no increase in gross floor area or improved site area.

B. When an existing building is increased in gross floor area or the site area is improved by up to 25% cumulatively, the landscape requirements of this Division apply to the additional area only.

3. Change in Use

A change in use does not trigger the application of the landscape requirements of this Division except when there is a specific standard requiring landscape for the new use, such as a required landscape buffer.

~~Landscape Buffers Required~~

~~One of the following buffer options is required along any perimeter lot line where adjacent to a protected zone, landscape screening is required.~~

		~~Type 1~~	~~Type 2~~
~~Depth~~		~~15' min~~	~~10' min~~
~~Wall Height~~	--		~~Required Min: 6'~~ ~~Max: 8'~~

Fence Height	Required Min: 6' Max: 8'	—
Shade Trees (per 100')	4 min	4 min
Understory Trees (per 100')	3 min	3 min
Shrubs (per 100')	30 min	30 min

A. Trees in a Buffer

Trees must be distributed with a maximum spacing of 30 feet on center.

B. Shrubs in a Buffer

75% of all shrubs planted to meet the buffer requirements must be evergreen and be of a species that under typical conditions are expected to reach a height and spread of 4 feet within 3 years of planting. All shrubs must be a minimum of 2 feet tall when planted.

Location

A. A required buffer must be located within the outer perimeter of the lot, parallel to and extending to the property boundary line. A required buffer must be provided along the entire property line immediately abutting the protected zone.

B. A required buffer may not be located on any portion of an existing, dedicated or reserved right-of-way.

Encroachments

A. The parking of vehicles and the placement of buildings, signs or structures, except for walls and fences, is not allowed in a required buffer.

B. Breaks for pedestrian, bicycle and vehicle access are allowed. Driveways or walkways must cross a buffer at or near a perpendicular angle.

NOTE: These buffer requirements apply to parcels that directly abut a LDR zoned parcel. The TCP boundary and the transition area is measured from the canter of the right away, and there are no parcels that would be required to adhere to these standards. Existing design guidelines around open space landscaping and parking lot screening is sufficient.

4. Parking Lot Landscaping Applicability

A. Parking lot landscaping is required for all on-site surface vehicle parking areas. Multiple platted lots contained on a single site plan, under one owner or development entity, and any separate parking areas connected with drive aisles are considered a single parking area. Refer to Design Guidelines chapter 1 for Parking location and design requirements.

B. Perimeter planting is required along the outer perimeter of the entire parking area. Breaks for pedestrian, bicycle and vehicular access are allowed.

Interior islands

Parking lots must be planted with trees at a minimum of 1 tree for every 10 parking spaces. Tree must be located within the parking lot. Required Perimeter

A landscaped interior island must be provided every 10 parking spaces and at the end of every parking row and planted with at least one tree.

An interior island abutting a single row of parking must be a minimum of 13.5 feet in width and 200 square feet in area. This island must include one shade tree. An interior island abutting a double row of parking spaces must be a minimum of 13.5 feet wide and 400 square feet in area. This island must include two shade trees.

Median islands

A. A landscape median island must be provided between every 4 single rows of parking. Intervals may only be modified in order to preserve existing trees.

B. To accommodate green infrastructure ,any landscape median island must be a minimum of 6 feet wide. A landscape median island with a pedestrian walkway must be a minimum of 12 feet wide.

Perimeter Planting

A. Perimeter Planting Required

Perimeter planting is required along the outer perimeter of the entire parking area. Breaks for pedestrian, bicycle and vehicular access are allowed.

B. Trees Required

1. Class I shade trees are required and must be planted at an average rate of 30 feet on center along the entire perimeter. Any location where a tree is planted must have a minimum width of 6 feet.
2. Where Class I shade trees are planted in the abutting right-of-way at an average of 30 feet on center, they may substitute for shade trees required in the perimeter area.

C. Plant Material Options

The following options are considered equally acceptable for perimeter planting.

Perimeter Planting with Shrubs

A. A minimum 6-foot wide landscape strip planted with a continuous row of shrubs.

B. ~~All required shrubs must be of a species that under typical conditions are expected to reach a minimum height and spread of 3 feet within 3 years of planting. All shrubs must be a minimum of 2 feet tall when planted.~~

1. ~~**Perimeter Planting with Wall**~~

~~a. A minimum 4-foot-wide landscape strip including shrubs, vines, ornamental grasses or ground cover with a minimum 3-foot high wall.~~

~~Curbing~~

~~Curbing, when provided, must have openings to allow drainage to enter and percolate through landscaped area.~~

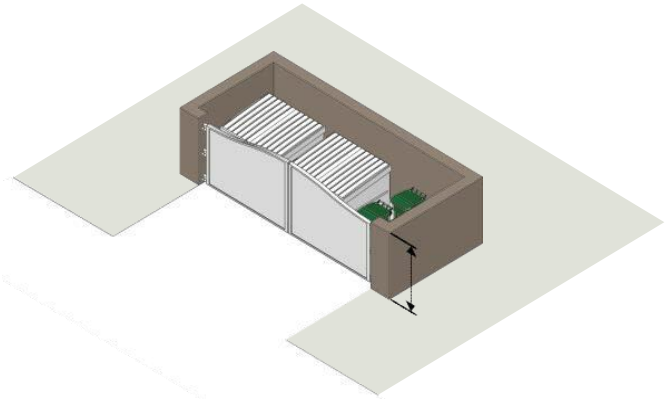
8. 2. Structural Screening Requirements.

1. Service Areas

A. Trash and recycling collection and other similar service areas must be located to the side or rear of buildings.

B. Service areas must be screened on 3 sides by a wall a minimum of 6 feet in height or to the top of the equipment, whichever is higher up to 8 feet maximum. Service areas must be screened on the 4th side by a solid gate at a minimum of 6 feet in height. Screening must be of a height equal to or greater than the height of the mechanical equipment being screened.

C. Refer to Design Guideline 1.1.8 for screening guidelines.



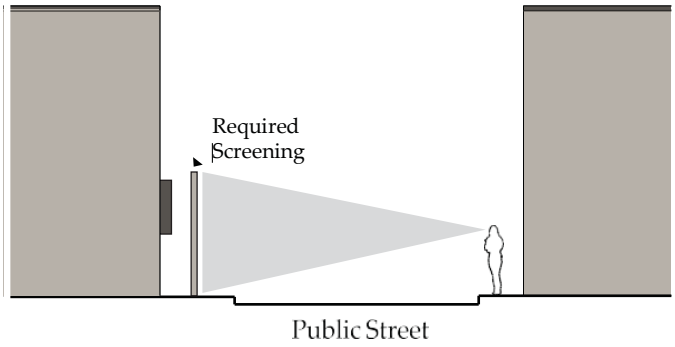
2. Wall-Mounted Equipment

A. Wall-mounted equipment located on any surface that is visible from a public street (not including alleys) must be fully screened by landscape or an opaque wall or fence that matches the principal building in terms of texture, quality, material and color.

B. For buildings with no or low parapet walls, roof- mounted equipment must be screened

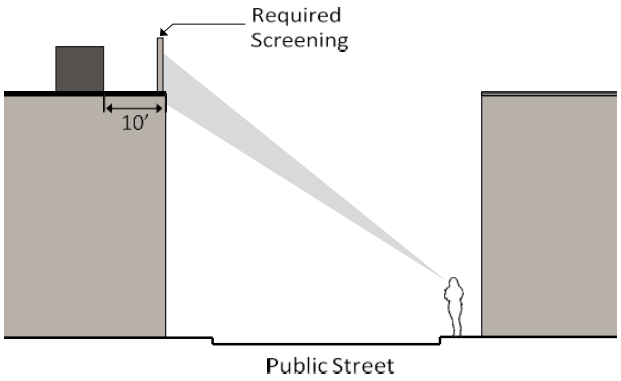
on all sides by an opaque screen that matches the principal building in terms of texture, quality, material and color.

C. Roof-mounted solar panels are exempt from set back and screening requirements.



3. Roof-Mounted Equipment

A. Roof-mounted equipment must be set back at least 10 feet from the edge of the roof.



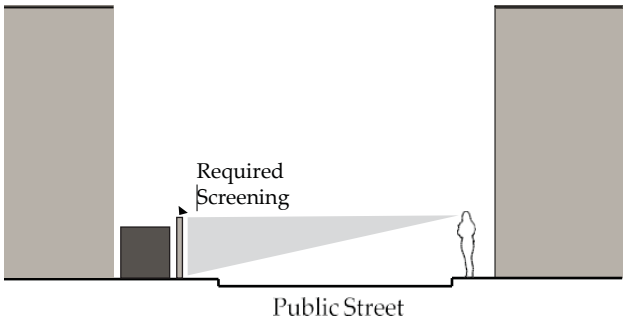
B. New buildings must provide a parapet wall or other architectural element that matches the principal building in terms of texture, quality, material and color that fully screens roof- mounted equipment from ground level view at the public street.

C. The gate and wall must be maintained in good working order and must remain closed except when trash pick-ups occur.

4. Ground-Mounted Equipment

A. Ground-mounted mechanical equipment that is visible from a public street (not including an alley) must be fully screened by landscape or an opaque wall or fence that is compatible with the principal building in terms of texture, quality, material and color.

B. Screening must be of a height equal to or greater than the height of the mechanical equipment being screened.



8. 3. Walls and Fences

1. Materials Specifications

A. Walls must be constructed of high-quality materials including decorative blocks, brick, stone, cast-stone, split-faced block, stucco over standard concrete masonry blocks or glass block.

B. Fences must be decorative and constructed of high quality materials including; wrought iron; composite fencing or aluminum.

C. No wall or fence may be constructed of tires, junk, or other discarded materials.

D. Chain-link fence, barbed wire or concertina wire is not permitted.

E. A wall or fence in a required buffer, or used as a required screen, must be opaque.

F. Location

G. No wall or fence may be located within any required drainage or utility easement.

H. The finished face of all walls and fences must be located toward the abutting property.

I. For walls and fences located along a public right- of-way, the maximum length of a continuous, unbroken and uninterrupted fence or wall plane is 50 feet. Breaks must be provided through the use of columns or offset

2. Height Requirements

A. Wall or fence height is measured from the subject property grade to the highest point of the fence.

B. A wall or fence located in a side or rear setback may be no more than 8 feet in height. Fences over 6 feet require a building permit.

C. A wall or fence located in a primary or side street setback may be no more than 6 feet in height, provided the area of the wall or fence above 4 feet in height is transparent.

D. A wall or fence in a required buffer or used as a required screen may be no less than 6 feet and no more than 8 feet in height.

8. 4. Site Lighting Applicability

1. New Fixtures

All lighting fixtures installed after the effective date of this Town Center Code must conform to all applicable standards and requirements of this Chapter.

2. Existing Fixtures

A. Routine maintenance, including changing the lamp, ballast, starter, photo control, fixture housing, lens and other required components, is allowed for all existing fixtures.

B. The installation of site lighting, replacement of site lighting and changes to existing light fixture wattage, type of fixture, mounting or fixture location must be made in compliance with this Division.

3. Additions

When an existing building, use or site is increased in gross floor area or improved site area by more than 25% cumulatively, both the existing building,
use or site and the additional floor or site area must conform to the lighting requirements of this Division.

4. Change in Use

A change in use does not trigger application of this Chapter.

8. 5. Site Lighting Standards

1. Light Level Measuring

A. Light levels are specified, calculated and measured in footcandles. All footcandles values are maintained footcandles.

B. Measurements are to be made at ground level, with the light-registering portion of the meter held parallel to the ground pointing up.

2. Prohibited Sources

The following light fixtures and sources cannot be used:

A. Cobra-head-type fixtures having dished or drop lenses or refractors, which contain sources that are not incandescent;

B. Temporary searchlights and other high-intensity narrow-beam fixtures; and

C. Light sources that lack color correction or do not allow for uniform site lighting.

3. Design and installation

A. The maximum light level of any light fixture cannot exceed 0.5 footcandles measured at the property line of any Low Density Residential zone and 2.0 footcandles measured at the right- of-way line of a street.

B. Lighting must not be oriented onto adjacent properties, streets or sidewalks.

C. Service connections for all freestanding lighting fixtures must be installed underground.

4. Parking and Pedestrian Areas

A. Light fixtures within vehicle parking areas may be no higher than 20 feet.

B. Light fixtures within pedestrian areas may be no higher than 15 feet.

C. Light fixtures located within 50 feet of the property line of a protected zone may be no higher than 15 feet.

D. Light fixtures within 25 feet of a street right-of- way (not including an alley) must be forward throw fixtures.

E. All light fixtures must be full cutoff, except as listed in paragraph F. below.



F. All flood lamps emitting 1,000 or more lumens must be aimed at least 60 degrees down from horizontal or shielded so that the main beam is not visible from adjacent properties or the street right-of-way.



5. Overhead Utilities

All new developments must follow the Sumner Municipal code regarding overhead utilities on private property and where to underground them in the right of way. Where utilities, such as meters and conduit are exposed screening trees must be planted sufficiently to screen the utilities.

G. Non-cutoff (unshielded) fixtures can be used for street lighting or when the maximum initial lumens generated by each fixture is less than 9,500 initial lamp lumens. These fixtures generally feature globes or vertical glass planes and must be coated with an internal white frosting to diffuse light.

6. Vehicular Canopies

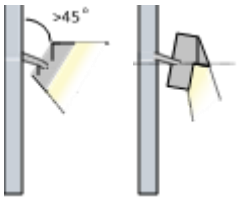
Lighting under vehicular canopies must be less than 24 maintained footcandles and be designed to prevent glare off-site. Acceptable lighting designs include the following:

A. Recessed

Recessed fixture incorporating a lens cover that is either recessed or flush with the bottom surface of thecanopy;

7. Flood Lights and Flood Lamps

A. Flood light fixtures must either be aimed down at least 45 degrees from vertical or the front of the fixture shielded so that no portion of the light bulb extends below the bottom edge of the shield.

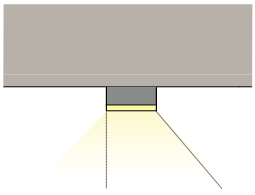


B. Shielded

Light fixture incorporating shields or is shielded by the edge of the canopy itself, so that light is restrained to 5 degrees or more below the horizontal plane; Any flood light fixture located within 50 feet of a street right-of-way must be mounted and aimed perpendicular to the right-of-way, with a side-to- side horizontal aiming tolerance not to exceed 15 degrees.

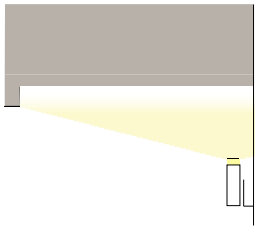
C. Surface Mounted

Surface mounted fixture incorporating a flat glass that provides a cutoff design or shielded light distribution; or



D. Indirect

Indirect lighting where light is beamed upward and then reflected down from the underside of the canopy, provided the fixture is shielded so that direct illumination is focused exclusively on the underside of the canopy.

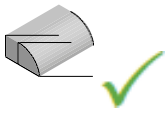


8. Building Lighting

A. Lighting fixtures must be selected, located, aimed and shielded so that direct illumination is focused exclusively on the building facade, plantings and other intended site features and away from adjoining properties and the street right-of-way.

B. All wall pack fixtures must be full cutoff fixtures.





C. Only lighting used to accent architectural features, landscape or art may be directed upward, provided that the fixture is located, aimed or shielded to minimize light spill into the night sky.

How to read the changes: Proposed/~~Strike out~~ language

Summary of SMC 18.04 Amendments

New Definition for Artisan Manufactures

New Definitions for Mixed Use Development and Mixed Use

New Definition for Artist Studio/workshop

New section: SMC 18.04.0129

Artisan Manufacturing - means the production and assembly of finished products or component parts, typically by hand, and including design, processing, fabrication, assembly, treatment, and packaging of finished products. Typical artisan manufacturing trades include, but are not limited to: food and bakery products; beverage production; printmaking; leather products; jewelry and clothing/apparel; metal work; woodwork; furniture; and glass or ceramic production;

New section: SMC 18.04.0688

"Mixed-use development" means a tract of land, building or structure with a variety of complementary and integrated permitted uses, such as, but not limited to, residential, office, manufacturing, retail, public or entertainment, in a compact urban form.

New section: SMC 18.04.0689

"Mixed-use structure" is a single structure containing at least two complementary, integrated, or mutually supporting permitted principal uses (such as housing, offices, light-manufacturing, retail, public service, or entertainment). The structure must achieve physical and functional integration within itself.

New section: SMC 18.04.0996

Studio/Workshop, Artist: A use where someone teaches or creates fine art, such as, but not limited to paintings, sculptures, ceramics, or photography, within a dedicated workspace known as an artist studio. Where a workshop or fabrication area exceeds 5,000 SF, some zones require a retail component.

Summary of SMC 18.22 Amendments

Redlined – SMC 18.22.020 Districts – Where permitted

Redlined – SMC 18.22.040 Permitted uses

Redlined – SMC 18.22.070 Approval Process

Chapter 18.22
INNOVATION DISTRICT AND ENTERPRISE AREA (IDEA)

Sections:

18.22.010 Purpose and intent.

18.22.020 Districts – Where permitted.

18.22.040 Permitted uses.

18.22.060 Development standards.

18.22.070 Approval process.

18.22.010 Purpose and intent.

The purpose and intent of this chapter is:

A. Encourage innovative businesses, small incubator businesses, artisan businesses, and research and development start-ups, within the city that attract young talent to the community and help build the city's future work force.

B. Encourage thoughtfully designed sites and buildings that provide a collaborative social environment with spaces for living, working, designing, inventing, playing, and learning.

C. Enable small-scale business enterprises to locate in a wider range of suitable locations, while minimizing impacts on residential neighborhoods.

D. Encourage infill in commercial and industrial districts to promote use of underutilized sites and efficient use of land, and to promote economic activity near downtown.

E. Accommodate a range of enterprises in a manner that is flexible and responsive to changing uses, trends and innovations.

F. Provide live-work uses in close proximity to each other to reduce reliance on auto trips. Within the overlay, limited residential uses may be allowed in commercial and industrial zones where associated with workspaces.

G. Provide affordable housing units and affordable workspaces. (Ord. 2774 § 18, 2021)

Amended Section 18.22.020 Districts – Where permitted.

~~An IDEA overlay may be applied to the following districts and areas: may be applied to any commercial or industrial zone.~~

An IDEA (Innovation District and Enterprise Area) overlay may be applied to the following districts and areas:

A. Any general commercial or industrial zone within the city;
B. The IDEA Overlay zone where established in the Town Center.

Amended Section: 18.22.040 Permitted uses.

A. Restaurants, cafes, coffee houses, bakeries, and similar food services.

B. Retail services, offices shared workspaces, and live-work spaces that support incubator businesses.

C. Residential units; provided, that residential uses are limited to 50 percent of total floor area.

D. Bars and brew pubs.

E. Farmers markets.

F. Artist studio/workshop, blacksmith shop, glassblowing, and similar artisan ~~enterprises~~ manufacturing uses.

G. Craft brewing (micro-brewery, micro-distillery, craft winery) subject to performance standards in SMC 18.29.060(F).

H. Artisanal food products production.

I. Museums, libraries, art galleries.

J. Public post-secondary educational institutions, such as a university branch or community college.

K. Light fabrication of metal products, clothing products, small electronics, machine prototypes and similar small-scale light industrial uses; provided all operations are conducted indoors, no noise, odor or vibrations are noticeable beyond the property lines; and provided fabrication area is limited to 5,000 square feet floor area~~.~~, except within the Town Center IDEA Overlay zone aggregate fabrication area may exceed 5,000 SF subject to performance standards in SMC 18.29.060(I).

(Ord. XXX, Ord. 2774 § 18, 2021)

18.22.060 Development standards.

The director shall be guided by the following criteria in applying the IDEA overlay:

A. The proposed use will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity of the proposed use or in the district in which the subject property is situated;

B. The proposed use and development on the premises:

1. Shall not create noise, light, glare, vibration, or odor that would disturb the peace, quiet, and comfort of neighboring residents, retail uses, lodging and restaurant uses;

2. Shall be compatible generally with the surrounding land uses in terms of traffic and pedestrian circulation, building and site design;

3. Shall be in keeping with the goals and policies of the Sumner comprehensive plan; and

4. May be permitted exterior changes, subject to the Sumner design guidelines, and administrative approval by the director. (Ord. 2774 § 18, 2021)

Amended section: 18.22.070 Approval process.

~~The director may approve application of the overlay through an administrative use permit as a Type III.d decision, pursuant to SMC 18.56.030(G).~~ (Ord. 2774 § 18, 2021)

A. *An applicant must submit a request to apply the IDEA overlay for a use that aligns with the purposes set forth in SMC 18.22.010 and meets the criteria in SMC 18.22.060.*
B. *The director may approve application of the overlay through an administrative use permit as a Type III.d decision, pursuant to SMC 18.56.030(G).*
C. *An application is not required for areas designated in the Town Center IDEA Overlay zone; proposals are subject to required permits and applicable performance standards under SMC 18.29.*

Summary of SMC 18.29 Amendments:

Redlined – SMC 18.29.030 Principal Uses

Redlined – SMC 18.29.020 Districts in the Town Center.

New Section: SMC 18.29.035 Accessory allowed uses in the Town Center

Redlined – SMC 18.29.050 Prohibited uses.

Redlined – SMC 18.29.060 Performance standards.

New Section – SMC 18.29.060(I) IDEA Performance standards.

Chapter 18.29
TOWN CENTER CODE (TCC)

Sections:

18.29.010 Purpose.

18.29.020 Districts in the Town Center.

18.29.030 Principal uses.

18.29.040 Conditional uses.

18.29.050 Prohibited uses.

18.29.060 Performance standards.

18.29.070 Town Center Code adopted.

18.29.010 Purpose.

The Town Center district is intended to be a transit-oriented development area with a mix of residential, commercial, retail and civic uses that serve the neighborhood and the larger region with goods and services and fosters economic development. The Town Center features a wide range of types of uses, from multifamily to townhouse and commercial and mixed-use buildings. Motor vehicles are accommodated in the street designs and parking areas, yet the Town Center district strongly promotes a pedestrian scale through building form and connections to the streetscape. The connectivity is accomplished with sidewalks, landscaping, building locations, signage and pedestrian-oriented development. An improved street grid system provides efficient circulation and supports transit. (Ord. 2667 § 1 (part), 2018)

Amended section: 18.29.020 Districts in the Town Center.

The Town Center includes the West Sumner district, Riverside district, Station district and the Historic central business district (mapped as historic district). Each district has its own unique characteristics, whether it is an IDEA overlay zone and ~~the~~ increased heights allowed in the West Sumner district, or the trail connection to the White River in the

Riverfront district, or the proximity to the Sounder Station of the Station district, or the historic Main Street character of the Historic central business district. These characteristics are a primary focus in the Town Center Code. (Ord. 2774 § 21, 2021; Ord. 2667 § 1 (part), 2018)

Amended section: 18.29.030 Principal uses.

The following are Permitted uses in the Town Center districts, except where in the IDEA overlay see subsection (Y) ~~are as follows~~:

A. Accessory parks and recreation facilities for use by on-site employees or residents.

B. Adult entertainment businesses subject to chapter 18.38 SMC.

C. Artist's studio and workshop having a retail component.

D. Automotive and motorized vehicle sales.

E. Wireless communication facilities[1].

F. ~~Churches~~. Repealed

G. Existing residential dwellings lawfully constructed as of the effective date of the ordinance codified in this title.

H. Family child care home or family child day care home in accordance with the provisions of SMC 18.16.025; and child day care centers.

I. Health and fitness club.

J. Hospitals.

K. Hotels, bed and breakfasts and tourist homes.

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

M. Private clubs, lodges, fraternal organizations, union halls and social halls.

N. Professional offices.

O. Public off-street parking lots.

P. Restaurants.

Q. Retail.

R. Streets.

S. Taverns, micro-breweries, brewpubs, and bars.

T. Theaters and other enclosed commercial recreation establishments such as bowling alleys and arcades.

U. Vocational or fine arts school.

V. Funeral homes, mortuaries, and funeral parlors.

W. Drive-through businesses. Drive-through businesses located in the Town Center historic central business district (historic district on map) are subject to performance standards at SMC 18.16.080(V).

X. Large group homes.

Y. The IDEA Overlay zone see uses under section SMC 18.22.040.(Ord. XXXX, 2025; Ord. 2878 § 27, 2024; Ord. 2812 § 12, 2022; Ord. 2774 § 22, 2021; Ord. 2667 § 1 (part), 2018)

New Section: 18.29.035 Accessory allowed uses in the Town Center

A. Accessory dwelling units subject to the following criteria:

1. Up to two accessory dwelling units shall be allowed per legal building lot as a subordinate use in conjunction with the one existing single-family detached dwelling; or existing multi-family developments (4 units or less);

2. Accessory dwelling units shall not be subdivided or otherwise segregated in ownership from the primary dwelling unit;

3. 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;

4. 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;

5. Height. Detached accessory dwelling units shall have a maximum building height of 24 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;

6. Setbacks, Detached Units. Minimum yard setbacks for detached accessory dwelling units are as follows:

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

b. All other setbacks follow **18.29.060 (B)(1)** 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; 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;

7. 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;

8. Existing accessory structures cannot be converted into an ADU.

18.29.040 Conditional uses.

Conditional uses allowed in the town center districts are as follows:

A. Churches.

B. Cemeteries.

C. Major utility facility.

D. Mass transit systems including, but not limited to, bus stations, train stations, transit shelter stations, and park and ride lots.

E. Public parks and public recreational facilities.

F. Public facilities.

G. Public off-street parking lots, paid.

H. Public garage.

I. Schools, colleges and universities.

J. Temporary homeless encampments in accordance with SMC 18.36.060.

K. Water towers and water supply plants.

L. Craft coffee roasting in the historic district, subject to the standards at SMC 18.29.060(F).

M. Indoor emergency shelters subject to standards at SMC 18.29.060(G).

N. Indoor emergency housing subject to standards at SMC 18.29.060(G).

O. Permanent supportive housing subject to standards at SMC 18.29.060(H).

P. Transitional housing subject to standards at SMC 18.29.060(H).

Q. Behavioral health facility, inpatient.

R. Behavioral health facility, outpatient.

S. Opioid treatment program, mobile unit.

T. Secure community transition facility.

U. Essential public facilities not otherwise listed above. (Ord. 2878 § 28, 2024; Ord. 2794 § 15, 2021; Ord. 2774 § 23, 2021; Ord. 2667 § 1 (part), 2018)

Amended section: 18.29.050 Prohibited uses.

A. Any use or structure not listed under permitted principal, accessory or conditional uses is prohibited in the Town Center districts unless authorized in chapter 18.36 or 18.46 SMC.

~~A.~~B. Within the Town Center Transition Zone, the following commercial uses are prohibited for the first 100 feet of lot depth, as measured from the front lot line or side street lot line:

1. Adult entertainment businesses
2. Automotive and motorized vehicle sales.
3. Restaurants
4. Taverns, micro-breweries, brewpubs, and bars
5. Commercial recreation establishments such as bowling alleys and arcades
6. Drive-through businesses

(Ord. 2667 § 1 (part), 2018)

Amended section: 18.29.060 Performance standards.

The following special requirements and performance standards shall apply to properties located in the ~~manufacturing~~ Town Center districts:

A. Required Landscaping. For each development in the Town Center, a landscape plan shall be submitted for approval by the development services director. The requirements of

the city of Sumner design and development guidelines shall be met. Landscape plans shall be prepared and submitted in accordance with chapter 18.41 SMC.

B. Expansion of Specified Existing Uses. Existing single-family ~~residential~~ dwellings lawfully constructed as of the effective date of this title may be maintained as follows:

1. Within 10 years of December 3, 2018, existing single-family dwellings ~~residential uses within the residential zone~~ may expand no more than 75 percent of their existing square footage. After ~~10 years of~~ December 3, 2018, single-family dwellings ~~residential uses within the residential zone~~ may expand no more than 25 percent of their existing square footage, excluding accessory uses. ~~as of December 3, 2018~~. In no event shall an expansion under this section exceed 75 percent of the existing square footage ~~on or~~ after December 3, 2018, and in no event shall an expansion under this section be permitted if said expansion requires the acquisition of additional property. The expansion shall meet all the following development standards: ~~of the zoning regulations in place on the date of the permit application, including, but not limited to, setbacks, lot coverage, and building height;~~

Front yard setback:	15 feet
Rear Yard setback:	25 feet
Side yard setback:	5 feet min on one side; Total interior side yard setback: 15 feet
Street side yard setback:	12 feet
Lot coverage:	45 %
Maximum height:	30 feet

~~2. Residential uses within commercially zoned properties may expand no more than 25 percent of their existing square footage. The expansion shall meet all the development standards of the zoning regulations in place on the date of the permit application, including, but not limited to, setbacks, lot coverage, and building height;~~

2.~~3~~. No new single-family detached dwellings ~~additional dwelling units~~ may be added in the Town Center, except for accessory dwellings as provided in SMC 18.29.035;

34. Structures may be rebuilt after a fire or other disaster to original dimensions unless a health or safety impact would occur, provided a complete building permit application has been submitted within three years;

4.5. ~~Structures that were destroyed by a fire or other disaster prior to December 3, 2018, may be rebuilt to original dimensions unless a health or safety impact would occur without any limitation on time.~~

C. As applicable, the provisions of the city of Sumner design and development guidelines per chapter 18.40 SMC shall be met for new development, except that open space requirements for senior housing shall be provided in accordance with SMC 18.41.200.

D. As applicable, the provisions of the Town Center Code shall be met for new development.

E. School, Church and Public Parking Facility Height Exceptions. When applicable, a height exception shall be applied for as part of a conditional use permit application to establish such uses or expansion of such uses. Conditionally permitted, school, church and public parking facility uses may exceed building height requirements to a maximum of five stories in the Town Center zones upon approval of such height exception by the hearing examiner. A height exception does not require separate application for a special exception or variance.

F. Craft coffee roasting shall comply with the following performance standards:

1. Roasting is permitted to occur only during the hours of 5:00 a.m. to 7:00 a.m. and 11:00 p.m. to 1:00 a.m., unless the hearing examiner through the conditional use permit finds that other hours will have minimal impact on neighboring properties.

2. Volume of each roast shall not exceed 11 pounds of coffee beans, but may be increased through the conditional use permit, provided roasting occurs within the same time window allowed under subsection (F)(1) of this section.

3. Roasting operations shall comply with Puget Sound Clean Air Agency (PSCAA) regulations for emissions. In addition, at a minimum, roasting equipment shall be fitted with a roaster afterburner or similar infrared clean-burn technology designed to minimize the release of odors and smoke.

4. Exterior mechanical equipment shall be maintained and operated in a manner so as not to exceed 57 dBA, or the maximum permissible noise levels allowed from a Class B EDNA to a Class A EDNA, as defined in SMC 8.14.060.

5. Exterior mechanical equipment and refuse containers shall be screened from neighboring streets and sidewalks. To the extent practicable, screening shall be architecturally compatible with the historic character of the Town Center historic central business district (historic district), as determined by the hearing examiner through the conditional use permit.

6. Roasting operations shall remain incidental and accessory to the on-site retail use and shall not involve wholesale distribution.

7. The hearing examiner through the conditional use permit may modify the above standards, provided the applicant demonstrates that alternative measures can be put in place that will provide an equivalent or higher level of odor and noise control.

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; and

3. Not be located within 880 feet 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 exceed a maximum housing density of 25 dwelling units per acre; and

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

I. Town Center IDEA overlay uses. The uses identified in SMC 18.22.040 are permitted outright within the Town Center IDEA Overlay located in the West Sumner District, subject to compliance with the following standards:

1. In the IDEA overlay zone south of 57th Street, development within 100 feet of Fryar Ave shall be a mixed-use lot type per the ~~FBC~~Town Center Code as adopted in SMC 18.29.070.

2. All fabrication, small-scale manufacturing, additive manufacturing, or production activities shall occur entirely within an enclosed building. Individual fabrication

areas may not exceed 5,000 SF per tenant use. Aggregate fabrication area that exceeds 5,000 SF shall include retail at least 15 percent of the total floor area.

3. Exterior storage of materials or equipment is prohibited, except for temporary loading/unloading, which shall not exceed 24 hours. Storage and handling of hazardous materials shall comply with all applicable fire, building, and environmental codes.

4. Loading areas shall be located to the side or rear of buildings and screened from public streets and adjacent residential uses.

5. Operations shall comply with maximum permissible noise levels established in Chapter 8.14.

6. No vibration shall be perceptible without instruments at any point along the property line.

7. All uses shall be designed and operated to prevent the emission of dust, smoke, or odors detectable beyond the property line.

8. Ventilation and filtration systems shall be installed to control fumes, vapors, and particulates from small-scale manufacturing or food/beverage production.

J. Overhead utilities-All new developments shall place overhead utilities underground, including power poles and lines, located in the public right-of-way frontage along private properties; and is also required for power poles and power lines located on private property. Where utility apparatus, such as meters and conduits are exposed, screening trees must be planted sufficiently to screen the utilities from public view.

(Ord. XXXX) Ord. 2907 § 17, 2025; Ord. 2812 § 12, 2022; Ord. 2794 § 16, 2021; Ord. 2788 § 35, 2021; Ord. 2774 § 24, 2021; Ord. 2719 § 1, 2019: Ord. 2667 § 1 (part), 2018)

18.29.070 Town Center Code adopted.

The city hereby adopts the development regulations published in the “Town Center Code” which shall be applied to all development within the Town Center district as shown on the official zoning map. (Ord. 2667 § 1 (part), 2018)

State Environmental Policy Act

Sumner Town Center Subarea Plan Update 2025
MDNS and Adoption of Existing Document

Date of Issuance: August 20, 2025

Description of current proposal: The proposals include updates to the Town Center Plan (TCP) to reflect refreshed policies, updated zoning code text, and revised form-based code standards and design guidelines consistent with the Sumner Comprehensive Plan. The proposal includes amendments to SMC 18.29 (Town Center Code) and SMC 18.22 (Innovation District and Enterprise Area (IDEA) overlay), with changes reflected in the Town Center zoning map and street type classifications. The Planned Action Ordinance No. 2668 would also be amended to reflect the cumulative evaluation of the study area in the Sumner Comprehensive Plan Update 2024 Final EIS January 6, 2025 and the updates to the form-based code and design guidelines.

Proponent: City of Sumner

Location of current proposal: The Town Center Plan area generally bounded by Zehnder Street on the north, Wood Avenue on the east, Thompson Street on the south, and Valley Avenue on the west.

Title of documents being adopted:

Sumner Comprehensive Plan Update, East Sumner Neighborhood Plan Update, Capital Facility and Transportation Plan Update, Development Regulations and Critical Areas Ordinance Update, and East Sumner Neighborhood Planned Action, Final SEIS, issued August 6, 2015 completing Draft SEIS, issued February 24, 2015. Volume 1 & 2 Available: https://connects.sumnerwa.gov/planning-sumners-future.

Sumner Town Center Subarea Plan Update and Planned Action Final Supplemental Environmental Impact Statement, November 26, 2018, Available: https://sumnerwa.gov/wp-content/uploads/2018/09/Final-SEIS-Town-Center-Plan.pdf.

City of Sumner Comprehensive Plan Update Final Environmental Impact Statement, January 6, 2025. Available ; https://sumnerwa.gov/wp-content/uploads/2025/07/Ex-A_Comprehensive-Plan_20250106.pdf

Agency that prepared document being adopted: City of Sumner

Date adopted document was prepared: 2015, 2018, and 2025, respectively. See Title of documents above.

Description of document (or portion) being adopted: The full SEPA documents referenced under Title of documents above are adopted.

If the document being adopted has been challenged (WAC 197-11-630), please describe: Not applicable.

The document is available to be read at: See links above. Please see contact person information below to arrange review at City Hall.

The City of Sumner has identified and adopted these documents as being appropriate for this proposal after independent review. The document(s) meet(s) our environmental review needs for the current proposal and will accompany the proposal to the decision maker(s).

We have determined that this proposal will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This determination is based on the following findings and conclusions: The proposals address transit-oriented development in proximity to the Sumner Sounder Station and the City's downtown. The City has studied the Town Center Plan expected growth and infrastructure investments, and updated plans and codes in SEPA documents. The City has implemented a range of development regulations and mitigation measures in the Planned Action Ordinance to reduce environmental impacts.

Name of agency adopting document: City of Sumner

Contact person, if other than responsible official:

Chrissanda Walker, Associate Planner
City of Sumner, Community Development Department
1104 Maple Street, Suite 250
Sumner, WA 98390
(253) 299-5523
chrissandaw@sumnerwa.gov

This DNS Adoption is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date of issuance. **Comments must be submitted by: 5 pm., September 3, 2025.**

Notice of Meeting: Notice is hereby given that the City will hold a meeting with affected agencies per RCW 43.21C.440 on the draft update to Planned Action Ordinance (PAO) for the Town Center Plan.

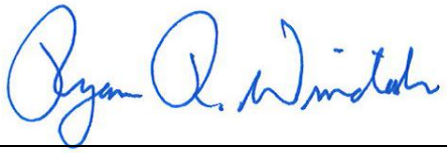
Date: August 28, 2025

Time: 11:00 AM

Venue: Join from PC, Mac, iPad, or Android: https://sumnerwa-gov.zoom.us/j/88002333676

Responsible Official:

Ryan Windish, AICP, Community & Economic Development Director
City of Sumner, Community Development Department
1104 Maple Street, Suite 250
Sumner, WA 98390
(253) 299-5524, ryanw@sumnerwa.gov

Signature: 

Signature Date: August 13, 2025

☒ There is no administrative appeal associated with a legislative decision per SMC 16.04.185.

ORDINANCE NO ~~2668~~XXXX

AN ORDINANCE OF THE CITY OF SUMNER, WASHINGTON, ESTABLISHING A PLANNED ACTION FOR THE TOWN CENTER SUBAREA PLAN PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT.

WHEREAS, the State Environmental Policy Act (SEPA) and its implementing regulations provide for the integration of environmental review with land use planning and project review through the designation of planned actions by jurisdictions planning under the Growth Management Act (GMA), such as the City of Sumner ("City"); and

WHEREAS, Section 43.21C.440 of the Revised Code of Washington (RCW), Sections 197-11-164 through 172 of the Washington Administrative Code (WAC), and Section 16.04.170 of the Sumner Municipal Code (SMC) allow for and govern the adoption and application of a planned action designation under SEPA; and

WHEREAS, the designation of a planned action expedites the permitting process for projects of which the impacts have been previously addressed in a supplemental environmental impact statement (SEIS); and

WHEREAS, a subarea of the City commonly referred to as the "Town Center", as depicted on the map attached hereto as Exhibit A and incorporated herein by this reference, has been identified as a planned action area for future development ("Planned Action Area"); and

WHEREAS, the City has developed and adopted a subarea plan titled the Town Center Plan and Form Based Code adopted December 3, 2018 through Ordinance No. 2666 and Ordinance No. 2667, respectively, complying with the GMA (RCW 36.70A) to guide the development of the Town Center; and

WHEREAS, [TCP and Code Amendments 2025]; and

NOTE: THE PROPOSED CHANGES NEED TO BE EVALUATED WITH THE PLANNING COMMISSION

WHEREAS, after extensive public participation and coordination with all affected parties, the City, as lead SEPA agency, issued the Sumner Town Center Subarea Plan Update and Planned Action Final Supplemental Environmental Impact Statement ("Final SEIS") dated November 26, 2018, the Sumner Comprehensive Plan Update 2024 Final EIS January 6, 2025, and the Town Center Plan Update 2025 and SEPA Determination of Non-Significance which collectively ~~identifies~~ identify the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Comprehensive Plan; the ~~Final SEIS includes by incorporation the associated Draft SEIS issued on September 12, 2018 (~~SEPA documents are collectively referred to herein as the "Planned Action ~~SEIS~~SEPA"~~)~~; and

WHEREAS, the City desires to designate a planned action under SEPA for the Town Center Plan ("Planned Action"); and

WHEREAS, adopting a Planned Action for Town Center with appropriate standards and procedures will help achieve efficient permit processing and promote environmental quality protection; and

WHEREAS, the City has adopted development regulations and ordinances that will help protect the environment and will adopt regulations to guide the allocation, form, and quality of development in the Town Center; and

WHEREAS, the City Council finds that adopting this Ordinance is in the public interest and will advance the public health, safety, and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON DOES HEREBY ORDAIN AS FOLLOWS:

Section I. *Purpose*. The purpose of this Ordinance is to:

A. Combine environmental analysis, land use plans, development regulations, and City codes and ordinances together with the mitigation measures in the ~~Planned Action SEIS~~Planned Action SEPA to mitigate environmental impacts and process Planned Action development applications in the Planned Action Area;

B. Designate the Town Center shown in Exhibit A as a Planned Action Area for purposes of environmental review and permitting of designated Planned Action Projects pursuant RCW 43.21C.440;

C. Determine that the ~~Planned Action SEIS~~Planned Action SEPA meets the requirements of a ~~planned action SEIS~~Planned Action SEPA pursuant to SEPA;

D. Establish criteria and procedures for the designation of certain projects within the Planned Action Area as "Planned Action Projects" consistent with RCW 43.21C.440;

E. Provide clear definition as to what constitutes a Planned Action Project within the Planned Action Area, the criteria for Planned Action Project approval, and how development project applications that qualify as Planned Action Projects will be processed by the City;

F. Streamline and expedite the land use permit review process by relying on the ~~Planned Action SEIS~~Planned Action SEPA; and

G. Apply applicable regulations within the City's development regulations and the mitigation framework contained in this Ordinance for the processing of Planned Action Project applications and to incorporate the applicable mitigation measures into the underlying project permit conditions to address the impacts of future development contemplated by this Ordinance.

Section II. *Findings*. The City Council finds as follows:

A. The Recitals above are adopted herein as Findings of the City Council.

B. The City is subject to the requirements of the Growth Management Act (GMA).

C. The City has adopted a Comprehensive Plan complying with the GMA and an associated subarea plan with text and policies specific to the Town Center.

D. The City is adopting zoning and development regulations concurrent with the Comprehensive Plan to implement said Plan, including this Ordinance.

E. The Town Center Subarea Plan Update (2018 and 2025) ~~Planned Action SEIS~~Planned Action SEPA adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area.

F. The mitigation measures identified in the Sumner Town Center Subarea Plan Update and ~~Planned Action SEIS~~Planned Action SEPA, attached to this Ordinance as Exhibit B, and incorporated herein by reference, together with adopted City development regulations are adequate to mitigate significant adverse impacts from development within the Planned Action Area.

G. The Sumner Town Center Subarea Plan Update and Planned Action ~~S~~EIS identifies the location, type, and amount of development that is contemplated by the Planned Action.

H. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public, and enhance economic development.

I. The City provided several opportunities for meaningful public involvement and review in the Sumner Town Center Subarea Plan Update and Planned Action ~~S~~EIS process, including a community meeting consistent with RCW

43.21C.440; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments.

J. Essential public facilities as defined in RCW 36.70A.200 are excluded from the Planned Action as designated herein and are not eligible for review or permitting as Planned Action Projects unless they are accessory to or part of a project that otherwise qualifies as a Planned Action Project.

K. The designated Planned Action Area is located entirely within an urban growth area (UGA).

L. Implementation of the mitigation measures identified in the Sumner Town Center Subarea Plan Update and ~~Planned Action SEIS~~Planned Action SEPA will provide for adequate public services and facilities to serve the proposed Planned Action Area.

Section III. ***Procedures and Criteria for Evaluating and Determining Planned Action Projects within the Planned Action Area.***

A. Planned Action Area. This "Planned Action" designation shall apply to the area shown in Exhibit A of this Ordinance.

B. Environmental Document. A Planned Action Project determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Sumner Town Center Subarea Plan Update and Planned Action ~~S~~EIS. The mitigation measures contained in Exhibit B of this Ordinance are based upon the findings of the SEIS and Final EIS and shall, along with adopted City regulations, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action Projects within the Planned Action Area.

C. Planned Action Project Designated. Land uses and activities described in the Sumner Town Center Subarea Plan Update and ~~Planned Action SEIS~~Planned Action SEPA, subject to the thresholds described in Subsection III.D of this Ordinance and the mitigation measures contained in Exhibit B of this Ordinance, are designated "Planned Action Projects" pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area shall be designated a Planned Action Project if it meets the criteria set forth in Subsection III.D of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the ~~Planned Action SEIS~~Planned Action SEPA:

(1) Qualifying Land Uses.

(a) A primary land use can qualify as a Planned Action Project land use when:

i. it is within the Planned Action Area as shown in Exhibit A of this Ordinance;

ii. it is consistent with land use categories and activities studied in the SEIS and consistent with form-based code districts and other zoning and development regulations applied to properties within the Planned Action Area.

A Planned Action Project may be a single Planned Action land use or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.

(b) Public Services: The following public services, infrastructure, and utilities can also qualify as Planned Actions: city roads, city utilities, parks, trails, and similar facilities developed consistent with the ~~Planned Action SEIS~~Planned Action SEPA mitigation measures, City and special district design standards, shoreline master program, critical area regulations, and the Sumner Municipal Code.

(2) Development Thresholds:

(a) Land Use: The following thresholds of new land uses are contemplated by the Planned Action:

Projected Net Land Use ~~2015-2035~~2020-2044

Use	~~No Action Alternative~~	~~Action Alternatives~~	Periodic Update and Town Center Plan Update
New Housing Units	~~339~~	~~1,194~~	1,245
New Employment (Jobs)	~~408~~	~~460~~	430

(b) Shifting development amounts between land uses in identified in Subsection III.D(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the Sumner Town Center Subarea Plan Update and ~~Planned Action SEIS~~Planned Action SEPA; the traffic trips for the preferred alternative are not exceeded; and, the development impacts identified in the Sumner Comprehensive Plan and Municipal Code Update SEIS are mitigated consistent with Exhibit B of this Ordinance.

(c) Density: The form-based code allows unlimited density provided height, setbacks, parking, and landscaping standards are met, which indirectly control density. For the purposes of environmental impact analysis, densities were assumed. Development that is consistent with the form-based code and other applicable zoning and development regulations and is within the limits of the net land use in Subsection (2)(a) is considered a Planned Action even where density proposed is different than the SEIS assumed density. However, the SEPA responsible official may request supporting information demonstrating consistency with the City's transportation, infrastructure, and public services levels of service standards and applicable codes and standards.

(d) Height: The form-based code regulates height by stories, establishing minimum floor-to-floor heights. For the purposes of environmental impact analysis, the SEIS studies both stories and height in feet that is consistent with the form-based code and modestly higher than the minimum floor-to-floor heights. Development that is consistent with the form-based code standards but taller than the heights assumed in the SEIS, but no greater than 10 percent taller, are considered Planned Actions. Proposals with building heights that are greater than 10 percent above SEIS assumptions are subject to additional technical analysis. The City may require aesthetic or shade/shadow analysis or modeling to determine that applicable design standards and mitigation measures in Exhibit B reduce impacts to a less than significant level.

(e) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action Project or combination of Planned Action Projects exceeds the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Sumner Comprehensive Plan and Municipal Code Update SEIS.

(3) Transportation Thresholds:

(a) Trip Ranges & Thresholds. The number of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the Planned Action ~~S~~EIS for ~~2035~~ 2044 is as follows. To be considered a planned action trips together with other cumulative trips may not exceed the Total PM Peak Hour Trip Generation maximum considered in the Transportation Master Plan and Planned Action SEPA (Alternative 2) since the Transportation Master Plan and EIS showed the same necessary system improvements for all of the studied alternatives:

Alternative	Total PM Peak Hour Trip Generation
Existing (2023)	1,769
2044 Baseline (Pref Alt from 2024 Comp Plan)	2,343
2044 Alternative 1	2,594
2044 Alternative 2	2,674

~~**Action Alternative Estimated Weekday PM Peak Hour Town Center Trip Generation[1]**~~

~~Alternative~~	~~Inbound~~	~~Outbound~~	~~Total~~
~~Alternative 1: Density Option A~~	~~2,004~~	~~1,775~~	~~3,778~~
~~Alternative 1: Density Option B~~	~~2,009~~	~~1,789~~	~~3,799~~
~~Alternative 2~~	~~2,004~~	~~1,776~~	~~3,779~~

~~1. Trip generation based on the City of Sumner travel demand model and land use plan for each Alternative. Source: Transpo 2018~~

(b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in the Sumner Transportation Master Plan and implementing code, as appropriate.

(c) Transportation Impact Mitigation. Transportation impact fees shall be paid consistent with Chapter 12.36 SMC. ~~Transportation mitigation shall also be provided consistent with mitigation measures in Exhibit B, Attachment B-1 of this Ordinance attached hereto and incorporated by this reference.~~

(d) The City SEPA responsible official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection III.D(3)(a) are not exceeded, that the project meets the concurrency standards of Subsection III.D(3)(b), and that the project has mitigated impacts consistent with Subsection III.D (3)(c).

(e) Discretion.

i. The Public Works Director or designee shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City's Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.

ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Sumner Municipal Code.

iii. The responsible City official shall have the discretion to adjust the allocation of responsibility for required improvements between individual Planned Action Projects based upon their identified impacts.

iv. Densities may differ in levels and location studied in the SEIS as described in (2)(c). If development is within the overall land use and trip maximums in (2)(a) and (3)(a) and meets City levels of service and mitigation requirements in Exhibit B, the City may determine a development is considered a Planned Action proposal.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Sumner Town Center Subarea Plan Update and ~~Planned Action SEIS~~Planned Action SEPA would not qualify as a Planned Action Project.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the ~~Planned Action SEIS~~Planned Action SEPA, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

E. Planned Action Project Review Criteria.

(1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets all of the following conditions:

(a) the project is located within the Planned Action Area identified in Exhibit A of this Ordinance;

(b) the proposed uses and activities are consistent with those described in the Sumner Town Center Subarea Plan Update and ~~Planned Action SEIS~~Planned Action SEPA and Subsection III.D of this Ordinance;

(c) the project is within the Planned Action thresholds and other criteria of Subsection III.D of this Ordinance;

(d) the project is consistent with the Town Center Plan including the regulations of the Town Center Form Based Code integrated into the Sumner Municipal Code;

(e) the project's significant adverse environmental impacts have been identified in the Sumner Town Center Subarea Plan Update and ~~Planned Action SEIS~~Planned Action SEPA;

(f) the project's significant impacts have been mitigated by application of the measures identified in Exhibit B of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;

(g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.

(2) The City shall base its decision to qualify a project as a Planned Action Project on review of the Subarea SEPA Checklist form included in Exhibit B to this Ordinance and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

F. Effect of Planned Action Designation.

(1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein and with the environmental analysis contained in the ~~Planned Action SEIS~~Planned Action SEPA.

(2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of Subsection III.D and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an SEIS, or be subject to further review pursuant to SEPA. Planned Action Projects will still be subject to all other applicable City, state, and federal regulatory requirements. The Planned Action Project designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

G. Planned Action Project Permit Process. Applications submitted for qualification as a Planned Action Project shall be reviewed pursuant to the following process:

(1) Development applications shall meet all applicable requirements of the Sumner Municipal Code and this Ordinance in place at the time of the Planned Action Project application. Planned Action Projects shall not vest to regulations required to protect public health and safety.

(2) Applications for Planned Action Projects shall:

(a) be made on forms provided by the City;

(b) include a SEPA checklist consistent with WAC 197-11;

(c) provide a conceptual site plan to scale and narrative documenting how the planned action project meets the requirements of this Ordinance and the Town Center Plan as well as relevant Form Based Code standards and other Sumner Municipal Code requirements. The written summary shall identify the consistency of the Planned Action Project application with the Town Center Plan "Plan Elements" concepts and strategies. and

(d) meet all applicable requirements of the form-based code and other development standards contained in the Sumner Municipal Code and this Ordinance.

(3) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all the criteria for qualification as a Planned Action Project as set forth in this Ordinance.

(4) (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in Title 18 SMC, except that no SEPA threshold determination, SEIS, or additional SEPA review shall be required.

(c) The Determination of Consistency shall remain valid and in effect if the underlying project application approval is also in effect.

(d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

(6) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21c.440.

(b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.

(c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

(d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the ~~Planned Action SEIS~~Planned Action SEPA, as well as other relevant SEPA documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the ~~Planned Action SEIS~~Planned Action SEPA.

(7) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.

(8) A Determination of Consistency or Inconsistency is a Type II land use decision subject to the procedures established in Title 18 SMC. An appeal of a Determination of Consistency shall be consolidation with any pre-decision or appeal hearing on the underlying project application where applicable.

Section IV. *Monitoring and Review*.

A. The City should monitor the progress of development in the designated Planned Action area as deemed appropriate to ensure that it is consistent with the assumptions of this Ordinance and the Sumner Town Center Subarea Plan Update and ~~Planned Action SEIS~~Planned Action SEPA regarding the type and amount of development and associated impacts and with the mitigation measures and improvements planned for the Planned Action Area. The City should monitor the subarea plan as part of monitoring reports under RCW 36.70A.130(9), as well as periodic reviews of its Comprehensive Plan (RCW 36.70a) and Shoreline Master Program (RCW 90.58).

NOTE: RECOMMEND THE ABOVE LANGUAGE TO BE ADDED IN LIEU OF ATTACHMENT C.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official no later than five (5) years from its effective date in conjunction with the City's regular Comprehensive Plan review cycle, as applicable. The timing of subsequent reviews after the first review shall be determined with the completion of the first review. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and required mitigation measures (Exhibit B) ~~and Public Agency Actions and Commitments (Exhibit C)~~. Based upon this review, the City may propose amendments to this Ordinance or may supplement or revise the Sumner Town Center Subarea Plan Update and ~~Planned Action SEIS~~Planned Action SEPA.

Section V. *Conflict*. In the event of a conflict between this Ordinance or any mitigation measures imposed thereto, and any ordinance or regulation of the City, the provisions of this Ordinance shall control.

Section VI. *Severability*. If any one or more sections, subsections, or sentences of this Ordinance are held to be unconstitutional or invalid such decision shall not affect the validity of the remaining portions of this Ordinance and the same shall remain in full force and effect.

Section VII. *Effective Date*. This Ordinance shall take effect and be in force ten (10) days after publication as provided by law.

Passed by the City Council of the City of Sumner the ___day of ___, ~~2018~~2025.

Mayor

ATTESTED:

PUBLISHED: XXX, ~~2018~~2025

EFFECTIVE: XXX, ~~2018~~2025

City Clerk

First Reading:
Second Reading:
Date Adopted:
Date of Publication:
Effective Date:

APPROVED AS TO FORM:

City Attorney

EXHIBIT A SUMNER TOWN CENTER PLANNED ACTION AREA ~~[Excludes M-1]~~

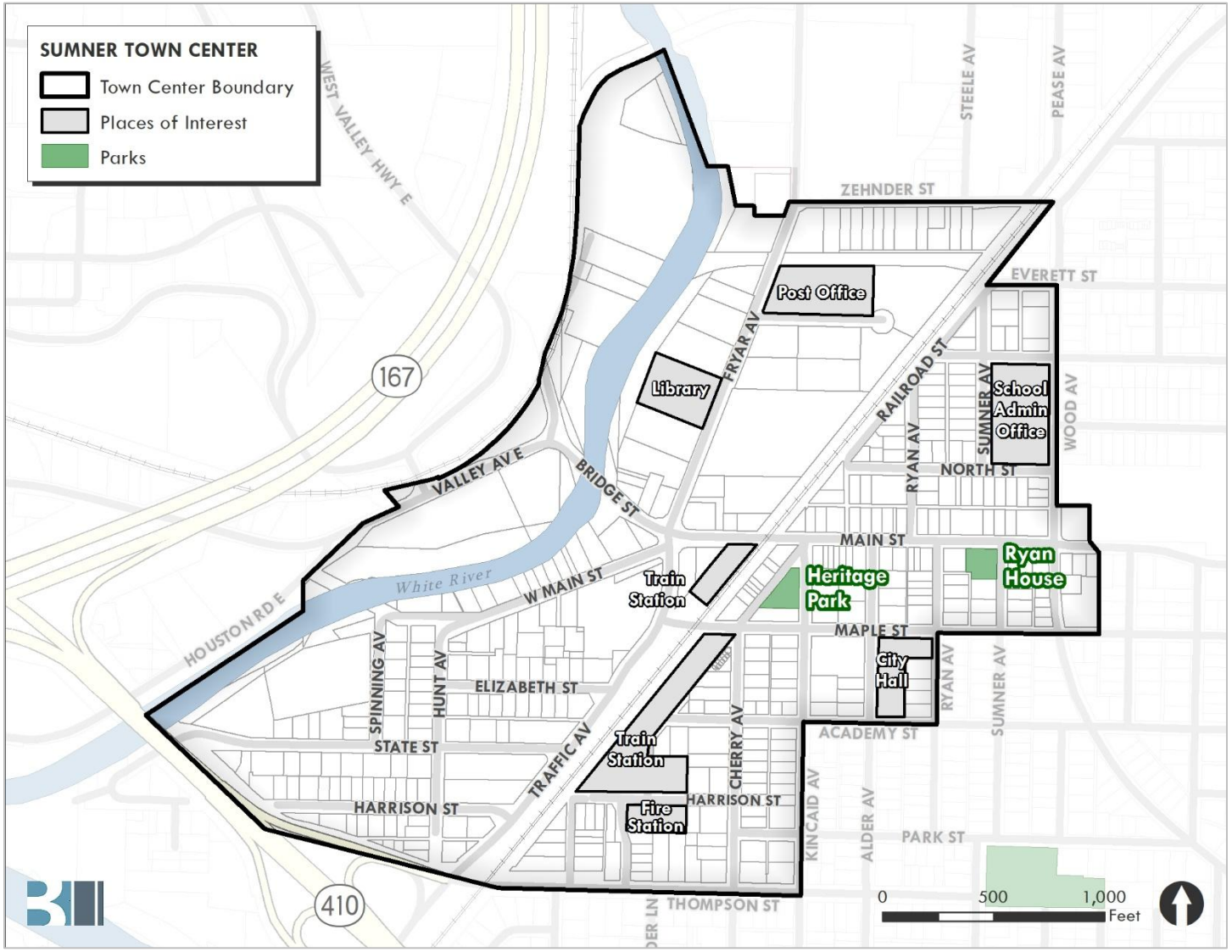


EXHIBIT B MITIGATION MEASURES

INTRODUCTION

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that are likely to have adverse impacts upon the environment. To meet SEPA requirements, the City of Sumner issued the Sumner Town Center Subarea Plan Update and ~~Planned Action SEIS~~Planned Action SEPA, as defined in this Town Center Planned Action Ordinance ("Ordinance") in which this Exhibit is attached. The Sumner Town Center Subarea Plan Update and ~~Planned Action SEIS~~Planned Action SEPA has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with several possible measures to mitigate those significant adverse impacts.

The City of Sumner has established a Planned Action designation for the Town Center (see **Exhibit A**) based on the Sumner Town Center Subarea Plan Update and ~~Planned Action SEIS~~Planned Action SEPA. SEPA Rules indicate review of a Planned Action Project is intended to be simpler and more focused than for other projects (WAC 197-11-172).

MITIGATION DOCUMENT

A Mitigation Document is provided in **Attachment B-1** to this Exhibit B and establishes specific mitigation measures, based upon significant adverse impacts identified in the ~~Planned Action SEIS~~Planned Action SEPA. These mitigation measures shall apply to future development proposals which are found consistent with the Planned Action thresholds in Subsection III.D of this Ordinance and located within the Planned Action Area (see **Exhibit A**).

APPLICABLE PLANS AND REGULATIONS

The ~~Planned Action SEIS~~Planned Action SEPA identifies specific regulations that act as mitigation measures. These are summarized by SEIS topic in **Attachment B-2** to this Exhibit B and are advisory to applicants. All applicable federal, state, and local regulations shall apply to Planned Action Projects. Planned Action Project applicants shall comply with all adopted regulations where applicable, including those listed in the ~~Planned Action SEIS~~Planned Action SEPA and those not included in the ~~Planned Action SEIS~~Planned Action SEPA.

ATTACHMENT B-1

Mitigation Required for Development Applications

INTRODUCTION

The ~~Planned Action SEIS~~Planned Action SEPA has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with several possible measures to mitigate those significant adverse impacts. Please see 2018 Final SEIS Chapter 1 Summary and the Sumner Comprehensive Plan Update 2024 Final EIS Chapter 1 Summary for a description of impacts, mitigation measures, and significant unavoidable adverse impacts.

A Mitigation Document is provided in this **Attachment B-1** to establish specific mitigation measures based upon significant adverse impacts identified in the ~~Planned Action SEIS~~Planned Action SEPA. The mitigation measures in this **Attachment B-1** shall apply to Planned Action Project applications that are consistent with the Preferred Alternative range reviewed in the ~~Planned Action SEIS~~Planned Action SEPA and which are located within the Planned Action Area (see **Exhibit A**).

Where a mitigation measure includes the words "shall" or "will," inclusion of that measure in Planned Action Project application plans is mandatory to qualify as a Planned Action Project. Where "should" or "would" appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action Project. Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

All references to decisions to be made or actions to be taken by the City's SEPA Responsible Official may also be performed by the City's SEPA Responsible Official's authorized designee.

MITIGATION MEASURES

Earth (2015 SEIS; Sumner Comprehensive Plan Update 2024 Final EIS)

- Conditions of approval for development include pre-loading, foundation and footing system design considerations, parking area asphalt design, and compliance with the International Building Code standards, among other requirements and considerations.

Air Quality and Greenhouse Gases (2015 SEIS; Sumner Comprehensive Plan Update 2024 Final EIS, January 6, 2025)

- All construction contractors are required to implement air quality control plans for construction activities in the study area. The air quality control plans include Best Management Practices to control fugitive dust and odors emitted by diesel construction equipment.
- The following Best Management Practices shall be used to control fugitive dust:
  - Use water sprays or other non-toxic dust control methods on unpaved roadways.
  - Minimize vehicle speed while traveling on unpaved surfaces.
  - Prevent track-out of mud onto public streets.
  - Cover soil piles when practical.
  - Minimize work during periods of high winds when practical.

- Minimize air quality and odor issues caused by tailpipe emissions maintaining the engines of construction equipment according to manufacturers' specifications and minimizing idling of equipment while the equipment is not in use
- Burning of slash or demolition debris is not be permitted without express approval from the Puget Sound Clean Air Agency.
- Table B.1.1 *Other Potential GHG Reduction Mitigation Measures* lists a variety of mitigation measures that could reduce GHG emissions caused by transportation facilities, building construction, space heating, and electricity usage (Ecology 2008). The table lists potential GHG reduction measures and indicates where the emission reductions might occur. The City SEPA Responsible Official or his/her designee shall require development applicants to consider the reduction measures shown in in Table B.1-1 *Other Potential GHG Reduction Mitigation Measures* and Table B.1-2 *Emission Reduction Measures* for their projects and identify which measures are feasible and incorporated into their projects, and which measures are infeasible together with a rationale and explanation. The City SEPA Responsible Official or his/her designee may condition development applications to incorporate GHG reduction measures found to be feasible.

Table B-1.1. Other GHG Mitigation Measures for Consideration

Reduction Measures	Comments
Site Design	
Retain and enhance vegetated open spaces.	Retains or increases sequestration by plants.
Plant trees and vegetation near structures to shade buildings.	Reduces onsite fuel combustion emissions and purchased electricity, and enhances carbon sinks.
Minimize building footprint.	Reduces onsite fuel combustion emissions and purchased electricity consumption, materials used, maintenance, land disturbance, and direct construction emissions.
Design water efficient landscaping.	Minimizes water consumption, purchased energy, and upstream emissions from water management.
Minimize energy use through building orientation.	Reduces onsite fuel combustion emissions and purchased electricity consumption.
Building Design and Operations	
Apply LEED standards (or equivalent) for design and operations.	Reduces onsite fuel combustion emissions and offsite/ indirect purchased electricity, water use, waste disposal.
Purchase Energy Star equipment and appliances for public agency use.	Reduces onsite fuel combustion emissions and purchased electricity consumption.
Incorporate onsite renewable energy production, including installation of photovoltaic cells or other solar options.	Reduces onsite fuel combustion emissions and purchased electricity consumption.
Design street lights to use energy-efficient bulbs and fixtures.	Reduces purchased electricity.
Construct “green roofs” and use high-albedo roofing materials.	Reduces onsite fuel combustion emissions and purchased electricity consumption.
Install high-efficiency HVAC systems.	Minimizes fuel combustion and purchased electricity consumption.
Eliminate or reduce use of refrigerants in HVAC systems.	Reduces fugitive emissions. Compare refrigerant usage before/after to determine GHG reduction.
Maximize interior day lighting through floor plates, increased building perimeter and use of skylights, clerestories, and light wells.	Increases natural/day lighting initiatives and reduces purchased electrical energy consumption.
Incorporate energy efficiency technology such as super insulation motion sensors for lighting and climate-control-efficient, directed exterior lighting.	Reduces fuel combustion and purchased electricity consumption.
Use water-conserving fixtures that surpass building code requirements.	Reduces water consumption.
Reuse gray water and/or collect and reuse rainwater.	Reduces water consumption with its indirect upstream electricity requirements.
Use recycled building materials and products.	Reduces extraction of purchased materials, possibly reduces transportation of materials, encourages recycling and reduction of solid waste disposal.
Use building materials that are extracted and/or manufactured within the region.	Reduces transportation of purchased materials.
Use rapidly renewable building materials.	Reduces emissions from extraction of purchased materials.
Conduct third-party building commissioning to ensure energy performance.	Reduces fuel combustion and purchased electricity consumption.

Reduction Measures	Comments
Track energy performance of building and develop strategy to maintain efficiency.	Reduces fuel combustion and purchased electricity consumption.
Transportation	
Size parking capacity to not exceed local parking requirements and, where possible, seek reductions in parking supply through special permits or waivers.	Reduced parking discourages auto-dependent travel, encouraging alternative modes such as transit, walking, and biking. Reduces direct and indirect VMT.
Develop and implement a marketing/information program that includes posting and distribution of ridesharing/transit information.	Reduces direct and indirect VMT.
Subsidize transit passes. Reduce employee trips during peak periods through alternative work schedules, telecommuting, and/or flex time. Provide a guaranteed-ride-home program.	Reduces employee VMT.
Provide bicycle storage and showers/changing rooms.	Reduces employee VMT.
Use traffic signalization and coordination to improve traffic flow and support pedestrian and bicycle safety.	Reduces transportation emissions and VMT.
Apply advanced technology systems and management strategies to improve operational efficiency of local streets.	Reduces emissions from transportation by minimizing idling and maximizing transportation routes/systems for fuel efficiency.
Develop shuttle systems around business district parking garages to reduce congestion and create shorter commutes. This includes the Town Center Plan bus/wheeled trolley route.	Reduces idling fuel emissions and direct and indirect VMT.

LEED = Leadership in Energy and Environmental Design; HVAC = heating, ventilation, and air-conditioning

Source: Ecology, 2008.

- In addition to the representative GHG reduction mitigation measures listed in Table B-1.1, additional GHG reduction measures have been published by the California Air Pollution Control Officers Association (CAPCOA) for purposes of assisting municipalities to develop land-use related GHG reduction measures. Trip reduction measures and GHG emission reduction measures suitable for California will likely also be suitable in Washington. For example, Table B-1.2 lists additional emission reduction measures that could be adopted or incentivized (CAPCOA 2010). The table lists CAPCOA's estimated range of effectiveness for reducing VMT or GHG emissions for each measure.

Table B-1.2 Emission Reduction Measures

Measure Number	Title	Description	Range of Effectiveness
Transportation			
TRT-1	Voluntary Commute Trip Reduction	A successful program will include all of the following: carpooling encouragement; ride-matching assistance; preferential carpool parking; flexible work schedules for carpools; half-time transportation coordinator; vanpool assistance; bicycle end-of-trip facilities.	1.0 – 6.2%
TRT-11	Provide Employer-Sponsored Vanpool/Shuttle	A successful program will entail an employer purchasing or leasing vans for employee use, and often subsidizing the cost of at least program administration, if not more. The driver usually receives personal use of the van, often for a mileage fee.	0.3 – 13.4%
Building Energy			
BE-1	Use Building Insulation Methods That Surpass State Energy Code	Greenhouse gases (GHGs) are emitted as a result of activities in residential and commercial buildings when electricity and natural gas are used as energy sources. New buildings must be designed to meet the building energy efficiency standards of the state energy code, which regulates energy uses including space heating and cooling, hot water heating, and ventilation. By committing to a percent improvement over the state code, a development reduces its energy use and resulting GHG emissions.	0.2 – 5.5% for electricity usage 7-10% for natural gas usage
BE-2	Install Programmable Thermostat Timers	Building management can decrease heating energy use by lowering the wintertime thermostat setting by 10 – 15 degrees for at least eight hours per day (during business/bed time hours). Likewise by increasing the summertime thermostat setting. There is large variability in individual building occupant programming behavior; therefore this mitigation measure is considered a Best Management Practice (BMP) to allow educated occupants to have the most efficient means of controlling their heating/cooling energy use.	BMP – In order to take quantitative credit, the project applicant would need to provide substantial evidence supporting reduction in energy use.
BE-4	Install Energy Efficient Appliances	To reduce GHG emissions from electricity use: For residential dwellings, typical builder-supplied appliances include refrigerators and dishwashers and, for commercial land use, energy efficient grocery store refrigerators. Energy use of a building is dependent on building type, size and climate zone but typical reductions with ENERGY STAR refrigerators, clothes washers, dishwashers, and ceiling fans use 15%, 25%, 40%, and 50% less electricity than standard appliances, respectively.	2 – 4% (residential) 17 – 22% (grocery stores)

Measure Number	Title	Description	Range of Effectiveness
Alternative Energy			
AE-2	Establish Onsite Renewable Energy Systems – Solar Power	Using electricity generated from photovoltaic (PV) systems displaces electricity demand that would ordinarily be supplied by the local utility. Since zero GHG emissions are associated with electricity provided by PV systems, the GHG emissions reductions are equivalent to the emissions that would have been produced had electricity been supplied by a local utility.	Variable
Water Use			
WUW-3	Design Water Efficient Residential & Commercial Landscapes	As an indirect decrease of GHG emissions through reduced energy consumption for pumping, treating, and distributing water, decrease water use by reducing lawn sizes, planting vegetation with minimal water needs, such as Washington native species, and choosing complimentary plants with similar water needs which can provide each other with shade and/or water.	0 – 70%
WUW-4	Use Water-Efficient landscape Irrigation System	"Smart" irrigation control systems use weather, climate, and/or soil moisture data to automatically adjust watering schedules in response to environmental and climate conditions, such as the change in temperature or levels of precipitation. Expected reductions have been as high as 30% with historical high water users.	1 - 6.1%
Vegetation			
V-1	Urban Tree Planting	Planting trees sequesters CO_2 while the trees are actively growing. The amount of CO_2 sequestered depends on the type of tree. Typically, the active growing period of a tree is 20 years and after this time the amount of carbon in biomass slows and will be completely offset by losses from clipping, pruning, and occasional death.	Variable by number of trees

Source: California Air Pollution Control Officers Association, 2010.

- Greenhouse gas emissions mitigation shall be in compliance with the City of Sumner Vehicles Miled Traveled and GHG Reduction Plan (Resolution No.: 1793). Planned actions shall identify their consistency with their City of Sumner VMT and GHG Reduction Plan, May 2025, included in the Resolution 1793.

Historic and Cultural Resources (2010 EIS; 2018 Scoping Checklist; Sumner Comprehensive Plan Update 2024 Final EIS, January 6, 2025~~2024 Comprehensive Plan and Final EIS~~)

- ~~The City shall require developers of projects on sites with structures more than 45 years old to request a project review with State Department of Archaeology and Historic Preservation (DAHP) to determine whether the property is considered an historic resource. If it is found to be a historic resource, consultation and appropriate mitigation shall be required~~The City will request consultation with the State Department of Archeology and Historic Preservation (DAHP) for demolition or construction projects on sites located in Town Center, with structures older than 45 years old, or with structures identified by DAHP as potentially eligible for listing..
- The City shall require Inadvertent Human Remains Discovery Language recommended by DAHP as a condition of project approval consistent with RCWs 68.50.645, 27.44.055, and 68.60.055:

If ground disturbing activities encounter human skeletal remains during the course of construction, then all activity will cease that may cause further disturbance to those remains. The area of the find will be secured and protected from further disturbance until the State provides notice to proceed. The finding of human skeletal remains will be reported to the county medical examiner/coroner and local law enforcement in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county medical examiner/coroner determines the remains are non-forensic, then they will report that finding to the Department of Archaeology and Historic Preservation (DAHP) who will then take jurisdiction over the remains. The DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

- Work shall immediately stop and the City of Sumner, the State Department of Archaeology and Historic Preservation (DAHP), the Puyallup Tribe of Indians, and the Muckleshoot Tribe shall be immediately notified if any artifacts of possible historic, cultural, or archaeological value are uncovered during excavation. In such cases, the developer shall be required to provide for a site inspection and evaluation by a professional archaeologist or historic preservation professional, as applicable, in coordination with the state and/or affected tribes to ensure that all possible valuable historic, cultural, or archaeological artifacts is properly protected or salvaged.

Aesthetics (2018 SEIS and Town Center Plan 2025 SEPA)

- As part of the design review process, require new projects meeting the following criteria to prepare a shading study that evaluates potential impacts of the project on adjacent lower-intensity uses and public spaces. If shading impacts are identified, impose permit conditions and mitigation measures to address such impacts, such as upper-story setbacks or modifications to roof forms that minimize shading effects
  - Meets the criteria for design commission review, and
  - Is 2-3 stories higher than adjacent development (or taller than 35 feet if located within the Shoreline Management Area).; and meets one or more of the following conditions
    - ~~Adjacent to property zoned Low-Density Residential, or,~~
    - Required to address shade and shadow in the Design Guidelines, or
    - Adjacent to a public park, or
    - Adjacent to an activity node, or public space designated or required in the Town Center Plan, or
    - Within shoreline management area.

- In the Main Street corridor, use the design review process to ensure the design of new development is consistent with the historic character and architectural style present in this area.
- In the portion of the Town Center adjacent to the White River, require preservation and/or enhancement of riparian vegetation and encourage development to incorporate pedestrian access to the White River Trail, where possible.

Transportation (2018 SEIS, Sumner Comprehensive Plan Update 2024 Final EIS, January 6, 2025; and Town Center Plan 2025 SEPA)

- The City shall require implementation of street sections and multi-modal priorities required in the Town Center Plan, ~~Town Center Transportation Study~~Transportation Master Plan, and Form-Based Code, through street frontage requirements. The City may allow exceptions per the Complete Streets code at SMC 12.02.040.
- ~~The City shall require a Planned Action project to pay its fair share of Intelligent Transportation Systems (ITS) improvements identified in the SEIS and Town Center Transportation Study, such as adaptive signal control (ASC) systems where not included in the City's impact fee funded capital improvements.~~
- ~~The City shall require a Planned Action project to pay its fair share of capacity improvements identified in the SEIS and Town Center Transportation Study, including at the following locations where not included in the City's impact fee funded capital improvements~~
  - ~~Traffic Avenue/Bridge Street/Main Street~~
  - ~~Alder Avenue/Main Street~~
  - ~~Wood Avenue/Main Street~~
  - ~~Traffic Avenue/SR 410 WB Ramps/Thompson Street~~
  - ~~Traffic Avenue/SR 410 EB Ramps~~
  - ~~Fryar Avenue/Zehnder Avenue~~
- The City shall determine the fair share of implementing capacity projects in the City's Capital Facility Plan and Transportation Improvement Program by requiring payment of its impact fee in place at the time of application. For improvements not included in the impact fee basis and required to mitigate impacts per the 2018 SEIS and Town Center Transportation Study, or the 2025 Transportation Master Plan, the City may approve a voluntary agreement for a fee-in-lieu collection.

Public Services, Capital Facilities and Utilities (2015 SEIS; 2018 Scoping Checklist; Sumner Comprehensive Plan Update 2024 Final EIS, January 6, 2025)

- The City shall require new development to design street layouts and recreation areas that promote visibility for residents and police. Street and sidewalk lighting and safety measures for vehicles, cyclists, and pedestrians shall be implemented per the Sumner Municipal Code and to meet Crime Prevention through Environmental Design principles.
- ~~The City is in progress with Water System Plan Updates as of 2018. Until adopted, the current Water System Plan will apply.~~ The City may require improvements to achieve water system plan needs and to ensure adequate fire flow consistent with the Capital Facility Plan and Water System Plan and municipal code.
- Future development will be subject to system development charges necessary to implement Water System Plan improvements at the time of application.
- ~~The City is in progress with a Sewer System Plan Update as of 2018. Until adopted, the current Sewer System Plan will apply.~~ The City may require sewer system improvements to achieve system plan needs and to ensure adequate collection and treatment consistent with the Capital Facility Plan and Sewer System Plan and municipal code.
- Future development will be subject to system development charges necessary to implement Sewer System Plan improvements at the time of application.

ATTACHMENT B-2

Advisory Notes to Applicants: Applicable Regulations and Commitments

The ~~Planned Action SEIS~~Planned Action SEPA identifies specific regulations that act as mitigation measures. These are summarized in Table B-2.1 by SEIS topic. All applicable federal, state, and local regulations shall apply to Planned Action Projects. Planned Action Project applicants shall comply with all adopted regulations where applicable including those listed in the ~~Planned Action SEIS~~Planned Action SEPA and those not included in the ~~Planned Action SEIS~~Planned Action SEPA.

Table B-2.1. Applicable Regulations and Commitments

Topic	Regulation/Commitment
Earth	• The City has adopted the International Building Code (SMC 15.08.010) and a City Erosion Control Ordinance (SMC 16.05) to reduce impacts caused by earthquakes, soil instability and erosion. • Critical areas ordinances provide restrictions and regulations on certain types of development and provides notices and reporting requirements for development within landslide and erosion hazard areas, seismic hazard areas, and volcanic hazard areas (SMC 16.50, 16.52, and 16.54.)
Flooding	• The City implements requirements of the National Flood Insurance Program to protect new and existing development in and near floodplains (SMC 15.52). Water quality protection is also enacted by the stormwater management regulations in SMC Chapter 13.48. These regulations also adopt use of the: • 2012 Ecology Stormwater Management Manual for Western Washington, as amended in December 2014, together with any amendments or corrections. • NPDES Western Washington Phase II Municipal Stormwater Permit – Minimum Technical Requirements for New Development and Redevelopment, of the 2013-2018 Western Washington Phase II municipal stormwater permit. • 2012 Puget Sound Partnership Low Impact Development Technical Guidance Manual for Puget Sound together with any amendments or corrections. • The City enforces the Shoreline Master Program (SMC 16.08, 16.12, 16.14, 16.16, 16.20, 16.24, 16.28, 16.30, 16.32, and 16.36) and critical area regulations (SMC 16.05, 16.46, and 16.48).

Topic	Regulation/Commitment
Plants and Animals	• City of Sumner Shoreline Master Program (SMC 16.08, 16.12, 16.14, 16.16, 16.20, 16.24, 16.28, 16.30, 16.32, and 16.36) • National Flood Insurance Program and compliance with the National Marine Fisheries Service 2008 Biological Opinion for Puget Sound. • Critical Area Regulations address wetlands, streams, and wildlife habitat areas (SMC 16.05, 16.46, and 16.56). • City of Sumner stormwater regulations and implementation of the National Pollutant Discharge Elimination System requirements • SMC Chapter 18.41, Required Landscaping, specifies landscaping requirements for non-single-family land use permits. Standards include drought tolerant plant materials the complement the natural character of the Pacific Northwest, plant species that enhance sensitive or critical areas, and landscaping options that strive to protect or restore the natural hydrology of a site through low impact development landscaping.
Water Resources	• Critical Areas Regulations. The City's critical area regulations provide provisions for the protection of wetlands, aquifer recharge areas, and buffer zones around local rivers and streams. SMC 16.05 regulates erosion and sedimentation to reduce sediment pollution from construction activity. SMC 16.48 regulates development and land use in aquifer recharge areas. SMC 16.46 regulates development in or near wetlands and mitigation for wetland filling. • Stormwater Management. Water quality protection is enacted by SMC 13.48. These regulations "establish minimum requirements and procedures to control the adverse impacts associated with increased stormwater runoff and water quality degradation for all sites located within the city…" These regulations also adopt use of the 2012 Ecology Stormwater Management Manual for Western Washington, the NPDES Western Washington Phase II Municipal Stormwater Permit, - Minimum Technical Requirements for New Development and Redevelopment, and the 2005 Puget Sound Partnership Low Impact Development Technical Guidance Manual for Puget Sound. • Shoreline Master Program. The City of Sumner updated and adopted a revised Shoreline Master Program in December 2014 (SMC 16.08, 16.12, 16.14, 16.16, 16.20, 16.24, 16.28, 16.30, 16.32, and 16.36). The revised SMP regulates approximately six miles of the White River and 1.5 miles of the Puyallup River. • Safe Drinking Water Act. Requires public water system wells be protected from potential sources of contamination.

Topic	Regulation/Commitment
Air Quality and Greenhouse Gases	• National Ambient Air Quality Standards (NAAQS). The EPA establishes NAAQS and specifies dates for states to develop and implement plans to achieve these standards. • State Ambient Air Quality Standards. The Washington State Department of Ecology establishes state ambient air quality standards for the same six pollutants that are as stringent as the national standards; in the case of SO2, state standards are more stringent. • Indoor Burning Smoke Reduction Zone. PSCAA and Ecology's regulatory framework for wood smoke includes: more stringent emission standards for new wood burning devices than the federal EPA standards; opacity standards for wood-burning appliances; prohibitions on burning of certain materials or non-certified wood stoves; burn ban curtailment program; and special attainment area provisions. • Outdoor Burning. Burning yard waste and land-clearing debris is not allowed in the City of Sumner or in Pierce County. PSCAA enforces state outdoor burning regulations required by RCW 70.94.743. • Puget Sound Clean Air Agency Regulations. All construction sites in the Puget Sound region are required to implement rigorous emission controls to minimize fugitive dust and odors during construction, as required by PSCAA Regulation 1, Section 9.15: Fugitive Dust Control Measures. All industrial and commercial air pollutant sources in the Puget Sound region are required to register with PSCAA. Facilities with substantial emissions are required to obtain a Notice of Construction air quality permit before construction is allowed to begin. • State of Washington GHG Laws. Washington enacted a new law establishing GHG reduction limits. City of Sumner Ordinance ~~1587~~2925. This ordinance requires affected employers (employers with 100 employees or more at a single worksite) to implement a Commute Trip Reduction program for their employees. (SMC 16.06)
Land Use Plans & Policies	**Shoreline Master Program.** The City applies SMP goals, policies, and regulations to lands approximately within 200 feet of the White and Puyallup Rivers. Land uses, impervious area, building height, and vegetation management conditions apply. **Historic Properties.** Chapter 18.39 of the Sumner Municipal Code establishes procedures for listing properties on the Sumner Historic Register and the consultation steps required before alteration of listed properties.
Public Services and Utilities:	
Law Enforcement	The Sumner Police department enforces various City regulations such as Title 9 Criminal Code and Title 10 Vehicles and Traffic.

Topic	Regulation/Commitment
Fire and Emergency Medical Services	All future development will be required to comply with the provisions of Chapter 15 – Building and Construction. Specifically: • SMC 15.24 Fire Code, which is comprised of the International Fire Code with Sumner amendments. Fire department access requirements, permitting procedures, and requirements for fire prevention and suppression technology will be provided as required by the code. SMC 15.28 Fire Flow and Hydrants, which codifies fire flow and hydrant requirements as established in the City's ~~2009~~ 2020 Water System Plan. Adequate fire flow to serve potential development will be provided as required by the code. The East Pierce Fire & Rescue Fire Prevention Division reviews proposed street improvements on a project-by-project basis to identify potential negative impacts on response times and ensure street improvements are consistent with the City's Fire Code.
Schools	The Sumner School District has established impact fees for new residential construction. The City collects the fee based on the District capital plan (SMC 3.50)
Sewer	• The U.S. Environmental Protection Agency (EPA) regulates wastewater discharge under the Federal Water Pollution Control Act and the Clean Water Act. EPA administers the National Pollutant Discharge Elimination System, which requires permits for various types of discharge to streams and rivers, including treated wastewater effluent. In Washington State, EPA delegates its permitting authority to the Washington State Department of Ecology. • Public sanitary sewer system operations in Washington State are regulated under Chapters 35.67 and 36.94 of the Revised Code of Washington (RCW), as well as RCW Title 57. • The City manages its sewer system under Sumner Municipal Code Title 13, Public Services.
Water	• The Washington State Department of Health requires water systems with 1,000 or more connections to submit water system plan updates every six years. • Ecology regulations apply to water rights and source development, including rules for the appropriate treatment of groundwater. • The City has adopted the ~~2009 Water System Plan Update and~~ ~~2010~~ 2020 Water System Plan Revisions. • The City manages its water system under Sumner Municipal Code Title 13, Public Services.
Stormwater	• The City is required to comply with the National Pollution Discharge Elimination System (NPDES) permit program. • See Water Resources for City water quality and stormwater standards. • Implement the capital improvement projects described in Sumner's Stormwater Comprehensive Plan. • Washington State Hydraulic Permit Approval requirements apply to City outfalls and secondary standards also apply to new development utilizing those outfalls.
Solid Waste	• The City participates in an interlocal agreement with Pierce County for solid waste and recycling services.
Utilities	• The City implements the Washington State Energy Code.
Parks and Recreation	• Per Ordinance ~~2628~~2916, the City collects a SEPA park and trail mitigation fee

Topic	Regulation/Commitment
Transportation	• Traffic Impact Fee – All new development requiring a building permit is required to pay a transportation impact fee based on the number of new weekday P.M. peak hour equivalent car trips generated by the development. • Concurrency - Transportation improvements or strategies shall be constructed to ensure that an adequate transportation system is in place to serve increased travel demands. Concurrency is defined as having a financial commitment in place to resolve the deficiency within six years. Concurrency is implemented as part of the City's development review process under SEPA. The City will not approve new developments unless the LOS standards are met; therefore, additional projects would likely need to be incorporated into the TIP as part of the Town Center plan to meet concurrency and/or concurrency policies may need to be revisited. • Commute Trip Reduction (CTR) - 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 Transportation Demand Management (TDM) programs are tailored to employment and residential developments. A 5 to 10 percent reduction in overall vehicular traffic in the study area would reduce delays at the study intersection and improve overall LOS.

EXHIBIT C

Public Agency Actions and Commitments

INTRODUCTION

Under some elements of the Planned Action SEIS, specific City or other agency actions are identified. Generally, incorporation of these actions is intended to provide for consistency within the City's Comprehensive Plan and implementing regulations; to document pending City actions; to establish a protocol for long-term measures to provide for coordination with other agencies; or to identify optional actions that the City may take to reduce impacts. These actions are listed below in Table C.1.

Actions identified as "Proposed Concurrent Actions" refer to legislative actions proposed for adoption together with the Comprehensive Plan and Municipal Code Update. Actions identified as short term are currently underway and expected to be adopted in the next five years. Longer term and other agency actions will occur in the future, depending on need. The projected timeframe and responsible departments are identified and will be used in monitoring the implementation of this Ordinance.

This Exhibit C will be used in the monitoring process established in Section IV of this Ordinance.

Table C.1. Public Agency Mitigation Measures

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Docket or Periodic Review	Long Term	Other Agency	Responsible Department
Earth:					
The City could pursue implementation of mitigation measures outlined in the Pierce County Natural Hazard Mitigation Plan.		X			Public Works, Community Development
Plants and Animals:					
The City could work with the Pierce County Biodiversity Alliance to implement conservation activities along the White River per the May 2016 Lower White River Biodiversity Management Area (BMA) Stewardship Plan.			X		Community Development
Water Resources:					
The City could fund more public education on water quality for residents and businesses.			X		Public Works

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Docket or Periodic Review	Long Term	Other Agency	Responsible Department
Air Quality and Greenhouse Gases:					
The City could expand the zones to which incentives and standards are applied to reduce GHG emissions beyond the M-1 zone; the commercial and heavy industrial zones could be included. For example, the City could allow greater building heights or relaxed parking standards for new non-residential construction if the owner or operator adopts one or more of the following mitigation measures: • Provide end-of-trip bicycle facilities to employees. • Construct LEED-certified buildings. • Participate in the PSE Green Power Program.		X			Community Development
The City could require the use of energy-efficient outdoor lighting for all new non-residential construction in all commercial and industrial zones and not just the M-1 zone.		X			Community Development
Transportation					
LOS Policy – Increasing capacity at intersections and along the roadway system may improve LOS for vehicles; however, it could create impacts for other modes. The City may desire to revisit LOS policies to have a more multimodal LOS that gives priority to other modes and considers connectivity of the pedestrian and bicycle network and/or minimizing barriers for non-auto modes. The LOS policy could be changed for just the Town Center or the City as a whole.		X			Public Works, Community Development

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Docket or Periodic Review	Long Term	Other Agency	Responsible Department
Traffic Impact Fee – With adoption of the Town Center Plan, the City should revisit the traffic impact fee to determine if the appropriate transportation improvements in the Town Center are included and if adjustments should be made to the Town Center Fees based on the land uses changes		X			Public Works, Community Development

PUBLIC COMMENT FORM

Date: April 15, 2025
Location: Spring Open House
@ Sumner City Hall,
1104 Maple Street
Sumner, WA 98390

Must be filled out

Name: TINA BURNETT
Address: 228 SUMNER AVE

contact E-mail: LADY GAS GURU @ HOTMAIL.COM

Do you want staff to contact you back via email? circle: yes no

WHICH ITEM DO YOU WANT TO COMMENT ON?

☑ MA-01	○ MA-02	○ MA-03	○ TA-04
2025 Town Center Update	SE UGA- 14 Parcels Rezone LDR to MDR & IC	Rezone on 30th Street CT E from LDR to M-1	SBLSD Text Amendment

4 STORIES IS STILL TOO HIGH!

2 STORY HISTORIC DISTRICT

A CHARMING MAIN STREET IS

WHAT DRAWS VISITORS.

Chrissanda Walker

From: Jake Loden <jake@timberrealestate.com>
Sent: Thursday, April 24, 2025 11:22 AM
To: Chrissanda Walker
Subject: Town Center Plan Ammendments

Follow Up Flag: Follow up
Flag Status: Flagged

****EXTERNAL EMAIL****

Hi Chrissanda

Thanks for taking the time to chat with me at the open house about the Town Center Plan!

My name is Jake Loden, and I am a resident of Sumner at 604 Cherry Ave. I have owned my home since 2016 and have lived in downtown Sumner since 2012. I am writing to you regarding the Town Center Plan Zoning that affects my property.

When this Town Center plan was being finalized in 2018, I expressed concerns about several aspects. While I supported the general purpose of the project, I felt that the execution did not align with city values. Specifically, I believed it unfairly sacrificed the interests of existing single-family homeowners for the sake of density that could be achieved elsewhere in the city.

At the time, I had multiple conversations with Eric Mendenhall that reinforced my concern that the plan held an agenda to prioritize future development over current single family home owners. Before the project was finalized, I spoke before the council and, with the support of the mayor and council members, was able to have some of the limitations on current homeowners within the Town Center softened.

With the comprehensive plan now open for adjustment, I would like to make another recommendation for amendment:

- ADUs to be allowed in the Town Center Plan. Not only does this fit the mission of increasing density, but does so in a way in which gives current home owners within the Town Center plan an opportunity to increase equity building opportunities in the same way that the rest of the city is able to. In addition, with multi generational living becoming so prominent in our world, I believe that allowing ADUs in the Town Center plan will further compliment the city's values.

Thank you for your time and consideration.
Please confirm receipt of my email.

Sincerely,
Jake Loden

--

Plan Elements

Sumner's Comprehensive Plan contains the following elements – elements more central to the docket applications are described. Where changes are proposed for housekeeping or consistency, underline/~~strikeout~~ is shown.

Chapter 1. Introduction

Implementing Plans and Strategies

To implement the Sumner Comprehensive Plan, the following plans and strategies have been completed:

- Sumner Urban Design Concept Plan, 1995. Prepared by Dennis Tate Associates and Kasprisin Pettinari Design, July 1995. It ensures a unified approach to community development to reinforce Sumner's small-town character and addresses City gateways, pedestrian linkages, building scale and character, signage, and streetscape.
- Urban Forestry Strategy, 1996. The City's Forestry Commission, this Strategy is intended to guide the community's investment in trees on public and private property for the subsequent 5 years. The Strategy inventories the state of the City's urban forest and proposes numerous projects to implement the policies of the Comprehensive Plan. The Strategy was adopted in February 1996 by Resolution No. 912.
- Cemetery Master Plan. Prepared by the Community Development Department, the Cemetery Advisory Committee, and the consulting firm of WCA Northwest, this Master Plan outlines the policies for operation and capital improvements to the City's cemetery. The Plan was adopted November 3, 1997 by Resolution No. 968. The Cemetery Plan is being updated in 2015.

Adopted Sumner Parks and Trails Plan-

- Sumner Parks and Trails Plan, 202~~418~~. This Plan provides the location, standards, and cost estimates for the trail system which extends from the King County Interurban Trail in the City of Algona to the Pierce County Foothills Trail in the City of Puyallup. The plan was originally adopted June 2, 2008 and updated in 2018 and 2024.
- Sumner Capital Facilities Plan, 2024. Prepared by BERK Consulting, Transpo Group, Inc., and Parametrix. With approval by the Planning Commission and City Council, this document provides an inventory of existing capital facilities; establishes the level of service for transportation, water, sewer, storm sewer, parks, police, fire, schools, and general government facilities; analyzes them for deficiencies; and sets forth a 6-year financial plan for funding any improvements. A capital facilities plan is a required element of the Growth Management Act and was adopted with the 2024 Comprehensive Plan Update.

- East Main Street Design Strategy, 2002. The design strategy was originally adopted on May 16, 2002 (Ordinance No. 2056) and is intended to provide a framework for converting the section of Main Street from Valley Avenue to 160th Street East from a largely automobile oriented landscape to a more walking friendly environment. The strategy was implemented in the zoning ordinance and will result in wider sidewalks, connected parking, reduced driveways and buildings closer to the street.

Adopted Town Center Plan-

- Town Center Plan, 2025 ~~2018~~. The ~~update to the 2005~~ 2025 subarea plan was completed by the City with assistance from consultant team BERK~~,~~ and The Transpo Group ~~and ECONW~~ building off of prior efforts in 2005 and 2018. This document provides the policy and real estate market analysis for revitalizing the downtown core and encouraging development of more housing to serve local businesses and utilize the Sounder station. The update included adoption and amendment of a Planned Action Ordinance per RCW 43.21C.440 following completion of a Supplemental Environmental Impact Statement and subsequent SEPA documents.

2. **Community Vision**
3. **Community Values**

Chapter 4. Plan Monitoring and Amendment:

Introduction: The Sumner Vision Statement mentions a number of measures that relate to governance and the role of City government in the community. The community vision anticipates a government that is representative, open, and responsible; and one that is fair and accessible to all segments of the community. ~~The policies in this chapter are not exhaustive but attempt to address the role of City government in the community and in maintaining permitting and enforcement measures that support residents, employees, and business owners.~~ The policies in this chapter outline the framework for monitoring implementation actions, evaluating key performance indicators, and establishing procedures for periodic updates and formal amendments in compliance with state laws and local policies.

5. **Governance and Permit Process**
6. **Community Character**
7. **Family and Human Services**

Chapter 8. Economic Development and Employment

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)]. 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 PSRC. This creates a unique context for economic development in the city.

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

…

2. Support the necessary infrastructure and programs to develop a talented and qualified workforce that can afford to live near where they work.

…

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. Partner with the Chamber of Commerce, 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.

…

6.15 "Encourage more mixed commercial/service/housing uses in the Town Center, along Traffic and Fryar Avenues. ~~Discourage~~ Limit light industrial ~~zoning~~ uses in the Town Center in favor of mixed-use ~~zoning~~ unless there is an educational or artist component."

6.16 "Create a market and tourism 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 and tourism strategy."

6.17 "Coordinate with downtown business association(s) and Chamber of Commerce on education, e.g. business management, business promotion ideas, entrepreneurship and explore funding opportunities to incentivize incubator businesses. Partner with local agencies and schools on makerspace development."

Proposed New Policy 6.24 "Establish an IDEA Overlay zone in the Town Center along Zehnder Street and 57th Street, to encourage mixed-uses comprised of retail, residential, small-scale production, civic institutions and artisan enterprises."

9. Land Use
10. Essential Public Facilities
11. Historic and Cultural Resources
12. Environment
13. Climate Change and Resiliency

Chapter 14. Housing

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. The Land Use Element and Comprehensive Plan Map (Figure 9-3) 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).

Goals, Policies, and Objectives

1. Encourage public and private reinvestment in older residential neighborhoods and private

rehabilitation of housing.

…

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

…

3. Encourage energy efficiency in housing developments

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 20443~~5~~.

4.4 Maintain the Town Center "transition areas" that will be at reduced height (maximum 3 stories) and prohibit certain commercial uses to create a more compatible transition between low density residential zones and areas with increased height."

…

4.7 In order to promote redevelopment to desired densities, prohibit new single-family residential development and limit expansion, except for the addition of accessory dwelling units. ~~of existing single family.~~

15. Parks and Open Space
16. Transportation
17. Capital Facilities
18. Utilities
19. Shorelines:

END

PLANNING COMMISSION MEETING
DATE: September 11, 2025
AGENDA BILL: 25-634

SUBJECT: 2. Docket MA-02: Southeast Urban Growth Area Map Amendment **CATEGORY:** Public Hearings

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

ATTACHMENTS:
1. MA-02 Staff Report
2. Exhibit D. Sewer Report
3. Exhibit E. Signed MDNS-SEPA-2025-0003
4. Exhibit F. Public Agency Comments

STAFF CONTACT: Brayden Shannon, Associate Planner

SUMMARY BACKGROUND:
The amendment is being proposed to address inconsistencies with adjacent Pierce County zoning and to increase housing capacity in response to a private Comprehensive Plan Map amendment application. The applicant's proposal is to redesignate the seven applicant-owned parcels within the Southeast Urban Growth Area to Medium Density Residential, and the City proposal is to redesignate 10 parcels within the Southeast Urban Growth Area to Medium Density Residential and the remaining 4 parcels to Interchange Commercial.
Staff has prepared a Staff Report on this Comprehensive Plan Map Amendment proposal. Depending on comments or concerns from public testimony, staff is ready to send a recommendation for approval.

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

STAFF RECOMMENDATIONS/MOTION:
Move to approve Comprehensive Plan Map Amendment MA-02, Alternative 2.

CITY OF SUMNER WASHINGTON

Community Development Department

STAFF REPORT

DATE: September 11, 2025
TO: Planning Commission
FROM: Brayden Shannon, Assistant Planner
CC: Ryan Windish, Community and Economic Development Director
RE: 2025 Comprehensive Plan Amendment, docket item MA-02: Rezone SE UGA

I. INTRODUCTION

The Washington State Growth Management Act, under RCW 36.70A.130, allows for annual amendments to the City's Comprehensive Plan. In January 2025, the City Council opened the process for amending the Comprehensive Plan under the annual amendment cycle. Both staff and the public have proposed amendments involving changes to the Comprehensive Plan map, Zoning map, Comprehensive Plan policies, and/or zoning regulations. On March 6, 2025, the Planning Commission approved the docket items to move forward in the process for further review and consideration.

Docket item MA-02 evaluates a private application for redesignation submitted under application CPA-2025-0002 and the city alternatives further described below.

II. POLICY ANALYSIS

The process for amending the City Comprehensive Plan is specified in the Sumner Municipal Code section 18.56.147 and in the state Growth Management Act (GMA) (RCW 36.70A) and the State Environmental Policy Act (SEPA). Only those amendments which are found to be in substantial compliance with all criteria listed below shall be approved (SMC 18.56.147(N)):

1. An amendment is necessary to resolve inconsistencies between the Sumner comprehensive plan and other city plans or ordinances; or, to resolve inconsistencies between the Sumner comprehensive plan and other jurisdictions' plans or ordinances;
2. Conditions have so changed since the adoption of the Sumner comprehensive plan that the existing goals, policies, objectives, and/or map classifications are inappropriate.
3. The proposed amendment is consistent with the overall intent of the goals of the Sumner comprehensive plan.
4. The proposed amendment is consistent with chapter 36.70A RCW (Growth Management Act), the countywide planning policies (CPP) for Pierce County, and the applicable multi-county planning policies.
5. Where an amendment to the comprehensive plan map is proposed, the proposed designation is adjacent to property having a similar and compatible designation, or the subject property is of sufficient size, or other conditions are present.
6. Environmental impacts have been disclosed, and measures have been included to reduce possible adverse impacts.
7. Potential ramifications of the proposed amendment to other comprehensive plan elements and supporting plans have been considered and satisfactorily addressed.

Alternatives 1 through 3 are being analyzed by the City of Sumner to amend the Comprehensive Plan Map. All alternatives are analyzed under environmental review required by the State Environmental Policy Act (SEPA) and are discussed here in detail as it relates to the seven criteria above.

A. Why the Amendments are Being Proposed

The amendment is being proposed to address inconsistencies with adjacent Pierce County zoning and to increase housing capacity in response to a private Comprehensive Plan Map amendment application. In addition, this is consistent with and supports the Land Use Element policy 1.3.1 of the Comprehensive Plan, it is a goal to "Periodically review development regulations to remove unnecessary requirements and to balance environmental protection, public participation, and housing and economic development goals."

B. Description of Proposal and Alternatives

Applicant Proposal (Alternative 1):
CPA-2025-0002: The proposed amendment made by Orton Apartments LLC. The amendment proposes to redesignate seven parcels owned by the applicant totaling approximately 10.96 acres in the Southeast Urban Growth Area (SE UGA) on the western and eastern sides of 166th Ave E/Wahl Rd E. The redesignation would be from Low Density Residential – 2 (LDR-2) to Medium Density Residential (MDR), and from Interchange Commercial (IC) to MDR to allow higher residential uses at these locations. (APN: 0520301060, 0520301029, 0520301023, 0520292028, 0520292020, 0520292030 and 0520292031). (Exhibit A)

City Proposal (Alternative 2):
MA-02: Modify the applicant's proposal and redesignate approximately 12.55 acres/9 parcels from LDR-2 to MDR, approximately 2.58 acres/4 parcels from LDR-2 to IC, and approximately 4.06 acres/1 parcel from IC to MDR. This would accomplish redesignation of the entire SE UGA instead of seven of the fourteen parcels. Parcels listed respectively. (APN: 0520301019, 0520301060, 0520301051, 0520301061, 0520301029, 0520301023, 0520292028, 0520292020, 0520292030, 0520301015, 0520301014, 0520292027, 0520292029 and 0520292031). (Exhibit B)

No-Action (Alternative 3):
This action retains existing comprehensive plan designation across the 14 parcels in the SE UGA. This would retain the approximate 15.13 acres/13 parcels as LDR-2 and the approximately 4.06 acres/1 parcel as IC. This would not provide the request by applicant for any of the seven applicant-owned parcels, nor would it resolve the isolated designation area of LDR-2. (Exhibit C)

C. Staff Recommendation:

Staff recommends the approval of Alternative 2 to provide a smoother, consistent designation, preventing the creation of mismatched designation islands. Additionally, full SE UGA redesignation will allow the city to align the designations with the zoning of the County as well as provide, upon annexation and rezoning, an area that supports development of similar uses.

III. COMPREHENSIVE PLAN AMENDMENT CRITERIA ANALYSIS

Only those amendments which are found to be in substantial compliance with all criteria listed below shall be approved (SMC 18.56.147(N)):

1. **An amendment is necessary to resolve inconsistencies between the Sumner comprehensive plan and other city plans or ordinances; or, to resolve inconsistencies between the Sumner comprehensive plan and other jurisdictions' plans or ordinances.**

   Presently, the location is zoned Community Center (CC) within Pierce County and outright permits multi-family housing, senior housing, rental and repair services, and other commercial uses. Under the current Sumner comprehensive plan map if these parcels were to annex into the city and be zoned based on the current designation, it would only be permitted for Low Density Residential housing such as single-family homes, duplexes and potentially multiplexes, which would be inconsistent with the present permitted uses allowed in the current Pierce County zoning.

2. **Conditions have so changed since the adoption of the Sumner comprehensive plan that the existing goals, policies, objectives, and/or map classifications are inappropriate.**

   The State legislature is requiring cities to provide more housing options for residents within urban areas. Locating areas where the city can grow to achieve density requirements to meet estimated population growth is an important objective to be consistently working on, and as areas are found or proposed that can be expanded it would be consistent with policy goals to help Sumner achieve more housing. As the current map designates the area for Low Density Residential – 2 (LDR-2) while Pierce County's current zoning allows for multi-family and commercial, it shows inconsistency with the city and county, and it is necessary to change the map designation to align with City goals.

3. **The proposed amendment is consistent with the overall intent of the goals of the Sumner comprehensive plan.**

   ***Land Use*:** Alternative 2 is consistent with the overall intent of the goals of the Land Use Element of the Comprehensive Plan and balance "…residential, commercial, industrial, and public land uses." (Policy 1.3, Land Use Sub-element). The amendment redesignates an area that provides for "orderly development within the Sumner Community" and "Ensure appropriate transitions so that more intensive uses do not adversely impact adjacent uses" by providing adequate setbacks and buffering between commercial and residential uses (Goal 1 and Policy 1.1, Land Use Sub-element).

   ***Economic Development*:** Alternative 2 is consistent with the overall intent of the Economic Development Element and would provide adequate land for different kinds of businesses and development to support this element. Additional residential densities would create future rooftops that would support existing businesses and potential new businesses in Sumner. The amendment also supports economic development by seeking and maintaining "a strong diverse economy with a variety of different types and sizes of business, industry, and employment" (Goal 1, Economic Sub-element) and providing "adequate land for different

kinds of businesses and development" (Policy 1.1, Economic Development Sub-element). The increased designation of Interchange Commercial would further the policy of developing "clean" industries that "do not degrade the natural and built environment" (Policy 1.7, Economic Development Element).

***Community Character*:** Alternative 2 is consistent with the overall intent of the goals and policies in the Community Character Element and retain and promote the pedestrian oriented single and multi-family development envisioned in the Comprehensive Plan. The amendment would promote development that "should be designed so that housing, jobs, daily needs, and other activities are within easy walking distance of each other" (Goal 2, Community Character Element) and "maintain a complete community… compatible in character and design, containing housing, shops, workplaces… essential to the daily life of residents." (Policy 1.2, Community Character).

***Environment*:** The area historically contains wetlands, and the area drains to Salmon Creek. Staff would recommend that at a project level a wetland reconnaissance is completed prior to construction. Historically, the site has been under agricultural use but has a mapped 1.86 acres of wetland, no study has been done but it will be a requirement of the city to conduct and mitigate. The Environmental Element Policy 5.3 "Protect wetlands and wetland buffers to protect functions and values, such as flood attenuation, through water storage and water filtration." This is emphasized through Environmental Element Policy 5.7 "Continue to implement wetland regulations as an essential part of water quality protection". Future development will be required to study and mitigate impacts on wetlands and their respective buffers in accordance with city regulations.

***Housing*:** The Housing Element supports "a range of housing types" and "plan for an adequate supply of land to accommodate projected housing needs for all income bands." (Goal 2 and Policy 2.5, Housing Element).

Alternative 2 would increase the density of housing that is designated outside of the city limits in the Urban Growth Area (UGA). This would not presently impact housing capabilities within the city, however, if this potentially annexable land is incorporated into the city, it would increase the volume of Medium Density Residential zoning within the city. Per Berk Consulting (Exhibit II Table 2), Alternative 2 would increase the housing unit density possibility within the proposed area from 38 to 340, an increase of 302 housing units that could potentially be constructed if this area is annexed within city limits and developed.

***Transportation*:** The Transportation Element encourages incorporation of "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." The element also details measures the city shall take to fulfill this guideline such as "provide facilities for bicyclists and pedestrians to access transit" and "provide landscaping and noise buffers along major roadways" (Policies 10.1 and 10.1.1, Transportation Element).

Alternative 2 would not decrease the Level of Service (LOS) standard for the City of Sumner for any intersections, per peak traffic reports within Exhibit II Table 3. LOS standards will be

maintained, with 16 out of 43 intersections seeing a delay increase between 1 to 4 seconds due to Alternative 2. Table 4 of Exhibit II references the current adopted Transportation Plan and identifies that the current mitigation plans would mitigate any impact of the approval of Alternative 2, indicating this proposal coincides with projected city growth and transportation plans. At project level, a transportation analysis will be required to determine appropriate traffic mitigation. Furthermore, the area is located within very close proximity to a freeway interchange for access to the region and very little additional traffic to Sumner north of SR410.

***Capital Facilities*:** The city is required to plan for and provide for capital facilities to serve additional growth. The proposal would support the overall goal of providing "effective, efficient, affordable, and quality capital facilities and public services at the level necessary to support a growing community" (Goal 1, Capital Facilities and Public Services Element). Capital facilities, sanitary sewer, and water service will meet future demand for housing and population growth. The recommended mitigations with the Sewer Study (Exhibit D) would require an amendment to the City's Comprehensive Sewer Plan. All new projects in this area will be required to pay impact fees and other fees supporting capital facilities to serve additional growth.

4. **The proposed amendment is consistent with chapter 36.70A RCW (Growth Management Act), the countywide planning policies (CPP) for Pierce County, and the applicable multi-county planning policies.**

   Alternative 2 was analyzed for consistency with GMA, Countywide Planning Policies, and VISION 2050 (Exhibit I). This proposal acts on the goals for meeting housing supply with access to jobs/housing balance, providing a variety of housing choices, and supporting infill. (36.70A.020(4) RCW, CPP UGA-8, and MPP-H-1 within VISION 2050.)

5. **Where an amendment to the comprehensive plan map is proposed, the proposed designation is adjacent to property having a similar and compatible designation, or the subject property is of sufficient size, or other conditions are present.**

   Alternative 2 would redesignate approximately 2.58 acres of Low Density Residential – 2 (LDR-2) to Interchange Commercial (IC). These parcels are adjacent to existing zoned IC in the North; existing properties include WinCo Foods, O'Reilly Auto Parts, Sunset Ford of Sumner and Rairdon's Honda of Sumner.

   This proposal would additionally redesignate approximately 12.55 acres of LDR-2 to Medium Density Residential (MDR) as well as approximately 4.06 acres of IC to MDR for the purpose of increasing density. The surrounding properties include commercial to the north and residential and agricultural to the south, as well as agricultural to the west and SR 410 and residential past that to the east.

6. **Environmental impacts have been disclosed, and measures have been included to reduce possible adverse impacts.**

   The Mitigated Determination of Non-significance (MDNS) (Exhibit E) has been issued following SEPA-2025-0003, which holds conditions to apply to future development of proposed property. It was determined within the Transportation Study (Exhibit II) that the existing plans to widen the roadway on 166th Avenue East to 4-5 lanes as well as introducing new roundabouts to SR

410 Westbound to 64th St E would be providing sufficient mitigation for the increase in traffic. Future development would be subject to paying traffic impact fees to help with funding improvements. The Sewer Study (Exhibit D) recommends upsizing the existing sanitary sewer 4-inch force main pipe along 166th Avenue East to a 6-inch force main or an 8-inch main with a minimum 0.4% slope or, alternatively, providing connection to the sewer system at the 166th Ave E and 64th St E intersection. Additionally, for long-term reliability replace the existing 12-inch Alternating Current (AC) main on 166th Avenue East to Ductile Iron (DI).

7. Potential ramifications of the proposed amendments to other comprehensive elements and supporting plans have been considered and satisfactorily addressed.

The proposed amendment would require the City's Comprehensive Sewer Plan to be amended to account for the recommended mitigation measures and the Comprehensive Transportation Plan measures are already integrated within the plan. MA-02 is located near the East Sumner Neighborhood Plan area and would not have any impacts to the proposed area plan.

IV. SEPA ENVIRONMENTAL REVIEW

The process for amending the City Comprehensive Plan is specified in the Sumner Municipal Code section 18.56.147 and in the state Growth Management Act (GMA) (RCW 36.70A) and the State Environmental Policy Act (SEPA). SEPA analysis of the proposed amendments and various alternatives is contained in the SEPA checklist for SEPA-2025-0003, a Determination of Non-Significance was issued on August 7th, 2025.

V. PUBLIC & AGENCY COMMENT

Public comments were not received during the SEPA review comment periods, public agency comments are contained within Exhibit F. There have been no additional public or agency comments received since the opening of the public comment period prior to this hearing.

VI. STAFF RECOMMENDATION

Move to approve Comprehensive Plan Map Amendment MA-02, Alternative 2.

VII. EXHIBITS

Exhibit I. 2025 Amendment Docket Policy Analysis (under separate cover)
Exhibit II. Transportation Technical report memo (under separate cover)

A. Map Amendment Applicant Proposal, Alternative 1
B. Map Amendment City Proposal, Alternative 2
C. Map of Existing Comprehensive Plan Designations, Alternative 3
D. Sewer Report
E. MA-02 SEPA MDNS
F. Public Agency Comments

EXHIBIT A: MAP AMENDMENT APPLICANT PROPOSAL, ALTERNATIVE 1

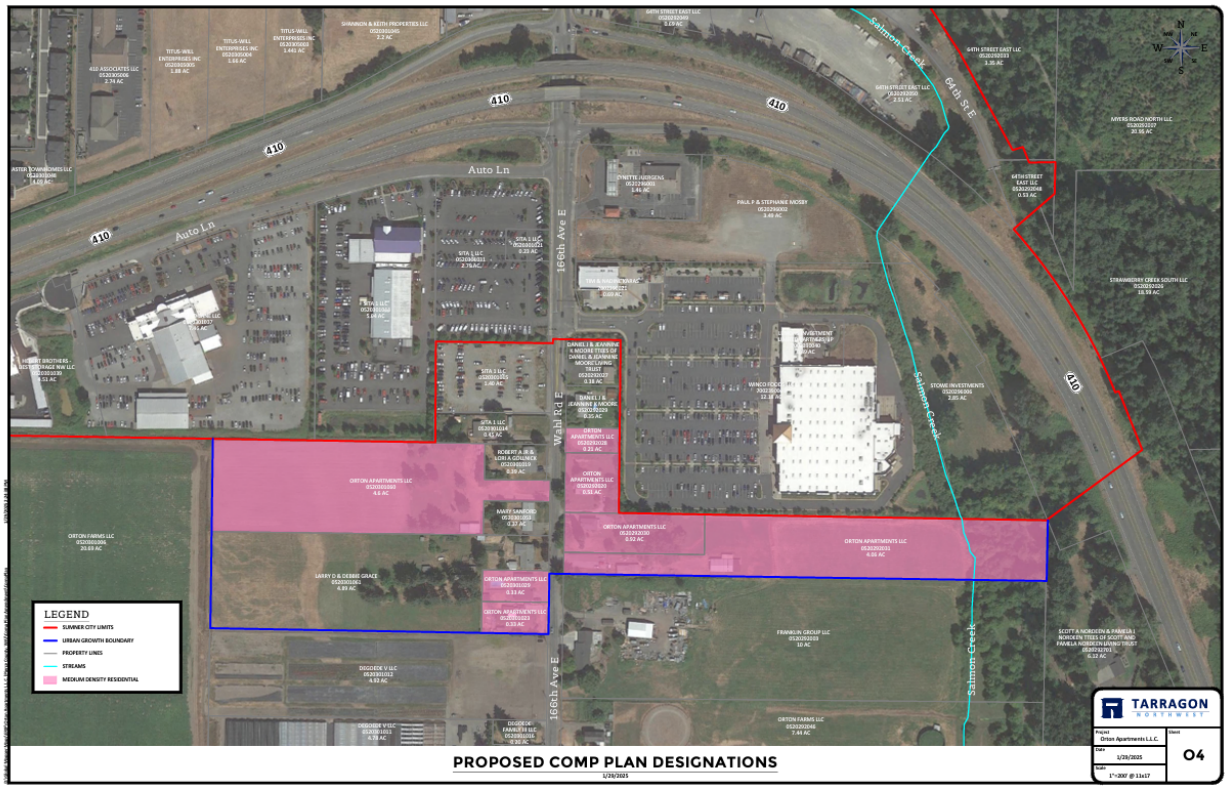


EXHIBIT B: MAP AMENDMENT CITY PROPOSAL, ALTERNATIVE 2

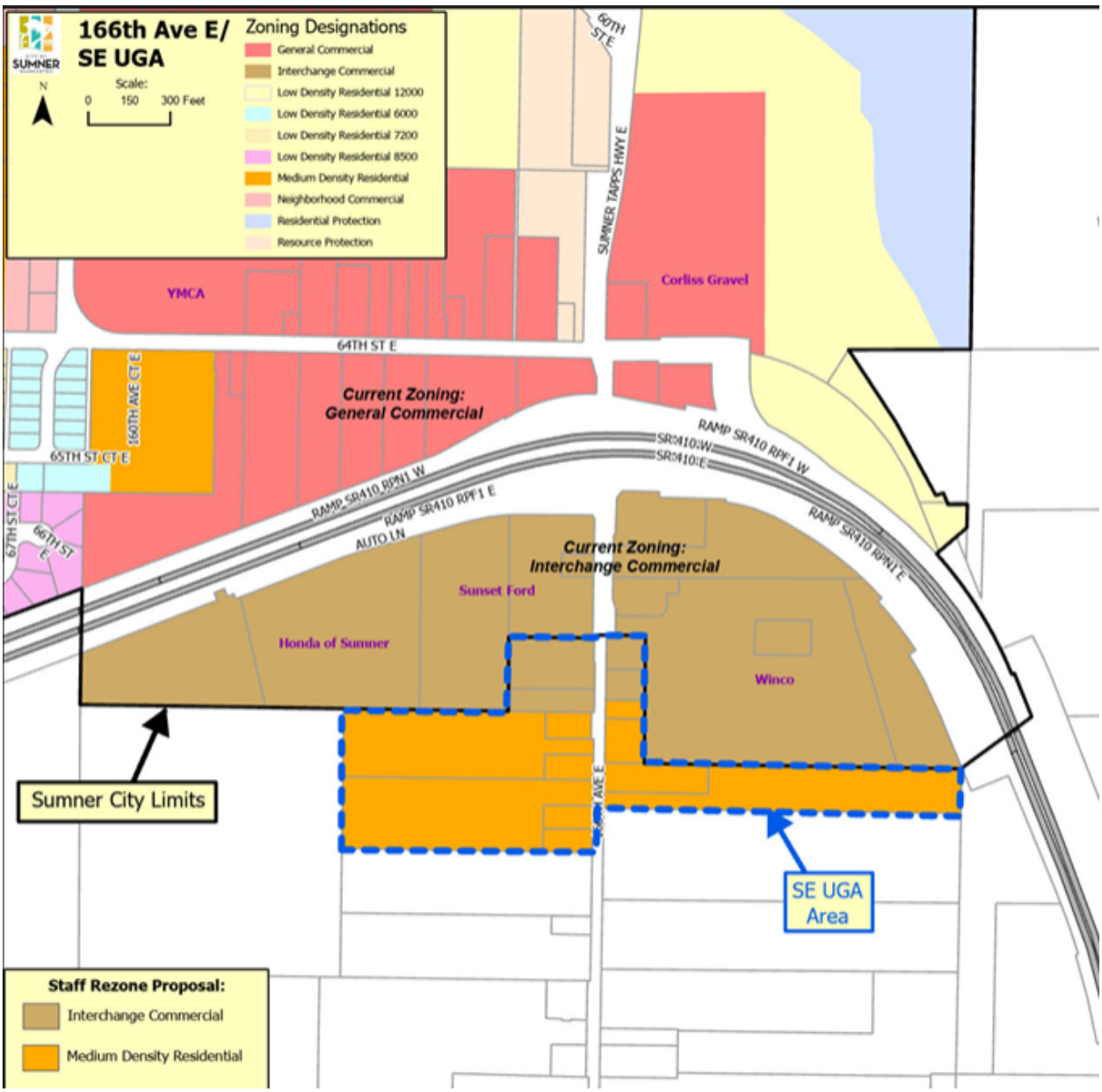
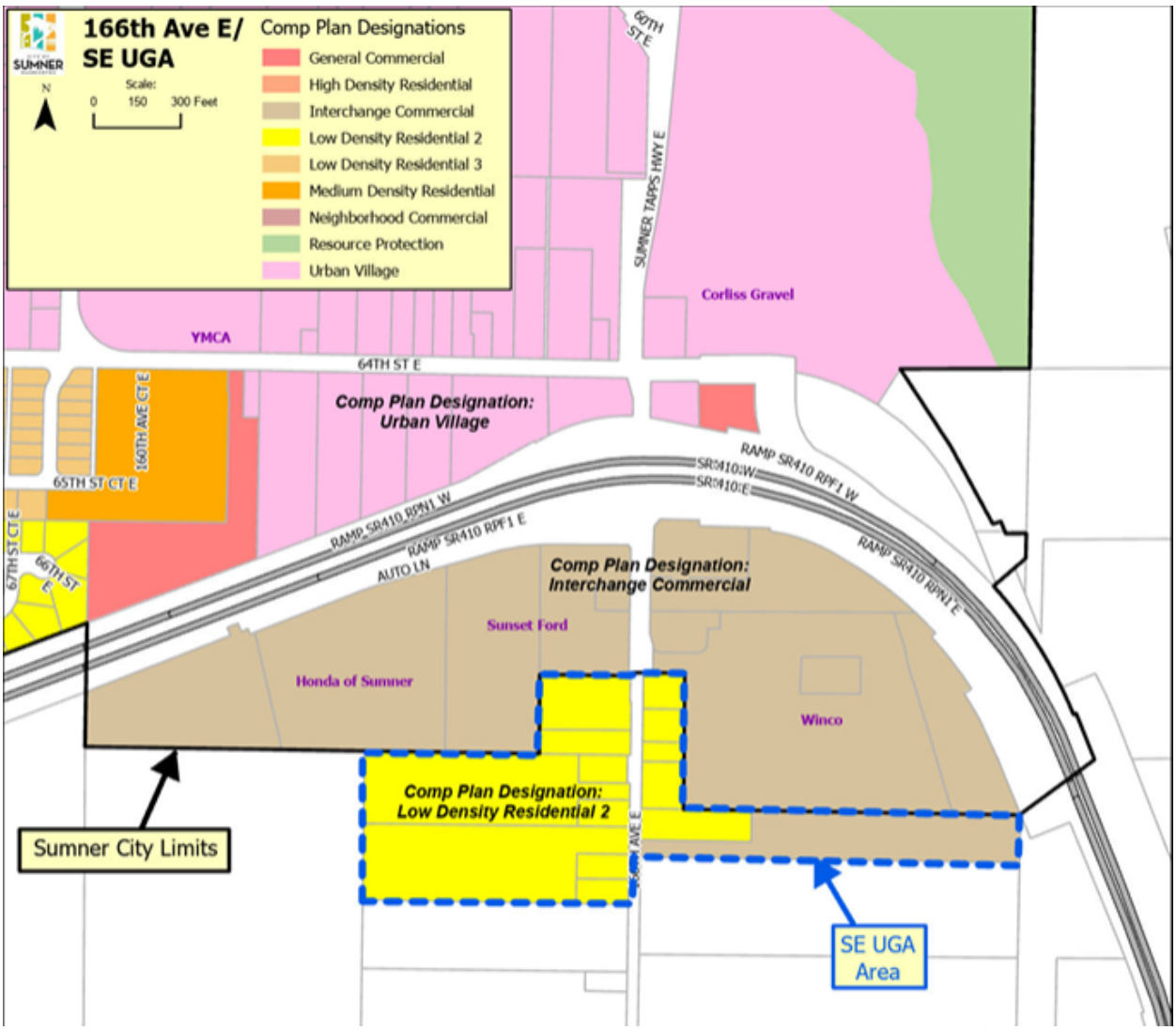


EXHIBIT C: MAP OF EXISTING COMPREHENSIVE PLAN DESIGNATIONS, ALTERNATIVE 3



TECHNICAL MEMORANDUM

Date: June 19, 2025

To: Andrew Leach, City of Sumner

From: Kevin Cook, PE, Sudip Gautam, PhD, Kevin Garcia, PE; BHC Consultants, LLC

Subject: Urban Growth Area Rezone – Water and Sewer Utility Impacts Analysis



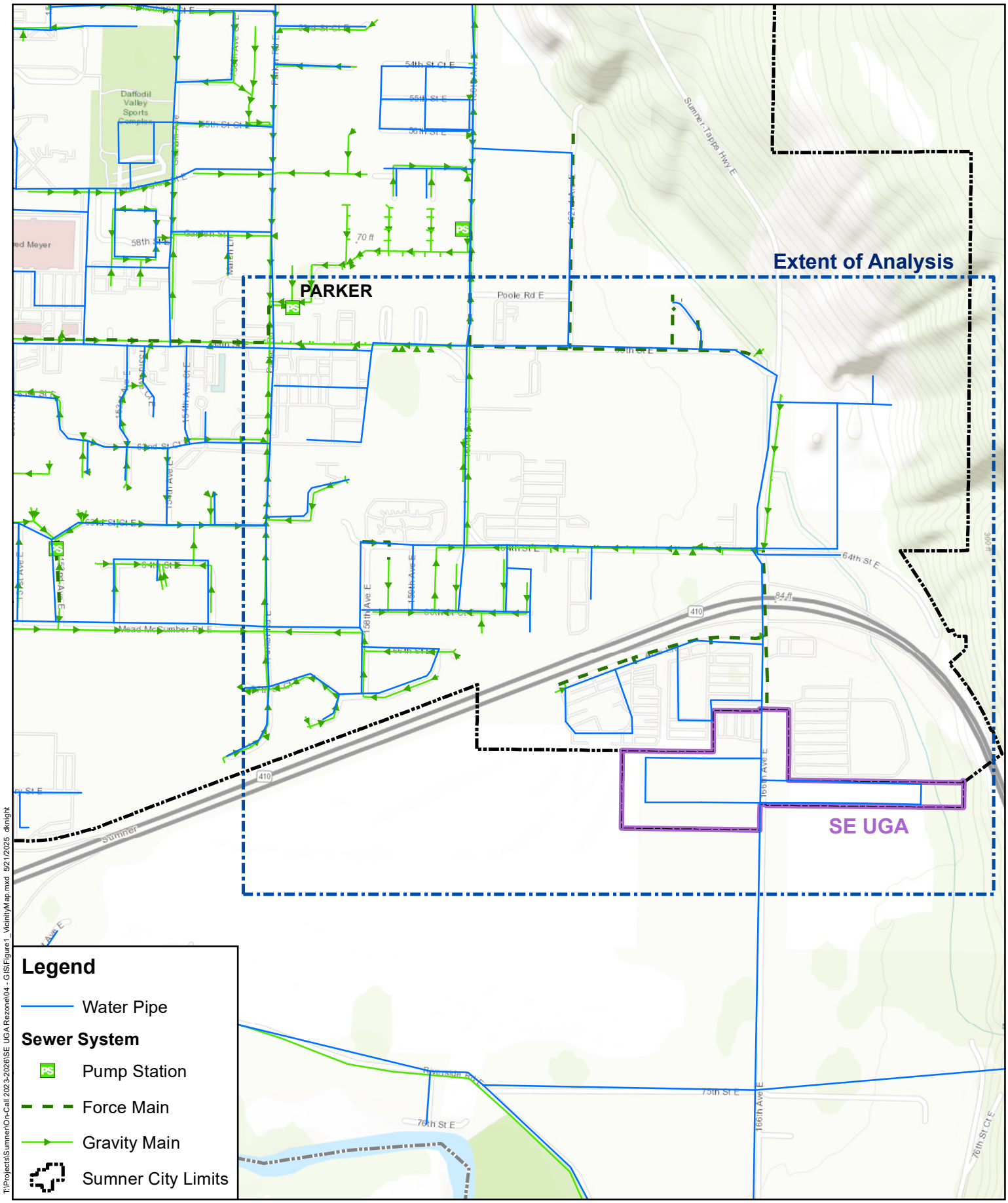
6/19/2025

Kevin Karl Cook, PE
BHC Consultants, LLC

1. Introduction

The City of Sumner (City) is evaluating potential impacts to its existing infrastructure associated with the proposed rezoning of the Southeast (SE) Urban Growth Area (UGA). The rezoning would modify existing single-family zoning to permit larger apartment buildings, resulting in higher residential densities.

To support planning efforts, the City has requested BHC Consultants, LLC (BHC) conduct an engineering analysis assessing potential impacts on the City's sewer and water utility systems. BHC Consultants, LLC (BHC) previously developed hydraulic models for both systems as part of the City's 2018 General Sewer Plan and Water System Plan. These models, which have been subsequently updated for development-related assessments, will serve as the primary tools for evaluating infrastructure impacts resulting from the proposed UGA revisions. The analysis includes an evaluation of system performance under the projected conditions for the year 2038. Figure 1 shows the approximate location of UGA, extent of analyses, existing pipes, and network of modeled infrastructure for the analyses.



T:\Projects\Sumner\On-Call 2023-2026\SE UGA Rezone\04 - GIS\Figure1_VicinityMap.mxd 5/21/2025 dknight

This map is a geographic representation based on information available. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

bhc CONSULTANTS

0 0.05 0.1 0.2 Miles

N

CITY OF SUMNER WASHINGTON

Vicinity Map

Water and Sewer Utility Impacts Analysis
City of Sumner, Washington
May 2025

Figure 1

COPYRIGHT © 2025 BHC CONSULTANTS LLC. ALL RIGHTS RESERVED

2. Background and Assumptions

The City's 2018 Sewer System Plan and Water System Plan Update documents serve as the basis for development demand and flow projections, utilizing derived per capita or per unit values established for different customer categories. Other system demand and flow projections for the 2038 planning horizon will remain consistent with those established during the development of the system plans.

In addition, the following assumptions are applied in this analysis:

- **Sewer System Infrastructure:** Since the proposed SE UGA lies outside of existing sewer service areas, no new sewer facilities were created in the model to introduce the projected flows. Instead, pipeline upgrades or other necessary improvements have been modeled as needed and impacts on previously identified improvements have been documented.
- **Sewer Capacity Analysis Limits:** The capacity analysis extends from the assumed connection point near 16th Avenue downstream to Pump Station 5 (PS-5).
- **Water System Infrastructure:** Preliminary water distribution pipelines have been created within the model to deliver projected demands to the area. Localized demands were conservatively added.
- **Supply and Storage Assumptions:** No additional source or storage adequacy evaluations were conducted. Tank levels and operational setpoints remain unchanged in the water model.
- **Design Criteria:** The design criteria established in the 2018 Sewer and Water System Plans were applied.

The 2038 scenarios from the Sewer Plan and the Water System Plan (WSP) were used in this analysis. The following sources were used to supplement the data and information used in the analyses:

- Hydraulic models of the sewer collection system from the Sewer Plan and the water distribution system from the WSP.
- Geographic Information System (GIS) data from the City.
- Drawings for the proposed site redevelopment (Attachment A).
- Density Estimate provided by the City.
- Correspondence with City.
- 2020 Pierce County Digital Terrain Model (DTM) data from the Washington State Department of Natural Resources.

3. Additional Flows from Rezoning

As a result of the rezoning of the SE UGA site, land use changes as outlined in Table 1 are expected. This results in additional water demand and sewer flows into the system. The City projects that the rezoning will result in the development of 315 residential units and the creation of 46 new jobs.

Table 1
UGA Rezoning

Current Zoning	Proposed Zone	Area (acres)
Interchange Commercial (IC)	Medium Density Residential (MDR)	4.1
Low Density Residential 2 (LDR-2)	Interchange Commercial (IC)	2.6
Low Density Residential 2 (LDR-2)	Medium Density Residential (MDR)	12.6

3.1 Sewer Flows

A comparison of sewer flows was conducted to calculate peak flow rates using assumptions from both the City's 2018 Sewer Plan and the Washington State Department of Ecology's (Ecology) Orange Book. This comparison was necessary because high-density localized areas, such as the proposed rezoned SE UGA, can exhibit higher peaking factors than those assumed for citywide planning analyses in the Sewer Plan.

The following components of sewer flow were estimated based on the proposed rezoning:

- Average Dry Weather Flow: Estimated at 57.2 gallons per minute (gpm).
    - Residential Flow: Estimated at 52.7 gpm, based on an average per-capita residential flow of 100 gallons per capita per day (gpcd) (per the Ecology Orange Book) and an average household size of 2.41 persons (based on City of Sumner data).
    - Commercial Flow: Estimated at 4.5 gpm, based on an average demand of 250 gallons per day (gpd) per 1,000 square feet of commercial space (from the Ecology Orange Book), and an average land use density of 0.1 acres per 1,000 square feet of commercial development.
- Peak Dry Weather Flow: Applying a peaking factor of 3.9 for residential land use, the peak dry weather flow is estimated at 210.1 gpm.
- Infiltration and Inflow (I/I): Based on an I/I rate of 641 gallons per acre per day from the 2018 Sewer Plan and a total area of 19.3 acres, additional I/I was calculated at approximately 8.6 gpm.

These flow components were point-loaded into the hydraulic model as a combined peak wet weather flow. As a result, the total additional peak flow introduced to the sewer conveyance system due to the rezoning is estimated to be 218.7 gpm. The peak flow estimate incorporates conservative assumptions to account for potential variability in future development intensity and system response.

3.2 Water Demand

Average day, maximum day, and peak hour demands were estimated based on the planning projections provided by the City and the demand projections from the Water System Plan (WSP). Approximately 315 equivalent residential units (ERUs) were estimated for parcels with medium density residential zoning. The interchange commercial units were estimated to have 56 jobs or employees.

The following demands were estimated based on the proposed rezoning:

- Average Day Demand (ADD): 42 gpm (Approximately 41 gpm comes from the proposed residential units and 1 gpm from the interchange commercial units).
- Maximum Day Demand (MDD): 87 gpm, assuming an ADD-to-MDD peaking factor of 2.05 per Section 3.8.2 of the WSP.
- Peak Hour Demand (PHD): 141 gpm, assuming an MDD-to-PHD peaking factor of 1.624. This peaking factor was obtained by dividing the 2038 PHD by the 2038 MDD in Table 3-14 of the WSP.
- Fire Flow Demand: 1,500 gpm for two hours per Section 7.2 of the WSP. Both medium density residential and commercial areas were assumed to have a fire flow requirement of 1,500 gpm for two hours to be conservative.

4. Sanitary Sewer Collection System Analysis

The hydraulic model of the City's collection system developed as a part of the Sewer Plan was used to assess potential utility infrastructure impacts caused by the rezoning. The model run focused on the impacts in the vicinity of the development site, up to the connection point near 16th Avenue downstream to Parker Pumpstation (Figure 1).

The model scenarios were run, and the conveyance system deficiencies were identified based on further analysis of model results. To determine the location of capacity issues within the collection systems, the following guidelines were observed, which is consistent with the Sewer Plan:

- Gravity Pipe Segments: The flow depth is equal to or greater than the pipe diameter (d/D > 1).
- Force Main Segments: The flow velocity exceeds 8 feet per second (ft/s).
- Manholes: The manhole is flooding, leading to sewer overflow.
- Pump Stations: The rated capacity is exceeded.

Industry standard engineering judgment was used to review the simulated results such that the results provided a meaningful planning tool for the City and that deficiencies were being identified appropriately for the purposes of this analysis.

The Parker PS-5 is equipped with two submersible pumps, each rated at 1,330 gpm. The station's firm capacity is 1,330 gpm. Under the 2038 planning horizon scenario from the City's Sewer Plan hydraulic model, the existing peak flow into the Parker PS-5 is estimated at 424 gpm. With the addition of projected flows from the rezoned SE UGA, the modeled peak flow increases to 635 gpm. Based on the model results, this represents approximately 50% of the pump station's firm capacity, indicating that sufficient capacity remains available to accommodate the proposed rezoning and development.

Based on the analysis of model results, a capacity issue was identified in the 4 inch force main pipe along 166th Avenue East up to 64th Street East. This includes pipes with City GIS asset IDs of SML F9-24 and SML F9-25. The maximum flow velocity simulated in this force main pipe is 9.2 ft/s, which exceeds the velocity threshold of 8 ft/s.

Loading the additional sewer flows from the new development to the existing sewer manhole with City GIS asset ID Sewer Manhole (SMH) G9-1 will likely exceed the capacity of the 4 inch force main pipe along the 166th Avenue East. If the flow from the new development is to be connected into the existing manhole SMH G9-1 then the flow needs to be conveyed along the 166th Avenue East via a 6 inch force main pipe or an 8 inch main at a minimum slope of 0.4%, both of which represent pipe upsizing as a result of this new development.

Alternatively, the sewer flows from new development can be connected to the sewer system at the intersection of 166th Avenue East and 64th Street East (existing manhole SMH G8-2). These alternative approaches provide sufficient conveyance capacity to accommodate future flows under full buildout conditions.

5. Water Distribution System Impacts Analysis

The hydraulic model of the City's collection system developed as a part of the Water Plan was used to assess potential utility infrastructure impacts caused by the rezoning. Hydraulic model simulations were completed to evaluate the impacts of rezoning on the City's distribution system. The model was evaluated based on the performance and design criteria in Section 7.2 of the WSP:

- PHD Scenario: System pressures shall not be less than 30 pounds per square inch (psi) at all nodes.
- MDD + Fire Flow Scenario: System pressures shall not be less than 20 psi at all nodes.
- Pipe Velocity: Flow velocities in the distribution system shall not exceed 8 ft/s.

- Hydrant spacing: Commercial, industrial, and apartment use districts shall have a maximum fire hydrant spacing of 400 feet.

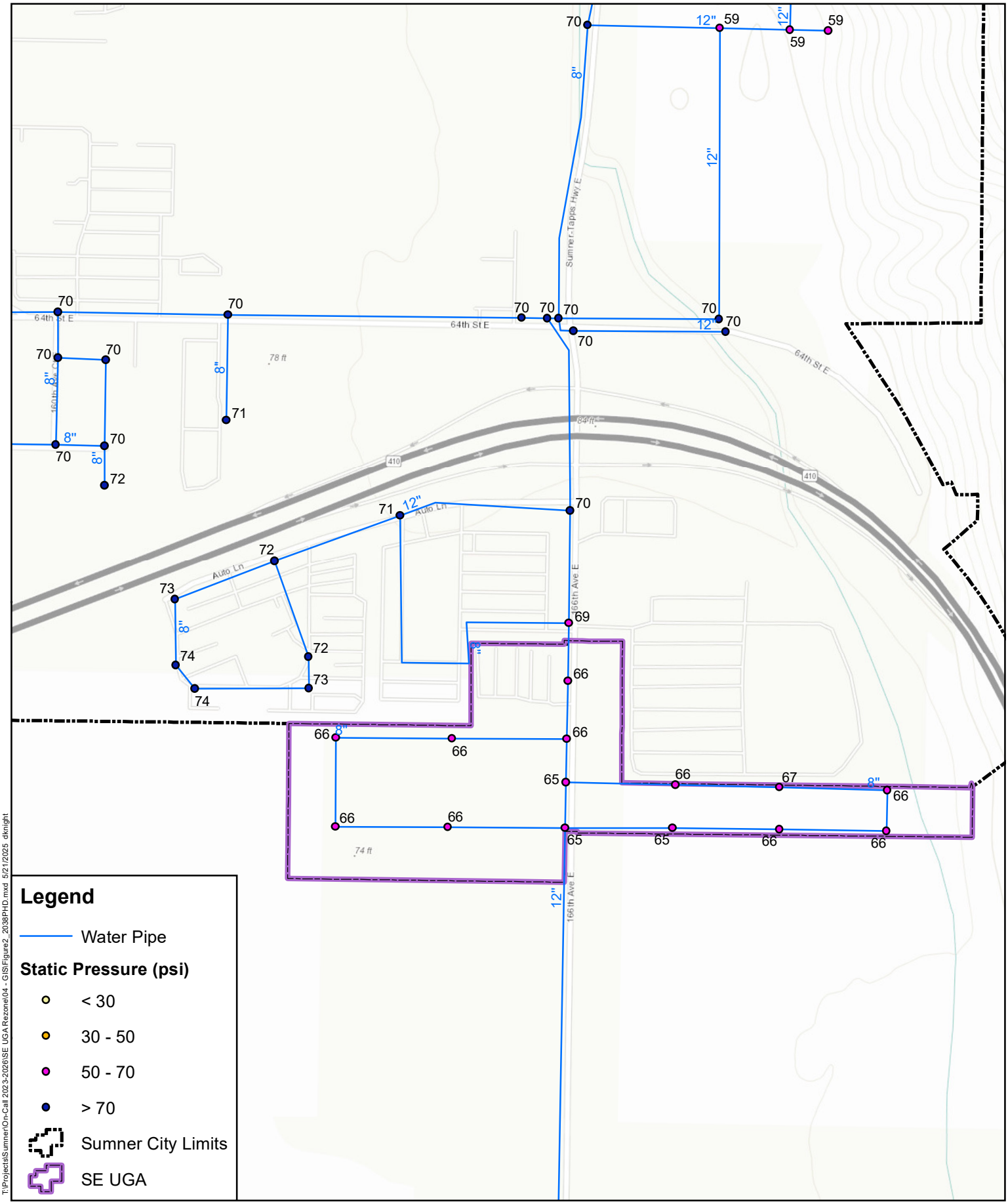
The following modifications and assumptions were applied to the hydraulic model:

1. 8-inch ductile iron (DI) pipe loops were input on the affected parcels and connected to the existing 12-inch alternating current (AC) main on 166th Avenue East. A Hazen-Williams coefficient of 140 was used for the proposed pipe.
2. Nodes were input to the model with a maximum distance of 400 feet between each node. Additional equivalent residential units and demands were proportionally allocated to each node.
3. Elevations of added nodes were extracted from the Washington State Department of Natural Resources' lidar data.
4. Peak hour demand and MDD + fire flow scenarios were run using steady state conditions, and as such, no demand pattern was applied.

No system deficiencies were simulated in the 2038 PHD scenario due to the SE UGA Rezone. Under 2038 PHD scenario, the added nodes have simulated pressures around 65 psi. The majority of the nodes in the system have pressures exceeding 30 psi. Figure 2 shows the static pressures in the SE UGA during PHD conditions. Nodes near Elhi Springs, the 2.0-million gallons (MG) South Tank, and the Viewpoint Booster Pump Station (BPS) have pressures between 12 to 25 psi. These nodes do not have service connections and therefore only require pressures greater than 5 psi per the latest edition of the Washington State Department of Health (DOH) Water System Design Manual.

No system deficiencies were simulated in the 2038 MDD + fire flow scenario due to the SE UGA Rezone. Under 2038 MDD + fire flow scenario, a 1,500-gpm fire flow, 2-hour duration fire flow requirement is available while maintaining a residual pressure of 20 psi and a velocity of 8 ft/s. Figure 3 shows the available hydrant flow in the SE UGA Area. The pipe east of 160th Avenue Court and south of 64th Street East has an 8-inch diameter pipe, limiting the available hydrant flow while maintaining a maximum pipe velocity of 8 ft/s. The 6-inch pipes near the 2.0-MG South tank and Viewpoint BPS were simulated to have a velocity of 8.8 ft/s. Per the latest edition of the DOH Water System Design manual, transmission mains and pump station piping may have velocities up to 10 ft/s.

The existing 12-inch AC main on 166th Avenue East has adequate hydraulic capacity to provide the peak hour demands and fire flow demands in the development. The City's GIS data indicates this water main was constructed in 1972 and has a history of leak in 2011. Replacement of the existing 12-inch AC main with DI is recommended for long-term reliability of the water main.



T:\Projects\Sumner\On-Call 2023-2026\SE UGA Rezone\04 - GIS\Figure2_2038PHD.mxd 5/21/2025 dknight

This map is a geographic representation based on information available. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

bhc CONSULTANTS

0 150 300 600 Feet

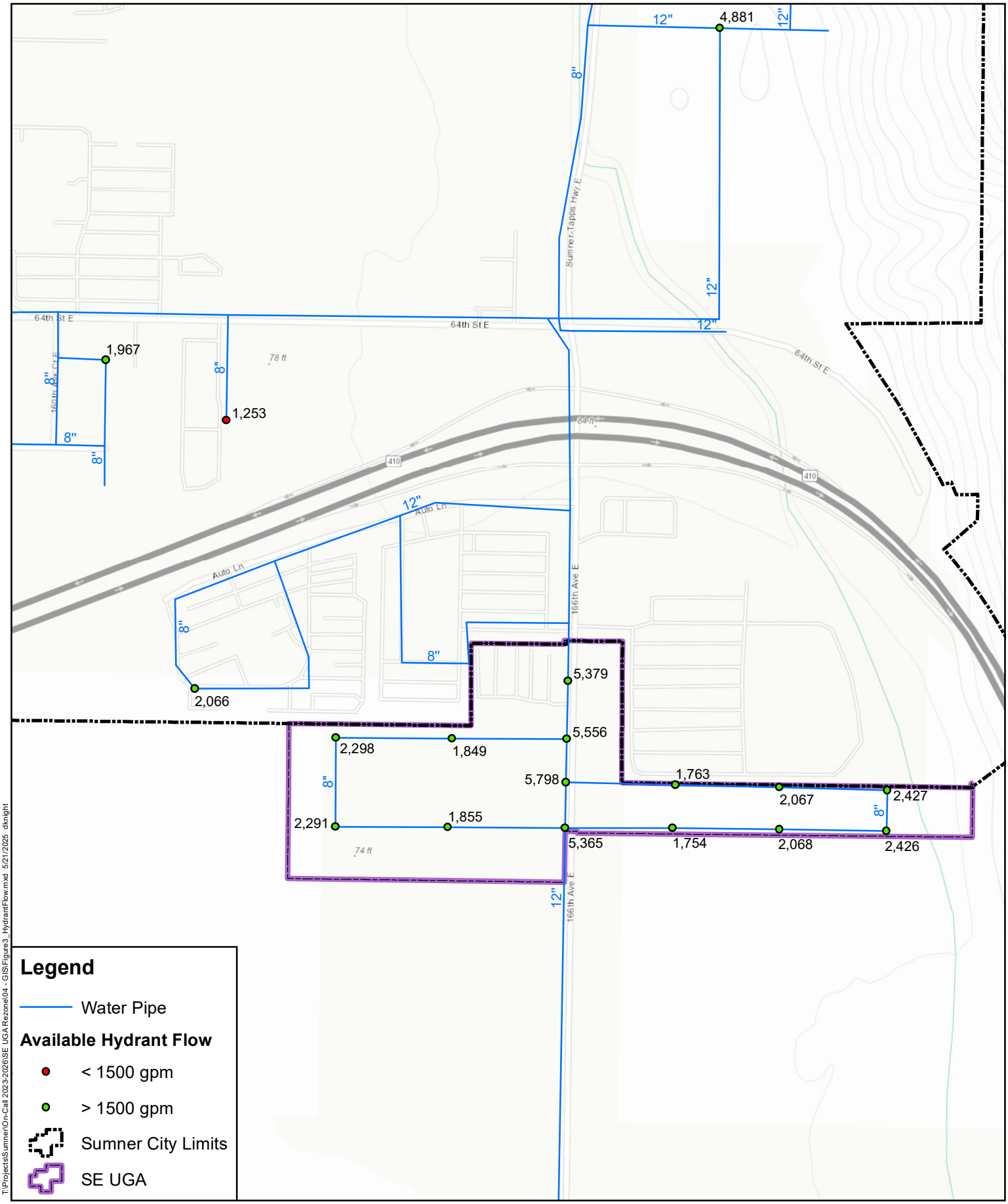
N

CITY OF SUMNER WASHINGTON

2038 PHD Analysis
Water and Sewer Utility Impacts Analysis
City of Sumner, Washington
May 2025

Figure **2**

COPYRIGHT © 2025 BHC CONSULTANTS LLC. ALL RIGHTS RESERVED



T:\Projects\Sumner\On-Call 2023-2026\SE UGA Rezone\04 - GIS\Figure3_HydrantFlow.mxd 5/21/2025 dknight

This map is a geographic representation based on information available. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

bhc CONSULTANTS

0 150 300 600 Feet

N

CITY OF SUMNER WASHINGTON

2038 Available Hydrant Flow

Water and Sewer Utility Impacts Analysis
City of Sumner, Washington
May 2025

Figure 3

COPYRIGHT © 2025 BHC CONSULTANTS LLC. ALL RIGHTS RESERVED

6. Limitations and Uncertainty

The hydraulic models of the City's sanitary sewer and water systems that were previously developed as a part of the Sewer and Water Plans were used to evaluate the utility impacts in this study, and thus all the previous assumptions and limitations also apply to this analysis. Additional limitations of this analysis include the following:

- Previous development assumptions regarding land usage may be different based on actual developments that have occurred.
- Infiltration and inflow (I/I) characteristics are subject to change and dependent on numerous factors that impact peak flow including but not limited to precipitation characteristics, pipe condition, operations and maintenance.
- Accuracy of City's GIS data was not performed as part of this analysis.

7. Conclusion

The hydraulic analysis of the sewer system indicates that the proposed rezoning of the SE UGA can be accommodated by the existing sanitary sewer collection system and water distribution system with minimal improvements.

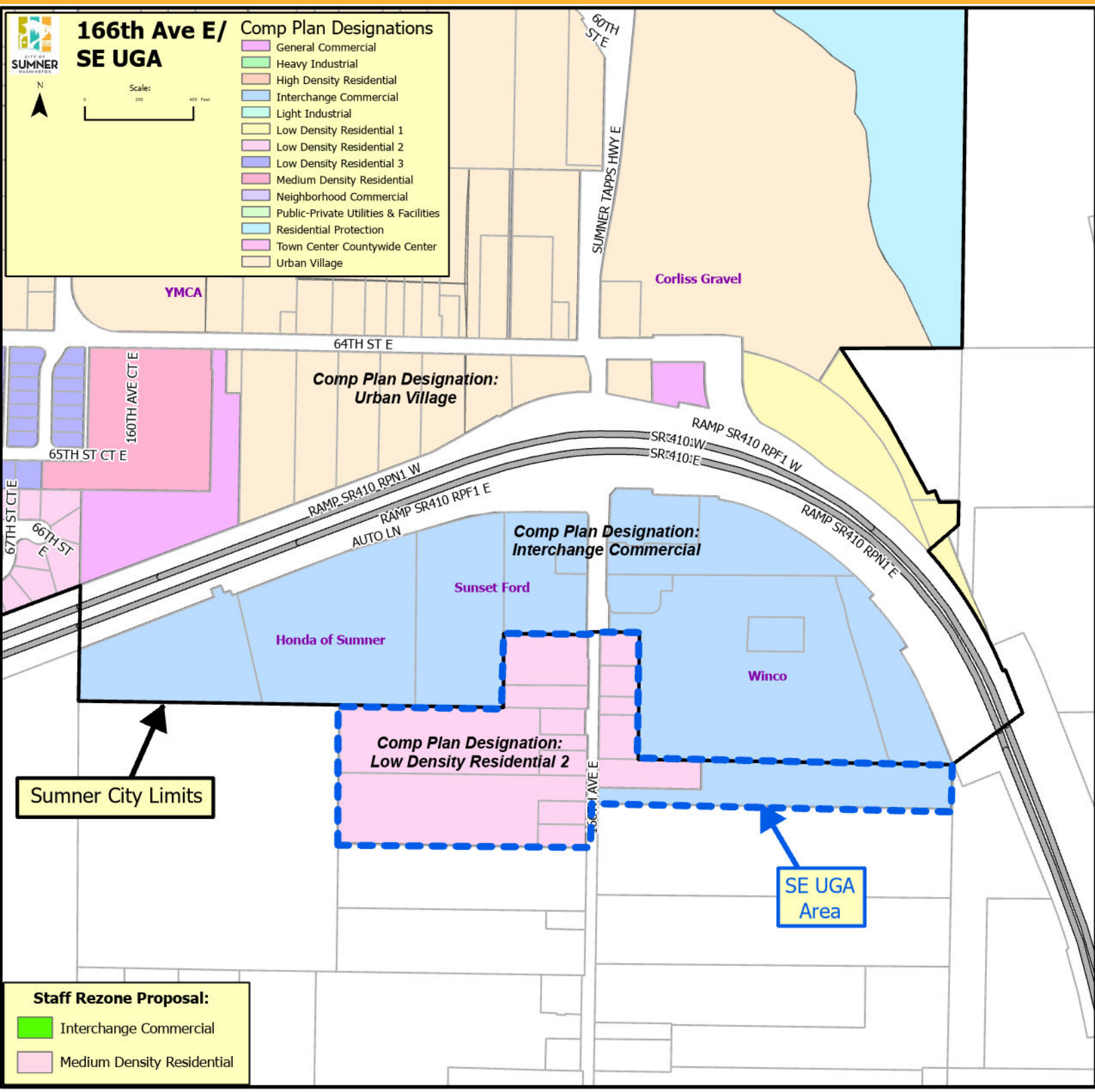
The Parker PS-5 is projected to operate at approximately 50% of its firm capacity under 2038 full buildout conditions, confirming sufficient downstream pumping capacity. One localized deficiency was identified in a force main segment along the 166th Avenue East, where peak flow velocity exceeds recommended limits. This deficiency can be removed either by increasing capacity or loading the sewer flows at area with available pipe capacity (at the intersection of 166th Avenue East and 64th Street East), ensuring a reliable long-term performance. No additional downstream capacity constraints were identified as a result of this improvement. Overall, the sewer system has adequate capacity to support the proposed development, contingent on the recommended force main upgrade.

State-required minimum pressures are available in the SE UGA under peak hour demand scenarios and MDD + fire flow scenarios. Pipe velocities are generally less than 8 ft/s. Replacement of the existing 12-inch AC main on 166th Avenue East with 12-inch DI main is recommended for long-term reliability of the main.

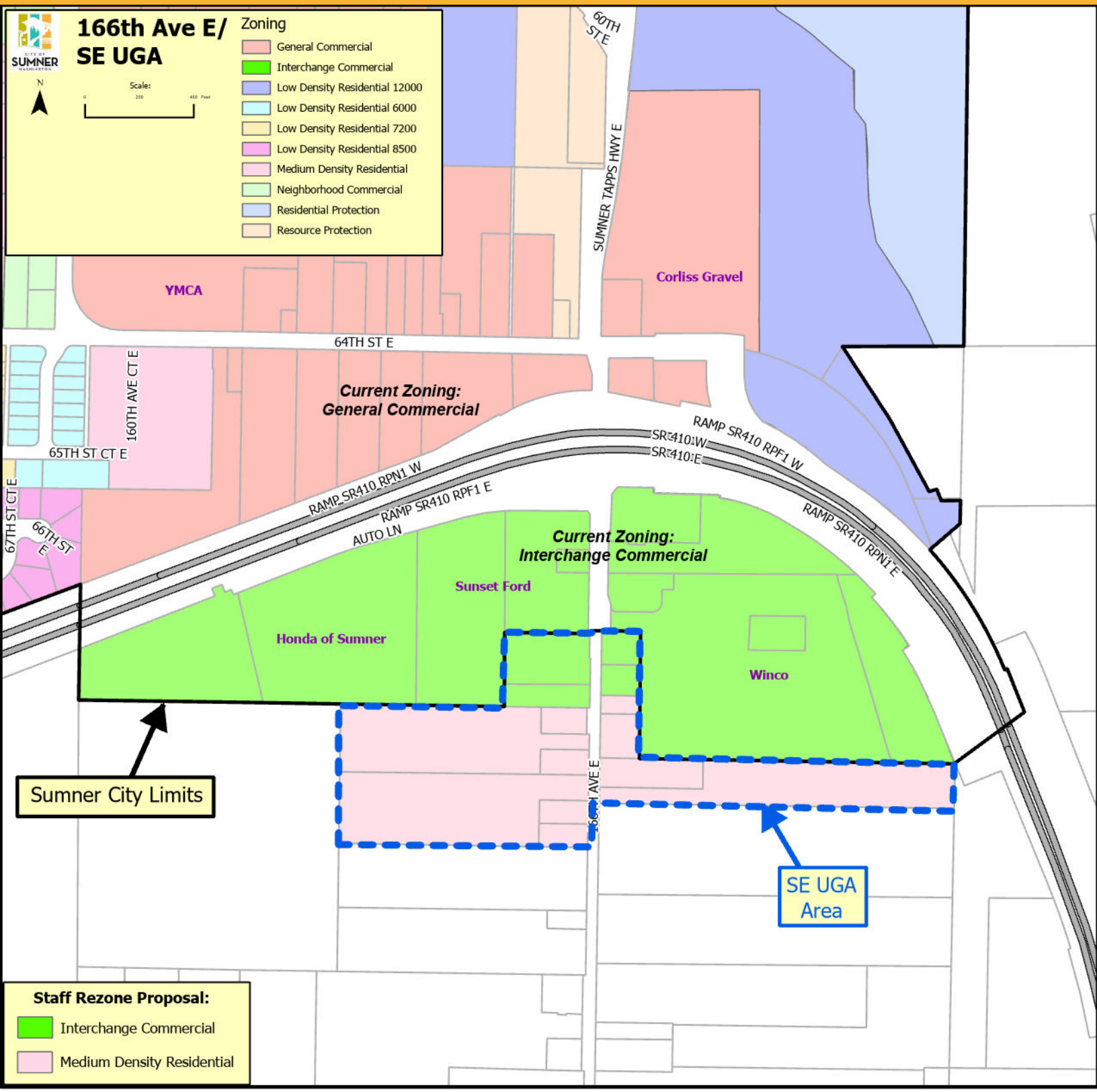
ATTACHMENT A

Sumner SE UGA Rezone Information

SE UGA Existing Comprehensive Plan Designations



SE UGA Proposed Comprehensive Plan Amendment
City Alternative for MA-02



DETERMINATION OF NON-SIGNIFICANCE

Project Name: MA-02: SE UGA Redesignation from LDR to MDR/IC

Permit Application No: SEPA-2025-0003

Location: 6801 166th Ave E; 6808 166th Ave E; 6809 166th Ave E; 6817 166th Ave E; 6825 166th Ave E; 6912 166th Ave E; 6904 166th Ave E; 6709 166th Ave E; 6717 166th Ave E; 6724 166th Ave E; 6710 166th Ave E; 6804 166th Ave E; 6816 166th Ave E and 6824 166th Ave E.
0520292028, 0520301060, 0520292020, 0520292030, 0520292031, 0520301023, 0520301029, 0520292027, 0520292029, 0520301014, 0520301015, 0520301019, 0520301051, and 0520301061

Description of Proposal: See application CPA-2025-0002 submitted redesignation of 7 parcels owned by applicant. The applicant's proposal would change the Comprehensive Plan Map Designation of the 7 subject parcels from Low Density Residential-2 (LDR-2) designation to Medium Density Residential (MDR) designation. There are 14 total parcels within Sumner's Southeast Urban Growth Area (UGA), the City's Alternative 1 proposal amends the Comprehensive Plan map designation from the current LDR-2 to MDR designation for 10 parcels and amends the Comprehensive Plan map designation from the current LDR-2 to Interchange Commercial (IC) designation for 4 parcels (adjacent to existing IC zone). This is an alternative that would create more consistent designations across the SE UGA compared to the private amendment application (**CPA-2025-0002**) that would redesignate a few of the parcels under common ownership by Orton Apartments LLC.

Applicant: Orton Apartments LLC

Lead Agency: City of Sumner

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. **Documents are available on the City of Sumner website at www.sumnerwa.gov.**

____ There is no comment period for this DNS.

____ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

_X_ This DNS is issued under 197-11-340 (2); the lead agency will not act on this proposal for 14 days.

Responsible Official: Ryan Windish **Position/Title:** Community & Economic Dev. Director
Address: 1104 Maple Street Suite 250, Sumner, WA 98390 **Phone:** (253) 299- 5524

Signature:  **Date: July 29, 2025**

Ryan Windish **Date Published: August 7, 2025**

Questions or comments: Brayden Shannon, Assistant Planner: braydens@sumnerwa.gov

City of Sumner
SEPA MITIGATION MEASURES

1. Future development resulting from this non-project action shall pay fair share of sanitary sewer updates and improvements required to meet capacity needs.

2. All future developments will be subject to local, state, and federal regulations regarding wetlands and critical areas where applicable.

3. Future development shall improve to meet the required LOS standard for pedestrian and bike facilities in the area subject to City Engineer review.

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Southwest Region Office
PO Box 47775, Olympia, WA 98504-7775 • 360-407-6300

April 24, 2025

Chrissanda Walker, Planner
City of Sumner
Community Development Department
1104 Maple Street, Suite 250
Sumner, WA 98390-1423

Dear Chrissanda Walker:

Thank you for the opportunity to comment on the prethreshold consultation for the Urban Growth Area Rezone from LDR to MDR Project (SEPA-2025-0003) as proposed by City of Sumner. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

SHORELANDS & ENVIRONMENTAL ASSISTANCE: Brook Swensen, (564) 999-1749

According to the Comprehensive Plan Amendment application materials, part of the proposed area to be changed to MDR has known or potential critical areas on site, including wetlands regulated under the Sumner Critical Areas Ordinance and under the state Water Pollution Control Act (Chapter 90.48 RCW). I caution rezoning this parcel as medium density because it would encourage development in or close to known critical areas. Any future division of the property should create sufficient buildable area located outside of any regulated critical area and associated setback or buffer and that access to the buildable area is located outside of said setbacks or buffers.

For questions or technical assistance, please contact Wetland Specialist Brook Swensen at Brook.Swensen@ecy.wa.gov or 564-999-1749.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(JKT:202501411)

cc: Brook Swensen, SEA

CITY OF SUMNER WASHINGTON

Community Development Department

STAFF REPORT

DATE: September 11, 2025
TO: Planning Commission
FROM: Chrissanda Walker, Associate Planner
CC: Ryan Windish, Community and Economic Development Director
RE: 2025 Comprehensive Plan Amendment, docket item MA-03: Rezone 30th Street

I. INTRODUCTION

The Washington State Growth Management Act, under RCW 36.70A.130, allows for annual amendments to the City's Comprehensive Plan. In January 2025, the City Council opened the process for amending the Comprehensive Plan under the annual amendment cycle. Both staff and the public have proposed amendments involving changes to the Comprehensive Plan map, Zoning map, Comprehensive Plan policies, and/or zoning regulations. On March 6, 2025, the Planning Commission approved the docket items to move forward in the process for further review and consideration.

Docket item MA-03, evaluates a private application for rezone submitted under application CPA-2025-0001 and the city alternatives further described below.

II. POLICY ANALYSIS

The process for amending the City Comprehensive Plan is specified in the Sumner Municipal Code section 18.56.147 and in the state Growth Management Act (GMA) (RCW 36.70A) and the State Environmental Policy Act (SEPA). Only those amendments which are found to be in substantial compliance with all criteria listed below shall be approved (SMC 18.56.147(N)):

1. An amendment is necessary to resolve inconsistencies between the Sumner comprehensive plan and other city plans or ordinances; or, to resolve inconsistencies between the Sumner comprehensive plan and other jurisdictions' plans or ordinances;
2. Conditions have so changed since the adoption of the Sumner comprehensive plan that the existing goals, policies, objectives, and/or map classifications are inappropriate.
3. The proposed amendment is consistent with the overall intent of the goals of the Sumner comprehensive plan.
4. The proposed amendment is consistent with chapter 36.70A RCW (Growth Management Act), the countywide planning policies (CPP) for Pierce County, and the applicable Multi-county planning policies (VISION 2050).
5. Where an amendment to the comprehensive plan map is proposed, the proposed designation is adjacent to property having a similar and compatible designation, or the subject property is of sufficient size, or other conditions are present.
6. Environmental impacts have been disclosed, and measures have been included to reduce possible adverse impacts.
7. Potential ramifications of the proposed amendment to other comprehensive plan elements and supporting plans have been considered and satisfactorily addressed.

Action Alternatives 1 through 3 are being analyzed by the City of Sumner to amend the Comprehensive Plan Map and Zoning Map. All these alternatives are analyzed under environmental review required by the State Environmental Policy Act (SEPA) and are discussed here in detail as it relates to the seven criteria above.

A. Why the Amendments are Being Proposed

In accordance with SMC 18.56.147, amendment cycles occur no less frequently than every other year and no more than once per year. Under the 2025 annual amendment cycle, the City Council and Planning Commission provided opportunities for the public to propose amendments to the Comprehensive Plan. Under this docket item (MA-03) the City of Sumner considered the Comprehensive Plan Map Amendment and corresponding Zoning Map updates to reflect proposed Comprehensive Plan Map amendments described below.

B. Description of Proposal and Alternatives

Applicant Proposal (Alternative 1):
CPA-2025-0001: The requested map amendments made by JMJ Team on behalf of the property owner proposes to change the designation of Parcel A, containing 3.31 acres from Low Density Residential (LDR-2) to Light-Industrial (M-1) in the Comprehensive Plan and a subsequent Zoning map change of Parcel A from Low Density Residential-8500 (LDR-85) to Light Industrial (M-1) zoning. (see Exhibit A). (APN: 0420124027)

City Proposal (Alternative 2):
MA-03: The city alternative evaluated the proposal to include the adjacent property, Parcel B, within Shoreline Master Program jurisdiction, designated Urban Conservancy-200 feet and containing 2.34 acres. This alternative proposes to redesignate both Parcel A & B from Low Density Residential (LDR-2) to Light-Industrial (M-1) in the Comprehensive Plan and a subsequent Zoning map rezone of Parcel A & B from Low Density Residential-8500 (LDR-85) to Light Industrial (M-1) zoning. (see Exhibit B). (APN: 0420124027 and 0420124035).

No-Action (Alternative 3):
The current underlying zoning and the Comprehensive Plan Map zoning designation remain unchanged, and the site maintains incongruent zoning patterns.

C. Staff Recommendation:

Staff recommends Alternative 1 and that Parcel B retain its current Low-Density Residential–2 (LDR-2) designation and LDR-8.5 zoning. A future rezone of Parcel B may be considered once legal access to 32nd Street East is established, and mitigation measures are in place to address light, glare, and noise, together with compliance with applicable critical areas and Shoreline Master Program requirements for light industrial uses. This recommendation is further evaluated below.

III. COMPREHENSIVE PLAN AMENDMENT CRITERIA ANALYSIS

Only those amendments which are found to be in substantial compliance with all criteria listed below shall be approved (SMC 18.56.147(N)):

1. **An amendment is necessary to resolve inconsistencies between the Sumner comprehensive plan and other city plans or ordinances; or, to resolve inconsistencies between the Sumner comprehensive plan and other jurisdictions' plans or ordinances.**

   The proposed rezone of Parcel A from Low Density Residential (LDR) to Light Industrial (M-1) supports alignment between the Sumner Comprehensive Plan, the City's Manufacturing/Industrial Center (MIC) Subarea Plan, and regional planning policies in VISION 2050. VISION 2050 emphasizes compact and orderly development, designation of urban growth areas, and concentration of manufacturing and industrial uses within identified Regional Manufacturing/Industrial Centers.

   The City's 2009 Comprehensive Plan amendment (Ordinance No. 2299) established the Sumner-Pacific MIC designation for the northern industrial area, which in 2016 was formally recognized as a Regional MIC. This regional designation supports manufacturing, industrial, and advanced technology uses, and provides opportunities for enhanced transportation funding. Per Puget Sound Regional Council requirements, the Sumner-Pacific MIC must plan for 20,000 jobs total in order to maintain its status as a Manufacturing Industrial Center Regional designation.

   Retaining LDR zoning for Parcel A is inconsistent with the intended role of the MIC in concentrating industrial growth along 142nd Ave E and conflicts with policies around buffering existing residential uses from adjacent warehouses. Rezoning Parcel A resolves this inconsistency by ensuring the parcel's land use designation is compatible with adopted local and regional economic development strategies and regional planning policies in VISION 2050.

   While Parcel B was included under Alterative 2, its location adjacent to the White River, within Shoreline Jurisdiction and the flood hazard area, significantly limits the likelihood of future residential or industrial development. The parcel's long-term role is more likely to support public ownership, preservation, or restoration functions, consistent with the Shoreline Master Program, Flood Hazard Management goals, and regional open space strategies. This further underscores the obsolescence of maintaining LDR zoning within the MIC boundary, since the residential designation is not reasonably expected to yield additional housing capacity. In contrast, rezoning Parcel A ensures that the Comprehensive Plan reflects realistic land use expectations while advancing the City's economic development and job growth responsibilities under the MIC designation.

2. **Conditions have so changed since the adoption of the Sumner comprehensive plan that the existing goals, policies, objectives, and/or map classifications are inappropriate.**

   Since adoption of the current Comprehensive Plan designation for Parcel A, several conditions have changed that make the existing Low Density Residential (LDR-2) classification inappropriate. In 2016, the Sumner-Pacific Manufacturing/Industrial Center (SPMIC) was formally designated as a Regional MIC under VISION 2050, establishing stronger regional and countywide policies to protect and expand industrial employment lands. This regional designation was not in place when the city last considered the residential classification of

Parcel A or B. Now the surrounding area carries specific job capacity obligations and funding opportunities that rely on efficient use of designated industrial lands.

Economic trends have accelerated demand for industrial and logistics development in the region, while transportation network improvements, including the required access from 32nd Street, have increased the viability of Parcel A for industrial use while directing impacts away from the remaining residential neighborhood within the MIC in this area. Relevant Pierce County Countywide Planning Policies (CPPs) support the protection and expansion of industrial lands within designated MICs (Policy LU-25), encourage contiguous and orderly growth within urban growth areas (Policies UG-1 and UG-2), and promote efficient use of public facilities and transportation systems (Policies CF-3 and T-4).

Parcel A now directly abuts industrially zoned properties to the south and west, creating a zoning incongruity that limits coordinated site development and undermines job capacity goals identified in the MIC Subarea Plan, Pierce County CPPs, and VISION 2050. Retaining LDR zoning for Parcel A perpetuates a "residential island" at the center of a designated regional industrial district. By contrast, rezoning to M-1 allows Parcel A to serve its intended regional function while future projects would apply code-required 25-foot landscaped buffers and 50-foot building setbacks to provide additional separation and privacy for the remaining residential lots.

While the City recognized residential potential in this area nearly two decades ago, regional policy direction, economic trends, and infrastructure improvements have changed substantially. The existing residential designation for Parcel A is no longer consistent with adopted plans or current conditions. Rezoning Parcel A into M-1 reflects these changes while ensuring that neighborhood edges remain buffered and compatible with adjacent uses.
It is important to note that this proposal does not include Parcel B, because environmental constraints make Parcel B far more appropriate for preservation, restoration, or eventual public ownership rather than intensive development, reinforcing the protection of the existing residential community.

3. The proposed amendment is consistent with the overall intent of the goals of the Sumner comprehensive plan.

***Land Use*:** All Alternatives are consistent with the overall intent of the goals of the Land Use Element of the Comprehensive Plan and balance "…residential, commercial, industrial, and public land uses." (Policy 1.3, Land Use Element). The amendment redesignates an area that provides for "orderly development within the Sumner Community" and "Ensure appropriate transitions so that more intensive uses do not adversely impact adjacent uses" by providing adequate setbacks and buffering between commercial and residential uses (Goal 1 and Policy 1.1, Land Use Element). The proposal supports policies in the Sumner-Pacific Manufacturing/Industrial Center (SPMIC) Subarea Plan which aim for a "coordinated approach to development, environmental review, and strategic capital investments in the Center" (Policy 5.1, Land-Use Element).

Economic Development
Both Alternative 1 and 2 are consistent with the overall intent of the Economic Development and Employment Element of the Sumner Comprehensive Plan. These alternatives would

provide adequate land to support a variety of business types and development, helping to advance the City's economic goals. In appropriate locations, "planned industrial and commercial uses are encouraged, with measures in place to ensure compatibility with surrounding neighborhoods through landscaping buffers and limitations on noise, lighting, and traffic. The City prioritizes manufacturing employment over warehouse distribution to foster higher-quality jobs and reduce truck traffic impacts. The north end of the City has evolved into a growing, modern manufacturing and industrial center of regional significance that supports growth and redevelopment while integrating environmental sustainability", consistent with the Community Vision in the Economic Development Element.

This map amendment supports economic development goals by promoting "a strong diverse economy with a variety of different types and sizes of business, industry, and employment" (Goal 1, Economic Development and Employment Element) and by providing "adequate land for different kinds of businesses and development" (Policy 1.1, Economic Development Sub-element). Increasing the Light Industrial (M-1) designation under Alternative 1 furthers the policy of supporting the SPMIC as "a vibrant and successful industrial employment area with regional and local significance" (Goal 7, Economic Development and Employment Element). Additionally, the proposal aligns with Policy 8, which intends to "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."

Overall, the proposal under both Alternatives 1 & 2 supports the Economic Development Element's vision and goals by encouraging compatible industrial growth that fosters economic diversity and sustainability.

***Community Character*:** Alternative 1 & 2 meet the overall intent of the goals and policies in the Community Character Element, to "promote the development of the Manufacturing/Industrial Center (MIC) and ensure integration and compatibility of this area with adjacent neighborhoods and encourage pedestrian and transit connectivity and access" (Goal 8, Community Character Element).

It is acknowledged that the existing residential neighborhood is already surrounded by industrial development and its character has been shaped by these adjacent uses. Retaining Parcel B as residential under Alternative 1 is consistent with the existing character, providing continuity for the remaining homes while limiting potential industrial activity, and supports Shoreline Use Element Policy 5 by ensuring that land use patterns in this shoreline area remain compatible with adjacent residential uses and sensitive to the existing shoreline environment and ecological systems, in alignment with Objective 5.1 of the Shoreline Management Act and local plans.

Parcel A has an existing deteriorated single-family structure with a small set back from 30th Street Ct E, future potential redevelopment under current industrial standards would provide an increased setback and a landscaped buffer. This would improve visual separation and privacy for adjacent residential areas, addressing long-standing concerns about neighborhood character and quality of life.

Both Alternatives are consistent with Policy 8.1, which requires that "development in the MIC provide adequate screening, landscaping, and pedestrian amenities, and employ good design principles to ensure an attractive, functional employment center."

Environment Element

The area historically contains floodplains as it is within the shoreline range of the White River. These environmental characteristics are identified in the SEPA review; however the proposed amendment has no direct impact. Because this proposal is a non-project action, SEPA review is limited to a programmatic assessment of potential impacts and consistency with environmental policies. Site-specific critical areas and shoreline regulations, including floodplain and wetland reconnaissance, will occur during project-level SEPA review.

Parcel A has historically been under residential and light agricultural use with no mapped wetlands. Parcel B is within Shoreline Jurisdiction and designated Urban Conservancy, with a 200-foot shoreline buffer. The site has historically been under residential use and is significantly encroached into the shoreline buffer. Under Alternative 1, Parcel B would retain its existing residential designation and zoning with no additional adverse impact to the shoreline buffer. While there is no requirement for nonconforming structures to be removed there are limitations on residential expansion. Any future rezone or redevelopment of Parcel B would require separate review under the Shoreline Master Program and critical areas ordinance to ensure protection of ecological functions and complete restoration of shoreline buffers.

The City will uphold Environment Policy 5.3, "Protect wetlands and wetland buffers to protect functions and values, such as flood attenuation, through water storage and water filtration," as well as Environment Policy 5.7, "Continue to implement wetland regulations as an essential part of water quality protection." The proposal is also consistent with Environment Policy 1.1, which requires maintaining up-to-date regulations to protect critical areas and safeguard the public from hazards; Policy 1.2, which requires the use of best available science with special consideration for anadromous fisheries; and Policy 1.6, which emphasizes environmental justice and equitable distribution of environmental stewardship benefits.

Relevant to the Environment element, the following policies are applicable to all Alternatives:

- Environment Policy 8.5: Work with other agencies and the public to support restoration of the White River and its tributaries including Salmon Creek and continue to support and implement the White River Restoration Project to restore salmon habitat and reduce flood risks.
- Environment Goal 1: Practice environmental stewardship by protecting and promoting the natural environment.
- Environment Policy 7.2 & Sub-policies 7.2.1–7.2.5: Minimize flood risk and damage to property through multi-agency coordination, structural and regulatory flood mitigation measures, and property acquisition in flood-prone areas.
- Environment Policy 7.7: Continue to limit new development in flood hazard areas through updated regulations.
- Environment Policy 7.8: Include mitigation measures in floodplain development regulations to protect water and utility infrastructure from flooding impacts.

Retaining the current residential designation for Parcel B avoids further intensification in the shoreline buffer and floodplain area. Existing nonconforming structures may remain but will be subject to limitations on expansion and to future compliance with shoreline and floodplain regulations.

MA-03 proposed Alternative 1 also aligns with Environment Policy 2.6, which "requires vegetated buffers between busy roadways and sensitive land uses such as residential areas". This will be addressed at the project level to protect air quality and public health. Regarding noise impacts under goal 3, the proposal will adhere to "reduction of noise from development" through mitigation. Noise requires analysis and mitigation for projects that may generate substantial noise (Environment Policy 3.1), and Policy 3.2 calls for "maintaining an up-to-date noise ordinance". Project-level review of future development will ensure these requirements are met.

***Transportation*:** Alternatives 1 and 2 would result in a nominal decrease in housing density (−3 units) and a moderate increase in employment. Under Alternative 2, employment would increase by 36 jobs in total, while Alternative 1 projects an increase of 26 more jobs compared to the baseline. A comprehensive review of the Amendments under Exhibit II. Transportation Technical report memo concludes that the improvements identified in the Sumner Transportation Plan would mitigate the transportation impacts of both Alternatives. Upon completion of the 20-year improvement projects, the adopted multimodal level-of-service (LOS) standards—including intersection, pedestrian, and bicycle facilities—would be met under all alternative conditions.

Consistent with Transportation Policy 1.4, the proposal supports designing a transportation system that provides adequate and appropriate access to industrial and commercial areas while reducing freight conflicts in residential neighborhoods. At the project level, additional measures could reduce demand on the transportation system by implementing the State Commute Trip Reduction program (Transportation Policy 8.5) which would further Policy 7.3 which is to "prioritize agency coordination and funding for commuter connections to Sumner's primary employment center, the Sumner-Pacific Manufacturing Industrial Center (MIC)". Through preliminary site plan review, future light-industrial uses would also be encouraged to incorporate practices that improve air quality and reduce greenhouse gas emissions.

To support Alternative 1, a transportation access memo (Exhibit C) recommends that vehicular access for Parcel A be relocated out of the residential neighborhood and instead take primary access from 32nd Street. Since the current access for Parcel B is taken from 30th Street Ct E which appears to be via an easement, Parcel B will retain its current residential designation and zoning until legal access to 32nd Street East is established, and additional mitigation measures are identified.

The proposal also aligns with Transportation Policy 10.2 by ensuring that transportation improvements are compatible with adjacent land uses, minimize conflicts, and provide safe and adequate connections. A specific mitigating measure requires that primary access to Parcel A be from 32nd Street, avoiding routes through adjacent residential neighborhoods. These efforts would be consistent with Sumner's Comprehensive Plan Policies and Goals as described in the policy evaluation, Exhibit I. 2025 Comprehensive Policy Analysis.

4. **The proposed amendment is consistent with chapter 36.70A RCW (Growth Management Act), the countywide planning policies (CPP) for Pierce County, and the applicable multi-county planning policies.**

   The proposed amendment is consistent with the Growth Management Act (Chapter 36.70A RCW), the Pierce Countywide Planning Policies (CPPs), and the multi-county planning policies established under VISION 2050. The Growth Management Act directs jurisdictions to encourage urban growth in areas with existing and planned public facilities and services, to maintain a coordinated land use pattern, and to promote economic development. VISION 2050 identifies Manufacturing/Industrial Centers (MICs) as regional employment hubs where industrial activity is prioritized and where infrastructure investments are focused to support freight mobility, job access, and efficient land use. Pierce County CPPs similarly encourage the protection and strategic expansion of industrial lands within designated MICs to ensure a stable employment base and regional economic competitiveness. Rezoning Parcel A from LDR-2 to M-1 is consistent with these frameworks by aligning the parcel's land use designation with its location adjacent to the Regional MIC, promoting industrial job capacity, supporting regional transportation investment priorities, and ensuring coordinated growth patterns that reduce land use conflicts. A future amendment to the Sumner-Pacific Manufacturing/Industrial Center Subarea Plan map to formally include Parcel A into the MIC will be necessary to ensure full consistency across all adopted plans.

   All Action Alternatives were analyzed for consistency with GMA, Countywide Planning Policies, and VISION 2050, for MA-03 see policy evaluation, Exhibit I. 2025 Comprehensive Policy Analysis (under separate cover).

5. **Where an amendment to the comprehensive plan map is proposed, the proposed designation is adjacent to property having a similar and compatible designation, or the subject property is of sufficient size, or other conditions are present.**

   Parcel A is located adjacent to industrially zoned land to the south and west, ensuring compatibility with similar land use designations. Although the east and north boundaries abut the residentially zoned Parcel B, the Sumner Municipal Code requires a 25-foot landscaped setback and a 50-foot building setback along property lines shared with residentially zoned parcels. An existing access easement along the north property line provides Parcel B with access to 30th Street Court East; however, to minimize impacts to the adjacent residential neighborhood, future development of Parcel A will be required to take primary vehicular access from 32nd Street East. These site conditions, combined with applicable setbacks, buffering, and access requirements, will allow future industrial development on Parcel A to follow the established development pattern of the surrounding Manufacturing/Industrial Center while maintaining compatibility with neighboring residential uses.

   While the proposed zoning of Parcel A represents a shift from residential to industrial use, it is consistent with the surrounding development pattern and is not anticipated to introduce land uses incompatible with the City's adopted land use vision. Residential expansion is prohibited within the Manufacturing and Industrial Core overlay and in this particular area, as it is a highly industrial area. The change is intended to support long-term land use compatibility and economic development goals identified in the City's Comprehensive Plan.

6. **Environmental impacts have been disclosed, and measures have been included to reduce possible adverse impacts.**

The Mitigated-Determination of Non-significance (MDNS) (Exhibit G) has been issued following SEPA review of the non-project action application SEPA-2025-0002. Because this proposal is a non-project action, SEPA review is limited to a programmatic assessment of potential impacts and consistency with environmental policies. The environmental impacts have been disclosed and analyzed under the city checklist for Alternative 2. A comprehensive Transportation Technical Report evaluated transportation impacts and a subsequent technical memo from Transpo provides a recommendation to mitigate impacts to the adjoining neighborhood by recommending that primary vehicular access utilize 32nd Street instead of 30th Street CT E (Exhibit C). Site-specific critical area and shoreline evaluations, including floodplain and wetland survey, will occur during project-level SEPA review. The following measures are included to reduce possible adverse impacts and will apply to future development resulting from the approval of this proposal:

A. Redirect primary access to 32nd Street
B. Require legal access easement recorded on title
C. Require a project-specific Community Noise Impact Assessment
D. Require preliminary-site plan review to ensure a 25-foot landscape buffer would be fully vegetated and installed along any boundary with residentially zoned property.
E. Limit and mitigate temporary noise and dust resulting from future development

7. **Potential ramifications of the proposed amendments to other comprehensive elements and supporting plans have been considered and satisfactorily addressed.**

The proposal will require an amendment to the Subarea Plan map for the Sumner-Pacific Manufacturing/Industrial Center, to include the redesignation and rezone of Parcel A. The proposal complies with all other elements of the Comprehensive Plan and its supporting plans, such as Capital Facilities and Transportation elements as reviewed.

IV. SEPA ENVIRONMENTAL REVIEW

The process for amending the City Comprehensive Plan is specified in the Sumner Municipal Code section 18.56.147 and in the state Growth Management Act (GMA) (RCW 36.70A) and the State Environmental Policy Act (SEPA). A public notice of application was issued on April 1, 2025, for docket item MA-03 and several comments were submitted on the proposed amendments. Public comments were considered during the environmental review and addressed in the SEPA analysis of the proposed amendments and alternatives, contained in the updated SEPA checklist for application SEPA-2025-0002. The City of Sumner issued a (Mitigated) Determination of Non-Significance was issued on August 18, 2025 (Exhibit G).

V. PUBLIC & AGENCY COMMENT

Public and Agency comments were received during the SEPA review comment periods, included under Exhibit E. A notice of Public Hearing was published 10 days prior to the hearing before the Planning Commission. There were additional public comments received since the opening of the public comment period prior to this hearing and included in Exhibit F.

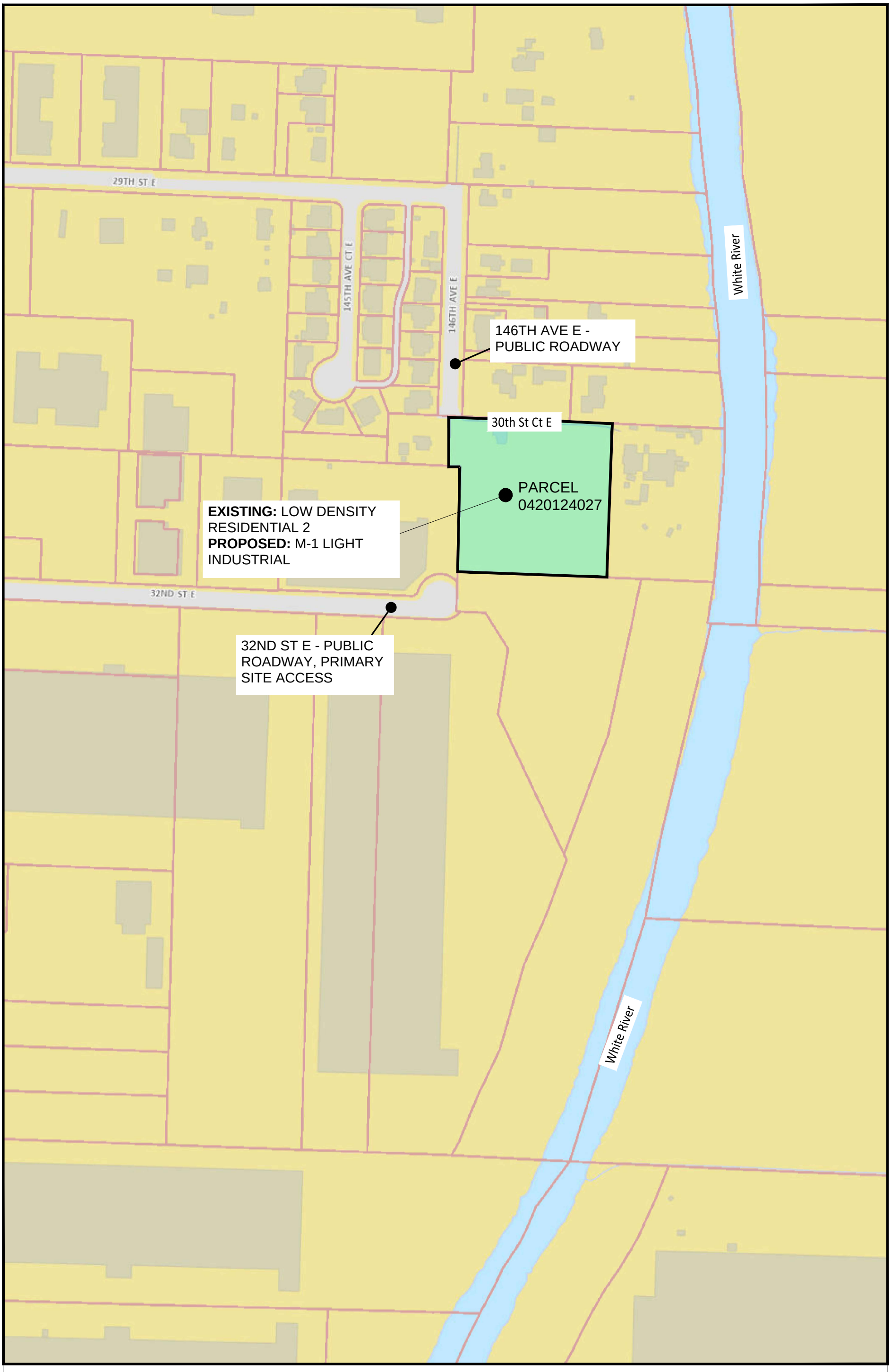
VI. STAFF RECOMMENDATION

Move to approve of Comprehensive Plan amendment proposal, MA-03, Alternative 1.

VII. EXHIBITS

Exhibit I. 2025 Amendment Docket Policy Analysis (under separate cover)
Exhibit II. Transportation Technical report memo (under separate cover)

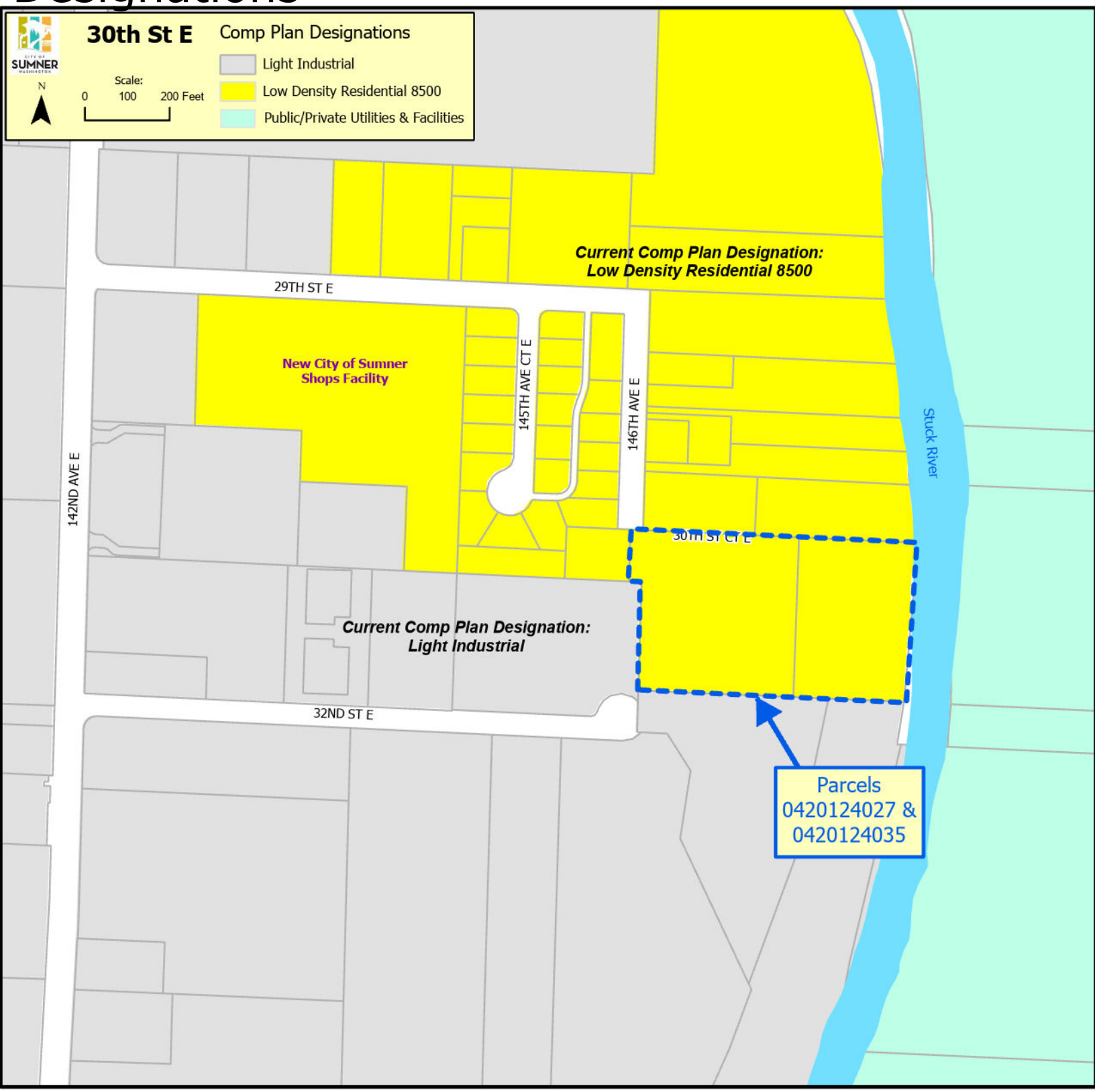
A. Map Amendment Proposal, Alternative 1
B. Map Amendment Proposal, Alternative 2
C. Transpo 32nd Street Access Memo
D. MA-03 SEPA MDNS
E. Notice of Application- Public Comments
F. PH-Public Comments



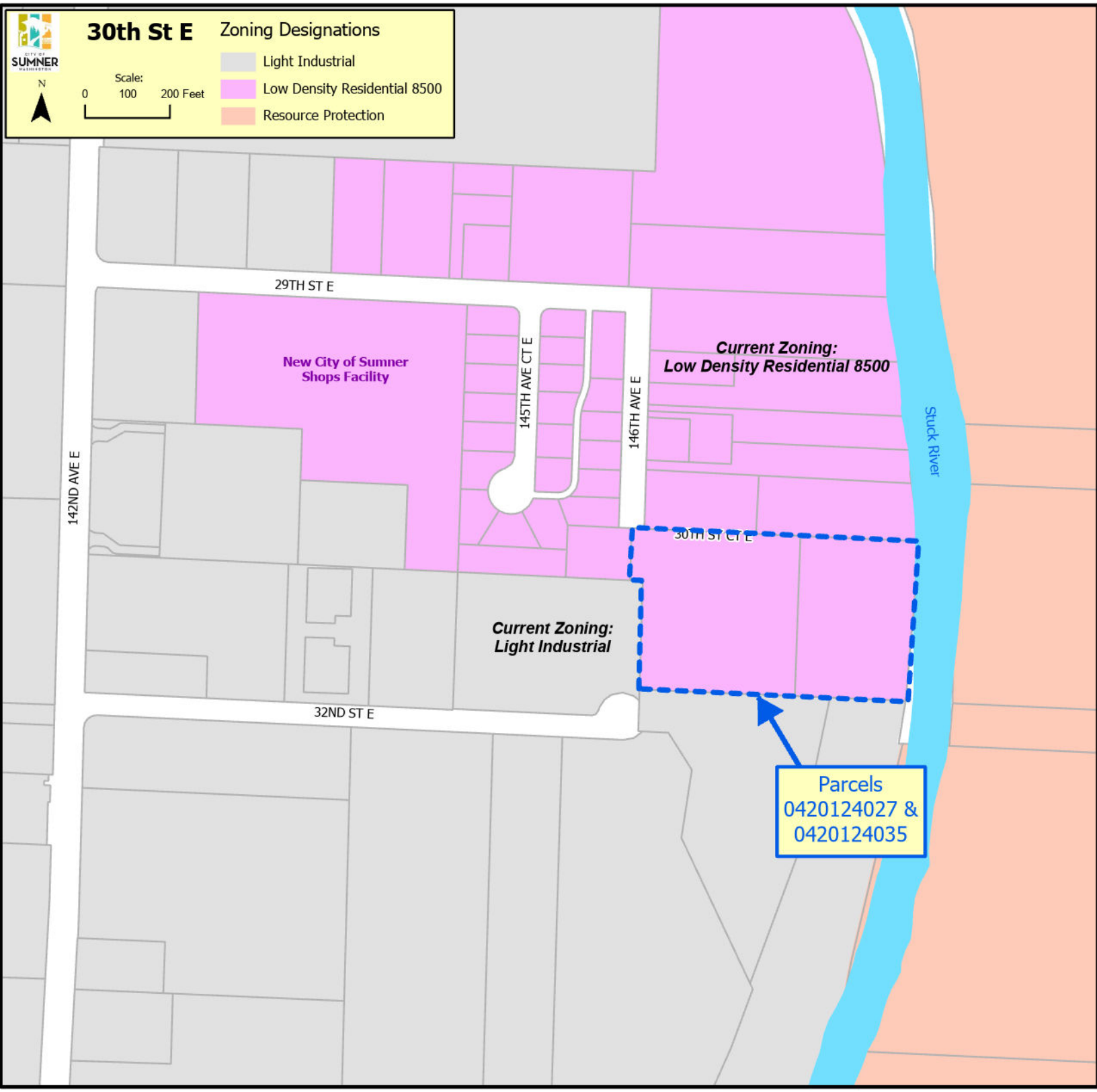
COMPREHENSIVE PLAN MAP AMENDMENT

CPA-2025-0001/SEPA-2025-0002

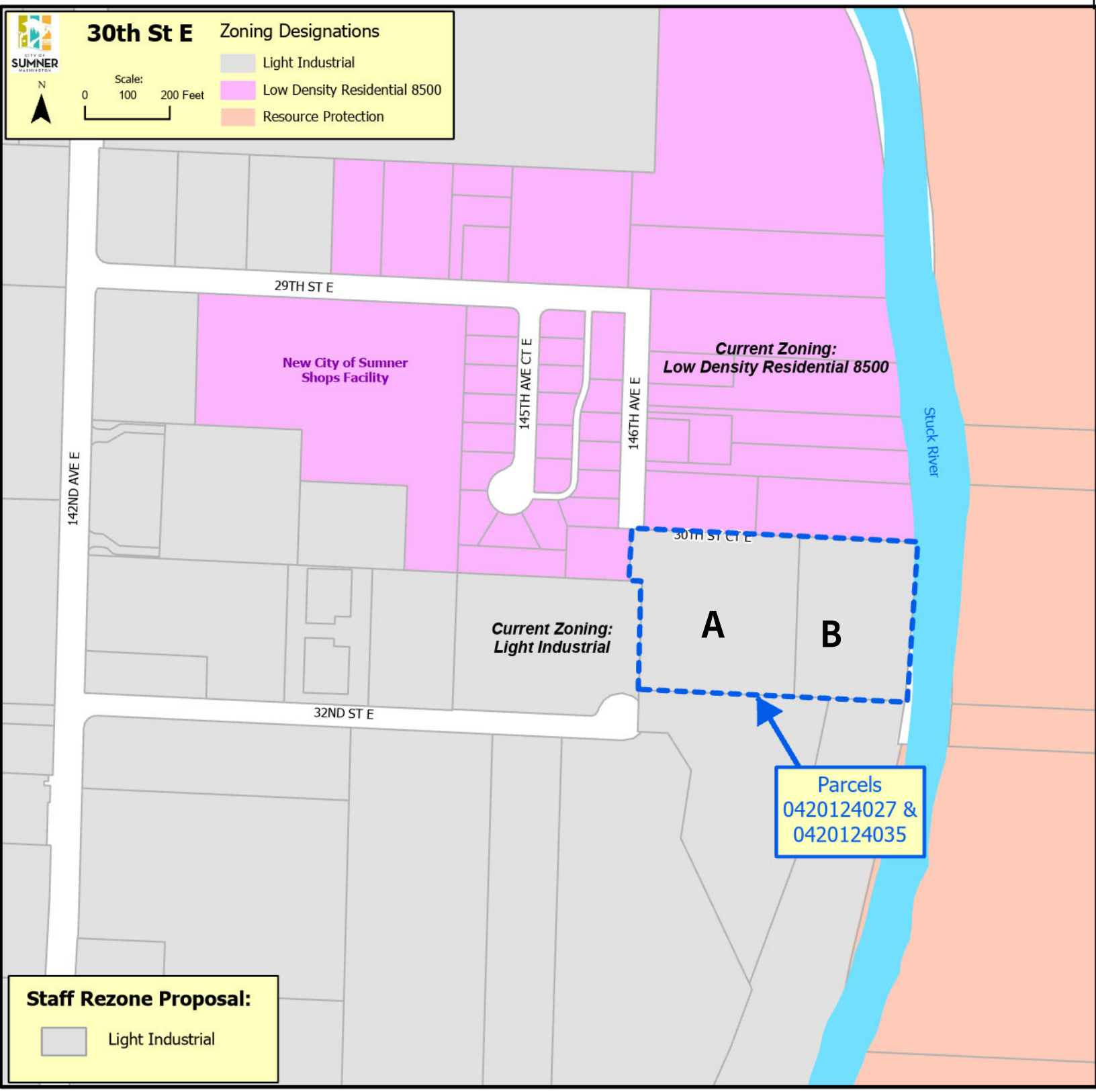
MA-03: 30th Street Ct E- Exiting Comprehensive Plan Zoning Designations



MA-03: 30th Street Ct E- Exiting Zoning Designations



MA-03: City's Alternative Rezone



MEMORANDUM

Date:	August 1, 2025	**TG:**	1.23228.00
To:	Chrissanda Walker – City of Sumner		
From:	Jessica Lambert, PE – Transpo Group Stefanie Herzstein, PE, PTOE – Transpo Group		
cc:	Lisa Grueter, AICP – BERK Consulting		
Subject:	Zoning Change and Site Access Recommendation		

The following memorandum summarizes the recommended access with the proposed zoning to parcel 0420124027 in the City of Sumner.

Background

As part of an update to the Comprehensive Plan, the City of Sumner is proposing to change the zoning for a parcel (parcel 0420124027) located near the White River north of 32nd Street E. The parcel is currently zoned as low density residential 2 (R2) with access provided via 30th Street Court E. The City is proposing to change the zoning to M-1 light industrial for the parcel. Figure 1 shows the location of the proposed parcel and zoning change as well as the surrounding parcels and roadways. The property to the south of the subject parcel is currently undeveloped, zoned M-1, and has access via 32nd Street E.

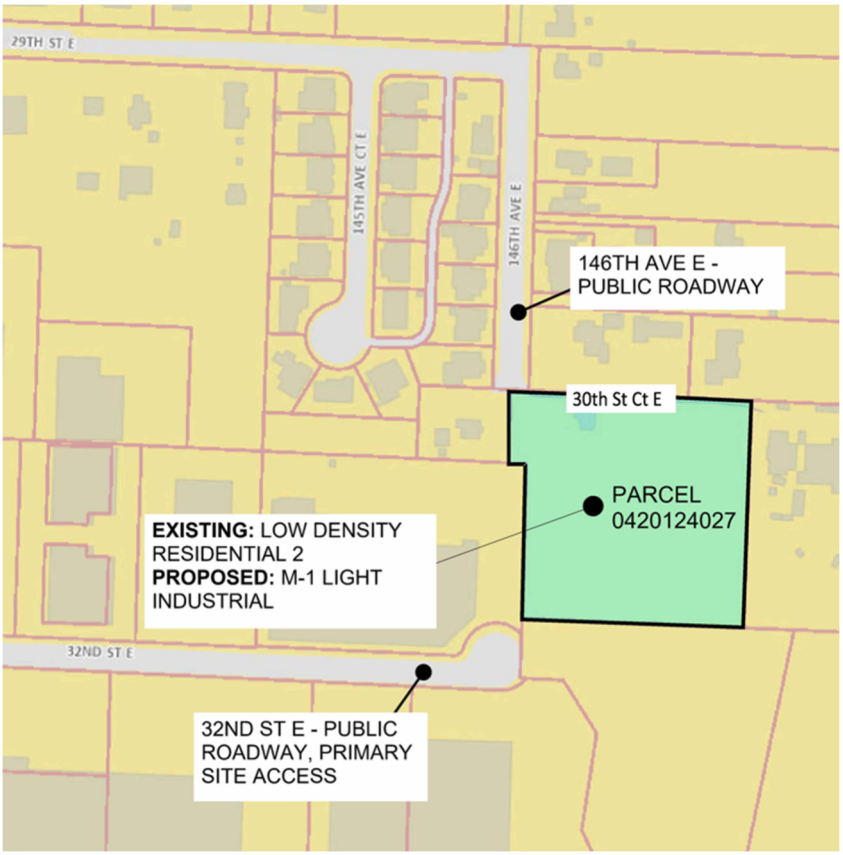


Figure 1 Proposed Site Zoning Change and Surrounding Context

Site Access

Access to the parcel, currently zoned residential, is via 30th Street Court E, which is an approximately 16-foot unimproved road with a 9-foot gravel shoulder and no curb, gutter, or sidewalks. The roadway is designed for low volumes and light duty vehicles. 30th Street Court E primarily provides access to residential uses.

With the rezone of the parcel to light industrial, traffic volumes will increase and vehicle types would include heavy trucks. 30th Street Court E is not designed to accommodate heavy trucks including insufficient maneuvering space and inadequate pavement design. The proposed light industrial zoning is consistent with the industrial land uses along 32nd Street E, west of the site. 32nd Street E is an approximately 35-foot-wide facility with curb, gutter, and sidewalks. The pavement and roadway size of 32nd Street E are designed to accommodate heavy trucks including providing sufficient pavement thickness and space for maneuvering.

Based on the review of the roadway network adjacent to parcel 0420124027, it is recommended that the proposed industrial zoning change only be allowed with access to the site via 32nd Street E, located southwest of the site. The 32nd Street E currently ends in a cul-du-sac at the southwest corner of the site. Extension of the roadway and access of parcel 0420124027 via 32nd Street E would require an easement with the adjacent property to the south.

Summary and Recommendation

As part of an update to the Comprehensive Plan, the City of Sumner is proposing to change the zoning for parcel 0420124027 from residential to light industrial. Access to the site is currently provided via 30th Street Courte E, which is designed as a residential street for low volumes and is substandard for uses with heavy vehicles. With the change to industrial zoning, it is recommended that access be required via 32nd Street E and an access easement be developed between parcel 0420124027 and the parcel to the south.

MITIGATED DETERMINATION OF NON-SIGNIFICANCE

Project Name: Rezone from LDR to M-1 on 30th Street Ct E

Permit Application No: SEPA-2025-0002

Location: 14616 30th Street CT E Sumner, WA 98390 (**parcel A:** 0420124027) and 14710 30th Street CT E Sumner WA 98390 (**parcel B:** 0420124035).

Description of Proposal: The City of Sumner has completed an environmental review for a non-project proposal under the 2025 Annual Comprehensive Plan Amendment cycle (Docket Item MA-03). This proposal involves changing the land use designation and zoning of Parcel A (APN: 0420124027) from Low Density Residential-2 (LDR-2) to Light Industrial (M-1). The applicant originally requested to rezone Parcel A. The City evaluated both Parcel A and the neighboring Parcel B (APN: 0420124035) as part of its environmental review. After completing the review, the City's proposal has been modified to proceed only with the rezone of Parcel A. Parcel B will remain designated and zoned for residential use until further access and mitigation measures are addressed. This is a non-project action under the State Environmental Policy Act (SEPA), meaning there are no specific development plans or construction proposed at this time. However, if the rezone is approved, future development on Parcel A may include uses such as light industrial buildings, warehouses, and associated parking. As part of this review, the City has evaluated the potential environmental impacts of the proposed land use change. A Mitigated Determination of Nonsignificance (MDNS) has been issued. The MDNS includes specific conditions that will apply to future development, addressing concerns related to transportation access, noise, light impacts, and protection of environmentally sensitive areas.

Applicant: JMJ Team
905 Main Street, Suite 200
Sumner, WA 98390

Lead Agency: City of Sumner

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. Pursuant to WAC 197-11-350(3), the proposal has been clarified, changed, and conditioned to include the following mitigation measures to avoid, minimize or compensate for probable significant impacts. An environmental impact statement (EIS) is not required under RCW 43.21C.030. This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. **Documents are available on the City of Sumner website at** https://sumnerwa.gov/nod-rezone-30th-street/.

____ There is no comment period for this DNS.

____ This MDNS is issued after using the optional process in WAC 197-11-355. There is no further comment period on the DNS.

_X_ This MDNS is issued under 197-11-350; the lead agency will not act on this proposal for 14 days from the date of issuance. **Comments must be submitted by September 2, 2025**.

Responsible Official: Ryan Windish **Position/Title:** Community & Economic Dev. Director

Address: 1104 Maple Street Suite 250, Sumner, WA 98390 **Phone:** (253) 299- 5524

Signature: _____ **Date:** **August 11, 2025**
Ryan Windish

Date Published: **August 18, 2025**

Questions or comments: Chrissanda Walker, Associate Planner: chrissandaw@sumnerwa.gov

City of Sumner
SEPA MITIGATION MEASURES

In addition to compliance with all applicable local, state, and federal regulations, the following conditions are identified to mitigate the adverse environmental impacts of this non-project action:

1. Future development resulting from this non-project action shall be designed to take primary vehicular access from 32nd Street East, rather than 30th Street Court East, in order to accommodate industrial traffic and minimize potential impacts to adjacent residential areas.

2. To ensure primary access from 32nd Street East, the proponent shall record a legal access easement for Parcel A across the adjacent southern parcel (APN: 0420131043) prior to final approval of the rezone. The easement shall be recorded on title and approved by the City.

3. Future industrial or commercial development proposed within 500 feet of residentially zoned properties shall submit a project-specific Community Noise Impact Assessment demonstrating compliance with Sumner Municipal Code (SMC) Chapter 8.14. This assessment shall evaluate stationary equipment, outdoor loading dock operations, and material handling areas. Applicants shall submit the study to the City prior to issuance of building permits. Additional conditions, such as landscaped buffers, building orientation, and light shielding, may be applied during project-level design review to mitigate noise and visual impacts on adjacent residential properties.

4. Prior to issuance of building permits for any future development resulting from this non-project action, the applicant shall submit a Site Plan Review application to the City for administrative review and approval. The Site Plan Review shall ensure coordinated development of access, stormwater management, landscaping, building orientation, and buffering measures per mitigation

measure #3 to mitigate potential impacts to adjacent residential areas. The City may impose additional conditions at the Site Plan Review stage to address site-specific impacts.

5. All future construction activities shall implement temporary noise and dust control measures to minimize impacts on adjacent residential properties. These measures shall include, but are not limited to:
    - Limiting construction hours to the City's allowable work hours.
    - Employing dust suppression methods, such as water spraying and soil stabilization.
    - Utilizing noise-reducing equipment and techniques where feasible
    - Installing temporary barriers or screening to reduce dust and noise dispersion.
    - A Construction Mitigation Plan detailing these measures shall be submitted to the City prior to issuance of grading or building permits to the satisfaction of the responsible official.

6. Parcel B (APN: 0420124035) shall retain its Low Density Residential (LDR) Comprehensive Plan designation and zoning until legal access to 32nd Street East is established and recorded. Prior to any rezone of Parcel B for future light industrial development, mitigation measures addressing light, glare, and noise shall be identified and applied, along with compliance with applicable critical areas and Shoreline Master Program (SMP) requirements.

PUBLIC COMMENT FORM

Date: April 15, 2025
Location: Spring Open House
@ Sumner City Hall,
1104 Maple Street
Sumner, WA 98390

Must be filled out

Name: Dan Woods
Address: 14710 30th St Ct E
Sumner, Wa 98390
contact E-mail:
danlwoods57@gmail.com
Do you want staff to contact you back via email? circle: yes no

WHICH ITEM DO YOU WANT TO COMMENT ON?

○ MA-01	○ MA-02	⊘ MA-03	○ TA-04
2025 Town Center Update	SE UGA- 14 Parcels Rezone LDR to MDR & IC	Rezone on 30th Street CT E from LDR to M-1	SBLSD Text Amendment

(1) Farms and house were here first.
(2) We didn't ask to be rezoned, we don't want it and no benifit to us. Most of land cant be used for M1
(3) It would impact to whole neighborhood with truck traffic and noise. Also wildlife and our livestock.
(4) Our taxes would go up. We wont sell !!
(5) Not a case of intimate domain
(6) There are houses already on 3 sides of parcel 0420124027 that applied for rezone.
(7) No access for M1 off our street
(8) Both properties have been used for farming
(9) The bussines on 34th have already not followed rules and are a nusance.
(10) Property rights are human rights in a free Society.
(11) Private property rights form one of the major pillars of a capitalist economy, a legal system, and a moral philosophy.
(12) Also parcel 0420124027 is a wetland in winter with lots of ducks + geese.

Chrissanda Walker

From: Wendy Thomas <thomaswendy124@yahoo.com>
Sent: Wednesday, April 16, 2025 6:20 AM
To: Chrissanda Walker
Subject: Rezoning in our neighborhood/Map amendment proposal

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL EMAIL

I am writing this to the city to state we strongly oppose a map amendment and oppose the proposed change from LDR to MA!
Projest named Rezone on 30th street CT E

The proposed area is at the end of our dead end street and neighborhood of homes. 30th street is a long driveway between the homes at the end of our neighborhood.

The proposed area has homes on each side with families living there and many homes on a 3rd side, this has been residential zoning. The back side of the area is abutting what is now industrial zone.(used to be farms)

This area has been zoned residential and we think it should stay Low Density Residential.
We did not think that an industrial area could be put in between residential areas.

One home owned by the Woods family has been their family's home and property for over 60 years. When we first moved in over 30 years ago Mr. and Mrs. Woods "Bob and Lois" lived there- now they have passed and their children own and live there.
The Woods were a very big part of working with all the longtime neighbors about 30 years ago to keep our neighborhood residential so that we could continue to keep living in our homes.
At that time over 20 families had to hire a lawyer to make sure this neighborhood would stay residential. On the other side of the proposed area is the Patty's home.

On the 3rd side of this area is the Bates home , the Bates are also longtime residents and loved neighbors. And then the rest is many more homes and families including ours.

We have lived in this neighborhood for over 33 years and have loved living in Sumner with our neighbors. We have 5 children and fostered many other children over the years. It has been a quiet safe neighborhood for our families. One of our children has autism.
We are not just friends with many of our neighbors but have become more like family..

We ask that the city please deny a change in zoning so that we can keep the quality of our neighborhood we have all invested in and want to be able to continue to live in.

Thank you for taking the time to consider this
Guy and Wendy Thomas and family
2910 146th Ave E Sumner Wa 98390
253 863 1791

Chrissanda Walker

From: Gmail.com <byron9847@gmail.com>
Sent: Monday, April 21, 2025 7:12 PM
To: Chrissanda Walker
Subject: Opposition to Proposed Rezoning of 30th Street Ct E

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL EMAIL

To Whom It May Concern,

As a current resident of this community, I am writing to express my strong opposition to the proposed rezoning of the area on 30th Street Ct E from Low Density Residential to Light Industrial. This change poses significant concerns for the well-being of our neighborhood, including increased traffic, noise, and disruption to the residential character of the area.

I represent the collective voice of many residents who share these concerns. We believe that this project brings unnecessary uncertainty and negatively impacts the safety, environment, and overall quality of life in our community. We respectfully urge decision-makers to reconsider this proposal and preserve the area for residential use only.

Thank you for your attention to this matter.

Sincerely,

Byron He

3006 146th Ave E Sumner WA 98390

Byron9847@gmail.com

Project Name: Rezone from Low Density Residential to Light Industrial on 30th Street Ct E.

Permit Application Number: SEPA-2025-0002

Docket No: MA-03-2025

Location: 14616 30th Street CT E Sumner, WA 98390 (site A) and 14710 30th Street CT E Sumner WA 98390 (site B).

Parcel(s) #: 0420124027& 0420124035

Chrissanda Walker

From: Sean Deering <sean.r.deering@gmail.com>
Sent: Tuesday, April 22, 2025 10:58 AM
To: Chrissanda Walker
Subject: Rezone - 30th Street Ct Feedback

Follow Up Flag: Follow up
Flag Status: Flagged

****EXTERNAL EMAIL****

Good morning,

As a resident on 146th Ave E, and within eyesight of the property, I do not wish for this land to be converted from residential use to light industrial. The additional noise, traffic, and continued increase of industrial type structures in the neighborhood is unwelcomed.

If this were to be approved, what is to stop other older residences in the neighborhood on larger land plots from doing the same, and converting our quiet/secluded neighborhood to another row of industrial buildings?

Please do not allow this rezoning to occur.

Thank you.

Sean Deering
3002 146th Ave E, Sumner, WA 98390

Chrissanda Walker

From: Chester Bates <cbates3232@comcast.net>
Sent: Tuesday, April 22, 2025 5:03 PM
To: Chrissanda Walker
Subject: MA-03 Rezone 30th street CT E

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL EMAIL

These are the pictures I have of the standing water on the property when we have a wet spring.







Thanks
Chet Bates

PUBLIC COMMENT FORM

Date: April 15, 2025
Location: Spring Open House
@ Sumner City Hall,
1104 Maple Street
Sumner, WA 98390

Must be filled out

Name: Chester P Bates

Address: 3021 146th Ave E.
Sumner Wa. 98390

contact E-mail:
Cbates3232@Comcast.net

Do you want staff to contact you back via email? circle: (yes) no

WHICH ITEM DO YOU WANT TO COMMENT ON?

○ MA-01	○ MA-02	● MA-03	○ TA-04
2025 Town Center Update	SE UGA- 14 Parcels Rezone LDR to MDR & IC	Rezone on 30th Street CT E from LDR to M-1	SBLSD Text Amendment

I have Concerns about the Rezone Here Are Some of them.
(1) Property Depreciation Due to the Warehouse Being so close
(2) Water issues when the raised the height of the property south of the one ~~that~~ that wants the re-zoning water now stands on the property when it is really wet
(3) That the property to the East was included in the re-zone without the ~~pe~~ property owners Knowledge.
(4) The Damage that could be caused to my house having ~~the~~ Semi-truck Traffic so close.
(5) The noise caused by the warehouse that Could go on late into the night.
(6) Feels like you are being forced out of our homes. My family has lived here since 1942. It is a shame that the valley has become all warehouses. It seems like money drives everything Nowadays. Sumner is no longer that small town Feel anymore.

Chrissanda Walker

From: William Kingman <kkingma@gmail.com>
Sent: Wednesday, April 23, 2025 5:43 PM
To: Chrissanda Walker
Subject: Fwd: Comments on Proposed Rezoning of 30th Street

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL EMAIL

Dear City of Sumner Planning Commission,

As a resident of the nearby neighborhood, I am writing to express my concerns regarding the proposed rezoning of 30th Street. It appears that the City of Sumner is not adequately prioritizing the well-being of existing residents when making construction and zoning decisions. Our neighborhood has already lost its "Historic" classification to accommodate the construction of a Public Works Facility.

The ambient noise in our community has significantly increased as more warehouses are built. Sounds are trapped and echo from warehouse to warehouse, exacerbating noise pollution (e.g., dog barking, refrigerator trucks idling overnight, reverse sirens, cheer gym speaker systems, dumping scrap metal into waste bins, HVAC systems). There seems to be a lack of guidelines for industrial noise in close proximity to residential areas, creating a "doughnut hole" effect.

Additionally, the influx of businesses on 29th and 32nd Streets is increasing traffic and collisions on 142nd Avenue. Exiting our neighborhood has become hazardous with four lanes of traffic (plus a turn lane) traveling at 45 mph. What measures are being taken to mitigate these risks? The posted speed limit is ineffective, as cars frequently travel at 60 mph to overtake semi-trucks before the lane ends.

It is evident that residents are being placed in a deprioritized position, resulting in an environment that does not allow residential and industrial areas to coexist harmoniously. What is the long-term plan for this area? Will the City consider purchasing our parcels to facilitate a complete warehouse development?

Thank you for your attention to these matters.

- William Kingman

Chrissanda Walker

From: Veerpal Kaur <veerpalkaur0012@icloud.com>
Sent: Thursday, April 24, 2025 3:13 PM
To: Chrissanda Walker
Subject: Oppose rezone on 30th Street CT E

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL EMAIL

I am apposed to the rezoning ln 30th street because we already have a lot of industrial around us and a manufacturer right behind out house, the lights from that warehouse are on all night and its poorly landscaped and there is no noise barrier also, which makes it hard for us to sleep at night. Please reconsider rezoning our residential area. If you have any questions regarding our concerns please contact 206-335-5512.

Chrissanda Walker

From: nannkenn@comcast.net
Sent: Thursday, April 24, 2025 4:10 PM
To: Chrissanda Walker
Subject: opposed to proposed rezoning on 30th St Ct E

Follow Up Flag: Follow up
Flag Status: Flagged

****EXTERNAL EMAIL****

April 24, 2025

To Sumner Rezoning Commission or to whomever else it may concern:

I am writing to express my strong objections to the rezoning of the project named Rezone on 30th Street Court E (2 parcels) from light residential to light industrial/manufacturing.

When I moved here a few years ago, I was surrounded by small older homes on large tracts of land. The entrance to our neighborhood and cul de sac was quiet and residential. Now, we have the monstrosity on the north side of 29th Street East with residences immediately to the west and ti the east. Across the street, on the south side of 29th Street East, what was once those older home on large tracts of land we will have the Building and Maintenance Department. To my recollection, none of the properties involved in those transactions with the City were on the open real estate market but now our quiet street is forever changed and not for the better, Just how invasive the traffic, lights and noise will be from these new builds is yet to be known. I do know that all of the adjacent homes have bedrooms facing west .

I live at the end of the Cul de sac on 145th Ave Ct E and have light manufacturing to the immediate south. They have no sound barrier fencing and over the years have had to be directed to encase machinery etc to minimize the noise they generate. It was apparently not required by the city when the permit was granted and has only been enforced when complaints were filed. I have had to plant trees just to block the light from their buildings that are on all night and shine into my south facing bedroom. They also shine into the east facing bedroom. Hot rod enthusiasts have discovered its secluded parking lot so set up their own version of spin outs and racing maneuvers.

The drainage holding basin that sits between our neighborhood and the manufacturing building is “maintained” by the City. It is very poorly maintained and contains stagnant water that is a breeding ground for flies and mosquitoes.

How is this relevant? With houses or vacant land? We have none of these issues. With these as our immediate examples of industry in our backyards, either the City's building standards for noise and landscaping are either very poor or poorly monitored and enforced so having additional industrial buildings in our direct vicinity, is not wanted,

I have been told that if rezoned, they will have a fence and landscaping so it will be better than open land. Not buying it. I have asked almost every household in Larson's Acres and not one -- other than the landowner of the land in question -- is in favor of the rezoning. I sincerely hope the households in the neighborhood have taken the initiative to also write and express their dissention. I will say that the feeling expressed by several households was that our dissention will fall on deaf ears. I sincerely hope that is not the case.

Drive through the industrial end of town, there are lots of space available signs and, in the five years I have lived here, a good many warehouses have been built. We really do not need more and if we do? Find a non-residential neighborhood to build what needs building. Building and maintenance is moving and that is already zoned; use that and leave our neighborhood intact, as is.

Sincerely and a voice of dissention,

Nancy Kennedy
2065507123


Virus-free.www.avg.com

State of Washington
DEPARTMENT OF FISH AND WILDLIFE
Coastal Region • Region 6 • 48 Devonshire Road, Montesano, WA 98563-9618
Telephone: (360) 249-4628 • Fax: (360) 249-1229

April 24, 2025

City of Sumner
ATTN: Chrissanda Walker
1104 Maple Street
Sumner, WA 98390

Dear Chrissanda,

Thank you for the opportunity to comment on the 30th Street Rezone Application proposed by JMJ Team. The Washington Department of Fish and Wildlife (WDFW) is dedicated to preserving, protecting, and perpetuating the state's fish, wildlife, and ecosystems while providing sustainable fish and wildlife recreational and commercial opportunities. In recognition of our responsibilities, we submit the following comments for the 30th Street Rezone. Other comments may be provided in the future.

Project Area of Potential Effect:
The project is located at 14616 30th Street CT E Sumner, WA 98390. Parcel numbers 0420124027 and 0420124035.

Fish and Wildlife Resources and Recommendations:

WDFW commends the City of Sumner's recent efforts to address habitat, floodway, and sediment challenges within the White River with the active White River Restoration and Stewart Bridge projects.

WDFW supports floodplain land uses that accommodate periodic flooding, as well as the preservation and enhancement of natural riverine processes that promote fish habitat through erosion, deposition, migration, and cycling of large woody material. Additionally, this includes measures to reduce flood hazards by minimizing land use that is incompatible with flooding and stunts floodplain connectivity. WDFW recommends relocating infrastructure away from the river, as such infrastructure limits the ability of these systems to create and maintain functional fish habitat through natural processes.

The corridor of levees in the lower White River were built over 100 years ago to keep Sumner's infrastructure, residents, and businesses safe. This safety has come at a cost to salmonids, whose populations have been dramatically impacted by these levee systems through habitat reduction and alteration. Additionally, since the levees were built, the riverbed of the lower White River has risen over 20 feet in some locations due to sediment build-up. Continued aggradation is

expected to reduce the flow capacity of the White River, resulting in adjacent areas like the parcels in this application being more vulnerable to flood risks. WDFW does not support future development within or adjacent to lands near the White River that rely on the persistence of a levee system that is significantly impacting salmonid populations. Therefore, WDFW does not recommend rezoning to Light Industrial from Low Density Residential-2 due to the reasoning above. At a minimum, any future development at this location should require the 200 ft shoreline buffer found in the Sumner Shoreline Master Program 2020.

If you have any questions or concerns, please feel free to contact me at (360)480-2908 or Miles.Penk@dfw.wa.gov.

Sincerely,



Miles Penk
WDFW Area Habitat Biologist
1111 Washington St SE
Olympia, WA 98501

Cc: Gwen Lentes, Regional Habitat Program Manager (Gwendolen.Lentes@dfw.wa.gov)

Elliott Winter, Assistant RMP (Elliott.Winter@dfw.wa.gov)

Jessica Bryant, Regional Land Use Lead (Jessica.Bryant@dfw.wa.gov)

Jennifer Eberly, Habitat Biologist (Jennifer.Eberly@dfw.wa.gov)

Public Comment #1

From:	Kathy Hayden
To:	Chrissanda Walker
Subject:	FW: Hoping you and the other city council members could help our neighborhood
Date:	Wednesday, September 3, 2025 3:02:04 PM
Attachments:	concerns about rezonning change 2.docx

Got this today...forwarding it to you for the record! Mayor K

From: Wendy Thomas <thomaswendy124@yahoo.com>
Sent: Wednesday, September 3, 2025 7:37 AM
To: Kathy Hayden <KHayden@sumnerwa.gov>
Subject: Fw: Hoping you and the other city council members could help our neighborhood

⚠ **External:** Use caution with links/attachments.

A few months ago, I sent you our first comments about the proposed rezoning from residential to industrial at the end of our neighborhood.

Reaching out to you again, it has now passed the Sepa evaluation, and there will be a planning commission public meeting on Sept 11th.

We and several of our neighbors plan to g,o but not sure if the planning commission will consider our concerns.

Over 30 years ago, 20 families here had to hire a lawyer to keep our neighborhood residential zoning and be able to stay in our homes. Our neighborhood has had homes and families here since the 40's
Over the years, about 18 new homes have been built in the cul-de-sac here, and 10 more on our street.

We have all invested in our homes and want to be able to stay.
We appreciate you reading the attached letter we sent to the city. also attached a photo of my family in front of our home

Thanks for the work you do
Feel free to call us
Guy and Wendy Thomas and family 253 863 1791

From: Linda Ridley
To: Chrissanda Walker
Subject: Opposing Rezone Application SEPA-2025-0002
Date: Wednesday, August 20, 2025 9:09:29 PM

External: Use caution with links/attachments.

Dear Sumner Planning Department -

I am writing to formally express my strong opposition to Permit Application Number: SEPA-2025-0002, which seeks to rezone Parcel A from Low Density Residential-2 (LDR-2) to Light Industrial (M-1). Also Parcel B should remain LDR-2 since it is owned by a family, not the developer who made this request.

This rezone application directly contradicts the long-standing commitment the city made to our neighborhood. Sixteen years ago, the city established a clear boundary for the industrial area and designated our community as residential. This decision allowed for the development of homes and a stable neighborhood. Rezoning this vacant parcel for industrial use would be a significant step back from that commitment.

The land in question was specifically set aside for future residential development (whether for single-family homes or townhomes). Allowing industrial warehouses to be built here would severely and negatively impact our small, established residential community. It would also devalue our properties and cause significant issues such as increased noise and light pollution that are incompatible with a residential area. There are already numerous warehouses built in the MIC from which the city benefits significantly. The higher and better use of the property would be to build additional housing units which are needed in Sumner.

The city’s decision in 2007 to issue new building permits in our neighborhood reinforces the expectation that this residential community would exist for years to come. If the city's intent was for this area to eventually be taken over by warehouses, it should not have permitted new residential construction at that time. Changing the zoning now would betray the trust of homeowners who have invested in this community based on its residential designation.

I urge the city to uphold its original commitment and deny this rezone application. Our neighborhood's residential character and quality of life depend on it.

Sincerely,

Linda Ridley
2915 145th Ave Ct E
Sumner
206-719-1059

Public Comment #3

From:	Wendy Thomas
To:	Chrissanda Walker
Subject:	Comments on proposed rezone and remap of 30th street ct E
Date:	Thursday, August 28, 2025 6:07:01 PM

External: Use caution with links/attachments.

We have submitted some concerns previously about this proposed change but wanted to comment again because we are very concerned about this.

The parcel proposed to be changed to MA-1 has been zoned Residential and is located at the dead end of our street between 2 residential homes.
30th St. Ct. E is a driveway between the 3 homes at the dead end of our street.

Any industry, such as a warehouse or parking lot, would be placed directly in front of these families' homes. This would negatively affect their environment and value of their homes.

These families have invested in their property, paid 20 years for the sewer LID and helped pay for the water line for this neighborhood many years ago**. The right of families to stay in their homes and keep the quality of life they worked for is very important.**

On the 3rd side of this parcel are several other homes which would also be directly affected by this change.
Some of our neighbors have been here over 60 years. In addition to 8 older homes we have about 10 newer homes on our street(146th Ave) and an additional 20 homes in the cul-de-sac in our neighborhood. There are also several homes on 29th st.

Many adults and children are used to walking around this peaceful area in our neighborhood.

We have seen coyotes, deer, geese, owls, frogs, and many types of birds, including bluejays, in this field.

My husband and I have lived in our home for 35 years and raised our 5 children, along with 25 foster children here. We have worked hard to pay for our home and have loved our neighborhood.. To us and many of our neighbors, the community of friends we have established in our neighborhood and the memories created in our homes are irreplaceable. We have a community of neighbors who help each other when sick, care for our pets when someone goes on vacation, and watch out for each other's homes and children. We take pride in our neighborhood.

If this change is allowed, it means that in any neighborhood, an empty parcel or home with property sold could be rezoned industrial and a warehouse could be placed between their homes.

It doesn't seem ethical to change zoning of a residentially zoned parcel with the adjoining properties on 3 sides of it being residential because someone who recently bought this land is hoping to profit from changing it to industrial.

We ask that the city please consider the negative impact to all these Sumner families if this area is rezoned and ask that the zoning of this parcel be kept residential.

Thank you for considering this,
Guy and Wendy Thomas and family

Public Comment #3- Image



Public Comment #4-Petition List

We as neighbors next to the proposed area for rezoning and remapping of 30th St Ct E oppose a change in zoning. We have over 30 established families with homes who will be negatively affected by this change.

The proposed area is at the end of our dead end street and neighborhood of homes. 30th street is a long driveway between the homes at the end of our neighborhood.

The proposed area has homes on each side with families living there and many homes on a 3rd side, this has been residential zoning. The back side of the area is abutting what is now industrial zone.(used to be farms)

This area has been zoned residential and we think it should stay Low Density Residential.

Name/Signatures	Address	Phone / email
Samita Nguyen	2919 146th Ave E Sumner, WA 98390	425 761-8475 Samita.eshgw@gmail.com
Wendy & Guy Thomas	2910 146th Ave E Sumner Wa 98390	(253) 863-1791 / thomaswendy12@yahoo.com
Jean Deering	3002 146th Ave E Sumner, WA 98390	360.701 5534 / Jean.R.DEER@gmail.com
Byron He	3006 146th Ave E Sumner, WA 98390	415 745 0454 / Byron9847@gmail.com.
LAVON Bates Lavon Bates	3021 146th Ave E Sumner WA 98390	253 576-6063 P_lavon@hotmail.com
Lamora Woods	14710 30th Ave Ct. St. E	253 334 3426
Dwight Overstreet	3014 146th Ave E. Sumner, WA 98390	[redacted] 206-251-2574
[illegible]	3003 146th Ave E Sumner, WA 98390.	2535459819.

Name	Address	phone / email
Paul & Heidi Geise	2923 146th Ave E Sumner, WA 98390	253-863-1850 geiseph3612@gmail.com
Mistie Hansen	2917 Tulalth AVE E Sumner WA 98390	253-397-0210
Tara Jordan	2911 145th Ave CT E Sumner, WA 98390	801-836-6659 tarajayne@hotmail.com
Linda Ridley	2915-145th Ave CT E Sumner, WA 98390	206-719-1059
Katherine A. Reed	2915-145th Ave CT E Sumner, WA 98390	509-985-1718
Rod Ridley	2915 145th Ave CT E Sumner WA 98390	206-919-8400
Cheryl & Joe Stark	3006 145th AVE CT E Sumner WA 98390	(253)389-6650 (Joe) JStark34@MSN.com
KAROLYN FOLEY KEVIN BRAFFORD	2926 145TH AVE CT E SUMNER, WA 98390	206 713 5600 253 355 1906
Kurtiss Williams	2924 146th Ave E. Sumner, WA, 98390	253-753-5844 KurtissW67@Yahoo.com
Stephanie Muma Calvin Muma	2918 146th AVE E. Sumner WA 98390	253.231.0514 253.231.0595
SCOTT & JULIE AKRE	3011 145TH AVE CT. E SUMNER, WA 98390	206.391.0720 (S) 253.221.9225 (& (J)

Name	Address	phone / email
Vinh & Lilly Tran	3005 145th Ave Ct E.	253-682-9888 Vtt22@hotmail.com
Jason + Amy SPONBERG	2904 145th Avect E Sumner WA 98390	206 354-2341 JSPONBERG@MIDUTH.CO
Sean Castillo	14403 29th St E Sumner WA 98390	253 391 0878 CSeanross@gmail.com
JOHN RALPH	14421 29th ST E SUMNER WA 98390	253-891-6873

From: margaret mburu
To: Chrissanda Walker
Subject: Fw: Sumner allocation
Date: Tuesday, September 9, 2025 1:22:27 PM

External: Use caution with links/attachments.

Yahoo Mail: Search, Organize, Conquer

----- Forwarded Message -----
From: "margaret mburu" <mrgrt_mburu@yahoo.com>
To: "chrissandaw@sumner.org" <chrissandaw@sumner.org>
Sent: Tue, Sep 9, 2025 at 12:30 PM
Subject: Fw: Sumner allocation

Yahoo Mail: Search, Organize, Conquer

----- Forwarded Message -----
From: "margaret mburu" <mrgrt_mburu@yahoo.com>
To: "Chrissandaw@sumner.org" <Chrissandaw@sumner.org>
Sent: Tue, Sep 9, 2025 at 10:38 AM
Subject: Sumner allocation

Good morning. I am voting against having a warehouse in our Sumner neighborhood. It will take away the peace and tranquility this neighborhood has enjoyed for years. We already have too much going on with the city storage constructions and adding any commercial buildings will break us.
Imagine your quiet home all over sudden becoming too busy and overwhelming for you, your dream home, the home you entirely worked for! This is what the new developments are all making us feel. This is a residential neighborhood and should remain so.

Thanks,
Margaret

Yahoo Mail: Search, Organize, Conquer

From: Mistie Hansen
To: Chrissanda Walker
Subject: REZONING SUMNER WA
Date: Wednesday, September 10, 2025 8:30:00 AM

External: Use caution with links/attachments.

Hello,

My name is Mistie Hansen and I reside at 2917 146th Ave E Sumner. I wanted to send my comment and thoughts in regards to the rezoning project down the street from me. I have lived in this neighborhood for almost 10 years. My boyfriend has lived here since the area was all farming land 40 plus years ago. We live in this small neighborhood and enjoy the quiet streets and the neighbors we call family. We all watch out for each other and communicate on a daily basis. We keep the neighborhood up to par and make sure we report crimes when they happen. I would like you to know that I am completely against the rezoning of this lot. The uptick in semi-trucks already has resulted in some hit and runs in our neighborhood as well as hitting a fence, cars and almost a house and taking off. Leaving us to go running out in the street screaming for the semi-trucks to stop and report the incidents. We have semis that constantly come down our street already after multiple postings that say there is no turn around at the beginning of the neighborhood resulting in these hit and runs. I truly believe that this rezoning will wreak havoc on our small neighborhood. We already have two buildings being built near the neighborhood which will result in more traffic. I'm asking for a stop in this. Thank you for your time.

Mistie Hansen
Director, Resident Engagement I
Phone: 253-435-8280
Email: MHansen@wesleyhomes.org
www.wesleychoice.org

WESLEY STATEMENT OF CONFIDENTIALITY:
The information contained in this email and any attachments to this message are intended for the exclusive use of the addressee(s) and may contain confidential, privileged information and health information that is legally protected from disclosure by HIPAA. If you are not the intended recipient, you are hereby notified that any disclosure, copying or distribution of this information is STRICTLY PROHIBITED. If you have received this information in error, please contact 206-870-1200 or notify the sender and destroy all copies of this email and any attachments.

From:	DWIGHT OVERSTREET
To:	Chrissanda Walker
Subject:	Comments: Rezone on 30th Street CT E for Public Hearing
Date:	Wednesday, September 10, 2025 11:32:53 AM

External: Use caution with links/attachments.

City of Sumner / Council or whom it may concern,
My name is Dwight Overstreet. I have lived in the neighborhood approaching 5 years but not new to home ownership. When I moved into this home, my plans were to make this a forever home in a quiet and close-knit community. My plans have been greatly impacted as well as other neighbors. I am expressing comments from my heart and with empathy for my neighbors around me.
We come to you not just as residents, but as your neighbors—people who have built their lives, families, and futures in this community with the belief that our voices matter. Yet today, many of us feel invisible, pushed aside in favor of interests that do not live here, raise families here, or walk these streets. The proposed rezoning of our neighborhood into a Light Industrial zone is not just a technical adjustment—it is a decision that has real human consequences. Families who have lived here for generations are being asked to surrender their homes for offers far below market value, stripping them of hard-earned equity and stability. Seniors who have spent decades paying off their mortgages with the dream of passing their homes to their children are watching that dream collapse. This is not just a zoning issue; it is a matter of compassion, fairness, and moral responsibility.
We urge you to pause and put yourselves in our place. What would it feel like to be told that the home you built—your sanctuary, your legacy—no longer fits the vision someone else has for your neighborhood? Imagine having to explain to your children why the place they grew up in is being torn down for warehouses, and why your family's future is worth less than someone else's profit. We understand the complexities of growth and economic development, but they cannot come at the cost of justice and empathy for those who will be most deeply affected. The trust between the community and its leaders should not be traded away for outside interests. We are asking you—pleading with you—not to forget who you were elected to serve. Let your decisions reflect compassion, not convenience; people, not profit.
Regards,
Concerned Neighbor
Dwight Overstreet

From: Rhonda Schuller
To: Chrissanda Walker
Subject: 30th Street Rezone
Date: Wednesday, September 10, 2025 10:28:59 AM

External: Use caution with links/attachments.

To whom it may concern, my name is Rhonda Schuller. I am currently staying at 3024 146th Ave. East. This is my mom, Helen Patty's place. This rezone would be directly in front of my mom's place. We don't want any business put in front of it or anywhere else in this neighborhood. It is residential and we want it to stay that way. All of the neighbors do as well. There r enough industrial businesses bordering us off of 142nd. Please consider another area for this 30th street redone. Thank you for your time. Sincerely ,
Rhonda Schuller

From: Ron Woods
To: Chrissanda Walker
Date: Wednesday, September 10, 2025 8:26:02 AM

External: Use caution with links/attachments.

Opposing Rezoning parcels 0420124027 and 0420124035 to M1. I Ron Woods oppose changing residential property that has been residential property and farming to M1. It was here first and M1 is encroaching on what has been, not the other way around. Family's have been here since the 40's, 50's and 60's. First commercial building was in the 90's. There are residents on three sides of this property and this would damage them and the whole neighborhood. And also the quality of life. All to make a rich guy richer, is he more important than a whole neighborhood ?? People from 23 residents have signed a petition against this. Thanks

From: DAN WOODS
To: Chrissanda Walker
Subject: Voice Mail (1 minute and 6 seconds)
Date: Wednesday, September 10, 2025 11:27:22 AM
Attachments: audio.mp3

---

hi this is dan woods i live at 14710 30th st court E in sumner and i'm calling in opposition to the rezoning of the property next door 14616 30th st court east because this should stay residential it has been for years and the road that we live on down through here was deming rd until they put in the 911 system which had a historic deming rd sign on it until the city started building their buildings and i've lived here ever since and i don't wanna look at a warehouse out my front window and none of the neighbors wanted either thank you

You received a voice mail from DAN WOODS.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From: Emily Grandon
To: Chrissanda Walker
Subject: Comments on Rezone 30th St Ct E
Date: Thursday, September 11, 2025 11:02:22 AM

External: Use caution with links/attachments.

Hello,

My husband and I are the owners of 2918 146th Ave Ct E, Sumner, WA 98390, a property directly affected by the potential rezone of 30th St Ct E. We have several concerns and strongly request a firm vote against this proposal. The increase in industrial buildings will negatively impact our home values, arguably an American's greatest investment, as neighbors.

Furthermore, the rezone will lead to increased traffic, noise, decreased safety. This threatens our real estate values and will drive out families, who are the bedrock of the Sumner community. While we are not against developing the land, it is clear that it needs to remain residential to preserve the quality of life for current residents and maintain the community's integrity.

We urge you to consider these factors and vote down the proposal. We look forward to the city's protection and support in regards to this important piece of property.

Thank you for your attention to this matter.

Best regards,
Emily and Austin Grandon

Get Outlook for iOS

PLANNING COMMISSION MEETING
DATE: September 11, 2025
AGENDA BILL: 25-636

SUBJECT: 4. Docket TA-04: Capital Facilities Plan Amendment — SBLSD CFP Update

CATEGORY: Public Hearings

BUDGET IMPACT:
Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:
1. TA-04 Staff Report
2. Exhibit A. Comp Plan_Introduction
3. Exhibit B. Sumner CFP_ Redlines
4. Exhibit C. SBLSD CFP 2024-2030
5. Exhibit D. Signed DNS-TA-04

STAFF CONTACT: Chrissanda Walker, Associate Planner

SUMMARY BACKGROUND:
The proposal amends the Sumner Comprehensive Plan to be consistent with the school board approved Capital Facilities Plan, approved November 2024. The new Capital Facilities Plan includes additional information on future capital facilities improvements such as the Sumner High School Master Plan and Daffodil Valley Elementary Improvements.

The Capital Facilities Plan covers project costs, impact fees, enrollment, and capacity over the next 20 years. These updates will be reflected on several pages throughout the City-wide Capital Facilities Plan chapters. School district Capital Facilities Plans provide background documentation for the school impact fees adopted by the City Council. See the SBLSD 2024-2030 Capital Facilities Plan, (Exhibit D).

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

STAFF RECOMMENDATIONS/MOTION:
Move to approve the Comprehensive Plan text Amendment proposal, TA-04.

CITY OF SUMNER WASHINGTON

Community Development Department

STAFF REPORT

DATE: September 11, 2025
TO: Planning Commission
CC: Ryan Windish, Community and Economic Development Director
FROM: Chrissanda Walker, Associate Planner
RE: **2025 Comprehensive Plan Amendment, docket item TA-04**:
Sumner/Bonney Lake School District (SBLSD) Capital Facilities Plan(CFP) update

I. INTRODUCTION

The Washington State Growth Management Act, under RCW 36.70A.130, allows for annual amendments to the City's Comprehensive Plan. In January 2025, the City Council opened the process for amending the Comprehensive Plan for 2025 consistent with code per SMC 18.56.147. Both staff and the public have proposed amendments involving changes to the Comprehensive Plan map, zoning map, Comprehensive Plan policies, and/or zoning regulations. The Planning Commission on March 6, 2025, voted unanimously to allow the docket to move forward in the process for further study and consideration. Only those amendments which are found to be in substantial compliance with all criteria per SMC 18.56.147(N) shall be approved. The purpose of this staff report is to evaluate the proposed text amendment TA-04, with the Comprehensive Plan Amendment criteria under section III below.

II. DESCRIPTION OF PROPOSAL

The proposal amends the Sumner Comprehensive Plan to be consistent with the school board approved Capital Facilities Plan, approved November 2024. The new Capital Facilities Plan includes additional information on future capital facilities improvements such as the Sumner High School Master Plan and Daffodil Valley Elementary Improvements.

The Capital Facilities Plan covers project costs, impact fees, enrollment, and capacity over the next 20 years. These updates will be reflected on several pages throughout the City-wide Capital Facilities Plan chapters. School district Capital Facilities Plans provide background documentation for the school impact fees adopted by the City Council. See the SBLSD 2024-2030 Capital Facilities Plan, (Exhibit D).

III. COMPREHENSIVE PLAN AMENDMENT CRITERIA ANALYSIS

Only those amendments which are found to be in substantial compliance with all criteria listed below shall be approved (SMC 18.56.147(N)):

1. **An amendment is necessary to resolve inconsistencies between the Sumner comprehensive plan and other city plans or ordinances; or, to resolve inconsistencies between the Sumner comprehensive plan and other jurisdictions' plans or ordinances;**

The text amendment is necessary to resolve inconsistencies between the Sumner Comprehensive Plan and the Capital Facilities Plan (CFP). Notable changes that would result from approval of this proposal include updating reference documents from both the Comprehensive Plan and the City-wide Capital Facilities Plan. The Introduction section of the Sumner Comprehensive Plan is updated to reflect the date of the latest adopted school district CFP (2024), see Exhibit A.

2. **Conditions have so changed since the adoption of the Sumner comprehensive plan that the existing goals, policies, objectives, and/or map classifications are inappropriate.**

   During the periodic update cycle for the 2024 Comprehensive Plan, the school district CFP was not yet adopted. The Capital Facilities Plan is adopted by reference as an appendix to the Sumner Comprehensive Plan and should reflect the most up to date information on facility inventory, capacity, location, level of service standards, current and projected enrollment, capital financing, future capital projects and impact fees. Affected Chapters of the Sumner CFP include chapters 3.8, 4.9, 5.8, 6.1, see draft amendments in Exhibit B.

3. **The proposed amendment is consistent with the overall intent of the goals of the Sumner comprehensive plan.**

   The proposal is consistent with Comprehensive Plan policies and goals for equitable governance and partnerships with the school district. A comprehensive policy analysis for TA-04 is provided in Exhibit I: 2025 Amendment Docket Policy Analysis (under separate cover).

   The following Comprehensive Plan policies that support the proposed amendments include:

   Governance and Permit Process Policy 1.6: Work with civic organizations and the school district to educate the general public on the responsibilities of government and the importance of their participation.

   Family and Human Services Policy 2.1.1: Develop land use policies, development codes, charges, system impact fees, and other actions that encourage human service programs for all segments of the population in the community.

   Capital Facilities Policy 4.7: Provide for regular monitoring of capital facility and public service needs and make appropriate amendments to capital facility plans.

   Capital Facilities Policy 17.1: Coordinate and communicate with the appropriate school districts on issues of mutual interest, including school facility location, impacts of new development, impacts of school facilities and activities on the community, parks and recreation programs, population and growth projections, and school involvement in the community.

   Capital Facilities Policy 17.2: Based on the Sumner-Bonney Lake School District Capital Facilities Plan establish impact fees to mitigate the demands on the school systems of new development.

4. **The proposed amendment is consistent with chapter 36.70A RCW (Growth Management Act), the countywide planning policies (CPP) for Pierce County, and the applicable Multi-county planning policies.**

   The proposed amendment is consistent with the State GMA requirements. Per Countywide planning policies, schools are a public facility. Approval of the proposal supports countywide planning policies, such as pursuit of funding sources for improvements around schools (TR-5.2.2).

5. **Where an amendment to the comprehensive plan map is proposed, the proposed designation is adjacent to property having a similar and compatible designation, or the subject property is of sufficient size, or other conditions are present.**

   The proposal does not include a map amendment therefore this criterion is met.

6. **Environmental impacts have been disclosed, and measures have been included to reduce possible adverse impacts.**

   Any environmental impacts have been disclosed and analyzed under SEPA-2025-0008 and no significant adverse impacts are anticipated as a result of the proposed text amendments.

7. **Potential ramifications of the proposed amendments to other comprehensive elements and supporting plans have been considered and satisfactorily addressed.**

   The proposed text amendments comply with all other elements of the Comprehensive Plan and the Capital Facilities Plan, as well as being consistent with the long-term plans of the Sumner-Bonney Lake School District adopted CFP (Exhibit C).

IV. SEPA ENVIRONMENTAL REVIEW

The process for amending the City Comprehensive Plan is specified in the Sumner Municipal Code section 18.56.147 and in the state Growth Management Act (GMA) (RCW 36.70A) and the State Environmental Policy Act (SEPA). SEPA review of the proposed text amendment is under SEPA-2025-0008. The City of Sumner issued Determination of Non-Significance on August 7, 2025, (Exhibit D).

V. PUBLIC & AGENCY COMMENT

There were no public comments received during the SEPA review comment periods. There is no additional public agency comments received since the opening of the public comment period prior to this hearing.

VI. STAFF RECOMMENDATION

Move to approve the Comprehensive Plan text Amendment proposal, TA-04.

VII. EXHIBITS

Exhibit I: 2025 Amendment Docket Policy Analysis (under separate cover)

A. Proposed Comprehensive Plan Text Amendments-Introduction
B. Sumner Capital Facilities Plan Text Amendments
C. SBLSD Capital Facilities Plan 2024-2030
D. SEPA DNS

1. Introduction

***

Related Documents

The following documents support the Comprehensive Plan and should be consulted for more detailed information on strategies, planned facilities, financing, etc.:

- Sumner Parks and Open Space Plan. This plan, adopted February 2018, presents the recommendations of the Sumner Parks Board and Planning Commission. The plan includes an inventory of parks and facilities, recommended levels of service, open space programs, proposed park improvements, funding, a 20-year facility plan and a detailed 6-year capital improvement program, and goals, policies and objectives which have been incorporated in this Comprehensive Plan.
- Community Character Strategy. Prepared by A. Nelessen Associates, Inc. for the City of Sumner in May 1993, and amended and adopted on April 4, 1994. This Strategy documents the findings of the Community Character Workshops and uses ideas from the workshops on how to maintain and improve Sumner's character. Recommendations and implementation strategies are provided for Downtown, East Main Street, the Eastside Urban Village, West Sumner, various districts and neighborhoods, and Employment Centers. The document also establishes a basis for a community linkage network between the various parts of the community. The Community Character Element chapter of this Comprehensive Plan is based upon this referenced document and utilizes many of the Community Design Principles and Implementation Strategies.
- Sumner Comprehensive Transportation Plan, 2025. Prepared by the Transpo Group, Inc. for the City of Sumner the plan addresses existing traffic conditions, future traffic conditions, and proposes a package of network improvements as well as goals, policies, objectives, and level of service standards for a variety of transportation modes. The plan also contains an analysis for transportation impact fees. The study area includes the City limits as well as a larger analysis area where development may impact the Sumner transportation system. Refer to the Transportation Element for the goals, policies, and objectives.
- Sumner Capital Facilities Plan, 2025. Prepared by BERK Consulting, Transpo Group, Inc., and Parametrix, the Capital Facilities Plan was updated to reflect data in the various system plans and to analyze future levels of service and funding impacts.
- General Water Plan, Update, 2020. Prepared by BHC Consultants for the City of Sumner, the Water System Plan details current water system facilities, water supply, water storage, water quality, and other issues for the City and future service area. A list of proposed capital facilities and funding mechanisms are included.

- Stormwater Comprehensive Plan, 2011. Prepared by Parametrix for the City of Sumner, this plan describes existing drainage facilities, deficiencies, water quality, proposed plan improvements, and funding mechanisms for the City and future service area and addresses NPDES requirements.
- Sewer Collection System Comprehensive Plan, Update 2020. Originally prepared by Parametrix for the City of Sumner in 2000, the plan describes existing sewer facilities, deficiencies, proposed plan improvements, and funding mechanisms for the City and future service area. The plan also discusses the wastewater treatment plant and contractual arrangement with the City of Bonney Lake regarding capacity. The Plan was updated by BHC Consultants in 2020.
- Critical Areas Ordinance, 2025. This document was updated with the periodic update to reflect best available science.
- Best Available Science Report, 2015. This document was updated and approved by the Department of Ecology in 2014. Its purpose is to protect the shoreline and increase public access. The plan includes five shoreline designations (urban, shoreline residential, urban conservancy, natural and aquatic) along the Puyallup and White Rivers and policy and development standards for each category. A periodic review was completed in 2020 to refresh the plan to address changed conditions including the Town Center Plan and associated building heights as well as updates to the Shoreline Management Act and implementing rules.
- Sumner Shoreline Master Program, 2014 and Periodic Review 2020. This document was updated and approved by the Department of Ecology in 2014. Its purpose is to protect the shoreline and increase public access. The plan includes five shoreline designations (urban, shoreline residential, urban conservancy, natural and aquatic) along the Puyallup and White Rivers and policy and development standards for each category. A periodic review was completed in 2020 to refresh the plan to address changed conditions including the Town Center Plan and associated building heights as well as updates to the Shoreline Management Act and implementing rules.
- School District Capital Facilities Plans, 2020 and 2024. ~~2021.~~ Both the Sumner-Bonney Lake and Dieringer School Districts have adopted respective capital facilities plans that contain projected student population, demand for new facilities and costs over the next 20 years. Sumner-Bonney Lake's Plan was last updated in November 2024 ~~October 2021~~ and Dieringer's Plan was last updated in August 2020. These plans also provide the background documentation for the school impact fees adopted by the City of Sumner.
- Sumner-Pacific Manufacturing/Industrial Center Subarea Plan. Prepared by BERK Consulting for the City of Sumner in July 2018. The Plan details existing land use, transportation, environmental, economic, and market conditions, a shared vision, and goals, policies and objectives for the Sumner-Pacific Manufacturing Industrial Center, which have been incorporated in this Comprehensive Plan.

City of Sumner

Capital Facilities Plan

January 6, 2025

Consultant Team
BERK Consulting
Parametrix
Transpo Group

MAYOR
Kathy Hayden

SUMNER CITY COUNCIL
Barbara Bitetto
Carla Bowman
Pat Clerget
Pat Cole
Andy Elfers
Greg Reinke

CITY STAFF
Jason Wilson, City Administrator
Ryan Windish, Community and Economic Development Director
Ann Siegenthaler, Senior Planner
Derek Barry, Community Services Manager
Michael Kosa, Public Works Director
Andrea Marquez, City Attorney
Kassandra Raymond, Chief Financial Officer
Brad Moericke, Police Chief

Executive Summary

What is the Capital Facilities Plan for the City of Sumner?

This Capital Facilities Plan (CFP) is a supporting document to the Comprehensive Plan.

The CFP identifies what public facilities and services are needed for the planned growth and how to finance them. It evaluates existing infrastructure and levels of service (LOS) for government facilities, water facilities, sanitary sewer, stormwater, parks, public streets, fire facilities, and public school facilities. With a set of capital projects and financial plans to carry them out, a CFP provides a clear path forward for infrastructure expansion. The CFP also ensures that infrastructure improvements are provided at the same time as development ("concurrent") as required by state law.

General Government Facilities

There are known existing deficiencies and capacity issues with the City's general government facilities, such as sufficient police officer staffing and building space. As population growth occurs in Sumner, additional staffing and projects will be needed to meet LOS standards. The City has identified several projects related to government facilities over the next six years, including a new Public Works shop. The City will also be considering options for increasing general government capacity that include expansion of existing facilities, acquiring land and building new facilities, or locating offices within other city facilities such as the planned Operations Facility or new events building at Heritage Park, as well as increasing police staffing.

Water Facilities

The Sumner Water System Plan anticipates growth to 2068 and identifies associated strategies and investments. Growth assumptions for the 2068 high growth scenario in the Water System Plan are higher than planned growth through 2044, and it is possible that the 2044 growth could be accommodated. Growth timing can be addressed through regular monitoring and capital planning, as the Water System Plan is updated every 6-10 years. The 2020 Capital Improvement Plan for water facilities (in the 2020 Water System Plan) has projects related to the distribution system, source improvements, storage, and operations and maintenance to improve the system and accommodate growth.

Sanitary Sewer

The 2020 Sanitary Sewer Plan identifies existing gravity sewer deficiencies, though there are no pump station or force main deficiencies. The 2020 Capital Improvement Program for sanitary sewer shows a number of projects in the 20-year planning period (2018-2038) to address

system deficiencies and accommodate growth including sewer line extension, replacement, and relocation; wastewater treatment upgrades; pump and equipment replacement.

Stormwater Facilities

The 2020 Stormwater Capital Improvement Plan outlines recommended capital improvement projects based on existing deficiencies in the system. These projects are scheduled through 2026 and after 2026. Outlined projects include levee improvements, culvert replacements, and numerous other system improvements.

Parks Facilities

No existing deficiencies for active recreation facilities are identified based on the 2024 Sumner population, however, population and job growth will result in more facilities and system investment needed by 2044 to maintain the current levels of service. Projects identified in the adopted Sumner 2023-24 budget include replacement of Rainier View Park playground, continued funding of improvements to Seibenthaler Park and the proposed Bennet Park property, and projects to replace playground equipment, add shelters, and add picnic areas.

Fire Facilities

Staffing at Station 113 currently meets the minimum recommended firefighters per the 2015 CFP. In 2022, EPFR's urban response was slightly below target levels of service. The increase in the number of calls requiring dispatch means that Station 113 may struggle to meet minimum levels of service in coming years and staffing of fire stations serving the current area should be increased. Additional fire stations may also be required. A voter-approved bond passed in 2018 in the East Pierce Fire and Rescue district. This bond made it possible for EPFR to upgrade or re-construct five fire stations in the district. While none of the voter-approved bonds will go directly to Station 113 renovations, additional capacity, updated facilities, and new stations elsewhere in the district can increase the overall level of service within Sumner due to equipment, staff, and dispatch overlap.

Public School Facilities

Both Bonney-Lake and Dieringer School Districts have schools that are currently enrolled over their student capacity and are expected to need to add capacity to accommodate growth. Both districts have Capital Facilities Plans that include projects to add capacity (high school capacity for Bonney-Lake and elementary school capacity for Dieringer). However, both districts serve students outside of Sumner city limits, which will affect facility planning.

Public Streets & Roads Facilities

Overall, the analysis finds that most of the roadway study intersections operate at level of service (LOS) D or better during the weekday PM peak hour with the projected growth. Some intersections, however, are forecast to degrade below LOS D during the weekday PM hour. The pedestrian LOS analysis shows most of the future pedestrian network meets the 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 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 2024 Transportation Plan contains numerous transportation improvements and projects that will be necessary to maintain the levels of service for vehicle, pedestrian, and cyclist networks as the city grows.

T able of Contents

Chapter 1: Introduction **1**

Chapter 2: Concurrency of Capital Facilities **4**

2.1 Introduction 4

2.2 Concurrency — What is it? 4

2.3 Concurrency Applied 5

2.4 Absence of Concurrency 5

2.5 Comprehensive Plan Consistency 6

Chapter 3: Existing Facilities **8**

3.1 Introduction 8

3.2 General Government Facilities 8

3.3 Water Facilities 13

3.4 Sanitary Sewer 17

3.5 Stormwater Facilities 23

3.6 Parks Facilities 27

3.7 Fire Facilities 30

3.8 Public School Facilities 32

3.9 Transportation Facilities 35

Chapter 4: Planning Assumptions and Levels of Service **39**

4.1 Introduction 39

4.2 General Government Facilities 39

4.3 Water Facilities 42

4.4 Policy in the Comprehensive Plan 43

4.5 Sanitary Sewer 46

4.6 Stormwater Facilities 49
4.7 Parks Facilities 49
4.8 Fire Facilities 51
4.9 Public School Facilities 54
4.10 Transportation Facilities 59
Chapter 5: Existing Deficiencies, Future Needs, and Recommendations 70
5.1 Introduction 70
5.2 General Government Facilities 70
5.3 Water Facilities 71
5.4 Sanitary Sewer 72
5.5 Stormwater Facilities 72
5.6 Parks Facilities 73
5.7 Fire Facilities 73
5.8 Public School Facilities 74
5.9 Transportation Facilities 76
Chapter 6: Capital Facilities Plan Projects and Financial Plans 77
6.1 Capital Facilities Plan Projects 77
6.2 Financial Analysis 92
Appendix "A" Glossary of Terms 103
Appendix "B" 2020 Water System Plan Capital Improvement Plan 107
Appendix "C" 2020 Sewer Capital Improvement Plan and Schedule 110
Appendix "D" 2024 6-Year Transportation Improvement Program 117
Appendix "E" School Districts Impact Fees 133
Appendix "F" City Council Final Ordinance [to be included after adoption] 138

Tables

Table 2-1: Capital Facilities 7
Table 3-1: City Government Buildings 10
Table 3-2: Current Public Works Shop Buildings.....11
Table 3-3: Sumner Potable Water Source Capacities.....14
Table 3-4: Water System Storage Information.....16
Table 3-5: Water System Distribution Network Inventory (August 2017).....17
Table 3-6: Pump Station Characteristics.....18
Table 3-7: Summary of City Park Spaces.....28
Table 3-8: Characteristics of Key Roadways Serving Sumner.....35
Table 4-1: Population and Employment Assumptions.....39
Table 4-2: City Government Buildings Level of Service 40
Table 4-3: Police Level of Service.....42
Table 4-4: Projected Max Day Demand and Peak Hour Demand with DSL.....42
Table 4-5: Existing and Projected WWTF Sumner Influent Flows (mgd).....48
Table 4-6: Existing Park Facilities and Minimum LOS.....51
Table 4-7: Effective Response Force Personnel by Call-Type.....52
Table 4-8: 2022 EPFR Minimum Response Times by Incident Type and Count 53
Table 4-9: Sumner School Enrollment and Capacity.....55
Table 4-10: Student Generation Rates, Sumner-Bonney Lake School District 56
Table 4-11: Enrollment Projections for Sumner-Bonney Lake School District.....56
Table 4-12: Sumner-Bonney Lake School District: Student Growth 2020-2044.....57
Table 4-13: Dieringer School District – Enrollment and Capacity 58
Table 4-14: Student Generation Rates, Dieringer School District 58

Table 4-15: Dieringer School District: Student Growth 2020-2044 58
Table 4-16: Weekday PM Peak Hour LOS Summary 62
Table 5-1: City Government Buildings LOS Deficits 71
Table 5-2: Police LOS Deficits 71
Table 5-3: Sumner-Bonney Lake School District Projected Capacity Deficit/Surplus 74
Table 5-4: Dieringer School District Projected Capacity Deficit/Surplus 75
Table 6-1: General Government Facilities Capital Improvement Plan—2023-2028....77
Table 6-2: Proposed Capital Improvement Projects, Stormwater 78
Table 6-3: Improvement Plan for Parks and Open Space — 2023-2028 81
Table 6-4: 2024 Parks and Trails Plan Capital Projects 82
Table 6-5: Updated Park Project Estimates and Impact Fees 83
Table 6-6: Improvement Plan for Fire and Emergency Services — 2023 - 2024 84
Table 6-7: 20-Year Transportation Improvement Projects and Costs....86
Table 6-8: Projected Total Capital Revenues and Costs, 2024-2029 (YOE$)....100

Figures

Figure 3-1: General Government Facilities 9
Figure 3-2: Public Works Shop Facilities - Current....12
Figure 3-3: Water Service Area Map....15
Figure 3-4: Sanitary Sewers Facilities Map....20
Figure 3-5: Wastewater Treatment Facility – 13114 63rd Street East 22
Figure 3-6: Stormwater Subbasins....24
Figure 3-7: Stormwater Drainage Facilities Map....26
Figure 3-8: Parks and Open Space Map 29

Figure 3-9: Fire Facilities 31
Figure 3-10: Schools and School Districts 34
Figure 3-11: Existing Non-Motorized Facilities 38
Figure 4-1: Illustration of Vehicle LOS....60
Figure 4-2: Pedestrian LOS Standard....64
Figure 4-3: Future Pedestrian Network 66
Figure 4-4: Future Bicycle Network....67
Figure 4-5: Future Pedestrian Level of Service 68
Figure 4-6: Future Bike Level of Service....69
Figure 6-1: 20-Year Improvement Projects....91
Figure 6-2: REET Revenues, 2019-2044 (YOE$) 94
Figure 6-3: Transportation Impact Fee Revenues, 2019-2044 (YOE$)....96
Figure 6-4: Transportation Grant Revenues, 2019-2044 (YOE$) 97
Figure 6-5: Park Impact Fee Revenue, 2019-2044 (YOE$)....98
Figure 6-6: Parks Grant Revenues, 2019-2044 (YOE$) 99

Chapter 1: Introduction

The 1990 State Legislature approved the Growth Management Act (GMA), which directs local government to control and manage growth. The State Legislature recognized that uncoordinated and unplanned growth, together with a lack of common goals, could impact the environment and affect economic development and the high quality of life for Washington citizens.

GMA has significant requirements in the areas of facilities planning and capital improvement financing. GMA is to ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use, without decreasing current levels of service below locally established minimum standards.

The requirements for preparing a capital facilities plan under GMA have changed the way comprehensive planning generally has been done. Both the transportation element and the capital facilities element reinforce the requirement that comprehensive plans prepared according to GMA be realistic. The requirements for setting level of service standards, inventories, and forecasts of existing and needed capital facilities, six-year financing plans, and concurrency all require a more complex level of planning than what existed prior to GMA.

The Sumner Capital Facilities Plan (CFP) is a document that provides a list of proposed major capital expenditures throughout the City. It also provides a multi-year look at the strategies and financing requirements for major capital programs. The plan projects needs six years into the future for major construction, infrastructure improvements, and land acquisition, in addition to machinery and equipment purchases. The plan then provides a funding strategy and projected funding scenarios for each succeeding year. A CFP makes good business and planning sense.

The following are some of the benefits of a CFP:

- It provides policy makers with a current and future view of the capital needs
- It provides a mechanism for assessing the financial ramifications of funding or not funding programs
- It provides an opportunity to combine similar projects across departmental lines
- It supports good management that demonstrates the need for facilities and the need for revenues to pay for them
- It provides accessibility to various sources of revenues (i.e. grants, Public Works Trust Fund, impact fees, real estate excise taxes) that require a CFP in order to qualify for the revenue

The City of Sumner is responsible for providing facilities and services that are needed by the residents and businesses of the City for a safe, secure, and efficient environment within which to conduct their affairs. GMA defines public facilities to include: streets, roads, highways,

sidewalks, street and road lighting systems, and traffic signals; domestic water systems; storm and sanitary sewer systems; parks and recreational facilities; and schools. It further defines public services to include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

As provided in GMA, capital facilities plans are a required part of the Comprehensive Plan and are to provide capital facilities for land development that is envisioned or authorized by the Land Use element. Capital facilities planning is grounded in local decisions. The City of Sumner defines what constitutes a capital facility, and sets overall levels of service, differential levels of service, contingencies, etc. based on local desires and needs. The capital facilities plan is meant to coordinate and provide consistency among the many plans for capital improvements, various master plans, and other studies. It should ensure the timely provision of adequate facilities as required by GMA.

The CFP is the element that makes the rest of the Comprehensive Plan come to life. By funding projects needed to maintain levels of service and concurrency, the CFP determines the quality of life in the community. The requirement to fully finance the CFP provides a reality check for the vision of the Comprehensive Plan.

Planning for capital facilities is a complex task. First, it requires an understanding of future needs; second, it must assess the various types of capital facilities that could be provided and identify the most effective and efficient array of facilities to support the needed services. Finally, it must address how these facilities will be financed.

Planning what is needed is itself only a beginning. Planning how to pay for these needs is another step. Only so much can and will be afforded. Securing the most effective array of facilities in light of limited resources and competing demands requires coordination of the planned facilities and their implementation. It also requires a thorough understanding of the fiscal capacity of the City to finance these facilities. Financial planning and implementation of capital facilities cannot be effectively carried out on an annual basis, since often the financing requires multi-year commitments of fiscal resources. As such, this plan is long-range in its scope.

Prioritization of the various projects has been done to set the funding package together. Each project proposal is matched against the criteria.

That criterion (in order) is:

- A legal or statutory requirement for carrying out the improvement (a legal mandate)
- An emergency repair
- A continuation of multi-year projects (contractual obligations, etc.)
- Implementation of legislative (Council) goals and objectives
- Ability to leverage outside sources (grants, mitigation, impact fees, low interest loans, etc.)
- An enhancement of or general repair of existing facilities
- An acquisition and development of new facilities

For financial and accounting purposes, municipal operations are divided into two broad categories: general governmental, and enterprise.

1. General governmental activities are primarily tax and user fee supported, while
2. Enterprise activities rely primarily on fees generated from the sale of goods and services for their operations (rate payers).

Capital improvements for police, fire, parks, administration, and transportation are traditionally general governmental in nature, while water, sanitary sewer, storm drain, and cemetery are enterprise.

Capital funding for both general governmental and enterprise categories emanates primarily from operating revenues, with grants, local improvement districts, latecomer, and impact fees frequently contributing substantial sums towards capital construction. General governmental and enterprise operations both use such debt financing strategies as bonding and leasing to help fund improvements like water, sewer, and storm drain rates or raising the connection charges or system development charges. In the general governmental area, however, Washington State law limits the revenue sources that municipalities can use, the tax rates, and the amount of general obligation debt capacity that can be issued to raise funds for capital improvements.

As a result of GMA, through proper legislation of the City Council, impact fees for various areas can be established. They include:

- public streets and roads;
- publicly owned parks, open space, and recreation facilities;
- school facilities; and
- fire protection facilities in jurisdictions that are not part of a fire district

The City of Sumner has adopted a Traffic Impact Fee (TIF) and school, parks, and trails impact fees, and adopted mitigation fees for fire protection.

Chapter 2: Concurrency of Capital Facilities

2.1 Introduction

Concurrency is a requirement that the capital facilities needed to serve new development are available concurrent with the impact of the new development on the community. This can be accomplished in several ways. It is based on maintaining a "level of service" (LOS) for these facilities that is adopted by the community in its comprehensive plan. In specific terms, the "concurrent" capital facilities must be constructed or have strategies in place (such as an impact fee program) at the time the new development is ready for occupancy. Alternatively, it is possible for a city to accept a performance bond to install the concurrent facilities within a six-year period of time after occupancy of the development. Concurrency is a comparison of the infrastructure needed by the new development (example: 4 lane road) to the existing infrastructure in place (example: 2 lane road) and providing for the construction of the new facilities needed (additional 2 lanes of road).

When concurrency is applied to a specific development, one of two outcomes is possible:

Outcome 1

When a new development requires capacity of capital facilities that are already in place, then that development has satisfied the concurrency test. Development and occupancy can then proceed.

Outcome 2

When a new development requires capital facilities that do not exist in order to maintain an adopted level of service, then that development does not satisfy the concurrency test. The new enhanced capital facilities must be strategized for, constructed, or bonded. Costs of the new facilities will be borne by the developer's fair share impact, the City, and possibly other parties participating in the installation of facilities.

2.2 Concurrency — What is it?

Concurrency is synonymous with the provision of adequate public facilities for a particular development project. GMA gives numerous statements of standards to follow:

GMA Planning Goals 12 (RCW 36.70A.020)

". . .public facilities and services. . . shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards."

Subdivisions (RCW 58.17.110 (2))

“A proposed subdivision and dedication shall not be approved unless the city, town, or county legislative body makes written findings that: (a) appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainageways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools, and school grounds. . .”

Comprehensive Plans - Mandatory Elements (RCW 36.70A.070 (6)(b))

“. . . local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of services on a locally owned 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 the development . . . For the purposes of this subsection, ‘concurrent with the development’ shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.”

Impact Fees (RCW 82.02.050 (1)(a))

“…It is the intent of the legislature . . . To ensure that adequate facilities are available to serve new growth and development.”

Concurrency (WAC 365-196-840 (1)(b))

“…Concurrency describes the situation in which adequate facilities are available when the impacts of development occur, or within a specified time thereafter. Concurrency ensures consistency in land use approval and the development of adequate public facilities as plans are implemented, and it prevents development that is inconsistent with the public facilities necessary to support the development.”

2.3 Concurrency Applied

Adopted policies in the Capital Facilities Element of the Comprehensive Plan and in the Transportation Plan address the topic of concurrency. Draft policies in the 2024 update continue to support the concurrency of development and adequate public facilities.

2.4 Absence of Concurrency

If a particular development fails to meet levels of service or other plan performance measures, development standards, impact, or mitigation fee charges, then that development should not be permitted for construction or occupancy. Furthermore, the city may enact a moratorium on new development if the level of service is not being met or will not be met in six years.

2.5 Comprehensive Plan Consistency

The Growth Management Act requires local capital facilities plans to ensure that their comprehensive plans' land use, transportation, and capital facilities elements are coordinated and consistent.

As the City's Land Use and Transportation Plans are set forth, capital facility system improvements needed to support growth can be adequately financed by the City through the Capital Facilities Plan (CFP). If, in the future, capital facilities (system improvements) needed to obtain concurrency for development are not funded by the CFP due to omission or lack of funds, one or more of five strategies must be employed to obtain consistency of plans and concurrency of necessary infrastructure:

Strategy 1: Unfunded infrastructure projects can be voluntarily fully-funded by a project developer. The provision to use fair-share payback arrangements such as latecomers' agreements would be available. Also, the LID process would be an alternative funding source.

Strategy 2: The City increases tax revenues, grants, and/or issue bonds to increase CFP funding and thereby construct needed infrastructure.

Strategy 3: The City amends the CFP to re-prioritize projects and thereby fund infrastructure projects needed to obtain concurrency.

Strategy 4: The City reassesses its Land Use Plan and zoning to lower land use densities and thereby decrease the demand for construction of new infrastructure.

Strategy 5: The City lowers its level of service standards for transportation and identifies minimum standards for other infrastructure through respective plan documents.

Strategy 6: The City Council may consider adopting a moratorium on development if concurrency cannot be met by the other strategies. Capital Facilities Defined

GMA requires a jurisdiction's capital facilities plan to discuss what existing capital facilities are owned and identify their locations and capacities. For the purposes of this CFP, a capital facility means a structure, improvement, piece of equipment, or other major asset that has a useful life of at least 10 years, costs at least $50,000, and has a specified level of service defined by the Comprehensive Plan.

These capital facilities are provided for public purposes and services and are limited to: potable water, sanitary sewer; stormwater, parks and open space, police, fire, public schools, streets and sidewalks, and general government facilities. Table 2-1 illustrates what types of structures, improvements, equipment, and other major assets may be considered "capital facilities."

Table 2-1: Capital Facilities

Facility	Improvements, equipment, etc.
Potable Water System	New well/Springs Water tanks Treatment facilities/buildings Transmission/distribution pipeline system
Sanitary Sewer	Wastewater Treatment Facility Pump stations & standby generators Sewer collection and conveyance system
Stormwater	Regional detention/Treatment facilities Subdivision detention/treatment facilities (public) Pipeline/open channel conveyance systems
Parks and Open Space	Purchase of park property Construction of park facilities Construction of trail facilities
Police	Expansion of City Hall and/or construction of a police precinct facility
Fire	Expansion of fire station Construction of new fire station Purchase of apparatus over $50,000 in cost
Public Schools	New school/administration buildings Expansion of schools
Streets and Sidewalks	Arterial street improvements Collector, residential & neighborhood streets Intersection improvements including traffic signals Sidewalks Traffic calming and street amenities and roundabouts
General Government	Expansion of City Hall, senior center, or library
Public Works Shops	Expansion of Public Works shops buildings or site Purchase of major piece of equipment over $50,000 in cost (backhoe, etc.)

Chapter 3: Existing Facilities

3.1 Introduction

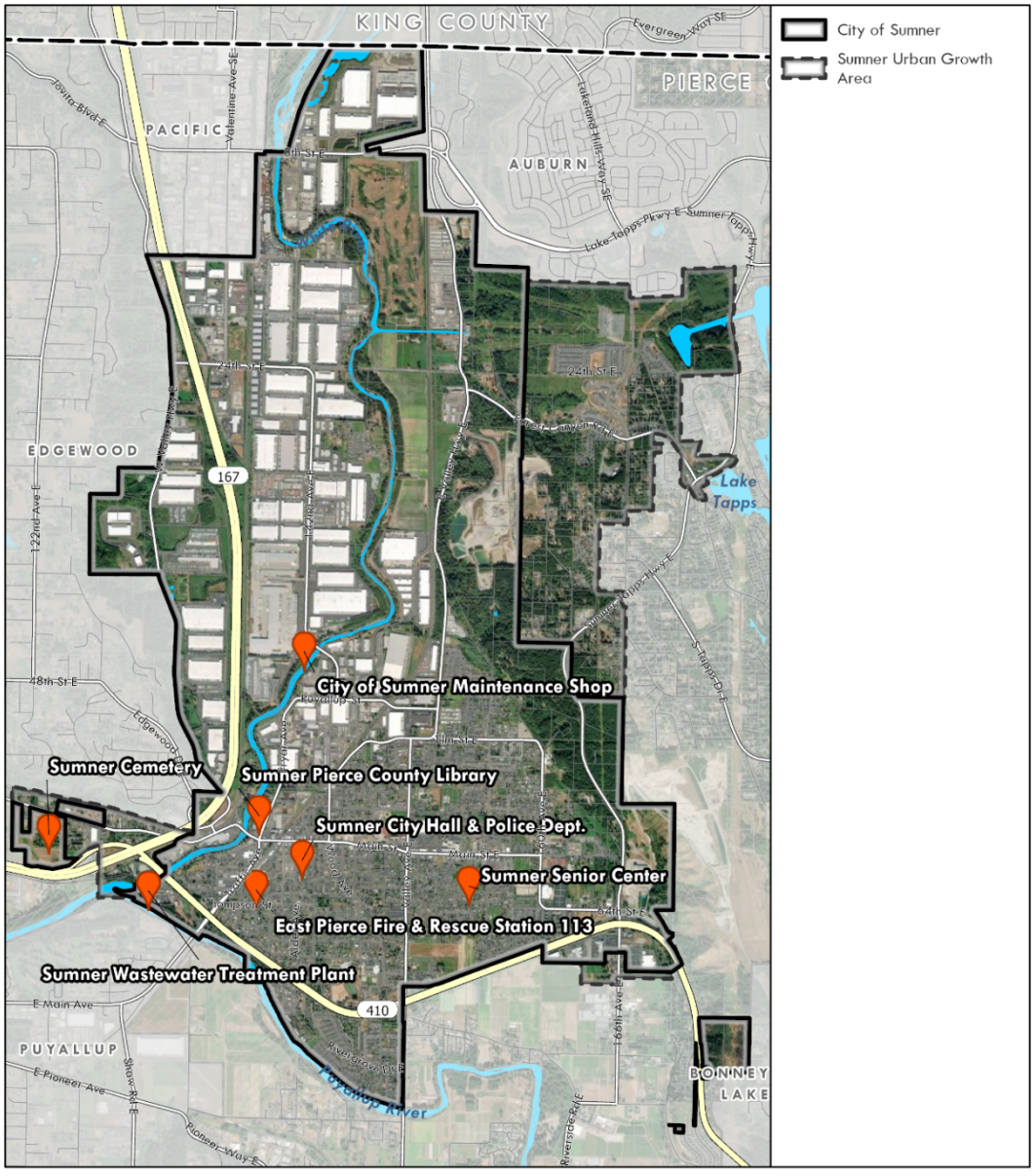
This chapter contains a summary of capacities and locations for existing capital facilities owned by the City of Sumner, East Pierce Fire & Rescue (EPFR), and the school districts.

3.2 General Government Facilities

General Government Buildings

General government facilities are mainly housed in City Hall at 1104 Maple Street (Figure 3-1). City Hall houses offices for the Administration, Finance, Community Development, Development Services, City Attorney, Human Resources, and Public Works Departments. The City Hall building area housing these services is 14,577 square feet (this does not include the Police Department that is also in the same building; see Police Facilities below).

Figure 3-1: General Government Facilities



Source: City of Sumner 2023; Parametrix 2023.

The current facilities square footage is outlined in Table 3-1 below:

Table 3-1: City Government Buildings

Facility	Building Area (s.f.)
General Government	14,577
Police	7,654
Public Works Shops	17,136
Cemetery Buildings	11,585
Senior Center	6,015
Sumner Library Building	10,802

Police Facilities

The Sumner Police Department (SPD) provides law enforcement services within city limits. SPD headquarters are located at Sumner City Hall in a building area of 7,654 square feet. The SPD currently employs 21 commissioned officers, 4 non-commissioned employees, and 1 special commissioned officer. In 2021, SPD responded to 15,800 calls for police service[1] and 14,530 calls in 2023 (slightly fewer due to reduced number of officers, who initiate many of the calls). Officers circulate throughout the City on patrol and respond to calls from a dispatch center in Tacoma through South Sound 911. The police facility in City Hall currently houses the communications center, holding cells, conference room, locker facilities, and sundry offices. Jail facilities are provided through an inter-local agreement with the City of Puyallup. Sumner's court services operate through Bonney Lake Municipal Court with Sumner judge presiding.

The animal control shelter is located at 1200 39th Ave S.E. in Puyallup in a building area of 3,080 sf. The shelter contains a combination of 16 kennels for dogs and 46 for cats and small animals. These include kennels for housing adoptable pets, stray dogs, and quarantine facilities. In day-to-day operations, these kennels may be used for different needs depending on demand. The shelter is provided by the City of Puyallup but operated by the City of Sumner. The facility provides animal sheltering and enforcement for seven agencies in the area.

Public Works Shop Facilities

The existing Public Works shops are located at 4711 142nd Ave E (see Figure 3-2) on approximately 8.35 acres. The shops were constructed in 2000. This facility is made up of five

[1] City of Sumner 2023-2024 Biennial Budget, 2023. Retrieved from https://sumnerwa.gov/wp content/uploads/2023/04/2023-2024-City-of-Sumner-Biennial-Budget-shrunken.pdf.

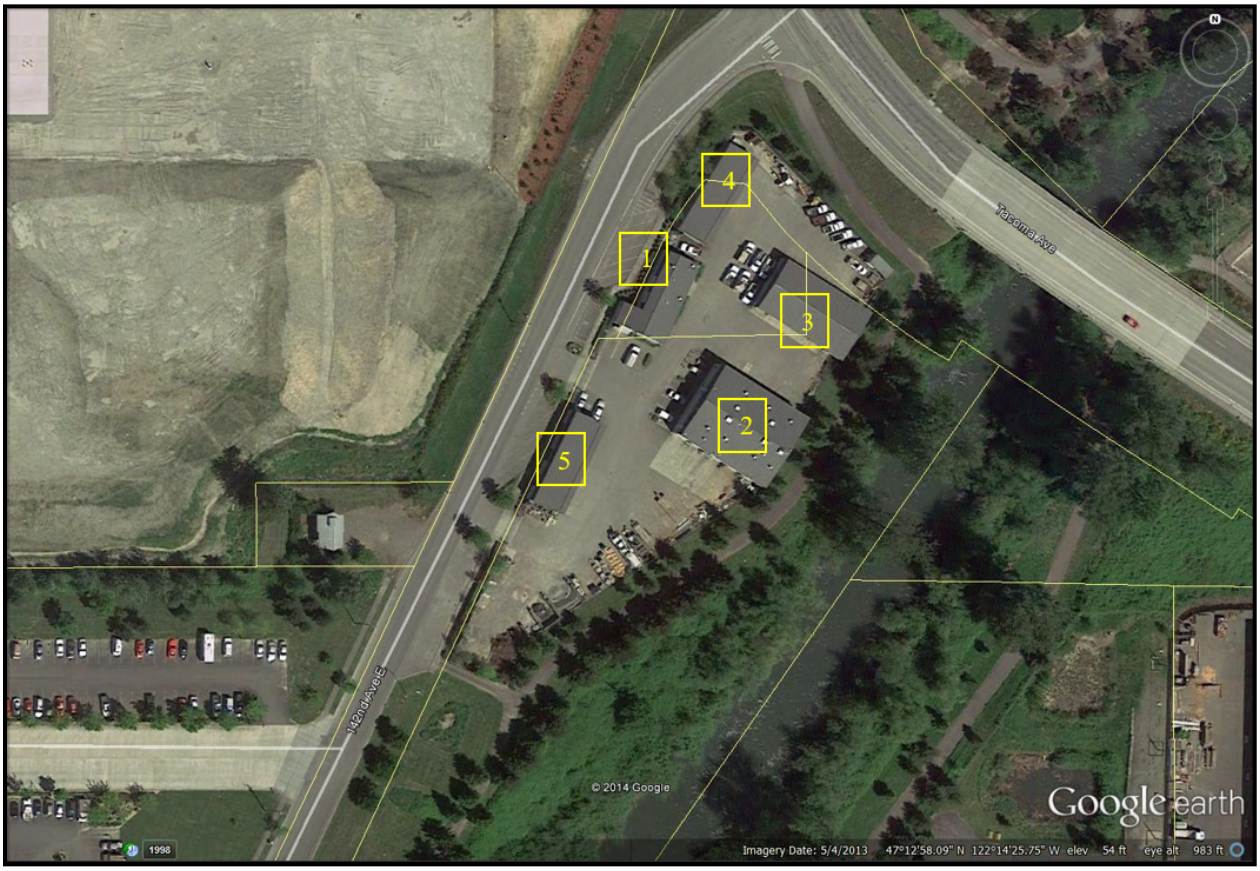
buildings totaling 17,136 square feet (see summary in Table 3-2). A new Public Works Operations Facility located on 29th Street East is planned to begin construction in 2024. The facility will have approximately 88,000 s.f. of building space on a 7.6-acre site.

Table 3-2: Current Public Works Shop Buildings

Building No.	Description	Size (s.f.)
1	Offices, meeting rooms, restroom, lockers	2,520
2	Vehicle wash, repair, storage, sign shop, welding/fab shop.	5,880
3	Vehicle storage	4,032
4	Vehicle storage	2,352
5	Material storage (pipe, etc.)	2,352
Total		**17,136**

Source: City of Sumner Community Development Department, 2023

Figure 3-2: Public Works Shop Facilities - Current



Source: City of Sumner, 2015; Google Earth, 2015.

3.3 Water Facilities

A schematic of the Sumner Water System is in the *City of Sumner General Water Plan Update, August 2020,* and shows the size and location of pipes. The reader is directed to this large format map for a complete inventory of the system.

Water Facilities Service Area

The Sumner water utility service area is situated in the Puyallup/White River basin and is adjoined by the water services areas of the City of Bonney Lake, Mountain View-Edgewood, the City of Puyallup, Valley Water District, the City of Auburn, Tacoma Water, and the City of Pacific. The Sumner water system has interties with both the Pacific and Puyallup water systems. These interties are for use during emergencies only and do not provide additional water for daily demands. The future Sumner water service area, which is shown in Figure 3-3, is consistent with the *Pierce County Coordinated Water System Plan* and is located entirely within the Urban Growth Area (UGA) boundary established by Pierce County.

Table 3-3: Sumner Potable Water Source Capacities

DOH ID	Source Name	Source Type	Source Capacity (mgd)	Water Right (mgd)
SO 1	Sumner Springs	Free-flowing spring	1.15[1]	4.04
SO 2	Weber Springs	Free-flowing spring	Flow and water rights are combined with Sumner Springs and County Springs	Flow and water rights are combined with Sumner Springs and County Springs
SO 3	Elhi Springs	Free-flowing spring	0.13[2]	0.52
SO 4	County Springs	Free-flowing spring	0.79[1]	1.15
SO 5[4]	West Well	Artesian Well	0.36[3]	0.36
SO 6	South Well	Artesian Well	1.013	1.445
SO 7	Dieringer Well	Artesian Well	0.363	.14
SO-CW	Central Well	Artesian Well	1.51[3]	0.43/1.51[6]

Source: City of Sumner General Water Plan Update, 2020

1. Source capacity based on historic station meter readings.
2. Source capacity based on City records; Elhi Springs is typically not being utilized.
3. Source capacity based on well pump capacity.
4. The West Well is currently utilized primarily for irrigation.
5. Source pumping capacity is less than the City's Water Rights.
6. The City obtained a Temporary Water Right to use the Central Well as an additional point of withdrawal for the South and West Well water rights. Combined instantaneous withdrawal from the Central, South, and West Wells is not to exceed 1.8 mgd.

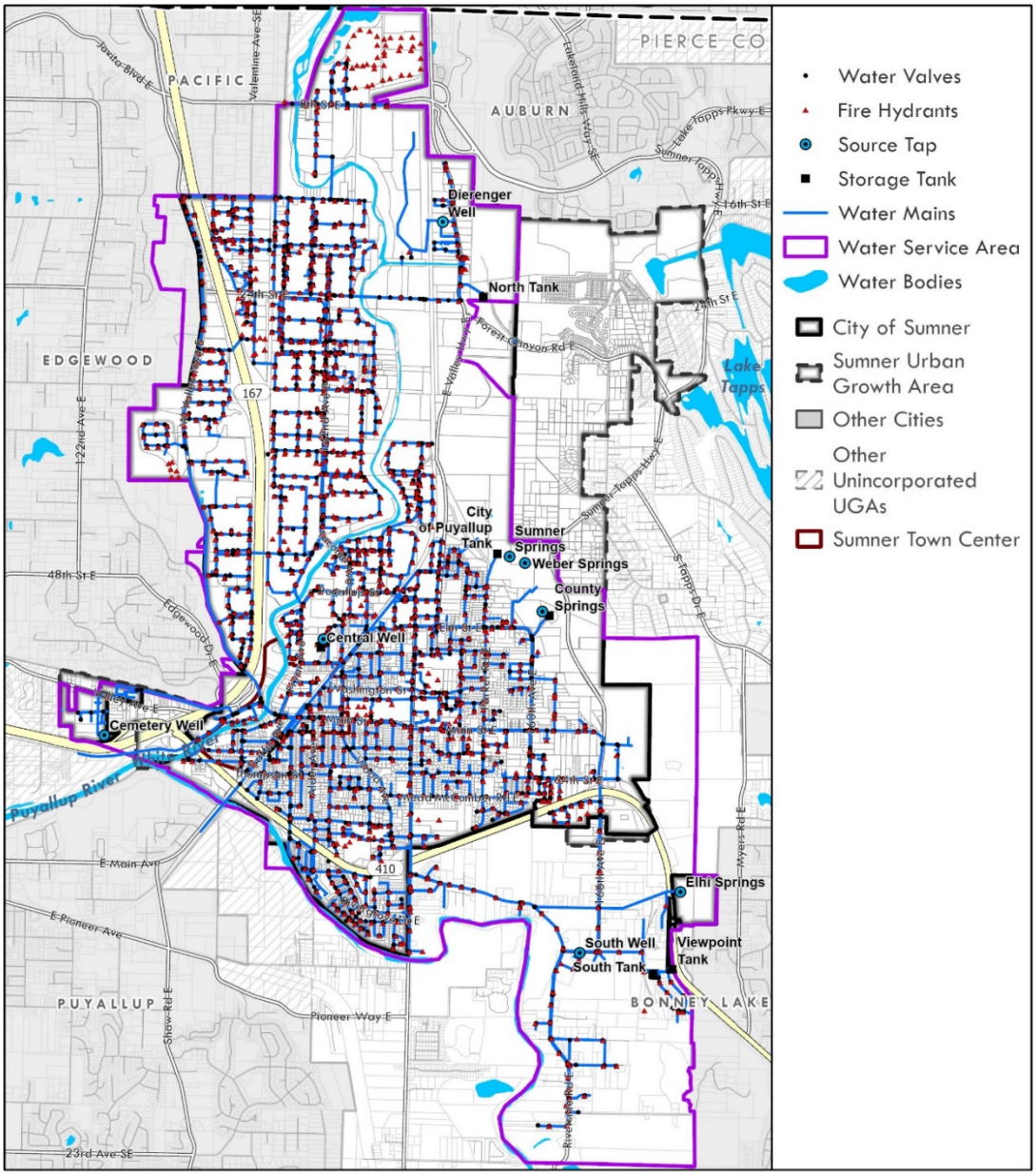
Water System Source

Sumner currently uses eight potable water sources, including four springs (County Springs, Sumner Springs, Weber Springs, and Elhi Springs) and four wells (South Well, Dieringer Well, West Well, and Central Well). The Sumner potable water sources' physical capacity inventory is in Table 3-3. These water sources are also served by chlorination facilities.

Water System Storage

The City has five (5) storage tanks, all but one being gravity-fed, with a total storage capacity of 5.398 million gallons; a summary of storage information is provided in Table 3-4. The tanks are in good condition, and in 1998 a 2.0 million gallon concrete post-tensioned cable wrap North Tank was constructed on the east hill to provide adequate fire flows to the North Sumner Industrial area. The 1.0 million-gallon welded steel Sumner Springs Tank was refurbished and repainted (inside and out) in 2023. The 2.0 million-gallon welded steel South Tank was repainted in 2005 and is scheduled to be repainted in 2024 or 2025. The Sumner Viewpoint tank was constructed in 2006 to serve a 120-lot subdivision

Figure 3-3: Water Service Area Map



Source: City of Sumner Water System Plan, 2020

Table 3-4: Water System Storage Information

Name	Functions	Total Volume	Working Volume[1]	Dimensions (Diameter)	Height (feet)	Overflow Elevation (feet)	Floor Elevations (feet)	Condition
Sumner Springs Tank Built in 1956 (steel) Repainted in 2002	Storage, Chlorine Contact	1.0 MG	1.0 MG	81 ft.	26.0	234.0	208.0	Good
County Springs Tank Built in 1986 Cast-in-place concrete	Primarily Chlorine Contact	68,000 gal	66,000 gal	20 ft.	28.0	234.0	207.0	Good
South Tank Built in 1973 (steel) To be repainted in 2005	Storage	2.0 MG	2.0 MG	104 ft.	32.0	234.0	202.0	Good
North Tank Built in 1998 Concrete post-tensioned	Storage	2.0 MG	2.0 MG	120 ft.	24.23	234.23	210.0	Good
Sumner Viewpoint Built in 2006	Storage, high pressure zone	330,000 gal	194,000 gal	26 ft.	85.00	392.00	310.0	Good

Source: General Water Plan Update, 2020

1. To overflow elevation.

Water Distribution System

The distribution system piping ranges in size from a 2- to 18-inch diameter. The 90 miles of pipe also vary in age and material; most of the pipe installed before 1960 is cast iron with packed joints or small diameter steel pipe, while the pipe installed between 1960 and the mid-1980s is mostly asbestos cement pipe with O-ring rubber gasket couplers. All new water mains installed since the mid-1980s are Class 52 ductile iron pipe. All three pipe materials have a long design life. The system has a sufficient number of in-line valves to isolate small sections, in an effort to reduce the number of services out of water during repair events. Detailed maps of the distribution network are maintained and updated by the City. These water system maps show pipe diameters, pipe material, locations of hydrants, valves, and abandoned pipes, and give the year of installation for most pipes. **Error! Reference source not found.** is derived from these maps and shows the distribution network and other water system features as they currently exist. The approximate length and percentage of each pipe size in the distribution network is listed in Table 3-5.

Table 3-5: Water System Distribution Network Inventory (August 2017)

Pipe Sizes (Inches)	Length (Feet)	Percentage of Total System
2	6,706	1.4
3	2,739	0.6
4	6,198	1.3
6	104,199	22.0
8	165,270	34.8
10	6,889	1.5
12	160,116	33.7
14	11,338	2.4
16	6,246	1.3
18	4,903	1.0
Total:	**474,603**	**100.0**

Source: General Water Plan Update, 2020

3.4 Sanitary Sewer

The information in this section is based on the City of Sumner Sanitary Sewer Comprehensive Plan (City Sanitary Sewer Plan), adopted in August 2020 (BHC 2020), and the Wastewater Treatment Facility Capacity Increase Analysis completed in October 2009 (Gray & Osborne, Inc. 2009). The City Sanitary Sewer Plan analyzes the City's collection system, identifies any system deficiencies for existing and future flow conditions, and provides recommended improvements

and cost estimates. In preparing the plan, the City's wastewater collection system was analyzed for existing and future capacity.

Sanitary Sewer Service Area

The City of Sumner has operated a sanitary sewer system since 1927 and a wastewater treatment facility since 1957. The City's sanitary sewer service area includes the Sumner city limits, as well as portions of the Sumner UGA. As of 2020, the service area contains 7.4 miles of force mains, 52.4 miles of gravity sewer mains, and 16 pump stations (Table 3-6) for different drainage basins throughout the area. The service area is divided into basins to analyze capacity needs. The boundaries of the service area and its constituent basins are shown in Figure 3-4, along with the existing collection system for sanitary sewers.

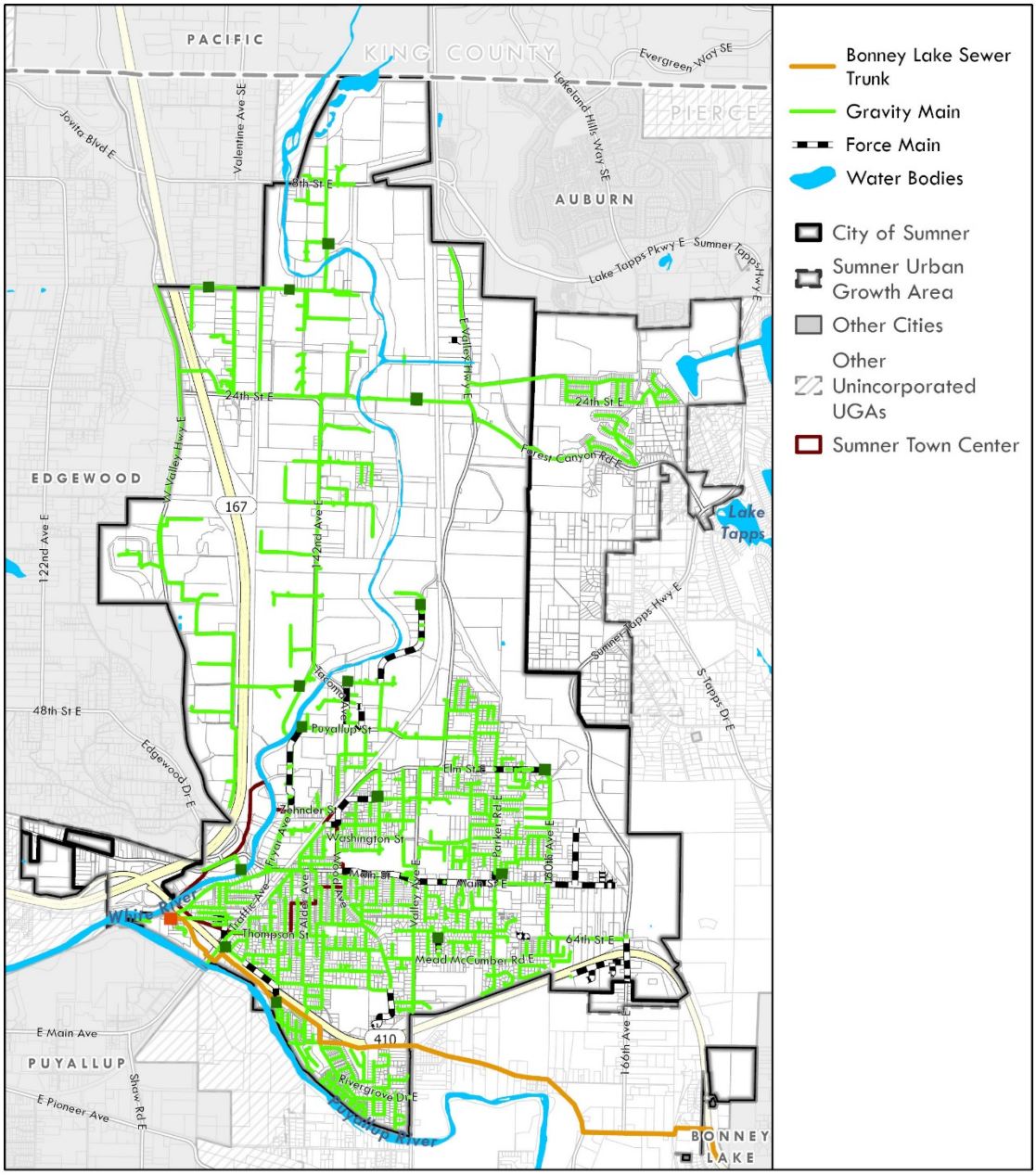
Table 3-6: Pump Station Characteristics

Pump Station	Station Name	Year Constructed	Last Year Rebuilt	Type	Station Design Capacity (Gallons per Minute)
PS-1	Tacoma	1982	2009	Submersible / Recessed Impeller	400
PS-2	North	1957	1987	Dry/wet well	500
PS-3	Van tassel	1977	2007	Submersible	250
PS-4	Jansen	1979	2006	Submersible / Recessed Impeller	130
PS-5	Parker	1963	2017	Submersible	1,330
PS-6	16th Street	1967	2017	Submersible	700
PS-7	Cherry	1966	2017	Submersible	1,180
PS-8	South	1966	2017	Submersible	775
PS-9	160th Street	1996		Submersible	130
PS-10	142nd Street	1998	2018	Submersible	1,500
PS-11	16th Ave 1	1998		Submersible	100
PS-12	16th Ave 2	1998		Submersible	100
PS-13	Cannery	2006		Submersible	213
PS-14	Forest Canyon	2007		Submersible	600
PS-15	North	2010		Submersible	500

Pump Station	Station Name	Year Constructed	Last Year Rebuilt	Type	Station Design Capacity (Gallons per Minute)
PS-16	Mastro	2012		Submersible / Recessed Impeller	200

Source: Sanitary Sewer Comprehensive Plan, 2020

Figure 3-4: Sanitary Sewers Facilities Map



Source: City of Sumner, 2023; Parametrix, 2023.

Wastewater Treatment Facility (WWTF)

The Wastewater Treatment Facility (WWTF) is located at 13114 63rd Street East, at the confluence of the Puyallup and White (Stuck) rivers (Figure 3-5). The WWTF provides sanitary sewer treatment to all of the current plan area as well as the City of Bonney Lake. The City maintains an agreement with the City of Bonney Lake which allows Bonney Lake to use up to approximately 54% of the plant's capacity, while the remaining approximately 46% of the plant's capacity is reserved for flows from the Sumner service area.

The WWTF is a secondary treatment facility and discharges treated effluent to the White (Stuck) River. The last major upgrade to the WWTF was completed in 2016. Capacity measurements for treatment plants include wastewater flow (measured in gallons per day) and organic influent loadings (or solids). The most common measurements of organic loadings are 5-day biochemical oxygen demand (BOD_5) and total suspended solids (TSS). According to the 2020 General Sewer Plan, the WWTF treats an average wet weather wastewater flow of 1.67 MGD.

The resulting treatment capacity of the WWTF upgrade is as follows:

- Maximum Month (Design Flow): 6.10 MGD
- Peak Day Flow: 11.66 MGD
- Peak Hour Flow: 19.87 MGD
- Influent BOD_5: 10,900 lbs/day
- Influent TSS: 12,660 lbs/day

As City of Bonney Lake anticipates more rapid growth of its sewer area than Sumner in the future, another WWTF expansion may be necessary and would likely be funded heavily by the City of Bonney Lake. A WWTF Feasibility Study was completed in 2016, concluding that a maximum month WWTF capacity of 9.2 MGD was achievable at the existing treatment facility site.

Figure 3-5: Wastewater Treatment Facility – 13114 63rd Street East



Source: Google Earth, 2023.

3.5 Stormwater Facilities

The information in this section is based on the *City of Sumner 2011 Stormwater Comprehensive Plan Update* (City of Sumner 2011), which is an update to the *City of Sumner Stormwater Comprehensive Plan* adopted in 1992 and is incorporated in this study by reference. This section deals with the capacity issues associated with the physical stormwater collection and discharge system. Additionally, the City completed a *2020 Stormwater Capital Improvement Plan* to update the planned project list

The Sumner Valley has historically been drained to lower the natural water table, control flooding, and create land that was more conducive for agriculture. As more intensive commercial/industrial and residential development has occurred, expansion of the stormwater system has been necessary to collect and convey stormwater to the rivers and to prevent flooding.

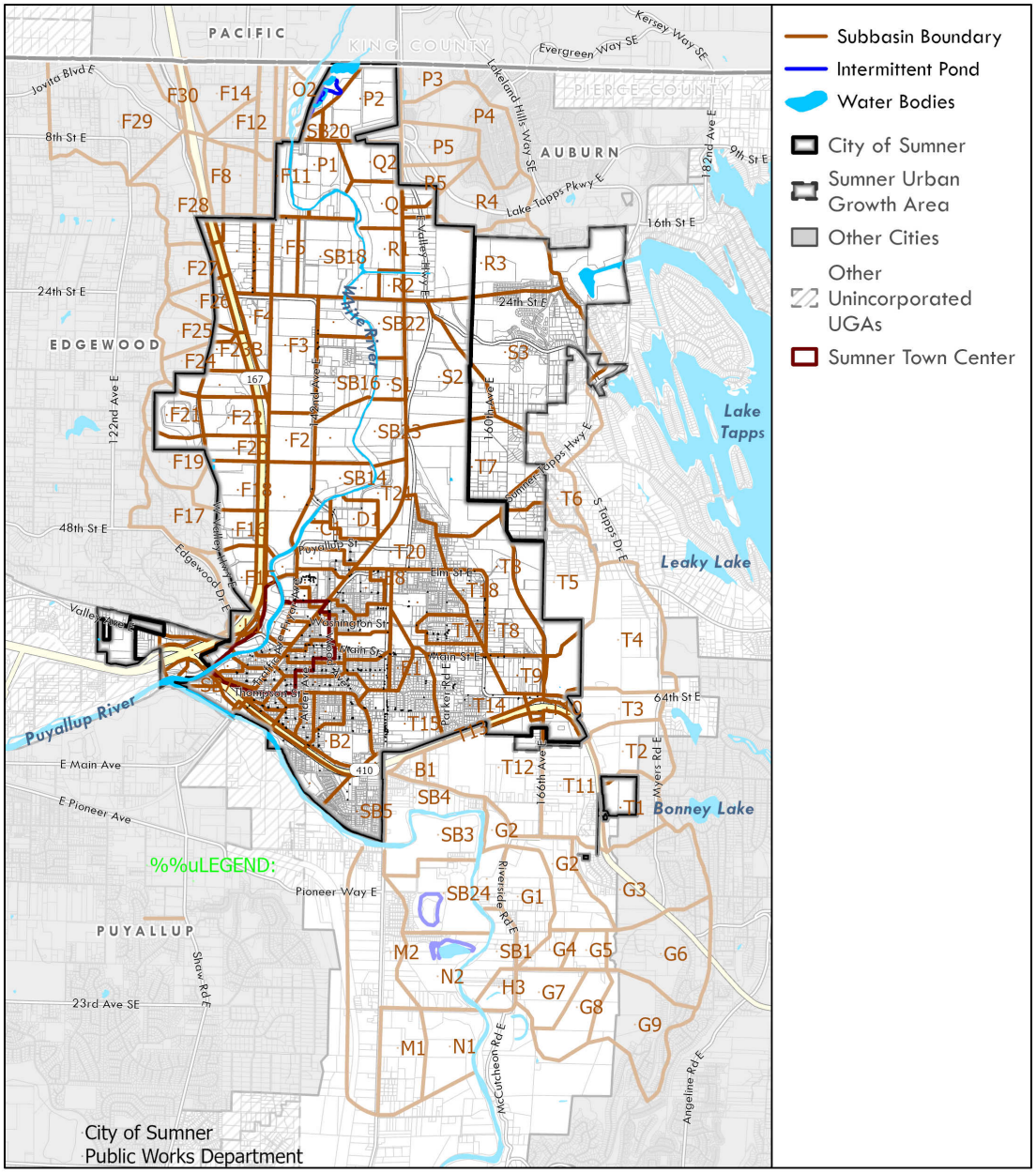
The Sumner Stormwater Comprehensive Plan was completed in 2011 and projects capacity infrastructure needs within the City's stormwater system based on changes in state and federal water quality regulations, stormwater retention and detention standards, and other parameters that have an effect on the overall system. The Stormwater Comprehensive Plan contains projects which try to offset the impact to surface waters that land uses have, and establishes a System Development Charge and monthly stormwater fee to fund construction and operation of the system. Sufficient revenue is needed to construct the new projects and to maintain the existing and new infrastructure.

The Washington State Department of Ecology (Ecology) issues an NPDES Phase II Stormwater Permit every 5 years with the current permit set to expire in 2024. The 2020 Stormwater Management Program is developed and implemented as part of the NPDES Permit and consists of 8 actions/activities, participation in a monitoring program, and additional work to remove Salmon Creek from Ecology's 303d impaired waters list by reducing fecal coliform levels.

Stormwater Facilities Inventory

The 1992 Stormwater Comprehensive Plan identified 44 drainage basins that generate and affect stormwater flows within the city limits. These basins were further divided into 115 sub basins. See Figure 3-6. The majority of these basins were modeled in 1992 for the 25-year, 24-hour event and the 100-year, 24-hour event using Type 1A precipitation distribution.

Figure 3-6: Stormwater Subbasins



CITY OF SUMNER

Stormwater Subbasin Boundaries

N

0 ½ Miles

CITY OF SUMNER WASHINGTON

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

Map Date: October 2023

Source: City of Sumner, 2023; Parametrix, 2023.

Hydraulic modeling was completed for the stormwater infrastructure to determine system deficiencies and identify potential capital improvement projects. The results of the modeling are contained in the 1992 Stormwater Comprehensive Plan.

The 2004 Stormwater Comprehensive Plan update included remodeling up to four of the sub-basins because of a significant change of land use designation (i.e., allowable development density) between 1992 and present. When remodeling was done based on the 2004 land use map and allowable land use densities, it was determined there was no significant increase in allowable density for developable areas located within the city limits over what was modeled in 1992.

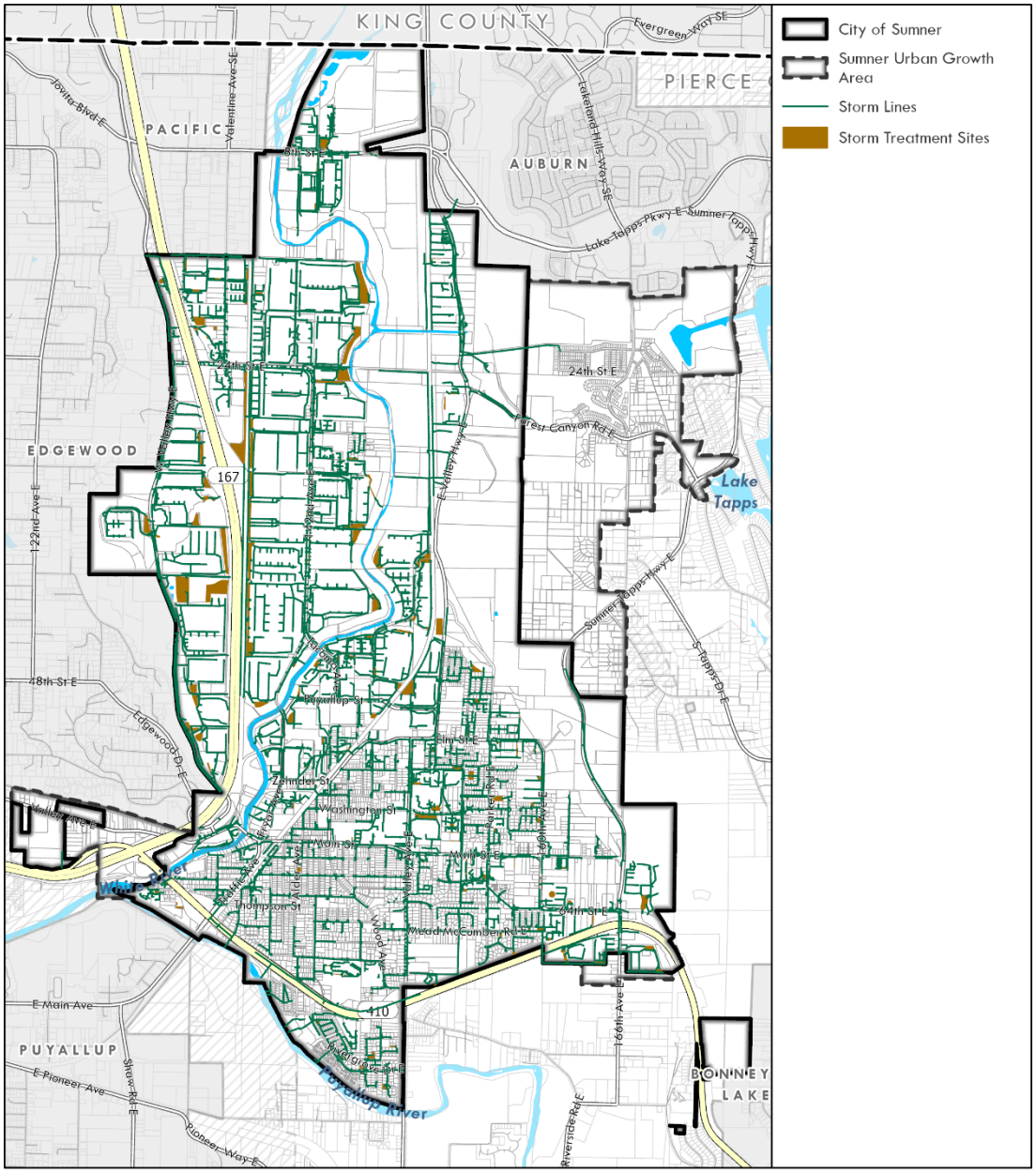
The 2004 Stormwater Comprehensive Plan identified stormwater capital improvement projects from the 1992 Stormwater Comprehensive Plan that had been completed, which projects were no longer needed, that needed to be carried forward, and additional projects that were needed. A Stormwater Comprehensive Plan Update was completed in 2011.

Low Impact Development

The 2013 NPDES permit required the City to update development regulations, code, and long range plans to make low-impact development the preferred and commonly-used approach to site development. This can range from capital projects identified in the 2020 Stormwater Capital Improvement Plan that infiltrate water at a level to mimic predeveloped condition or to changes that allow for denser development, reducing the overall impervious surface of a site. The permit requires annual evaluation of tactics to further increase the implementation of Low Impact Development. These annual evaluations typically involve review of City code and City Development Specifications and Standard Details.

The inventory of storm sewer facilities in the City of Sumner is shown in Figure 3-7.

Figure 3-7: Stormwater Drainage Facilities Map



Source: City of Sumner 2023; BERK 2023.

Flood Protection

Most stormwater Capital Improvement Projects involve reduction of flooding related to storm events. Localized street flooding is an issue, but the City also faces a significant riverine flooding threat from the White River during storm events and subsequent releases from Mud Mountain Dam. In the 2011 Capital Improvement Plan, projects to combat riverine flooding were identified along the White River. Additionally, adoption of new FEMA maps has led to an increased identified need for floodplain restoration to protect threatened populated areas. This resulted in the expansion of levee and floodplain protection projects in a suite of projects identified as the White River Restoration project. These projects reserve 200+ acres of land along the White River which will be used to increase flood conveyance and prevent flooding of the manufacturing industrial center.

3.6 Parks Facilities

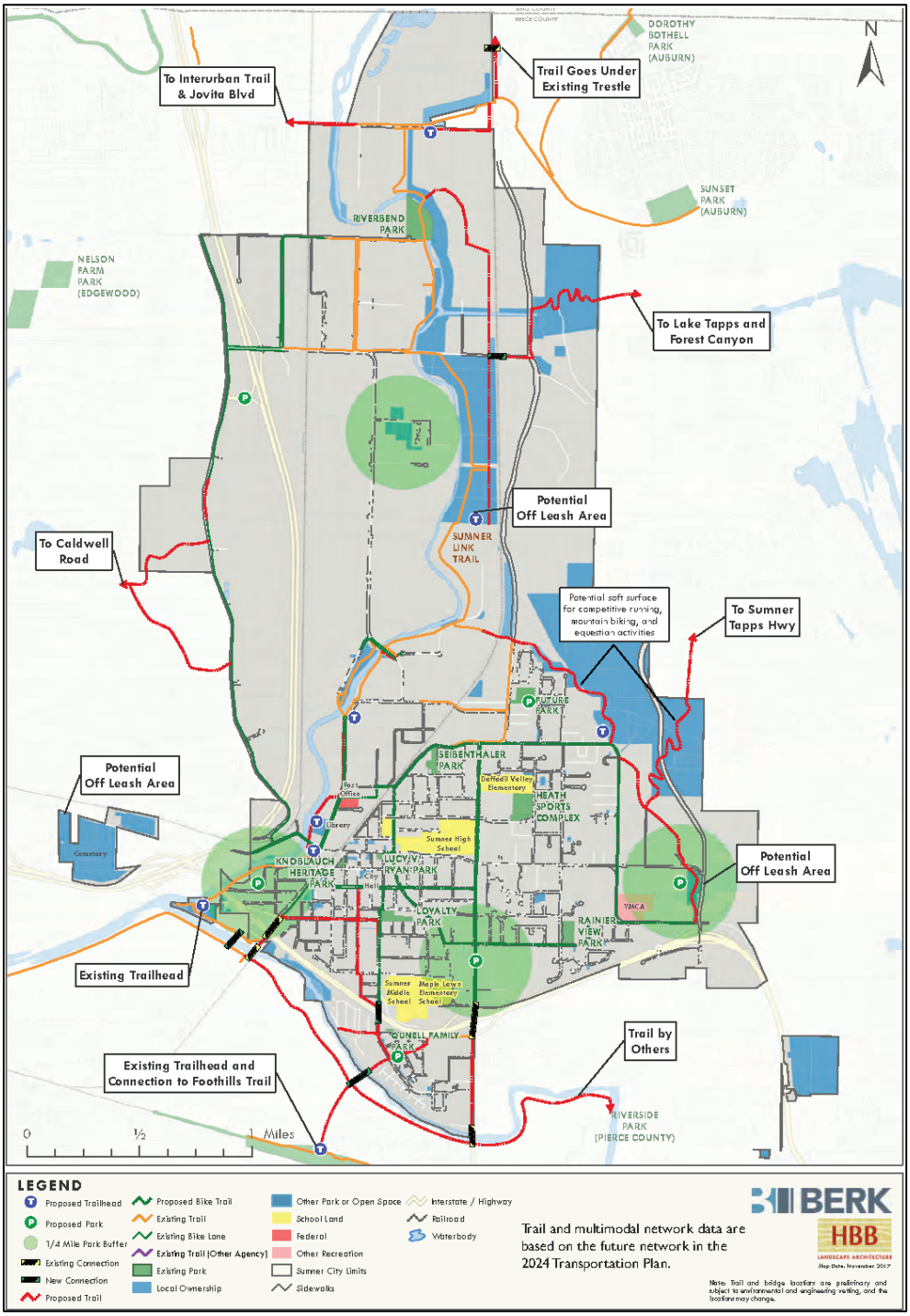
The City offers a variety of parks with amenities ranging from picnic areas to tennis courts and regulation softball fields. The schools in Sumner also provide a substantial number of fields and facilities for the community, including soccer fields. An inventory of park facilities and acreage is shown in Table 3-7 and mapped in Figure 3-8 (per the 2024 *Parks and Trails Plan*).

Table 3-7: Summary of City Park Spaces

Park Areas and Facilities	Acres
Developed Local Parks	***9.8***
Rainier View Park	3.9
Loyalty Park	3.3
Seibenthaler Park	2.3
Undeveloped Local Parks	***4.5***
Bennett Property	4.2
Qunell Family Park	0.3
Special Facilities	***1.1***
Reuben A. Knoblauch Heritage Park	0.8
Lucy V. Ryan Park*	0.4
Regional Parks	***7.0***
Bill Heath Sports Complex	7.0
Linear Parks Along Sumner Link Trail	***16.7***
Total City Parks Acreage	**38.8**
Open Space Areas	***33.5***
Trails	***5.5 miles***
Sumner Link Trail	5.5 miles

Source: City of Sumner Parks and Trails Plan, 2024
Notes: *The Ryan House is expected to be demolished, with the site remaining as a park.

Figure 3-8: Parks and Open Space Map



Source: Sumner Parks and Trails Plan, 2024.

The Parks and Open Space Element of the Comprehensive Plan sets forth policies relating to concurrency, requiring that new development that impacts the park system pay its fair share of the cost of providing new park facilities.

3.7 Fire Facilities

Inventory

In 2008, the City of Sumner and Pierce County Fire District 1 joined East Pierce Fire and Rescue District (EPFR). EPFR serves a population of more than 88,200 living in and around Bonney Lake, Sumner, Lake Tapps, the Ridge Communities, South Prairie, Edgewood, Milton, and Wilkeson. The district covers approximately 151 square miles and protects residents from eleven stations – five staffed stations and six volunteer stations. This includes 1 Fire Chief, 1 Deputy Chief, 4 Assistant Chiefs, 4 Battalion Chiefs, 9 administrative support staff, 34 career firefighter-EMTs, 49 career Firefighter-Paramedics, 44 volunteer firefighters, and 7 EMS-only volunteers. All full-time firefighters are cross trained as either emergency medical technicians (EMTs) or paramedics and can respond to both medical emergencies and fires. An independently elected board of citizens, called Fire Commissioners, governs the agency.

Three EPFR stations are located within and near the current plan area. Station 113 (Sumner Station) is located at 800 Harrison Street in Downtown Sumner (see Figure 3-9). This facility is approximately 8,200 square feet and includes sleeping quarters, a large drive-through apparatus bay, dayroom, conference room, and fitness space. The station is staffed by a minimum of 5 career personnel. Equipment available at Station 113 includes:

- 2 medic units
- 1 ladder truck
- 1 rescue vehicle
- 1 rescue trailer

Station 114 (West Tapps Station) is located within the East Hill UGA of the current plan area. The station is located at 3206 West Tapps Drive. Station 114 is approximately 3,616 square feet in size and is staffed by a minimum of 2 career fire personnel. Equipment available at Station 114 includes:

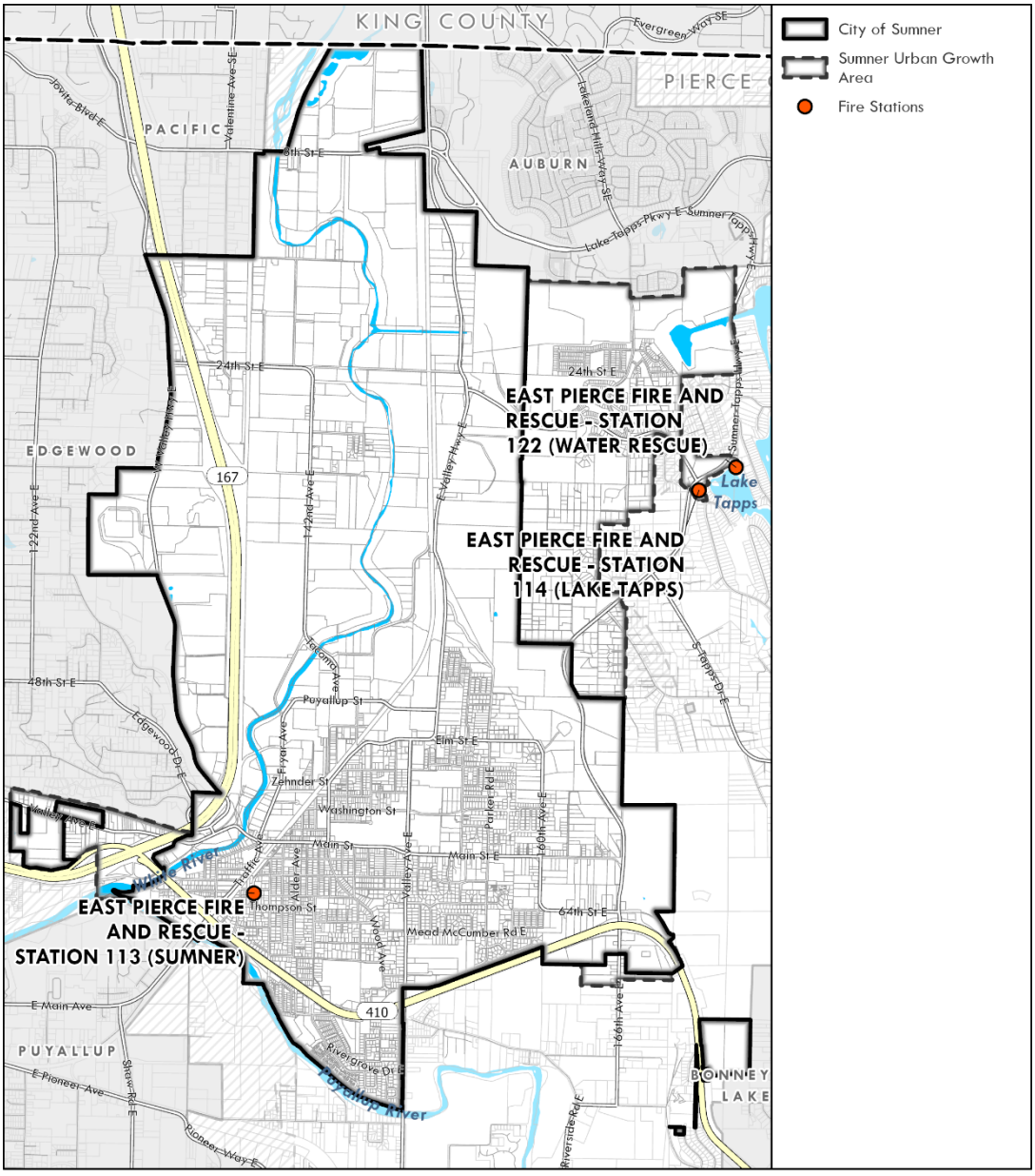
- 1 fire engine
- 1 medic unit

Station 122 (Boat House) is located at 2905 Sumner-Tapps Hwy. E. within the East Hill UGA and is used to store the following:

- 1 pontoon rescue boat.

(Source: EPFR Capital Facilities Plan)

Figure 3-9: Fire Facilities



CITY OF SUMNER

Fire Stations

N

0 ½ Miles

CITY OF SUMNER WASHINGTON

Map Date: January 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.

Source: Pierce County, 2023; City of Sumner, 2023; BERK, 2024.

3.8 Public School Facilities

Public schools are operated by local school districts and governed by State and federal laws and regulations. State funds provide a large part of school financing. School districts raise additional funds from local property taxes. State laws set standards for service levels and facility development, such as the site size and enrollment. They also specify funding methods. These laws perform much of the role of a functional plan for schools. For school districts to be eligible for development impact fees, the State GMA requires school capital facilities plans to be adopted and incorporated into city capital facilities plans.

The City of Sumner is served by the Sumner-Bonney Lake and Dieringer School Districts, which also serve surrounding cities and unincorporated areas.

According to the Washington State Office of the Superintendent of Public Instruction (OSPI), the Sumner-Bonney Lake School District had a districtwide enrollment of 11,048 ~~10,622~~ students for the 2024-2025 ~~2022-23~~ school year, with the four Sumner schools accounting for 3,785 ~~3,651~~ students. Enrollment and capacity figures are shown in Table 4-9. Sumner Middle School is the only school under its enrollment capacity[2]. The following schools serve the City of Sumner:

- Sumner High School
- Sumner Middle School
- Daffodil Valley Elementary
- Maple Lawn Elementary
- Elhi High School
- Early Learning Center

Sumner-Bonney Lake School District

The Sumner-Bonney Lake School District 2024-2030 ~~2021-2027~~ Capital Facilities Plan was adopted in 2024. ~~2021.~~ The Sumner-Bonney Lake School District operates within Sumner city limits and also encompasses the cities of Bonney Lake, portions of Edgewood, Pacific, and unincorporated Pierce County. The district consists of 16 schools total, ~~5~~ 6 of which are in Sumner (see Figure 3-10); a performing arts center, community swimming pool, a public gymnasium, and a recreation department. The Sumner-Bonney Lake School District serves over 11,000 ~~9,500~~ students. Table 2-9 shows existing schools in Sumner, in addition to locations, capacities of each, and support facilities serving the entire district.

[2] OSPI Report Card, 2025 ~~2023~~. Retrieved from https://washingtonstatereportcard.ospi.k12.wa.us/ReportCard/ViewSchoolOrDistrict/100259

Table 2-9: Inventory of Existing School Facilities

Name	Net Capacity (Number of Students)	Acres	Location
Schools			
Daffodil Valley Elementary	481	12.7	1509 Valley Avenue
Maple Lawn Elementary	454	8.5	230 Wood Avenue
Sumner Middle School	722	23.0	1508 Willow Street
Early Learning Center	168^	-^	1508 Willow Street
Sumner High School	~~1,260~~ 1,830	26.8	1707 Main Street
Elhi Hill Program*	NA	0.10	802 Alder Ave
Total	~~3,085~~ 3,655	**71.13**	
Support Facilities			
Central Office (Administration)			1202 Wood Avenue
District Athletics Office			1707 Main Street
Sunset Stadium			1707 Main Street
Robert Miller Gym			1509 Valley Avenue

Source: Sumner-Bonney Lake School District Capital Facilities Plan, 2024-2030, 2024~~2021-2027, 2021~~

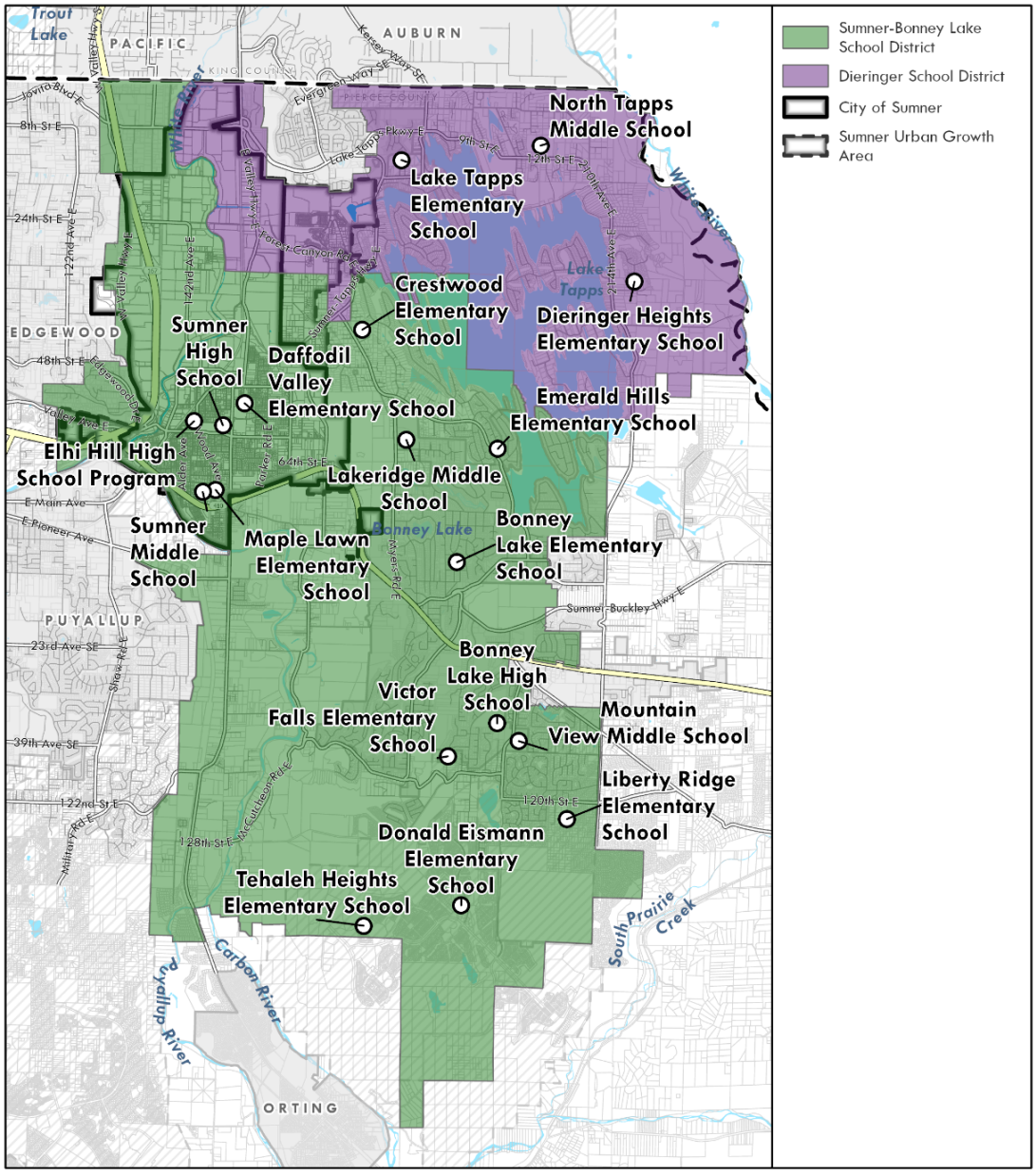
* Elhi Hill is a program offered to high school students who need services beyond the traditional school day.

^Includes kindergarten capacity only (not pre-K). The Early Learning Center is located within Sumner Middle School.

Dieringer School District

The Dieringer School District includes three schools: Lake Tapps Elementary School, Dieringer Heights Elementary School, and North Tapps Middle School, all of which are located outside of Sumner. The majority of Dieringer School District is located in unincorporated Pierce County, bounded by the eastern arm of the White River, on the west by the White River, on the north by the city of Auburn, and on the south by the cities of Bonney Lake and Sumner. The District surrounds the northern two-thirds of Lake Tapps and covers approximately 5.5 square miles (Dieringer School District, 2020). In the Sumner current plan area, the Dieringer School District serves the northeast Sumner city limits along East Valley Highway.

Figure 3-10: Schools and School Districts



Source: Pierce County, 2023; City of Sumner, 2023; BERK, 2024.

3.9 Transportation Facilities

The transportation system within the City of Sumner includes streets and highways, pedestrian and bicycle facilities, and transit and rail service. The city's functional classifications for roadways 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.

Table 3-8 provides a summary of the key characteristics of the roadway serving Sumner.

Table 3-8: Characteristics of Key Roadways Serving Sumner

Roadway	Classification	Jurisdiction	# 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

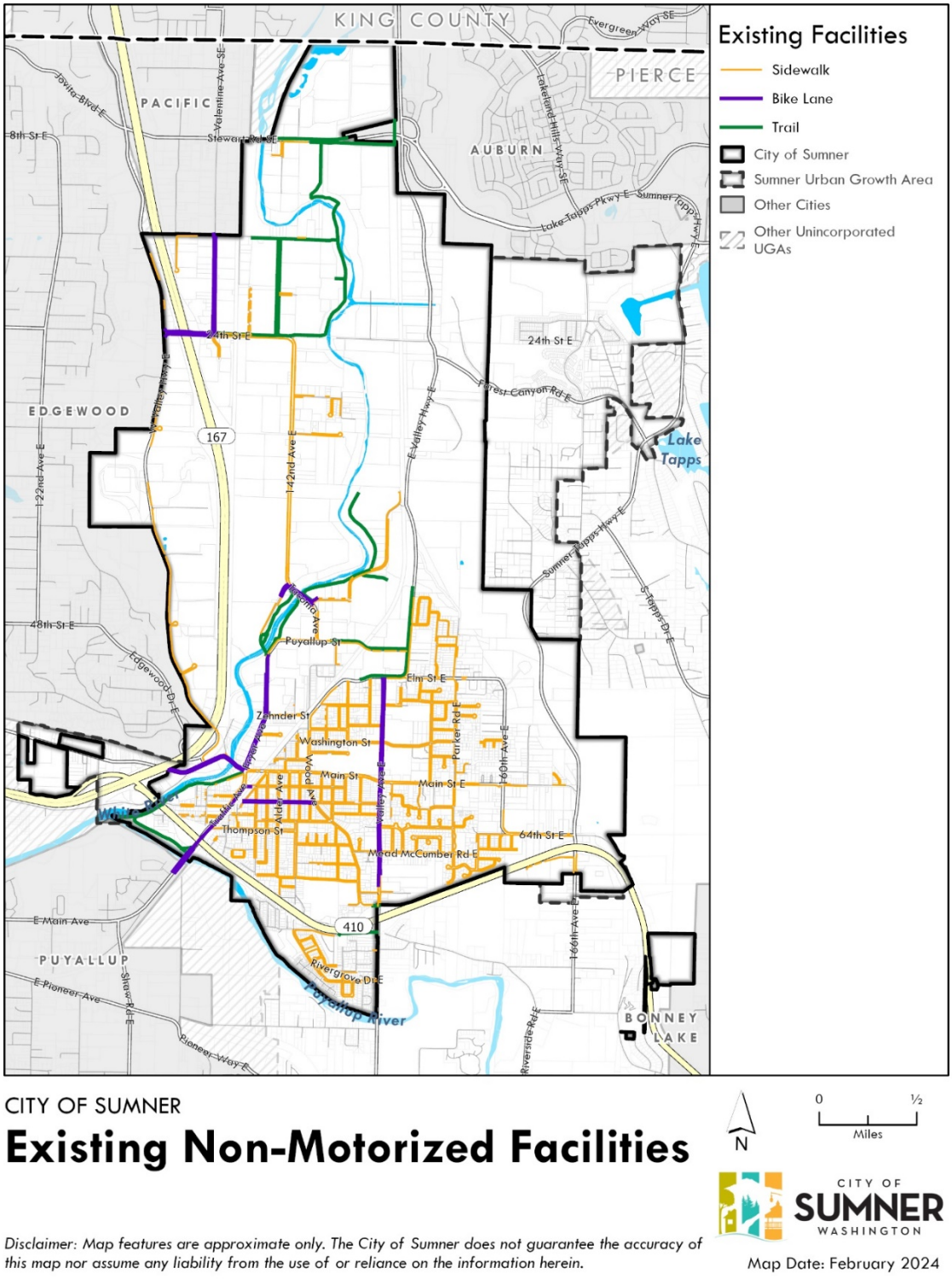
Roadway	Classification	Jurisdiction	# of Travel Lanes	Posted Speed Limit	Parking?	Sidewalks?	Bicycle Facilities
Sumner-Tapps Highway	Minor Arterial	Sumner	2	45 mph	No	No	No
Cannery Way (formerly Bridge Street)	Minor Arterial	Sumner	2	25 mph	No	Yes	No
Valley Avenue E	Minor Arterial	Sumner	2	25 mph	No	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

Roadway	Classification	Jurisdiction	# of Travel Lanes	Posted Speed Limit	Parking?	Sidewalks?	Bicycle Facilities
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
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

Sumner is also striving to create a fully integrated system for pedestrian and bicycle modes. The existing transportation network provides access for people on foot, bike, and other modes primarily with sidewalks, bike lanes, and off-street trails (see Figure 3-11). Sidewalks are located intermittently around the city, mostly along arterial roadways in the Sumner downtown and nearby neighborhoods. Bicyclists mostly share the roads with motorized traffic or use paved roadway shoulders where available, however formal bike lanes are present along Valley Avenue, Fryar Avenue, and Academy Street. The Sumner Link Trail also serves bicycle and pedestrian modes. See the City's Transportation Plan for more details on the Sumner non-motorized transportation network.

Figure 3-11: Existing Non-Motorized Facilities



Source: City of Sumner, 2024; Transpo, 2024.

Chapter 4: Planning Assumptions and Levels of Service

4.1 Introduction

GMA Administrative Code (WAC 365-195-315) recommends that local capital facilities plans include a discussion on " . . .the selection of levels of service or planning assumptions for the various facilities to apply during the planning period (twenty years or more) and which reflect community goals." This chapter will constitute that discussion for the Sumner Capital Facilities Plan.

Table 4-1 describes the population and employment assumptions used to calculate current and future levels of service. The population and employment assumptions are consistent with those to be used in the draft 2024 Comprehensive Plan and account for growth for the next 20 years. In 2022, Sumner's estimated population was 10,800. The City is planning for a 2044 population of 15,525 based on anticipated housing growth. The City's Urban Growth Area (UGA) has an estimated 2022 population of 1,839 and is expected to grow to approximately 3,030 residents by 2044.

Table 4-1: Population and Employment Assumptions

	2022 City	2022 Unincorporated UGA	2044 City	2044 Unincorporated UGA
Population	10,800	1,839	15,525	3,030
Housing Units	4,575	618	6,477	1,018
Employment	18,861*	411*	23,419	493

Source: Census 2020, OFM April 1 Population and Housing Estimates 2022, OFM Small Area Estimates 2022, Pierce County CPPs Appendix A, CensusOnTheMap
Notes: *2022 data not available for employment. Numbers shown are from 2021 (CensusOnTheMap). Unincorporated UGA numbers are estimates based on share of growth allocated in 2030, as Pierce County has yet to release allocations for specific UGAs.

4.2 General Government Facilities

General government planning assumptions are based on the projected population growth for the City and UGA. Table 4-2 shows the 2022 and 2044 needs for general government, police, and public works facilities based on the adopted levels of service. If the City were to annex the UGA within the planning period, total service population could reach 18,555 residents and these facility needs would increase.

General Government

The 2015 adopted level of service (LOS) for general government facilities is 1.13 square feet of building space per capita. This is to house City functions including Administration, Finance, Community Development, and Public Works. However, this LOS (adopted 2015) appears to be low, based on current space deficiencies at City Hall, and does not account for additional space needed for a range of services provided by the City that are not directly correlated with a "per capita" LOS. Other factors that should be considered in establishing a realistic LOS:

- The above services are conducted in City Hall, which was built for different functions in 1935, and has a high proportion of non-office, non-service-related square footage, such as large lobbies, unusable dormer/attic space, etc.
- Between 2020-2023, the City hired a number of additional staff at City Hall, who are currently sharing office space due to lack of useable floor area. There are 50 non-police related employees at city hall.
- Parks staff (5 FTE) are currently not housed at City Hall but are using temporary construction trailers off-site.
- Based on an estimate of City Hall floor area that can be used for functional office space needed to house staff that provide a range of services, the general government 2022 LOS would be closer to 170-180 square feet per employee (see separate discussion related to space needs for the Police Department). With 50 non-police department employees, the existing ratio of gross square foot per employee is 294, the same as the Police Department.
- An adjusted **LOS of 1.36 square foot per capita** based on current building size and population would increase the needed building area in 2044.

Table 4-2: City Government Buildings Level of Service

City Facility	Req'd LOS	Exist. Area (s.f.)	2022 need (City Pop. 10,800)	2044 need (City Pop. 15,525)	2044 with UGA annexed (Pop. 18,555)
General Gov.	1.36 (s.f./capita)	14,577	14,577	21,114	25,235
Police	294 s.f./employee	7,654	7,654	11,466	13,524
Public Works Shops	1.80 (s.f./capita)	17,136	19,440	27,945	33,399

Source: City of Sumner Comprehensive Plan 2021; Sumner 2023; BERK 2023.

Police Services

The Police Department building area has a 2015 adopted level of service of 0.44 square feet per capita. However, this LOS appears to be low based on current space deficiencies and does not account for additional space needed for ancillary functions (e.g. evidence storage, processing area, locker facilities, interview rooms, etc.). Table 4-2 shows a LOS that is Building Area/Employee that is needed to accommodate both the office and other functional spaces and ancillary spaces. **The LOS is calculated at 294 s.f. per employee.** Table 4-3 shows the LOS demand for commissioned offers and the resulting need for non-commissioned staff and support and total employment. The area needs for the Police Department are based on these projected employment needs as the City grows.

The police service demands are a factor of population demographics, employment growth, and types of business and land use. Statewide data from the 2022 Crime in Washington annual report suggests some offenses, including violent crime and some kinds of property crime, overwhelmingly occur at residences, so residential areas may have more demand for police and court services. Generally, industrial development does not generate the same service demands, but there is a significant demand for police service due to property crime, theft, and vehicle collisions. The current LOS of 2 officers per 1,000 population therefore is too low to account for service in non-residential areas. Of the total number of calls for police service noted above, approximately 24% of those calls are to the Manufacturing-Industrial Center. Therefore, the projected LOS standards for police should be reevaluated relative to not just population but also employment growth expected in Sumner. Further, Sumner's service demands are also affected by its geographic location between two State highways and borders with much larger cities. Level of service standards as proposed in the 2024 Comprehensive Plan are as follows:

7. Provide and maintain a police system sufficient to meet the community's public safety needs. This system may include normal police functions, responding to calls for service, community policing, care and custody of prisoners, and animal control.

7.1 Level of Service:

i. **Maintain a ratio of at least two (2) commissioned officers per 1,000 population.**

ii. Maintain a ratio of not less than 1 commissioned patrol officer for every 1000 calls for service per year. Patrol Officers should have at least 40% of their patrol shift available for proactive policing activities.

iii. Provide one sergeant for every 5 commissioned patrol officers.

iv. Provide and maintain one detective position at a ratio of 1/400 part A offenses.

Table 4-3 shows the 2022 and 2044 commissioned officer needs based on the existing and projected population in the city. The 2044 need is projected to be 31 officers. If the City were to annex the UGA within the planning period, this could increase to 37 officers to meet the needs of a total population of 18,555.

Table 4-3: Police Level of Service

Staffing	Req'd LOS	Existing	2022 need (City Pop. 10,800)	2044 need (City Pop. 15,525)	2044 with UGA annexed (Pop. 18,555)
Commissioned Officers	2 per 1,000 population	21	22	31	37
Special Commissioned Officers	NA	1	1	2	2
Non Commissioned Staff	NA	4	4	6	7
Total Employees	NA	26	26	39	46

Source: City of Sumner Comprehensive Plan 2021; Sumner 2023; BERK 2023.

Public Works Shops

The Public Works Shops have a **LOS of 1.80 square feet per capita.** See Table 4-2 for 2022 and 2044 needs compared to existing square footage.

4.3 Water Facilities

The Sumner General Water Plan projected demands look out 20 years to 2038 and a residential population within the water service area of 13,343 and 5,436 connections and a total average daily demand of 1.99 MGD (see Table 4-4). Using water consumption records from 2014 to 2017, the City's single family residential usage rate was estimated to be 189.6 gallons per day.

Table 4-4: Projected Max Day Demand and Peak Hour Demand with DSL

	2018	2024	2028	2038
Residential Population[1]	11,044	11,793	12,321	13,343
Average-Day Demand (ADD) (MGD)[2]	1.77	1.81	1.87	1.99

	2018	2024	2028	2038
Maximum Daily Demand (MDD): --DOH Guideline Method (MGD)[3]	3.36	3.52	3.64	3.89
Peak-Hour Demand (PHD): --DOH Guideline Method (gpm[4,5])	3,764	3,979	4,111	4,389

1. Population projections based on the City's 2020 General Water Plan Update.
2. Average-demand requirement are calculated based on the per capita usage rates of the residential and employment population from 2014 to 2017.
3. DOH Water System Design Manual, August 2001. MDD = 2*ADD.
4. gpm = gallons per minute.
5. PHD = (MDD/1,440)[1.6*N+225] + 18. Use peak to average day factor in MDD.

The City of Sumner must comply with water quality regulations on both the federal and state level. State regulations enforced by the Washington State Department of Health (DOH) may be the same as or more stringent than the federal regulations. DOH regulates water quality of public water systems under the State Drinking Water Regulations, WAC 246-290-300 through 320. The DOH also has enforcement responsibility for federal regulations included in primacy agreements with the United States Environmental Protection Agency (EPA). Water quality regulations are currently evolving, and will continue to evolve, becoming more stringent due to implementation of the Safe Drinking Water Act and other state and federal legislation.

These water quality regulations address contaminant levels for inorganic chemicals, organic chemicals, heavy metals, pesticides, coliform, and other substances. The water system is regularly monitored to address levels of contamination and corrective actions are taken as needed to remain in compliance with state and federal laws.

4.4 Policy in the Comprehensive Plan

The Capital Facilities Element of the Comprehensive Plan contains the following policies in accordance with the Water System Plan:

11. Maintain an efficient water system to meet the needs of the community's residential, commercial, and industrial community as set forth in the City's most recently adopted Water System Plan.

    11.1 Establish the following Levels of Service for water supply:

    Demand

    Residential Demand - 72.73 gpd

    Employee Demand - 25.28 gpd/employee

Fire Flow

Use	Min. Flow (gpm)	Required Duration (hours)
Medium and low density residential	1,000	2
High density residential and commercial	1,500	2
Industrial	3,500	3
Several existing buildings	4,500	4

Water System Reliability LOS

Criteria	Level of Service			
	A	B	C	F
Conveyance Reliability; Loop (min. 6" pipe) System	95% + of services on loop lines	90% + of services on loop lines	80% + of services on loop lines	Less than 80% of services on loop lines
Source Reliability;	Meets peak day w/ largest supply out	Meets peak day w/all supplies on	Meets 95% of peak day - use storage	Water restriction required
Distribution System Reliability; Isolation valves a min of 660 ft.	95% + of services meet these criteria	90% + of services meet these criteria	80% + of services meet these criteria	<80% of services meet these criteria
Power Backup for Supply Pumps;(standby generators)	100% of pumps with backup gen.	Sufficient backup for meeting MMADF	Sufficient backup for avg. daily flow	Less backup than needed for ADF
Emergency Response by Repair Crew	< 4 hrs. on 24-7 basis	< 8 hrs. on 24-7 basis	< 24 hrs on a 24-7 basis	> 24 hrs on a 24-7 basis

The minimum LOS for reliability is “B” as outlined above.

11.2 Deliver a high degree of water quality that satisfies federal, state, and local regulations as follows:

LOS “A”: Water quality that meets both Primary and Secondary Public Health Standards

LOS “B”: Water quality meets only Primary Drinking Water Standards

For water quality, Sumner chooses a LOS “A”.

The following is the level of service standard in the draft 2024 Comprehensive Plan, Capital Facilities and Public Services Element:

> 11.3 Require water services for new development, unless otherwise allowed by state or county regulations.
>
> > 11.3.1 Encourage the design, siting, construction, operation, and relocation or closure of water infrastructure in a manner that is cost effective, environmentally sensitive, appropriate to the location and need, minimizes and mitigates impacts on adjacent land uses, and prioritizes action to protect vulnerable populations.
> >
> > 11.3.2 Require all new development to avoid or mitigate adverse impacts to functioning water, sanitary sewer, or septic systems.
> >
> > 11.4 Implement water conservation programs for residential, commercial, and industrial users consistent with the Sumner Water Plan.
> >
> > 11.4.1 Require new and existing businesses to use water at or below the average per capita employee level and businesses that use higher than average rates of water to mitigate their impacts.
> >
> > 11.4.2 Implement water service technologies, such as “smart meters,” that assist customers in monitoring and reducing water usage.
> >
> > 11.4.3 Support existing public education and outreach campaigns to address and promote water conservation.

Average 2044 daily water demand is estimated using factors in the Water System Plan (72.73 gpd/resident and 25.28 gpd/employee). Using the peaking factor of 2.05 established in the Water System Plan, the total additional maximum daily water demand for residents and employees is approx. 1.01 mgd by 2044.

4.5 Sanitary Sewer

The City has discretion in setting performance and design criteria and standards for its sewer system, so long as they meet or exceed the minimum standards for public sewers as set forth by the Washington State Department of Ecology (DOE) through Chapters 90.48, 90.52, and 90.54 of the Revised Code of Washington (RCW). The criteria focus on planning, design parameters, and other details that have been developed to establish consistency and to ensure that adequate levels of service are provided throughout the system. The criteria also provide the planning process with measuring tools to identify areas of the existing system that need to be improved to achieve the desired level of customer service. The sewer system is regularly

monitored to address concerns and corrective actions are taken as needed to remain in compliance with state and federal laws.

The following is the level of service standard as identified in the draft 2024 Comprehensive Plan, draft Capital Facilities and Public Services Element:

12. Provide a sanitary sewer system adequate to meet the demands of the community, that ensures public health and safety, and protects the environment.

    12.1 Establish and provide for a Level of Service as defined in the adopted Sanitary Sewer Plan.

    12.2 Require sanitary sewer services for new development, unless otherwise allowed by state or county regulations.

        12.2.1 Encourage the design, siting, construction, operation, and relocation or closure of sanitary sewer infrastructure in a manner that is cost effective, environmentally sensitive, appropriate to the location and need, minimizes, and mitigates impacts on adjacent land uses, and prioritizes action to protect vulnerable populations.

        12.2.2 Require all new development to avoid or mitigate adverse impacts to functioning water, sanitary sewer, or septic systems.

    12.3 SEPTIC SYSTEMS Ensure existing on-site septic systems may continue to serve existing residents as long as they are properly functioning, well maintained, and remain in compliance with Tacoma-Pierce County Health Department requirements.

        12.3.1 Allow interim onsite Tacoma-Pierce County Health Department approved septic systems where sewer facilities are not available, but prohibit on-site treatment in new development.

        12.3.2 Encourage homeowners to connect to the sanitary sewer system where available.

        12.3.3 Require homeowners to connect to the sanitary sewer system if existing onsite septic systems fail to maintain compliance with Tacoma-Pierce County Health Department requirements.

The Sanitary Sewer Plan establishes the following per capita flows to project future flows:

- Residential per capita flow: 68 gpd/resident
- Commercial and industrial per employee flow: 23 gpd/employee

Table 4-5: Existing and Projected WWTF Sumner Influent Flows (mgd)

	Average Annual Flow	Maximum Month Flow	Peak Day Flow	Peak Hour Flow
WWTF Rated Capacity[1]	4.27	6.10	11.66	19.87
Sumner Allocated WWTF Capacity[2]	1.74	2.80	6.02	7.64
Existing 2016 Flows	1.06	1.71	6.67	4.66
Year 2024 Flows	1.23	1.86	3.93	5.00
Year 2038 Flows	1.53	2.32	4.38	5.56
2038 Surplus/(Deficit) Based on Sumner's Allocated Capacity	**0.21**	**0.48**	**1.64**	**2.08**

[1] The rated WWTF capacity numbers are taken from the City of Sumner Wastewater Treatment Facility Final Comprehensive Facility Plan Addendum No. 2 approved by Ecology.
[2] The maximum month flow of 2.8 mgd is the only specified capacity for Sumner stated within the WWTF Operating Agreement between the Cities of Sumner and Bonney Lake. Other values are interpolated using the peaking factors for flow established within Chapter 6 of the 2020 Sanitary Sewer Comprehensive Plan for purposes of illustrating hydraulic adequacy of the existing WWTF to meet future projections. Sources: BHC Consultants (Table 8-1), 2020; BERK, 2020.

Based on the per capita flow rates from the Sanitary Sewer Plan (68 gpd/resident and 23 gpd/employee), the total additional maximum month flow for residents and employees (using the peaking factor of 1.61 established in the 2020 Plan) is approx. 0.73 mgd by 2044. It may be possible that the anticipated deficit can be accommodated through regular monitoring and capital planning.

As Bonney Lake anticipates more rapid growth of its sewer service area than Sumner in the future, another plant expansion might become necessary. In anticipation of this need, the Wastewater Treatment Facility Phase III Feasibility Study was completed in 2016 and examines a service area that includes the city limits and the entire UGA. This study concluded that a maximum month WWTF capacity of 9.2 mgd was achievable on the current site. At such a time that influent flows necessitate the initiation of another expansion, the agreement would need to be updated to reallocate new capacity shares (BHC Consultants, 2020).

Per the Sanitary Sewer Plan, with the completion of the WWTF expansion in 2016, the WWTP has sufficient capacity to accommodate projected influent 5-day BOD5 and TSS loads through 2038. The 2038 projected maximum month influent loadings to the WWTF are 8,620 pounds/day for 5-day BOD5 and 9,400 pounds/day for TSS, approximately 2,280 and 3,260 pounds/day less than the respective permitted capacities (BHC Consultants, 2020, pp. 5-9, 8-2).

4.6 Stormwater Facilities

The following is the level of service standard as identified in the draft 2024 Comprehensive Plan, Capital Facilities and Public Services Element:

15. In conjunction with existing system providers, provide surface and storm drainage collection and discharge systems to protect water quality, public and private property, and the natural environment.

    15.1 Establish and maintain the Level of Service as the 25-year storm event, except in those areas where the 100-year storm design is appropriate to protect the natural environment.

    15.2 Require new development to provide for facilities to reduce water quantity and quality impacts associated with new development.

        15.2.1 Encourage the design, siting, construction, operation, and relocation or closure of storm drainage infrastructure in a manner that is cost effective, environmentally sensitive, appropriate to the location and need, minimizes and mitigates impacts on adjacent land uses, and prioritizes action to protect vulnerable populations.

        15.2.2 Encourage the use of low impact development (LID) and stormwater best management practices to manage stormwater runoff where feasible.

The Sumner Municipal Code reflects adoption of the Department of Ecology Stormwater Management Manual for Western Washington, adoption of the minimum requirements in Appendix I of the NPDES Phase II Permit with some exceptions, and adoption of the Puget Sound Partnership (PSP) Low Impact Development Technical Guidance Manual for Puget Sound.

In addition to program elements required under existing regulations, it is anticipated that additional steps will be necessary to protect habitat and promote salmon recovery, both under the federal Endangered Species Act and the salmon restoration initiatives undertaken by the Governor and the legislature and to meet the NPDES II permit requirements.

4.7 Parks Facilities

Minimum levels of service for parks include the following:

- Investment: Maintain a level of investment per capita (resident equivalent) that is consistent with the current value of the system per person. The 2024 value is $1,652 per resident equivalent, as may be adjusted periodically for system value, inflation, or annexation.
- Recreation Facilities: Provide for a mix of parks and recreation facilities at a level consistent with the community's current level of facilities:
    - Active Recreation Facilities (fields, courts, skate parks, and similar): Sumner facility per 1,000 resident equivalents consistent with the 2024 ratio of 0.4 facilities per 1,000.

- Informal Recreation Facilities (playgrounds, picnic shelters, open lawn areas, and similar): Sumner facility per 1,000 resident equivalents consistent with the 2024 ratio of 3.4 facilities per 1,000.
- Parks: Sumner park acres per 1,000 resident equivalents consistent with the 2024 ratio of 3.2 acres per 1,000.

Target levels of service for parks include the following:

- Investment: Achieve a level of investment per capita (resident equivalent) that is consistent with a 30% increase in the current value of the system per person. The 2024 value is $2,148 per resident equivalent, as may be adjusted periodically for system value, inflation, or annexation.
- Recreation Facilities:
  - Active Recreation Facilities (fields, courts, skate parks, and similar): 0.5 facilities per 1,000 resident equivalents.
  - Informal Recreation Facilities (playgrounds, picnic shelters, open lawn areas, and similar): 4.4 facilities per 1,000 resident equivalents.
  - Parks: 5.4 acres per 1,000 resident equivalents.
- Open Space (including increases to tree canopy cover): 3.8 acres per 1,000 resident equivalents.
- Access: 10-minute maximum walk to a park for all Sumner residents.

Resident equivalent population is a calculation based on the number of residents and number of jobs in Sumner, considering an individual's estimated time available to use parks in a given week.

The City collects a Park Mitigation Fee to address level of investment per capita. Adoption of the fee by the City Council is done under a separate action and not as part of the adoption of the Capital Facilities Plan.

Table 4-6 illustrates the existing and future level of service for recreation facilities compared to the required level of service.

Table 4-6: Existing Park Facilities and Minimum LOS

Activity	Req'd LOS (2024 conditions)	Exist. #	2044 Demand
Active Recreation Facilities	0.4 per 1,000 resident equiv.	5	7

Activity	Req'd LOS (2024 conditions)	Exist. #	2044 Demand
Informal Recreation Facilities	3.4 per 1,000 resident equiv.	41	56
Parks	3.2 acres per 1,000 resident equiv.	38.8 acres*	53

Source: Parks and Trails Plan, 2024; Sumner Public Works, 2024.
* Includes 16.7 acres along the Sumner Link Trail maintained by Parks staff that are commonly used for picnics and other recreation activities.

Deficits are expected for active recreation facilities, informal recreation facilities, and park acreage in 2044 based on the current facilities. The City will need to add 2 more active recreation facilities, 15 more informal recreation facilities, and more than 14 acres of parks to meet the community's needs.

To reach target levels of service, the City would need to invest in 4 active recreation facilities, 32 informal recreation facilities, and 52 acres of parks over the 2024 system inventory, as well as 31 acres of open space or tree canopy, and targeted investments to ensure all residents have access to a park within a 10-minute walk.

4.8 Fire Facilities

The City of Sumner contracts with East Pierce Fire and Rescue District (EPFR) and therefore adopts the fire district's level of service standards. These standards are based on first unit arrival time and the arrival of minimum acceptable (effective) response. The adopted fire service and EMS minimum level of service was reiterated as part of the most recent EPFR Unit and Response Benchmarks.

Sufficient "first alarm" staff and unit deployment for each different fire or emergency medical incident under Sumner's contract with EPFR has been summarized in Chapter 7 of the 2022 Standards of Cover Study. This study published on the EPFR website highlights recommended minimum staffing needed to mitigate active incidents but notes that additional staff and units may be required to handle complex rescues, fires, or medical emergencies.

When applied to the arrival of the first unit, the 2023 EPFR Unit and Response Benchmarks document states that for urban areas the established benchmark is 90% of calls will have a first unit on site within 8 minutes and 30 seconds. The same document states that 90% of calls will have an effective response force (ERF) in urban areas within 13 minutes and 30 seconds.

When applied to the arrival of the minimum ERF, the 2022 standards of coverage document describes an effective first alarm response force (ERF) by call type in Table 4-7 below:

Table 4-7: Effective Response Force Personnel by Call-Type

Incident Type	Low Risk	Medium Risk	High Risk
Structure Fire	16	21	27-28
Emergency Medical Services	2-5	5	8-10
Rescue	4	10-15	17-20
HazMat	3	-	17-20
Wildland Fire	6		24
Risk Definitions	Incidents involving small fires (fire flow less than 250 gallons per minute), single patient non-life-threatening medical incidents, minor rescues, small fuel spills, and small wildland fires without unusual weather or fire behavior.	Incidents involving fires in single-family dwellings and equivalently sized commercial office properties (fire flow between 250 gallons per minute to 1,000 gallons per minute), life threatening medical emergencies, hazardous materials emergencies requiring specialized skills and equipment, rescues involving specialized skills and equipment, and larger wildland fires.	Incidents involving fires in larger commercial properties with sustained attack (fire flows more than 1,000 gallons per minute), multiple patient medical incidents, major releases of hazardous materials, high risk rescues, and wildland fires with extreme weather or fire behavior.

Source: EPFR Unit and Response Benchmarks, 2023 https://www.eastpiercefire.org/wp-content/uploads/EPFR-Unit-and-Response-Benchmarks.pdf

As of 2009, EPFR was meeting its 5-minute response time goal only 60% of the time for fire response, though its 90% performance was 5 minutes and 37 seconds. For EMS-only responses, the district met its goal only 59% of the time, and its 90% performance was 6 minutes and 4 seconds.

Between the 2014 EPFR Standards of Cover report and 2023 Standards of Cover Report, the district has opted to raise the minimum travel time for first unit and ERF from 5 minutes to 8 minutes and 30 seconds for a Fire and EMS calls. This standard excludes medic unit specific calls which have an 11 minute first unit travel time target and HazMat, water, tech, and wildland calls which all have 12 minute first unit travel time targets.

In 2022 EPFR's urban response was slightly below target levels of service for each call type measured. 8,292 calls were made in urban areas and 48% were EMS incidents. Benchmarks and achievements in 2022 are listed in Table 4-8.

Table 4-8: 2022 EPFR Minimum Response Times by Incident Type and Count

2022 Call Type	Benchmark (mm:ss)	90th Percentile	Total Incidents	% Achieving Benchmark
Turn out times	2:00	2:32	12,653*	74%
Travel Time 1st Unit (Urban)				
Fire (All)	8:30	9:24	151	76.9%
EMS (All)	8:30	8:59	4014	87.7%
Medic Unit (All)	11:00	12:27	4044	86%
HazMat	12:00	12:37	39	87.2%
Water Rescue	12:00	8:32	2	100%
Technical Rescue	12:00	4:30	1	100%
Wildland Fire	12:00	13:07	41	85.4%

Source: EPFR 2022 Annual Report, BERK 2023

Of the 12,653 calls received within EPFR district and the associated 22,000 turnouts, 2,846 were responded to by Station 113 – Sumner. This is the highest number of calls by station within the district. The vast majority of these 12,653 calls were emergency medical calls (73.7%).

Currently, EPFR staffs the Sumner Fire Station (Station 113) with 5 personnel 24 hours per day. Based on the number of Sumner housing units as well as housing units within the unincorporated UGA there are roughly 2,527 citizens for each staff firefighter/EMS at any given moment in Sumner and its UGA. In projecting growth over the next 20 years, the city and UGA are estimated to grow by 5,916 residents to reach a total of 18,555 residents. To maintain the same level of service, 2 additional fire personnel will likely be needed at Station 113.

Given the size of the station as noted in the section Inventory, there is ample space for these additional staff but an additional apparatus for these staff may be required to meet the growing need in the service area.

The 2022 EPFR Annual Report also notes the aging population throughout the EPFR service area and the increased likelihood for older adults to require EMS response. The report states that in the service area, adults over 65 years of age call for EMS response 2-3 times more often than those under 65. While population and level of service can be extrapolated linearly to 2044, the growth in the population over age 65 could result in call volumes increasing at a higher rate than the rate of population growth, which could increase staffing and equipment needs.

The City collects mitigation fees for fire protection. Adoption of fees by the City Council is done under a separate action and not as part of the adoption of the Capital Facilities Plan.

4.9 Public School Facilities

Sumner-Bonney Lake School District

The *Sumner-Bonney Lake School District's* 2024-2030 ~~2021-2027~~ *Capital Facilities Plan* provides for a variety of district standards intended to meet state requirements and provide for a quality education.

Class Size Standards

Standards are anticipated to remain approximately the same as the 2017 and 2021 ~~2017~~ class size standards:

Grade level:		Students/Classroom (Average):
Kindergarten	-	19
Grades 1	-	21
Grades 2	-	22
Grades 3	-	22
Grade 4-5	-	27
Grade 6-12	-	30

School Size

In general, the District seeks to design new schools to have the following student capacity:

- Elementary School: 500-650 Students
- Middle School: 750-950 Students

- High School: 1,700-1,800 Students

Generally, the District seeks to acquire school sites of the following sizes in order to comply with development regulations:

- Elementary School: 15 acres
- Middle School: 25 acres
- High School: 40 acres

Enrollment and Capacity

Currently, most of the Sumner-Bonney Lake School District schools in Sumner are at or over capacity, with the exception of Sumner Middle School, which is operating 6 percent under student capacity (Table 4-9).

Table 4-9: Sumner School Enrollment and Capacity

School	Capacity (Students)	~~2022-23~~ 2024-2025 Enrollment (Students)	Percent Over/Under Capacity
Sumner High School	1,830 ~~1,260~~	1,947 ~~1,844~~	.6% ~~46%~~
Sumner Middle School	722	681 ~~681~~	-6%
Daffodil Valley Elementary	481	525 ~~492~~	9% ~~0.2%~~
Maple Lawn Elementary	454	632 ~~634~~	39% ~~40%~~
Sumner Early Learning Center	168	--	--

Source: Enrollment: OSPI Report Card, 2025 ~~2023~~.

1. Sumner Early Learning Center enrollment is housed within Sumner Middle School

The Sumner-Bonney Lake School District maintains student generation numbers to determine the number of students that can be expected from new residential construction. These numbers are shown in Table 4-10.

Table 4-10: Student Generation Rates, Sumner-Bonney Lake School District

School Type	Single Family	Multifamily
Elementary School	0.3722 ~~0.403~~	0.1712 ~~0.095~~
Middle School	0.0980 ~~0.140~~	0.0721 ~~0.043~~
High School	0.1151 ~~0.099~~	0.1892 ~~0.033~~

Source: Sumner-Bonney Lake School District Capital Facilities ~~Master~~ Plan, 2024-2030, 2024~~2021-2027, 2021.~~

Enrollment Projections: The Sumner-Bonney Lake School District Capital Facilities Plan includes district-wide enrollment projections based on a Demographic Study prepared for the District. See Table 4-11.

Table 4-11: Enrollment Projections for Sumner-Bonney Lake School District

	Current Enrollment	2024 ~~2021~~	2025 ~~2022~~	2026 ~~2023~~	2027 ~~2024~~	2028 ~~2025~~	2029 ~~2026~~	Change
Daffodil Valley Elementary	347	333 ~~430~~	320 ~~449~~	323 ~~456~~	310 ~~451~~	313 ~~448~~	313 ~~450~~	-34 ~~+23~~
Maple Lawn Elementary	521	490 ~~569~~	484 ~~637~~	463-34 ~~624~~	487-34 ~~618~~	468-34 ~~611~~	471-34 ~~614~~	-50 ~~+57~~
Sumner Early Learning Center	197	134	135	133	138	139	139	-58
Sumner Middle School	681	738 ~~725~~	735 ~~702~~	724 ~~708~~	734 ~~741~~	756 ~~773~~	769 ~~796~~	+88 ~~+84~~
Sumner High School	1,947	1,828 ~~1594~~	1,910 ~~1661~~	1,888 ~~1741~~	1,815 ~~1768~~	1,817 ~~1760~~	1,802 ~~1772~~	-145 ~~+212~~

Source: Sumner-Bonney Lake School District Capital Facilities ~~Master~~ Plan, 2024-2030, 2024~~2021-2027, 2021.~~

6. Projections were calculated by Educational Data Solutions for a Demographic Study for Sumner-Bonney Lake School District

1. Daffodil Valley and Maple Lawn Elementary enrollment projections are for grades 1-5, Kindergarten and Pre-K enrollment are within Sumner Early Learning Center

Beyond 2030 ~~2027~~, Sumner is expected to continue to grow, resulting in more students at Sumner schools by 2044, impacting school capacity. Table 4-12 shows estimated student growth between 2020 and 2044, based on the housing capacity in the district and assumed student generation rates.

Table 4-12: Sumner-Bonney Lake School District: Student Growth 2020-2044

	Additional Students (1,975 new housing units in the City portion of district)
Sumner-Bonney Lake School District	**682**
Elementary School	413
Middle School	156
High School	113

Source: Sumner-Bonney Lake School District 2022; Dieringer School District 2021; Sumner 2023; BERK 2023.

With growth in the city, the Sumner-Bonney Lake School District could see a total of approximately 682 new students from Sumner city limits. This could include 413 elementary school students, 156 middle school students, and 113 high school students. As shown in Table 4-9, all Sumner-Bonney Lake School District schools located in the City of Sumner are over or nearing capacity (as of the 2024-2025 ~~2022-23~~ school year). Based on planned growth, it is likely the schools located in Sumner will further exceed their capacities. Growth is also expected to occur outside of city limits in the Sumner UGA, which could further impact Sumner school capacity. The reader is referred to the Sumner-Bonney Lake School District's Capital Facilities Plan for additional discussion of assumptions and LOS standards.

The City is authorized to collect school mitigation fees pursuant to Chapter 82.02 RCW and has adopted regulations for assessing school impact fees through Sumner Municipal Code (SMC) Chapter 3.50 ~~(see Appendix E)~~. Adoption of school mitigation fees by the City Council is done through a separate action and not as part of the adoption of the Capital Facilities Plan. The City Council retains the authority to rely on future studies and technical reports, as referenced or adopted by the Council, to inform future adjustments to impact fees. ~~A summary table of impact fees is contained in Appendix E.~~

The City Capital Facilities Plan adopts the new School CFP to address updated school

inventory, levels of service, and planned improvements. The appropriate fees for new development are part of the code not the CFP and would be addressed through a separate ordinance.

Appendix E contains the summary fee tables of the 2024-2030 Sumner Bonney-Lake School District and Dieringer School District for reference.

Dieringer School District

Enrollment and Capacity

Dieringer School District schools are close to or over capacity for the 2022-2023 school year. Lake Tapps Elementary school is 26 percent over capacity, while Dieringer Heights Elementary School and North Tapps Middle School are slightly under capacity (Table 4-13).

Table 4-13: Dieringer School District – Enrollment and Capacity

School	Capacity	2022-23 Enrollment	Percent Over/Under Capacity
Lake Tapps Elementary School	357	451	26%
Dieringer Heights Elementary School	508	472	-7%
North Tapps Middle School	536	521	-3%

Source: Enrollment: OSPI Report Card, 2023. Capacity: Dieringer School District Capital Facilities Plan, 2020.

The Dieringer School District establishes student generation rates for the purposes of facility planning, see Table 4-14.

Table 4-14: Student Generation Rates, Dieringer School District

School Type	Single Family	Multifamily
Elementary School	0.322	0.172
Middle School	0.13	0.07

Source: Dieringer School District Capital Facilities Plan, 2021-2026, 2020.

Based on Sumner's planned growth, the Dieringer School District is likely to serve more students in 2044 than it does currently (Table 4-15). There may be approximately 4 new

students from housing growth in Sumner city limits including 3 elementary students and 1 middle school student.

Table 4-15: Dieringer School District: Student Growth 2020-2044

	Preferred Alternative: Additional Students (10 new housing units in the City portion of district)
Dieringer School District	**4**
Elementary School	3
Middle School	1

Source: Sumner-Bonney Lake School District 2022; Dieringer School District 2021; Sumner 2023; BERK 2023.

4.10 Transportation Facilities

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)).

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.

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

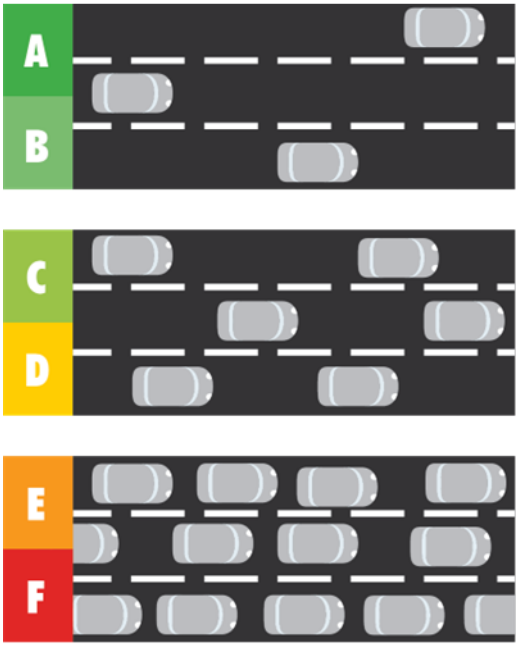


Figure 4-1: Illustration of Vehicle LOS

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 traffic movements consistent with the current HCM method:
  - Exception is LOS F at the following:
    - Traffic Avenue/Main Street/Fryar Avenue (Signal
    - Main Street/Alder Avenue (Signal)
    - Valley Avenue East/Main Street (Signal)
    - West Valley Highway East/Valley Avenue/Sumner Heights Drive (Signal)
- 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 methodologies in the Highway Capacity Manual

- 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 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. Table 4-16 summarizes the existing and projected 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.

Table 4-16: Weekday PM Peak Hour LOS Summary

Intersection	Current LOS Standard	2023 Existing			2044 Draft EIS Alternative 1/Preferred Alternative		
		LOS[1]	Delay[2]	V/C[3] or WM[4]	LOS	Delay	V/C or WM
Stewart Road SE/Butte Avenue SE	D	F	186	SB	C	33	-
E Valley Highway E/Forest Canyon Road E	D	F	>180	WB	F	>180	WB
Puyallup Street/Tacoma Avenue	D	C	19	-	F	84	-
E Valley Highway E/Elm Street E	D	D	30	NBL	F	57	NBL
Valley Avenue/Elm Street E	D	D	31	NBL	E	43	NBL
Sumner Heights Drive E/W Valley Highway E	F	C	29	-	D	41	-
Traffic Avenue/Main Street	F	D	43	-	E	58	-
Alder Avenue/Main Street	F	B	11	-	B	14	-
Valley Avenue/Main Street	F	C	23	-	C	32	-
Parker Road E/Main Street E	D	C	24	SB	F	56	SB
160th Avenue E/Main Street (60th Street E)	D	C	16	-	E	47	-
Sumner-Tapps Highway E/SR 410 WB Ramp	D	F	61	WB	A	7	0.54

Intersection	Current LOS Standard	2023 Existing			2044 Draft EIS Alternative 1/Preferred Alternative		
		LOS[1]	Delay[2]	V/C[3] or WM[4]	LOS	Delay	V/C or WM
Valley Avenue/SR 410 EB Ramp	D	F	80	-	B	12	0.87
Valley Avenue/74th Street E	D	F	110	EB	F	>180	EB

Source: Transpo, 2024.
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 Table 4-16, the following intersections are anticipated to improve 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 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 Table 4-16 are forecast to degrade below LOS D during the weekday PM peak hour. Most of the poor intersection operations during the weekday PM peak hour are 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

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 Figure 4-2 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.

Figure 4-2: 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 Figure 4-2 and the future network identified on Figure 4-3. 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.

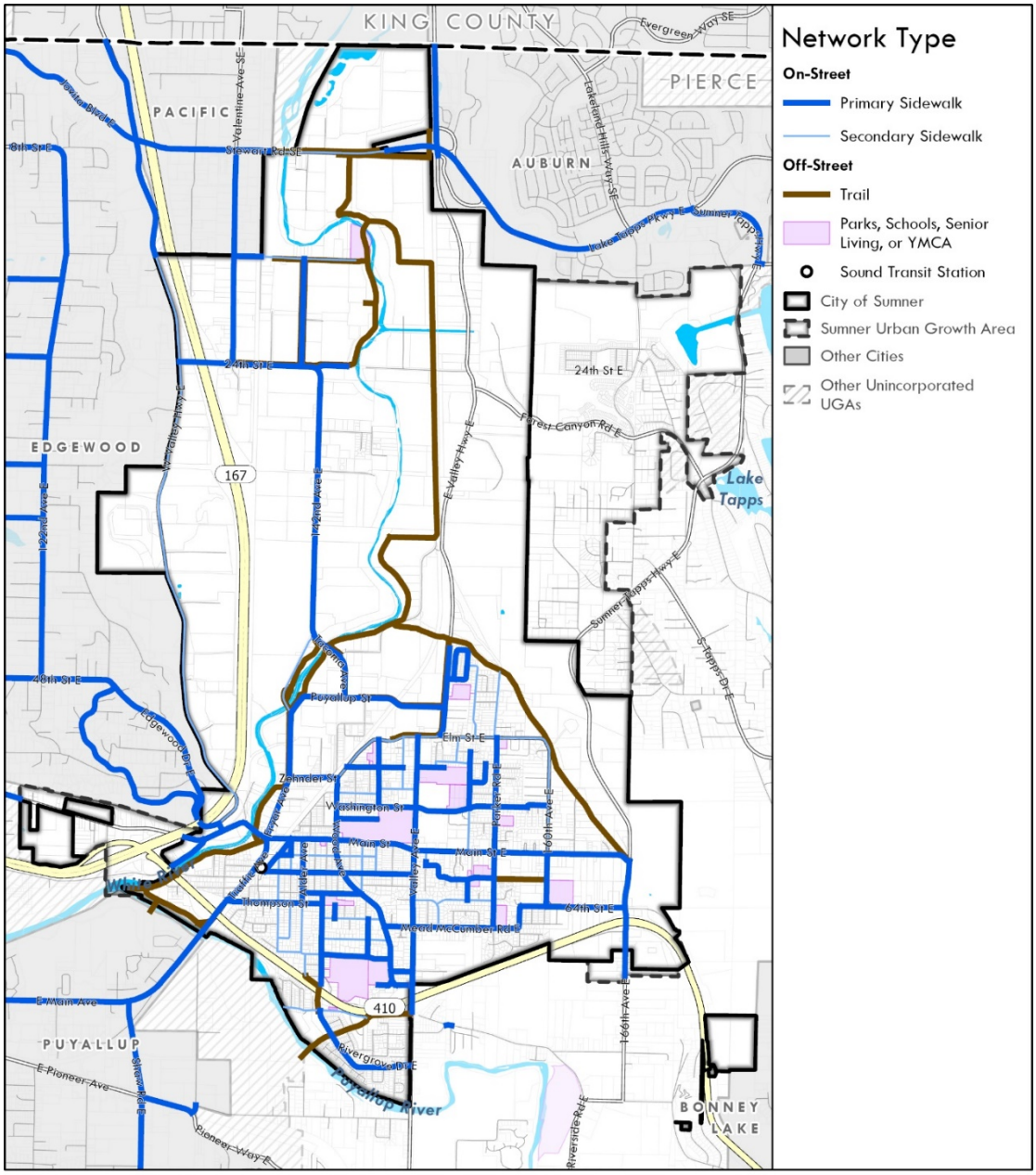
Applying the standards described above, the pedestrian LOS analysis is shown on Figure 4-5. The LOS is determined by comparing the 2044 future pedestrian network to the existing, planned, and funded pedestrian network. The pedestrian LOS analysis shows most of the future pedestrian network meets standard. 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 Figure 4-4. The bike LOS was 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.

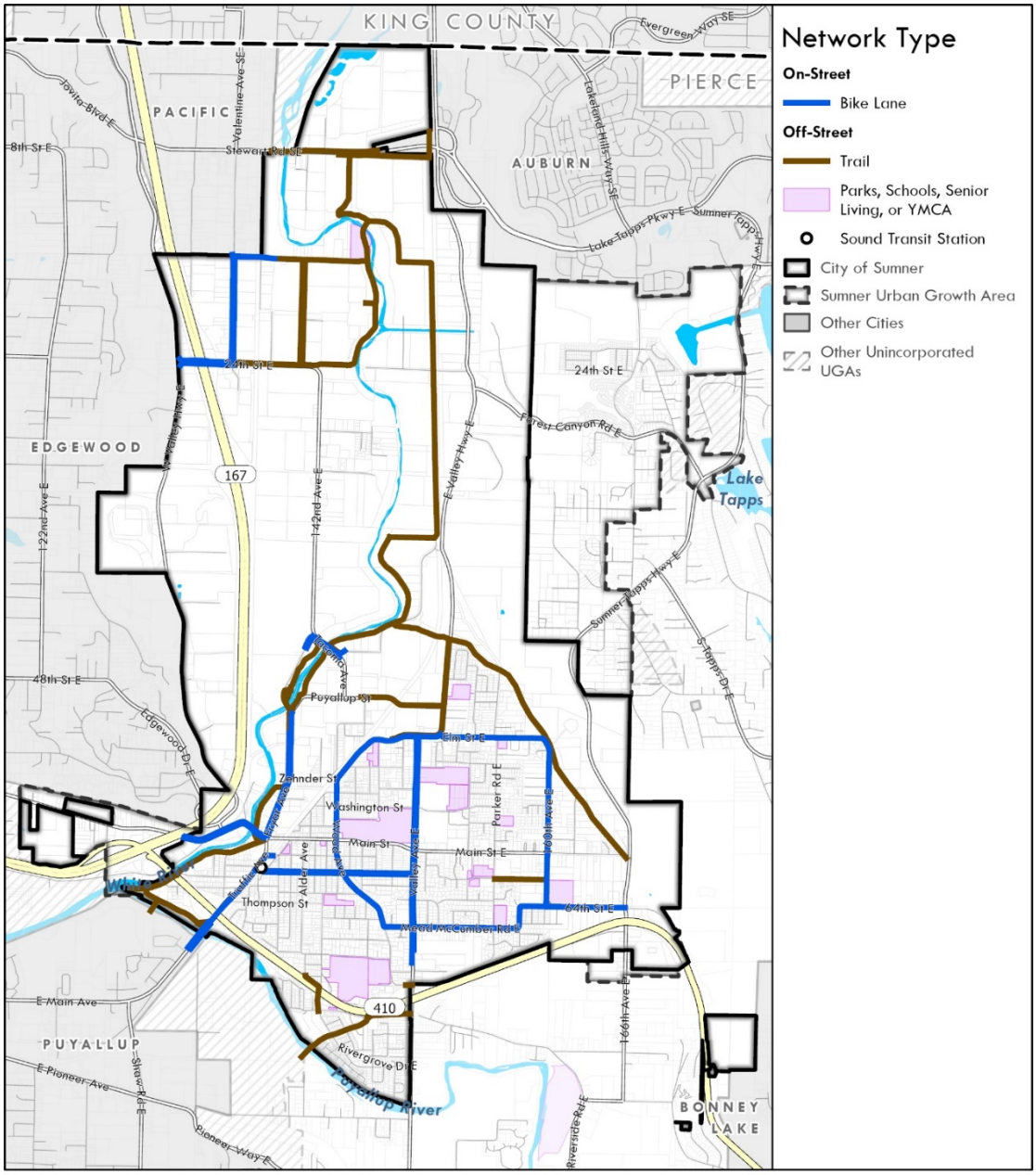
The LOS analysis for the bike network is shown on Figure 4-6. The LOS is determined by comparing the 2044 future bike network to the existing, planned, and funded bike network. The bike LOS analysis shows that bike connectivity east-west is limited and there is a lack of facilities within the east part of Sumner. The East Sumner Subarea Plan envisioned additional bike connectivity in this area as development occurred. The long-term project list identified in Table 6-7 would implement the green LOS for bike routes.

Figure 4-3: Future Pedestrian Network



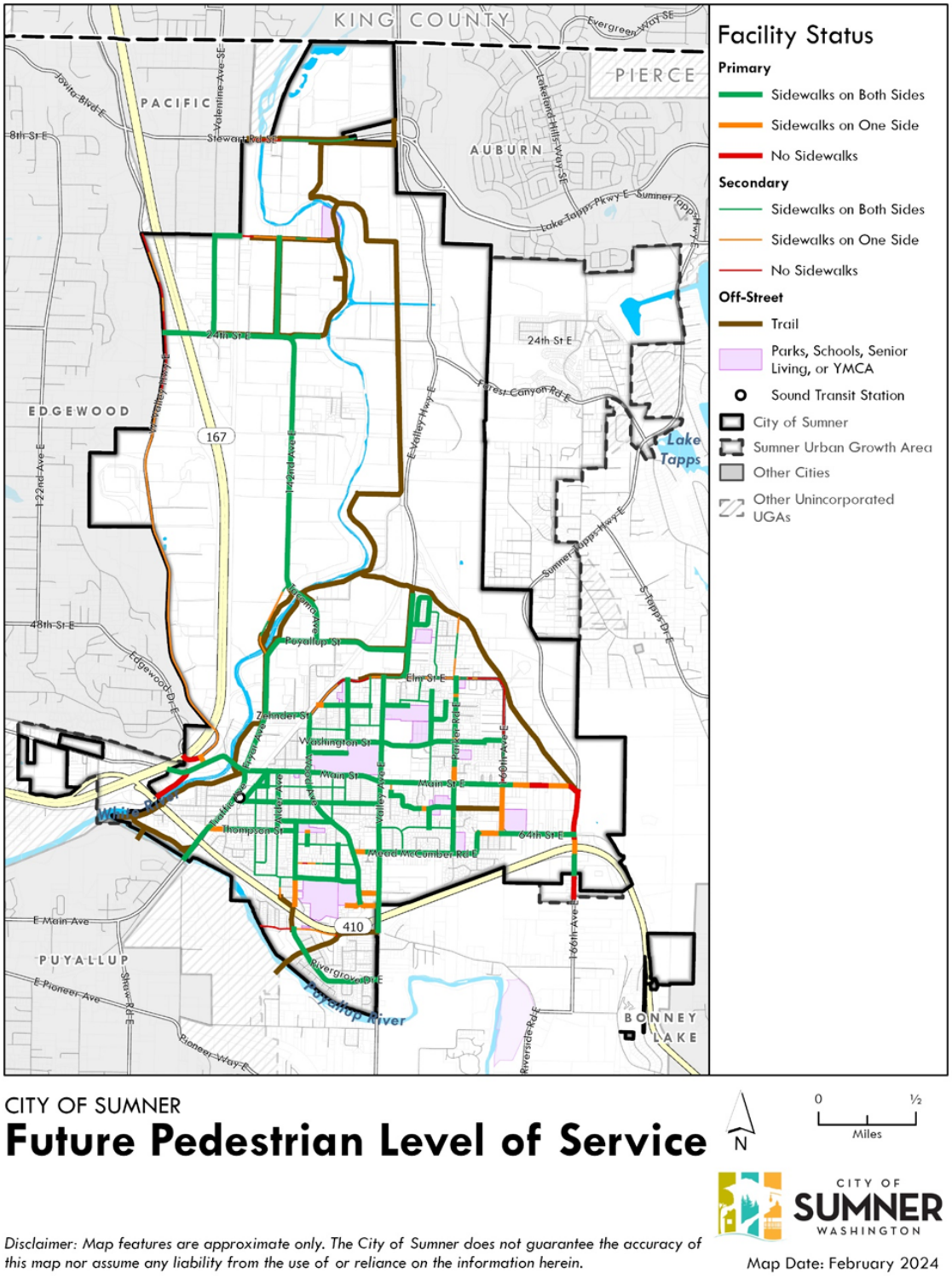
Source: City of Sumner, 2024; Transpo, 2024.

Figure 4-4: Future Bicycle Network



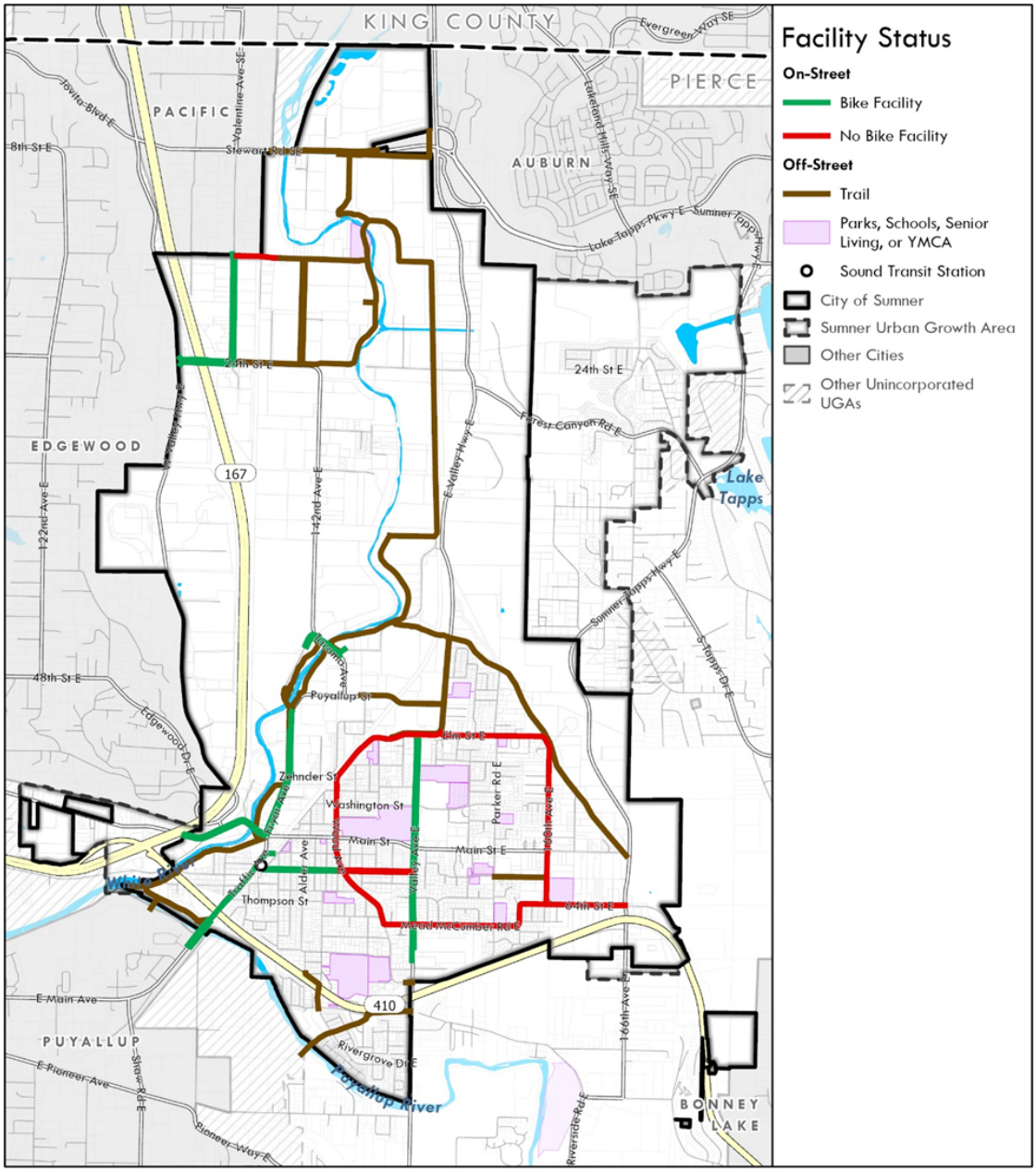
Source: City of Sumner, 2024; Transpo, 2024.

Figure 4-5: Future Pedestrian Level of Service



Source: City of Sumner, 2024; Transpo, 2024.

Figure 4-6: Future Bike Level of Service



Source: City of Sumner, 2024; Transpo, 2024.

Chapter 5: Existing Deficiencies, Future Needs, and Recommendations

5.1 Introduction

The Capital Facilities Plan is required by GMA to identify deficiencies in capital facilities, which are not eligible for development impact fee support. City facilities that are deficient are those that do not now exist in number, size, or location to satisfy levels of service as set forth in City plans for its existing populations.

This chapter also identifies deficits that may occur in the future if new facilities are not added as the City grows through 2044 and recommendations to address these deficits.

5.2 General Government Facilities

Existing Deficiencies

There is currently a deficit of 1 police officer, as shown in Table 5-2. The City has also identified existing capacity issues for general government and police facilities. Space for general government is at capacity, with some staff working from temporary construction trailers. The Police Department has identified needs beyond office space provided in the current area at City Hall including secure evidence storage, prisoner holding cells, a BAC processing area, secure records storage, an exercise area, restroom, locker facilities, private interview rooms, and secure police vehicle storage and equipment storage.

Future Needs and Recommendations

There is expected to be a deficit of 6,537 square feet of general government buildings by 2044 based on the updated LOS and city population (see Table 5-1). Police facilities are expected to have a deficit of 3,812 s.f. Public Works Shops would also see a deficit by 2044 with the current facilities, but the City is in the process of replacing the existing shops with a new 83,050 square-foot facility, which exceeds 2044 needs.

Table 5-1: City Government Buildings LOS Deficits

	Required LOS (s.f./capita)	Exist. Area (s.f.)	2022 need (City Pop. 10,800)	2044 need (City Pop. 15,525)	Surplus/Deficit (s.f.)	
					2022	2044
General Government	1.36	14,577	14,577	21,114	-	(6,537)
Police	294 s.f./employee	7,654	7,654	11,466	-	(3,812)
Public Works Shops	1.80	17,136	19,440	27,945	(2,304)	(10,809)

Table 5-2: Police LOS Deficits

	Required LOS	Existing	2022 need (City Pop. 10,800)	2044 need (City Pop. 15,525)	Surplus/Deficit (s.f.)	
					2022	2044
Police Officers	2 per 1,000 population	21	22	31	(1)	(10)

10 additional police officers will also be needed to serve the 2044 population at 2 commissioned officers per 1,000 population.

If the City were to annex the UGA during the planning period, square footage and police officer needs would increase to 13,524 s.f. and 37 police officers.

5.3 Water Facilities

Existing Deficiencies

Deficiencies in the water system are identified in the 2020 Water System Plan, summarized in the excerpts below:

Distribution System

“The City plans to continue to expand the water system as development occurs. The City also has existing pipes that need replacement due to age, disrepair, or lack of capacity.”

Source Improvements

“The City of Sumner’s existing source water rights capacity is sufficient to meet the projected MDD through 2038. The City has filed application G2-30534 to increase the approved combined withdrawal rate from the West, South, and Central Wells from 1,250 gpm to 2,250 gpm. Pending

approval of this application by 2024, the City will have sufficient production capacity to meet the source reliability criteria…"

Storage Improvements

"The City of Sumner has adequate storage capacity projected through 2038. Storage improvement projects detailed herein are not related to storage capacity, but address tank site and functionality improvements."

Operations and Maintenance

"Although the City continues to operate and maintain the system, additional projects have been identified to increase the operational effectiveness of the system. The Water Use Efficiency Program also implements requirements for additional operations and maintenance projects."

Future Needs and Recommendations

The Sumner Water System Plan anticipates growth to 2068 and associated strategies and investments. Growth assumptions for the 2068 high growth scenario in the Water System Plan are higher than the planned growth, and it is possible that the 2044 growth could be accommodated. Growth timing can be addressed through regular monitoring and capital planning, as the Water System Plan is updated every 6-10 years.

5.4 Sanitary Sewer

Existing Deficiencies

Table 7-3 in the 2020 Sanitary Sewer Plan describes existing gravity sewer deficiencies. There are no pump station or force main deficiencies.

Future Needs and Recommendations

The 2020 Sanitary Sewer Plan identifies projected deficiencies through 2038 (Section 7.8.4). Population and job growth to 2044 generally aligns with the projected growth rate through 2038 in the Sanitary Sewer Plan.

Chapter 10 of the 2020 Sanitary Sewer Plan lists capital projects to correct deficiencies and upgrade and expand the system. This includes a 20-year capital improvement program through 2038.

5.5 Stormwater Facilities

The 2020 Stormwater Capital Improvement Plan outlines recommended capital improvement projects based on existing deficiencies in the system.

5.6 Parks Facilities

Existing Deficiencies

No existing deficiencies for parks and recreation facilities are identified based on the 2024 Sumner resident equivalent population and minimum levels of service, as the level of service is based on 2024 conditions.

Future Needs and Recommendations

City population and job growth to 2044 is likely to result in deficits for active recreation facilities, informal recreation facilities, and parks.

The City will also need to invest $1,652 per resident equivalent to meet the minimum LOS, which could amount to more than $7.5 million for growth occurring through 2044.

To achieve the City's target LOS, Sumner would need to make further investments in active recreation facilities, informal recreation facilities, parks, and open space and tree canopy, in addition to targeted investments to ensure all residents have access to a park within a 10-minute walk. To meet the target level of investment of $2,148 per resident equivalent, the City would need to invest more than $9.8 million in the parks system through 2044.

5.7 Fire Facilities

Existing Deficiencies

Staffing at Station 113 meets the minimum recommended firefighters per the 2015 CFP. In 2022, EPFR's urban response was slightly below target levels of service.

Future Needs and Recommendations

The increase in number of calls requiring dispatch means that Station 113 may struggle to meet minimum levels of service in coming years. To meet LOS standards for first-due response units and minimum ERF through 2044, EPFR's staffing of fire stations serving the current area should be increased by at least 2 / 3 fire personnel.

For EPFR to achieve all the LOS standards necessary to accomplish critical tasking, mount an effective response force, and achieve acceptable response times, additional fire stations strategically located in the current plan area may also be required. Plans for additional stations are described in Chapter 6.

5.8 Public School Facilities

Sumner-Bonney Lake School District

Existing Deficiencies

As described in Table 4-9, Sumner High School, Daffodil Valley Elementary, and Maple Lawn Elementary are currently enrolled over their student capacity.

Future Needs and Recommendations

Based on school capacity, current enrollment, and projected additional students, the Sumner-Bonney Lake School District is expected to need to add capacity in Sumner before 2044, particularly for elementary and high school students. See Table 5-3.

Table 5-3: Sumner-Bonney Lake School District Projected Capacity Deficit/Surplus

School Type	Total Capacity (Students)	2024-2045 ~~2022-2023~~ Total Enrollment (Students)	2044 Projected Additional Students (City only)	2044 Projected Total Students	2044 Projected Capacity Deficit/Surplus
Elementary School	935	1,065 ~~1,126~~	474 ~~413~~	1,539	(604)
Middle School	722	681 ~~681~~	156 ~~156~~	837	(115)
High School	1,830 ~~1,260~~	1,947 ~~1,844~~	10 ~~113~~	1,957	(697)

Source: Sumner-Bonney Lake School District Capital Facilities Plan 2024-2030 ~~2021-2027~~; BERK, 2024.
Note: The total student count and deficit/surplus accounts for existing students and growth in Sumner. It does not account for growth outside of city limits.

The Sumner-Bonney Lake School District updates its Capital Facilities Plan typically annually, which allows the district to plan for future capacity needs. The district will consider projected growth in Sumner and in other parts of the service area in planning future projects.

The 2024-2030 ~~2021-2027~~ Sumney-Bonney Lake School District Capital Facilities Plan identifies a project completed in 2023 to add net capacity for 1,830 ~~1,660~~ high school students at Sumner High School, which is expected to be enough capacity to serve growth through 2044 within Sumner city limits. However, Sumner High School serves areas outside of Sumner, and the district will need to consider how growth in those locations will affect capacity long-term. The school district also allows waivers from other schools, which will also affect facility planning.

No projects are identified by the district for middle school or elementary capacity increases in Sumner before 2030 ~~2027~~. The plan does anticipate districtwide needs for two more elementary schools, a new middle school, and potentially new or expanded high school facilities beyond 2030 ~~2027~~. This facility planning is in part due to development of the Tehaleh planned community, located outside of Sumner.

Dieringer School District

Existing Deficiencies

As shown in Table 4-13, Lake Tapps Elementary school is already enrolled over capacity by 26 percent.

Future Needs and Recommendations

The Dieringer School District is also expected to need to add capacity by 2044. While growth in Sumner is expected to only add a few students (since most of Sumner is not within the Dieringer School District), there will be growth in other parts of the district that will further affect capacity. See Table 5-4.

Table 5-4: Dieringer School District Projected Capacity Deficit/Surplus

School Type	Total Capacity (Students)	2022-2023 Total Enrollment (Students)	2044 Projected Additional Students (City only)	2044 Projected Total Students	2044 Projected Capacity Deficit/Surplus
Elementary School	865	923	3	926	(61)
Middle School	536	521	1	522	14

Source: Dieringer School District Capital Facilities Plan, 2021-2026, 2020; BERK, 2024.
Note: The total student count and deficit/surplus accounts for existing students and growth in Sumner. It does not account for growth outside of city limits.

The Dieringer School District updates its Capital Facilities Plan every few years, which is an opportunity to plan for future needs. The district will consider impacts of growth in Sumner and in other parts of its service area in its capital facilities planning process. The district's 2020 plan identifies a project for a new elementary school ("Elementary #3"), adding capacity for 433 more students, which will help address elementary school needs. There are no projects identified through 2026 for capacity increases for middle schools—while growth in Sumner city limits is not expected to cause capacity issues, this growth combined with growth in other parts of the service area could cause a deficit. The district will need to address 2044 projected needs in their future Capital Facilities Plan updates.

5.9 Transportation Facilities

Existing Deficiencies

The Transportation Plan sets forth the current and future deficiencies in the city's transportation network. See the Transportation Improvement Program in **Appendix D.**

Future Needs and Recommendations

The Transportation Plan sets forth a list of 20-year Transportation Improvement Projects to address projected growth, shown in Table 6-7.

Chapter 6: Capital Facilities Plan Projects and Financial Plans

6.1 Capital Facilities Plan Projects

General Government Facilities

The City has identified several projects relating to general government facilities over the next six years (Table 6-1).

Table 6-1: General Government Facilities Capital Improvement Plan—2023-2028

Project	Funding Source	2023	2024	2025	2026	2027	2028	Total
City Hall - HVAC Replacement	Facilities Capital Fund	25,000	25,000	-	-	-	-	50,000
City Hall - Roof Replacement	Facilities Capital Fund	350,000	-	-	-	-	-	350,000
Senior Center - Exterior Painting	Facilities Capital Fund	40,000	-	-	-	-	-	40,000
		540,000	**25,000**	**0**	**0**	**0**	**0**	**565,000**

Source: Sumner 2023-2024 Budget.

The above projects do not add square footage to any facility and therefore do not impact LOS. However, the City's new public works facility, not included above, will also start construction in 2024-25, which will provide capacity above and beyond the adopted public works shops LOS for the projected 2044 population. As discussed above in Chapter 5, the City will also need to add square footage of general government facilities before 2044 to meet the adopted level of service. Additional police officers will also be needed.

The City will be considering options for increasing general government capacity that include expansion of existing facilities, acquiring land and building new facilities, or locating offices within other city facilities such as the planned Operations Facility or new events building at Heritage Park. These options need to be evaluated in a detailed facilities needs analysis that considers staffing demands, etc. Finally, funding plans for additional general government facilities will need to be considered based on the preferred options. There is not enough detail in the capital facilities plan to assess those details.

Water Facilities

The 2020 Capital Improvement Plan for water facilities (in the 2020 Water System Plan) has projects related to the distribution system, source improvements, storage, and operations and maintenance. The total for the 20 year duration of the Plan (2018-2038) is: $32.88 million.

Appendix B contains the Water System Capital Improvement Plan and Schedule.

Sanitary Sewer

The 2020 Capital Improvement Program for sanitary sewer shows a number of projects in the 20-year planning period (2018-2038) including sewer line extension, replacement, and relocation; wastewater treatment upgrades; pump and equipment replacement; totaling $8.81 million from 2018-2023 and $17.75 million from 2024-2038.

Appendix C contains the 2020 Sewer Capital Improvement Plan and Schedule.

Stormwater Facilities

The 2020 Stormwater Capital Improvement Plan includes projects scheduled through 2026 and projects for after 2026. These projects include levee improvements, culvert replacements, and numerous other system improvements totaling $82.7 million.

Table 6-2 contains the 2020 Stormwater Management Plan Capital Improvement Projects.

Table 6-2: Proposed Capital Improvement Projects, Stormwater

Capital Improvement Project	Project Priority[1]	Total Cost Year 2019	Year of Completion
CIP No. 1—Railroad Street Improvements	Medium	$353,000	2023
CIP No. 2 – 63rd Street Court E Improvements	High	$221,000	2022
CIP No. 3—151st Avenue E and 152nd Avenue E Improvements	Medium	$918,000	2026
CIP No. 4—63rd Street Court E Improvements	Medium	$293,000	2022
CIP No. 5—North 160th Avenue E Improvements	High	$1,051,000	2022
CIP No. 6—Willow Street Interceptor and Tributary Improvements	Medium	$2,098,000	2026
CIP No. 7—Meade McCumber Street Improvements	Medium	$282,000	2025

Capital Improvement Project	Project Priority[1]	Total Cost Year 2019	Year of Completion
CIP No. 8—162nd Ave E (Poole Road) Outfall Improvements	Low	$143,000	After 2026
CIP No. 9—47th Street Court E Culvert Improvements (CEG Site E)	High	$125,000	2024
CIP No. 10—160th Avenue E Culvert Improvements (CEG Sites H, I, 106th Ave E)	High	$1,451,000	2022
CIP No. 11—162nd Avenue E Culvert Improvements (CEG Sites J, K, L)	High	$365,000	2024
CIP No. 12—East Main Street Culvert Improvements	High-Medium	$41,000	2024
CIP No. 13—Salmon Creek Restoration	Medium	$675,000	2024
CIP No. 14—64th Street E Culvert Improvements	High-Medium	$675,000	2024
CIP No. 15—White River Levee Improvements	High-Medium	$3,800,000	2024
CIP No. 16— 24th Street Setback Levee	High-Medium	$45,123,000	After 2026
CIP No. 17—Rivergrove Puyallup River Improvements	Medium	$15,611,000	2026
CIP No. 18 – 24th and 142nd Intersection Treatment	High	$171,000	2021
CIP No. 19 – Stewart Road Pond Repair and Enhancement (full project)	High	$356,000	2022
CIP No. 20 – Treatment in Drainage District 11	Medium	$98,000	2026
CIP No. 21 – Wood Ave Conveyance, Zehnder to 16th	Low	$157,000	After 2026
CIP No. 22 – Meade Ave improvements one block south of Main St	High-Medium	$170,000	2023
CIP No. 23 – Sumner-Tapps Highway and 60th Street East	High	$100,000	2021
CIP No. 24 – SR 410/166th Ave E I/C	Medium	$4,427,000	2025
CIP No. 25 – Main Street and 160th Ave	Medium	$296,000	2023
CIP No. 26 – 62nd St: 166th Ave to 160th Ave E	Medium	$1,476,000	2022
CIP No. 27 – Elm St: East Valley Highway to 160th Ave East	Medium	$1,063,000	2023

Capital Improvement Project	Project Priority[1]	Total Cost Year 2019	Year of Completion
CIP No. 28 – Parker Road: 62nd to 63rd	Medium	$114,765	2023
CIP No. 29 – Parker Road: Main to 50th	Medium	$583,000	2024
CIP No. 30 – Sidewalk Replacement Program	High-Medium	$22,000	2024
CIP No. 31 – Volunteer Sidewalk Program	High-Medium	$35,000	2024
CIP No. 32 – Mountain Circle Outfall Replacement	Medium	$507,000	2024
Total Capital Asset Funds (Includes inflation) (City-funded only—exclude developer or LID-funded projects)		**$82,728,000**	

Source: 2020 Stormwater Capital Improvement Plan
High = Completed 0–5 years; Medium = Completed 5–10 years: low = Completed within 10–20 years

Parks Facilities

Parks and Opens Space capital projects biennium are listed in Table 6-3 and are based on the adopted 2023-24 Sumner budget. Projects outlined in the budget include replacement of Rainier View Park playground, continued funding of improvements to Seibenthaler Park and the proposed Bennet Park property, and projects to replace playground equipment, add shelters and picnic areas, totaling $5.13 million.

The City's Parks and Open Space Plan also identified capital projects through 2030, which are outlined in Table 6-4. Table 6-5 updates the project cost estimates with the most recent information and includes amounts potentially eligible to use impact fees. Impact fees can only be used for projects that add capacity to serve growth.

Table 6-3: Improvement Plan for Parks and Open Space — 2023-2028

Facility	Funding Sources	2023	2024	2025	2026	2027	2028	Total
Seibenthaler Park	Parks & Trail Capital		1,525,000					1,525,000
Loyalty Park Improvement		250,000						250,000
Rainier View Park		795,545						795,545
Bennett Park Property			868,170					868,170
TC: Heritage Park Remediation		860,000						860,000
Trails - Fryar Ave		453,696	378,696					832,392
		2,359,241	**2,771,866**	**0**	**0**	**0**	**0**	**5,131,107**

Source: Sumner 2023/2024 Adopted Budget

Table 6-4: 2024 Parks and Trails Plan Capital Projects

Site/Project	RCO*	2024	2025	2026	2027	2028	2029	2030
Rainier View								
Covered Court (Funded)	A, D, G, H, I	$ 937,000						
Misc Site Improvements			$ 100,000					
Heritage								
Alley	I, J, K		$2,160,000					
Park & Playground	A, G, H, I				$5,415,000			
Building	K					$7,000,000		
Lucy V. Ryan								
Master Plan	A, K		$ 25,000					
Demo			$ 185,000					
Development	A, K			$ 100,000				
Loyalty								
Drainage & Site Improvements	A, G, H, I		$ 109,000					
Picnic/Shade Shelter	A, G, H, I		$ 25,000					
Expansion & Parking	A, G, H, I		$ 700,000					
Heath Sports								
Field	A, D, E, I			$ 3,000,000				
Lighting	A, D, I			$ 600,000				
Fencing	A, D, I			$ 375,000				
Pump & Sk8	A, D, I							$ 995,000
Picnic & Pathways	A, D, I				$ 365,000			
Seibenthaler								
Site Improvements (phases)	A, D, F, G, H, I			$ 3,750,000			$3,750,000	$2,910,529
ROW Improvements					$ 352,700			
Bennett								
Site Improvements (phases)	A, D, F, G, H, I			$ 2,250,000			$3,575,000	$2,792,317
Qunell								
Master Plan	A, D, F, G, H, I		$ 35,000					
Site Improvements	A, D, F, G, H, I				$1,090,000			
New & Expanding Parks								
Master Site Plan						$ 200,000		
Acquisition						$1,000,000		
Minimum Park Standard Investment						$1,000,000		
TOTALS		$ 937,000	$3,339,000	$10,075,000	$7,222,700	$9,200,000	$7,325,000	$6,697,846

A RCO WWRP Local Parks
B RCO WWRP Trails
C RCO WWRP Habitat
D RCO Youth Athletic Facilities
E RCO Community Outdoor Athletic Facilities
F RCO Land Water Conservation Fund
G RCO No Child Left Behind
H RCO Outdoor Learning Grants
I Sumner Park Impact Fees
J Sumner Transportation Improvement Program
K Dept. of Commerce Economic Development Grant

Source: Sumner 2024 Parks & Trails Plan.

Table 6-5: Updated Park Project Estimates and Impact Fees

Project	Park	Updated Estimate (2024$)	Amount Potentially Eligible for Impact Fees
Covered Court (Funded)	Rainier View	$937,000	$0 (already completed)
Misc Site Improvements	Rainier View	$100,000	$0
Alley	Heritage	$1,673,412	$1,673,412
Park & Playground	Heritage	$1,253,458	$1,253,458
Building	Heritage	$11,700,000	$0
Master Plan	Lucy V. Ryan	$75,000	$0
Demo	Lucy V. Ryan	$185,000	$0
Development	Lucy V. Ryan	$100,000	$100,000
Drainage & Site Improvements	Loyalty	$109,000	$0
Picnic/Shade Shelter	Loyalty	$25,000	$25,000
Expansion & Parking	Loyalty	$700,000	$700,000
Field	Heath Sports	$3,000,000	$1,000,000
Lighting	Heath Sports	$600,000	$0
Fencing	Heath Sports	$375,000	$0
Pump & Sk8	Heath Sports	$1,200,000	$1,200,000
Picnic & Pathways	Heath Sports	$365,000	$91,250
Site Improvements (phases)	Seibenthaler	$9,756,000	$3,219,480
ROW Improvements	Seibenthaler	$352,700	$0
Site Improvements (phases)	Bennett	$10,157,000	$10,157,000
Master Plan	Qunell	$35,000	$0
Site Improvements	Qunell	$1,090,000	$1,090,000
Master Site Plan	New & Expanding Parks	$200,000	$0
Acquisition	New & Expanding Parks	$1,000,000	$1,000,000
Minimum Park Standard Investment	New & Expanding Parks	$1,000,000	$1,000,000
Total		**$45,988,570**	**$22,509,600**

Fire Facilities

A voter-approved bond passed in 2018 in the East Pierce Fire and Rescue district. This bond made it possible for EPFR to upgrade or re-construct five fire stations in the district. In Autumn 2021, station 118 broke ground and is near completion. Construction of Bonney Lake Fire Station (headquarters) began in Autumn 2022 and is anticipated to be completed in early 2024. Two more stations, Station 117, and Station 114 will begin construction in 2023 and fire station 124 is slated for a renovation in 2024. A Full list of EPFR projects and their status can be found on the EPFR website or below in Table 6-6.

Table 6-6: Improvement Plan for Fire and Emergency Services — 2023 - 2024

Station	Status	Cost Estimate	Estimated Date of Completion	Notes
118	Under Construction	8,367,000	2023	Construction of new 17,100 sq. foot fire station and apparatus storage area
111	Under Construction	18,950,000	2024	Construction of new 36,000 sq. foot, two-story fire station with administrative offices for EPFR headquarters and fire apparatus storage.
117	Contract Awarded	9,266,000	2024	Construction of new 16,000 sq. foot fire facility and fire apparatus storage area.
114	Contract Awarded	7,425,000	2024	demolition of existing fire station, construction of new 10,000 sq. foot fire station and apparatus storage area
124	Invitation to Bid out	N/A	2024	Kitchen, Electrical, and Plumbing renovations for Station 124.

Source: East Pierce Fire and Rescue 2018 Capital Facilities Plan

While none of the voter-approved bonds will go directly to Station 113 renovations, additional capacity, updated facilities, and new stations elsewhere in the district can increase the overall level of service within Sumner due to equipment, staff, and dispatch overlap. Most recent data

show that Station 113 was at 80%-unit reliability meaning that the station's staff responded to 80% of calls within the City of Sumner. The remaining 20% of calls were responded to from elsewhere in the fire district and updated facilities elsewhere in the district can help close the level of service deficits that are both ongoing and would be exacerbated in the coming decades without intervention.

Public School Facilities

The 2024-2030 ~~2021-2027~~ Sumner-Bonney Lake School District Capital Facilities Plan is adopted in this plan by reference. Portion of qualifying improvements can be paid for through school mitigation fees. The fees are intended to cover the cost of development between the time of the impact and the time taxes from developed properties begin to cover costs. The City Council has elected to adopt the school mitigation fee and to determine how much the fee will be.

The district's financing plan shows various sources of funding identified for the District, including State school money and impact fees. Appendix E includes table 7, a summary of the District's capital projects and finance plan for 2024-2030. ~~Appendix E shows capital improvement projects planned for the next six years and their estimated costs and funding sources~~. The local funding sources listed in the capital projects and finance plan include bond revenue, impact fees, and other District funds. Longer-term capital projects are still in early planning phases and estimated costs and funding sources have yet to be determined.

The 2021-2026 Dieringer School District Capital Facilities Plan is also adopted in this plan by reference. The plan includes several capital projects to add student capacity and a summary of revenue sources and use of funds from 2020-2025.

~~**Appendix E** contains the summary of the Sumner Bonney-Lake School District and Dieringer School District calculations for school impact fees, which are collected through an ordinance adopted by the City.~~

Transportation Facilities

The 2024 Transportation Plan contains numerous transportation improvements and projects that will be necessary to maintain the level of service. The projects will be funded through a combination of federal, state, and local general fund monies.

Appendix D contains the Six-year Transportation Improvement Program. Table 6-7 includes a list of 20-year needs and costs from the Transportation Plan.

Table 6-7: 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**
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
		Sport/Intersection Subtotal	*$16,875,000*
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

Map ID[1]	Title and Location	Description	Project Cost[2]
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
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

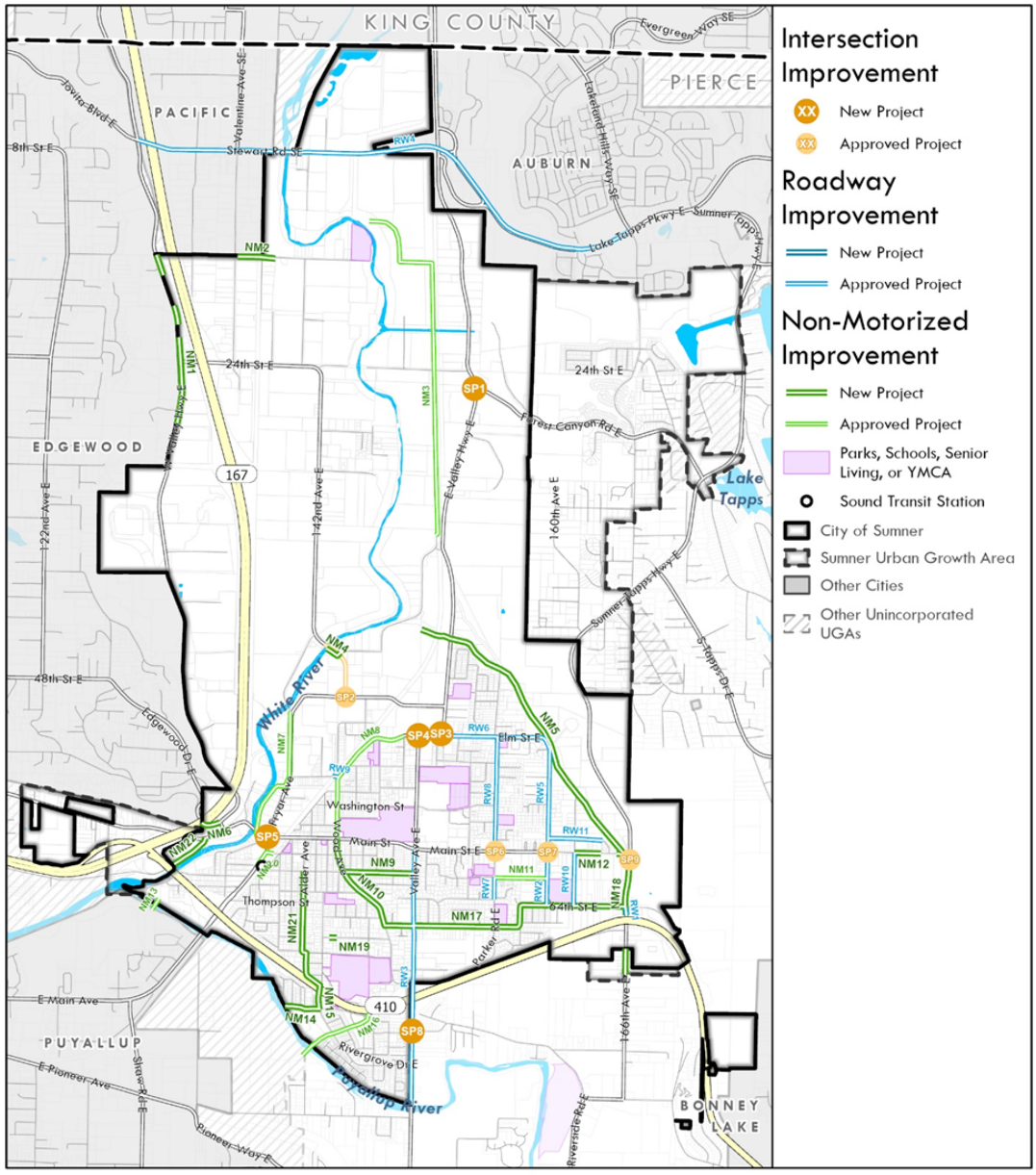
Map ID[1]	Title and Location	Description	Project Cost[2]
RW12	Systemic Horizontal Curve and Roadway Departure Safety Improvements (WSDOT SUM-28)	East Valley Highway, West Valley Highway, Sumner-Tapps Highway/166th Avenue E, 142nd Avenue E/24th Street E. Install static and/or dynamic curve warning signs, speed feedback signs, centerline and edge lie 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	-
		Roadway Subtotal	*$38,803,750*
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
NM 14	**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**

Map ID[1]	Title and Location	Description	Project Cost[2]
		Non-Motorized Subtotal	*$48,591,753*
		Total	***$104,270,503***

Notes for Table 6-7:
BOLD indicates a **new** project that has been identified based on the transportation analysis of the 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.

Figure 6-1: 20-Year Improvement Projects



Source: City of Sumner, 2024; Transpo, 2024.

6.2 Financial Analysis

Overview

The revenue analysis of the Capital Facilities Plan supports the financing for providing facilities and services, as required by RCW 36.70A.070(3)(d). Revenue estimates, using assumptions that are based on historical trends, are used to represent realistic expectations for revenue that may be available for capital funding.

This revenue analysis looks at the City of Sumner's capital facility revenues for municipal services. Through identifying fiscal constraints in the future, and potential gap funding options, project prioritization can be incorporated into the capital planning process.

The revenue analysis provides an approximate forecast of future revenue sources. The numbers projected in this analysis are for planning purposes and do not account for sensitivities such as local, state, and federal policy, economic trends, and other factors.

Funding the Capital Facilities Plan

Estimated future revenues are projected for the Plan's 2024 – 2044 planning period, in year of expenditure dollars. The following revenue analysis is organized according to the following categories:

- **General Capital Revenues**. Revenues under the category of general capital revenues are the revenues required by law to be used for capital projects. The general capital revenues in Sumner consist of REET 1 and REET 2.
- **Dedicated Capital Revenues.** Dedicated revenues are required to be used for certain types of capital spending, outlined by the law. The dedicated capital revenues in Sumner include transportation impact fees, park impact fees, grants, interlocal awards, and other capital contributions.
- **Operating Transfers.** Operating transfers are revenue sources that are transferred to capital improvement funds from operating funds. Although these are not dedicated sources to be relied on for capital funding, it has been the historical practice of the City to regularly make transfers into capital improvement funds for projects. Any operating transfers from the General Fund for capital projects are defined through the regular biennial budget process.
- **Potential Policy Options.** There are additional policy tools and sources available to fund capital projects.

Assumptions

The assumptions used in this analysis may not align with the City's future budget assumptions around the same revenue sources as the purpose of the two analyses is different. The City's budget estimates how much money the City will have available for spending in the coming biennium while this CFP revenue analysis estimates how much revenue, that will be specifically allocated to capital projects, the City is likely to receive in total over the next six and 20 years.

The City's 2023-2024 budget identifies revenue sources for capital projects in this timeframe. Revenues are projected for 2025 to 2044 using various methodologies, depending on trends in historical revenues and best available information. These methodologies are as follows:

- Projecting revenues based on a historical per capita rate and growing based on population growth.
- Projecting revenues based on projected housing unit growth rates.
- Projecting revenues based on a constant historical value.
- Projecting revenues based on existing revenue projections.

Projected revenue amounts are shown in year of expenditure (YOE) dollars, meaning they are adjusted for future inflation. The inflation rate used in this analysis is 3.34%, which is the ten-year historical average inflation rate for Seattle-Tacoma-Bellevue. Population growth and housing unit growth is assumed to be consistent with projections outlined in the City's Comprehensive Plan Land Use Element.

General Capital Revenues

REET 1 and 2

Real Estate Excise Tax (REET) revenues are collected on property sales at the point of sale. They are required by law to be spent on capital projects. REET is based on the total value of real estate transactions in a given year, and the amount received annually can vary significantly based on fluctuations in the real estate market and trends in the economy.

Sumner is authorized by the state to impose two separate REET levies. REET 1 and REET 2 each allow for a levy of 0.25% on the assessed value of a sale, for a total tax of 0.5% of total assessed value. All proceeds must be used for capital spending or limited maintenance, as defined in RCW 35.43.040. REET 2 is more restricted than REET 1, as it may not be spent on acquisition of land for parks, recreation facilities, law enforcement facilities, fire protection facilities, trails, libraries, or administrative or judicial facilities (RCW 82.46.035). REET 2,

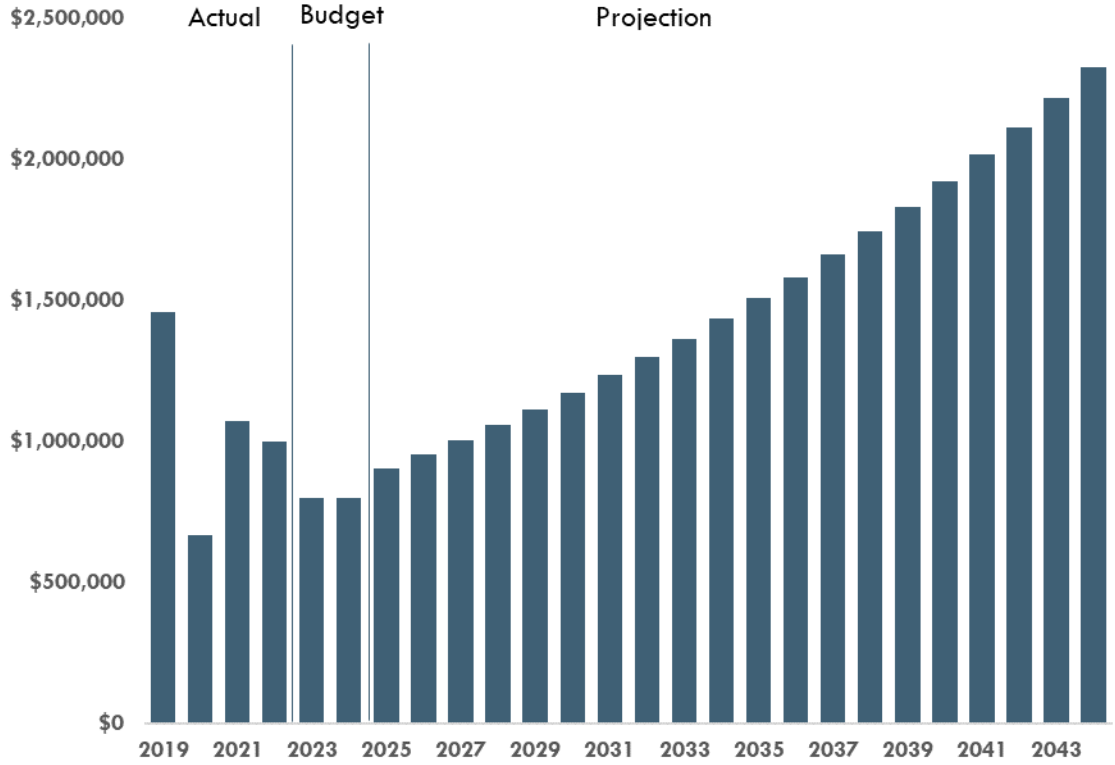
specifically, can only be levied by those cities and counties that are planning under GMA. For REET 2, the capital projects must be those specifically listed in RCW 82.46.035(5):

> *Public works projects of a local government for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, streets and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, and planning, constructions, reconstruction, repair, rehabilitation, or improvement of parks.*

Sumner typically uses REET revenues to support City capital projects, leveraging REET funds as matches to generate successful grant applications from other sources.

REET revenues have historically averaged approximately $840,000 annually from 2018 to 2022. The projections in Figure 6-2 are based on the historical average amount annually adjusted for inflation.

Figure 6-2: REET Revenues, 2019-2044 (YOE$)



Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period; annual amounts shown above are not meant to reflect actual expected revenues in each specific year. Amounts are rounded to the nearest $1,000.
Sources: City of Sumner, 2023; City of Sumner 2023 – 2024 Biennial Budget; BERK, 2023.

Dedicated Capital Revenues

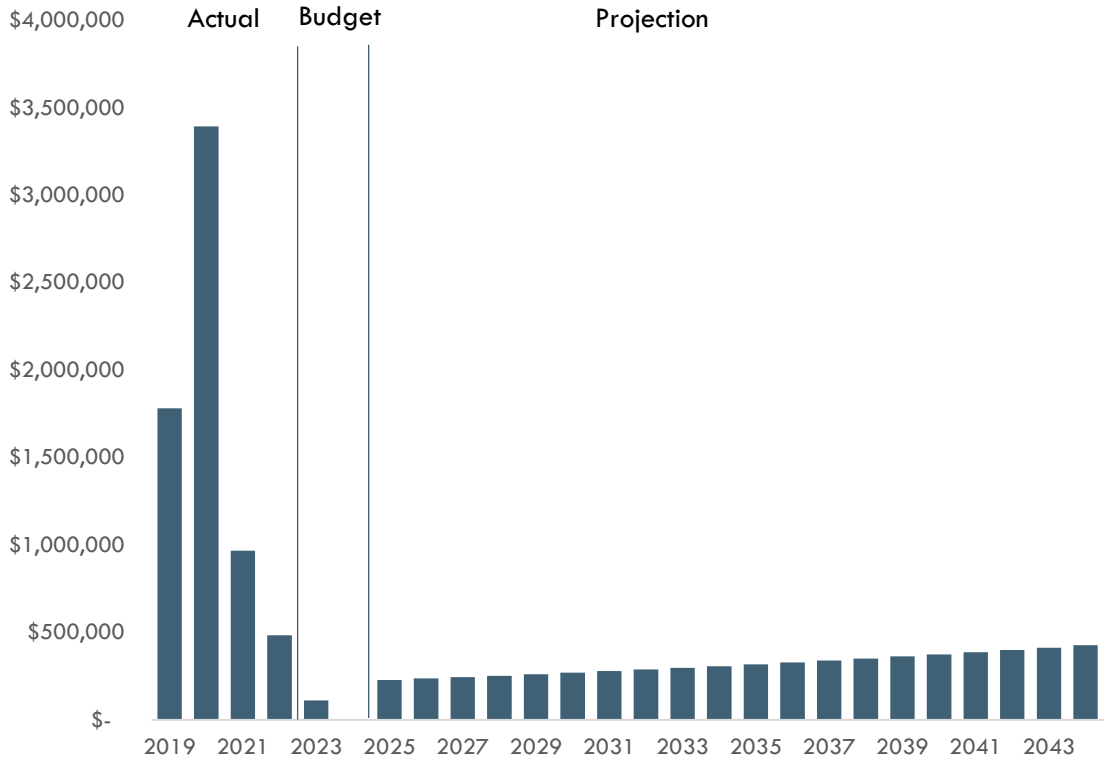
Transportation

The City has two capital funds for Transportation Projects: the Street Capital Fund and the Sidewalk Construction Fund. The Street Capital Fund accounts for capital expenditures relating to the City's transportation infrastructure. Funding sources for the Street Capital Fund include REET 1 and REET 2, impact fees, grants, and intergovernmental revenues from operating funds. The Sidewalk Construction Fund pays for sidewalk improvements and ADA-related projects. Funding sources for the Sidewalk Construction Fund include impact fees, grants, and intergovernmental revenues.

Transportation Impact Fees

Transportation impact fees are assessed on new development and used for projects to serve additional growth in the City. These revenues are collected in the Development Impact Fee Fund and transferred to the Street Capital Fund and Sidewalk Fund. Future transportation impact fee revenues are projected using the current (2024), single-family transportation impact fees (which are adjusted for inflation across future dates), and an estimate of annual housing units added through 2044. The Transportation Impact Fee is being adjusted in early 2025; see the 2025 Transportation Plan for details. This projection is relatively conservative because it is based on the development of housing units and does not include commercial or industrial development. The large amount of impact fee revenue collected between 2019 and 2022 reflects a higher level of development activity than is projected over the planning period. See Figure 6-3.

Figure 6-3: Transportation Impact Fee Revenues, 2019-2044 (YOE$)

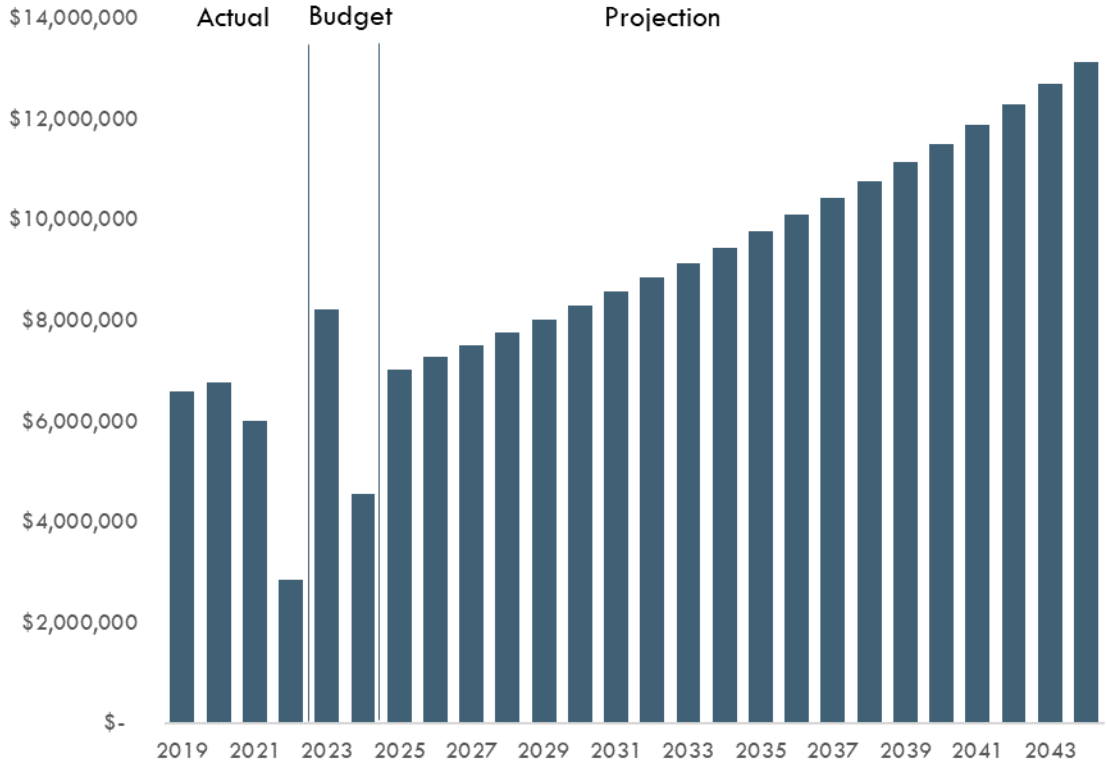


Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period; annual amounts shown above are not meant to reflect actual expected revenues in each specific year. Amounts are rounded to the nearest $1,000. Future transportation impact fees are projected using past rates, which are being adjusted in 2025.
Sources: City of Sumner, 2023; City of Sumner 2023 – 2024 Biennial Budget; BERK, 2023.

Transportation Grants

The City receives state and local grants to support transportation projects. These revenues have historically represented approximately $659 per capita, on average, from 2018 to 2022. Projections are based on the per capita average amount, annually adjusted for inflation. See Figure 6-4.

Figure 6-4: Transportation Grant Revenues, 2019-2044 (YOE$)



Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period; annual amounts shown above are not meant to reflect actual expected revenues in each specific year. Amounts are rounded to the nearest $1,000.
Sources: City of Sumner, 2023; City of Sumner 2023 – 2024 Biennial Budget; BERK, 2023.

Parks

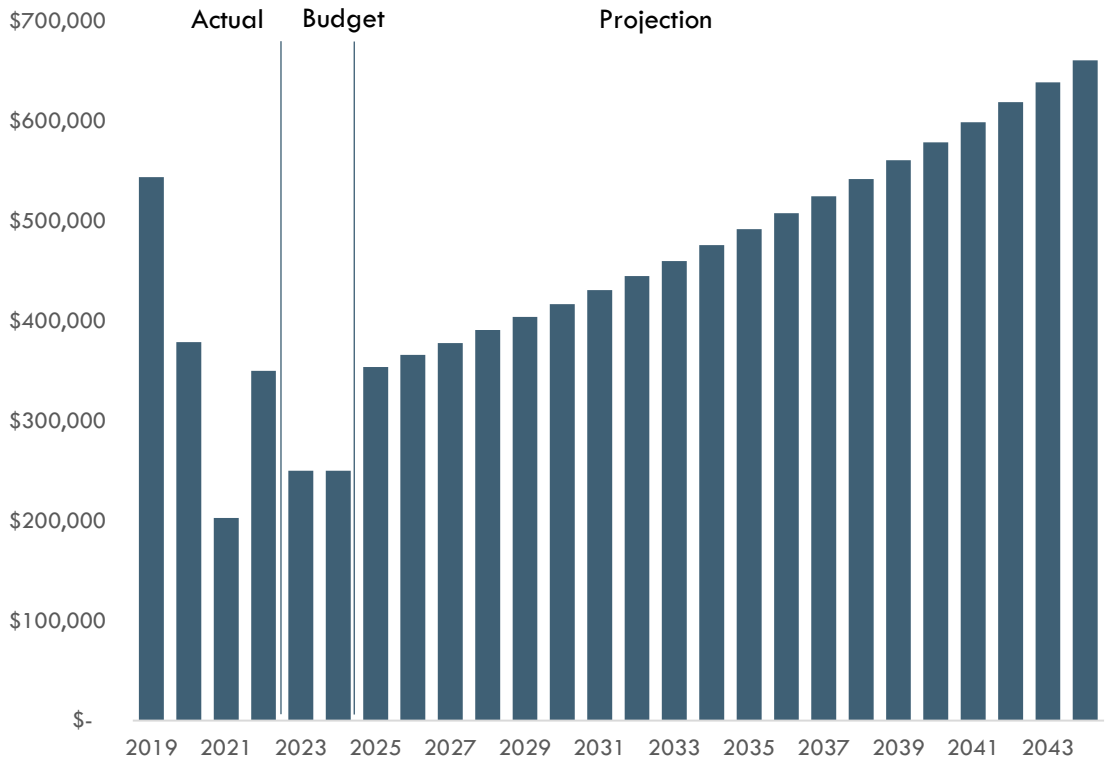
The City's Parks and Trails Capital Fund pays for parks and recreation capital projects. Funding sources for the Parks Capital Fund consist of REET 1 and 2, park impact fees, grants, and transfers in from operating funds.

Park Impact Fees

Park impact fees are collected on new residential dwelling units and on new commercial/industrial development. Park impact fees are restricted for the establishment of parks, open spaces, and recreational facilities to serve the expanding population of the city. These revenues are collected in the Development Impact Fee Fund and transferred to the Parks Capital Fund. Future parks impact fee revenues are projected using the current (2024), single-family park impact fees (which are adjusted for inflation across future dates) and an estimate of annual housing units added through 2044. This projection is relatively conservative because it is

based on the development of housing units and does not include commercial or industrial development. The Park Impact Fee is also expected to change in 2025 to reflect new analysis. The large amount of impact fee revenue collected between 2019 and 2022 reflects a higher level of development activity than is projected over the planning period. See Figure 6-5.

Figure 6-5: Park Impact Fee Revenue, 2019-2044 (YOE$)



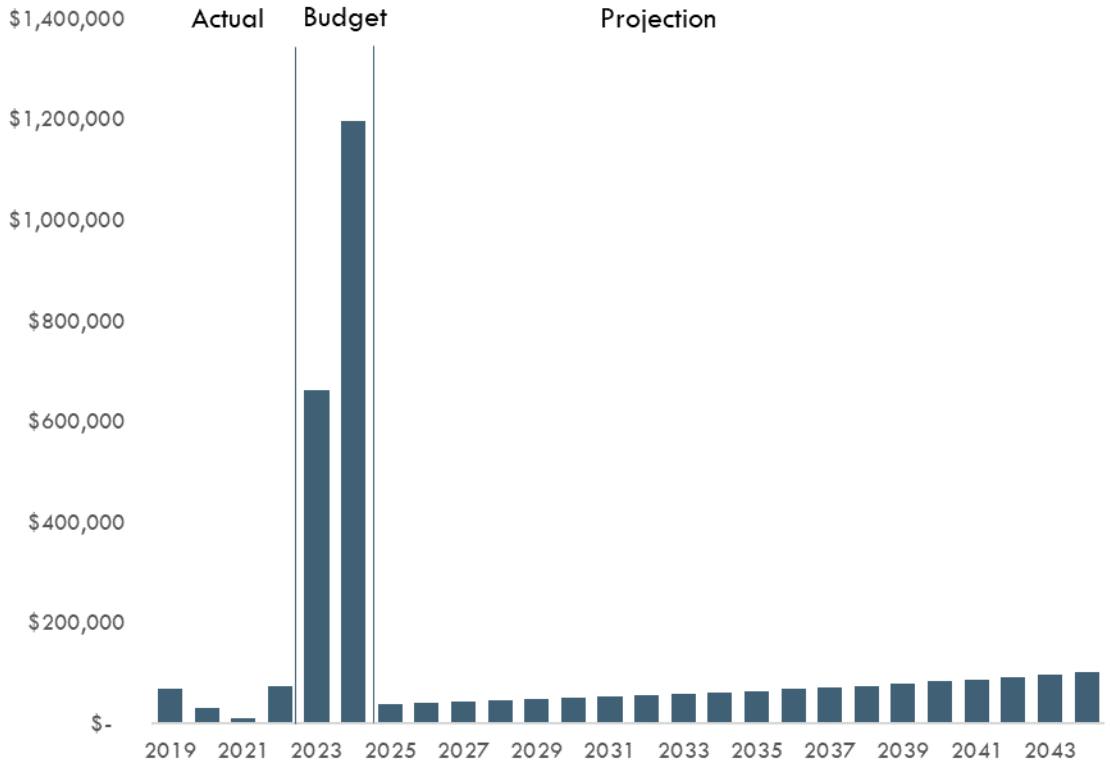
Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period; annual amounts shown above are not meant to reflect actual expected revenues in each specific year. Amounts are rounded to the nearest $1,000. Future parks impact fees are projected using past rates, which are being adjusted in 2025.
Sources: City of Sumner, 2023; City of Sumner 2023 – 2024 Biennial Budget; BERK, 2023.

Parks Grants

The City receives state and local grants to support parks projects. These revenues have historically represented approximately $4 per capita, on average, from 2018 to 2022. Projections are based on the per capita average amount, annually adjusted for inflation. See Figure 6-6. Grant revenue can vary significantly from year to year. The City is including a large amount of grant revenue from the State and Pierce County in the 2023-2024 budget. Future projections reflect the historical average, which is smaller than this budgeted amount. The City

noted that recreation grants are competitive and that Sumner does not always score highly when projects are reviewed.

Figure 6-6: Parks Grant Revenues, 2019-2044 (YOE$)



Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period; annual amounts shown above are not meant to reflect actual expected revenues in each specific year. Amounts are rounded to the nearest $1,000.
Sources: City of Sumner, 2023; City of Sumner 2023 – 2024 Biennial Budget; BERK, 2023.

Six-Year Cost and Revenue Comparison

This six-year comparison looks at the total dedicated revenue sources with the City's planned project costs for the six-year planning horizon of 2024-2029 in order to understand the difference between future dedicated capital costs and potential future revenues. This analysis is done for the six-year period rather than the 20-year period because project lists are constantly evolving, and a longer-term outlook would provide an increasingly less accurate estimate of a potential funding gap or surplus.

Table 6-8 details total estimated dedicated capital revenues and total estimated dedicated capital costs for the City over the six-year period. The City is projected to have sufficient

revenues to pay for planned capital projects over the six-year period. Impact fees for transportation and parks are also expected to change in early 2025 to reflect new analysis and be better aligned with projected needs based on growth (see adopted Transportation Plan and Park Impact Fee Rate Study for details). The project costs reflect budgeted expenditures in the City's 2023-2024 budget and do not include costs from parks and transportation planning documents.

Table 6-8: Projected Total Capital Revenues and Costs, 2024-2029 (YOE$)

Category	Revenues and Costs
Estimated General Capital Revenues	$5,841,000
Estimated Transportation Dedicated Capital Revenues	$59,208,000
Estimated Parks Dedicated Capital Revenues	$3,723,000
Total Capital Revenues Available	**$68,772,000**
Total Capital Costs	$31,202,000
Estimated Funding Surplus / (Deficit)	$37,570,000

Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period. Amounts are rounded to the nearest $1,000. Analysis is based on 2024 adopted transportation and park impact fees, which are expected to change in 2025.
Sources: City of Sumner, 2023; City of Sumner 2023 – 2024 Biennial Budget; BERK, 2023.

Policy Options and Other Funding Sources

There are additional policy tools and sources available to the City to fund capital projects. These policy tools and sources include:

- **Property Tax Levy Lid Lift**. Per RCW 84.55.050, cities may increase property taxes by more than one percent with a levy lid lift. A levy lid lift occurs when taxing jurisdictions with a tax rate less than their statutory maximum rate ask voters to increase their tax rate to an amount equal to or less than the statutory maximum rate, effectively lifting the lid on the levy rate. Levy lid lifts are authorized through public vote, which requires a simple majority to pass. The use of the revenue would be defined at the time of the vote but could fund capital improvements or maintenance.
- **Special Taxing Districts**. The City could establish a special taxing district to collect additional revenue for capital projects or maintenance. One option is a Metropolitan Park District (MPD), which is formed to manage, maintain, or acquire park and recreation facilities. The formation of an MPD requires voter approval. It is funded by a regular property tax levy. Another option is a Transportation Benefit District (TBD), which is funded by a vehicle license fee and/or a sales tax. TBD revenue may be used for transportation

improvements included in a local, regional, or state transportation plan. Improvements can range from roads and transit service to sidewalks and transportation demand management. Construction, maintenance, and operation costs are eligible.

- **Automated Traffic Safety Cameras.** The City could use automated traffic safety cameras to detect violations.
- **Bonds.** The City has used and can use bonds to support capital facilities funding. The City anticipates issuing debt in the 2023-2024 budget to fund the Public Works Operations Facility.
- **Local Improvement District/Road Improvement District (LID/RID).** The City has the authority to create LIDs and RIDs. These are districts used to levy additional property tax to cover debt service payments on the sale of bonds purchased to finance projects within the district. Revenues from the levy must be used for local, clearly defined areas where the landowners are being assessed the additional tax benefit. LIDs, by law, can be used for water, sewer, and stormwater projects. RIDs may be used for road funding and street improvements.
- **State Infrastructure Authorities.** The City has options for creating specialized authorities to fund public infrastructure, such as Public Facility Districts and Public Development Authorities. These authorities each have specific purposes and formation requirements. In 2021, the Washington State Legislature authorized local jurisdictions to form tax increment financing (TIF) districts. Under this new authority, the City can have up to two TIF districts at any one time. As authorized, TIF districts can collect incremental increases in property taxes within a defined area to pay for public improvements.
- **Grants.** State and Federal grant programs can be pursued for competitive regional priorities for infrastructure investments. Pursuing grant opportunities requires resources, and success is not guaranteed.
- **Public-Private Partnerships.** Public-private partnerships are joint agreements between a governmental jurisdiction and private corporation (including 501(c)3s). Public-Private Partnerships have legal requirements and issues of control that must be considered on a case-by-case basis. Washington State's constitutional restriction on public entities giving or lending funds and credit to private enterprises requires that public entities need to demonstrate that any partnership with a private entity will generate public good worth more than the value provided to the private entity.[1]
- **Development Project Mitigation.** Under the Washington State Environmental Policy Act, the City can require mitigation measures from individual private development projects. These mitigation measures can take the form of fees, specified public infrastructure, or changes to project design.

Appendix "A" Glossary of Terms

Adequate public facilities. Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.

Assessed Valuation. Refers to how much the total real estate and personal property within a jurisdiction is worth. The value is established by the County Assessor at 100% of appraised market value and adjusted by the State to account for variations in assessment practices among counties.

Available public facilities. Facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Bonding. Is the act of issuing the debt to finance capital projects and other expenditures.

Budget. A plan of financial operation embodying an estimate of proposed expenditures for a given period and the proposed means of financing them.

Capital Program. A plan for capital expenditures to be incurred each year over a fixed period of years to meet capital needs arising from the long-term work program or otherwise. It sets forth each project or other contemplated expenditure in which the government is to have a part and specifies the full resources estimated to be available to finance the projected expenditures.

Centennial Clean Water Program ("CCWP"). In 1986, legislation was passed that provides grants to public entities for financing water pollution control activities and facilities to protect surface and underground water from pollution. In addition, a State revolving loan program was established to provide loans or combinations of grants/loans to finance public facilities.

Community Park. Those parks so designated in the City of Sumner Parks and Recreation Plan.

Concurrent or Concurrency. Means that adequate public facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate public facilities" and "available public facilities" as defined above.

Councilmanic General Obligation Debt. Councilmanic bonds refer to bonds issued with the approval of the Council, as opposed to voted bonds, which must be approved by vote of the public. Councilmanic bonds must not exceed 0.75 percent of the assessed valuation and voted bonds 1.75 percent.

Debt Limit. The maximum amount of gross or net debt that is legally permitted under state law. Debt is an obligation resulting from the borrowing of money.

Development Activity. Any construction or expansion of a building, structure, or use any change in use of a building or structure, or any change in the use of land, that creates additional demand and need for public facilities.

Encumbered. To reserve, set aside, or otherwise earmark, the impact fees in order to pay for commitments, contractual obligations, or other liabilities incurred for public facilities.

Enterprise Fund. Governmental services supported mainly by rates and user fees. A fund established to account for operations: (a) that are financed and operated in a manner similar to private business enterprises - where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital, maintenance, public policy, management control, accountability, or other purposes (i.e. (water, sewer, stormwater).

Fee in Lieu of Charge ("FILO"). Charges are contributions made by developers toward future improvements of City facilities resulting from the additional demand on the City's facilities generated from the development. See also **Mitigation Fees.**

General Obligation Debt. Debt that will be repaid mainly by taxes and other general governmental revenues. This debt includes limited and unlimited general obligation bonds, capital leases, and other notes and contracts issued with the full faith and credit of the government.

Guaranty Fund. A fund established by a bond issuer that is pledged as security for the payment of one or more bond issues. Normally used for Local Improvement Districts (LID).

Impact Fee. A fee assessed on new development that creates additional demand and need for public facilities.

Infiltration of stormwater. Groundwater that seeps into the wastewater collection system through pipe cracks, faulty joints, and faulty manholes.

Inflow of stormwater. Consists of water that may enter the wastewater system through illegal connections such as roof gutters, area drains, catch basins, and unplugged clean out openings.

Infrastructure. The underlying foundation, especially the basic installations and facilities on which the continuance and growth of a jurisdiction depends, i.e., streets, and roads, sewer, and water systems.

Latecomer Fees. Fees paid by developers or future service users for their share of past improvements financed by others.

Leasing. A financing technique whereby ownership of the project or equipment remains with the financing entity, and where title may or may not transfer to the City at the end of the lease.

Levy Lid. A statutory restriction on the annual increase in the amount of property tax a given public jurisdiction can assess on regular or excess levies.

Local Improvement District ("LID"). A method of carrying out a specific improvement by allocating the costs among the benefiting properties. The project is usually financed through a long term bond issue, the repayment of which is mainly from the collection of special assessments from the benefiting properties.

Mitigation Fees. Contributions made by developers toward future improvements of City facilities resulting from the additional demand on the City's facilities generated from the development. See also **Fee in Lieu of Charge.**

Public Facilities. The capital facilities owned or operated by the City or other governmental entities.

Public Works Trust Fund ("PWTF"). A low-interest revolving loan fund that helps local governments finance critical public works needs. To be eligible for trust fund financing, the applicant must be a local government entity that has a long-term plan for financing public works needs. If the applicant is a city or county, it must be imposing the optional one-quarter percent real estate excise tax for capital purposes. Eligible projects include streets and roads, bridges, storm sewers, sanitary sewers, and water system. Loans will only be made for the purpose of repairs, replacement, reconstruction, or improvements of existing eligible public works systems to meet current standards and to adequately serve the needs of the existing populations. New capital improvement projects are not eligible. The maximum loan amount has been one million with a minimum local match of ten percent. Interest rates vary from one to three percent, depending on the match.

Real Estate Excise Tax ("REET"). A tax upon the sale of real property from one person or company to another.

Revenue Bonds. Bonds whose principal and interest are payable exclusively from earnings of an enterprise fund.

Special Assessment. A compulsory levy made against certain properties to defray part or all of the cost of a specific improvement or service deemed to primarily benefit those properties. See also **Utility Local Improvement District.**

System Improvement. Public facilities included in the Capital Facilities Plan and designed to provide service within the community, in contrast to project improvements.

Transportation Improvement Account ("TIA"). Provides funding for transportation projects through two programs: The urban program and the small cities program. Urban projects must be attributable to congestion caused by economic development or growth. They must be consistent with State, regional, and local transportation plans (including transit and rail) and be partially funded by local contributions. Through its urban program project selection process, the TIA requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Small cities program projects are primarily selected on the basis of pavement condition and substandard roadway width. Funding is 1-1/2 cents a gallon on the State gas tax.

Transportation Improvement Board ("TIB"). The purpose of the TIB is to administer funding for local governments for transportation projects. Revenues are from the State fuel tax, local matching funds, and private sector contributions.

Utility Local Improvement District ("ULID"). Created for improvement to sewer, water, and other utilities and differs from a LID in that all assessment revenues is pledged for payment of debt service of bonds issued to finance the improvements. See also Special Assessment.

Appendix "B" 2020 Water System Plan Capital Improvement Plan

Table 8-1
Capital Improvement Plan Schedule [1]

Project Number - Description	Total Cost	Year of Completion											
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029-2038
Distribution System Improvements													
D1 - 8th Street East and East Valley Highway Loop	**$600,000**		$600,000										
D2 - Riverside Drive and 151st Avenue	**$680,000**	$60,000	$620,000										
D3 – Autoclave Meters and Vault	**$100,000**		$100,000										
D4 - Viewpoint Tank to 171st Avenue Court East	**$1,040,000**							$150,000		$890,000			
D5 - Water Main Replacement Program	**$10,000,000**		$250,000	$750,000	$250,000	$750,000	$250,000	$750,000	$250,000	$750,000	$250,000	$750,000	$5,000,000
Subtotal	**$12,420,000**	**$60,000**	**$1,570,000**	**$750,000**	**$250,000**	**$750,000**	**$250,000**	**$900,000**	**$250,000**	**$1,640,000**	**$250,000**	**$750,000**	**$5,000,000**
Distribution System Extensions													
D7 – Extend from 149th Avenue to East Valley Highway	**$1,024,240**										$102,424	$409,696	$512,120
D8 – East Valley Highway from Salmon Creek to CTI	**$3,100,000**						1,550,000	1,550,000					
Subtotal	**$4,124,240**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,550,000**	**$1,550,000**	**$0**	**$0**	**$102,424**	**$409,696**	**$512,120**
Water Utility Construction with City Projects													
C1 – Bridge Street Bridge	**$256,780**	$206,780	$50,000										
C2 – Stewart Road Bridge	**$435,000**							$435,000					
C3 – Lower White River Restoration Project	**$550,000**		$125,000	$425,000									
C4 – 64th & Sumner Tapps Highway Intersection (Design Only)	**$50,000**		$50,000										
C5 – Operations Facility	**$1,750,000**		$500,000	$250,000	$250,000	$250,000	$250,000	$250,000					
Subtotal	**$3,041,780**	**$206,780**	**$725,000**	**$675,000**	**$250,000**	**$250,000**	**$250,000**	**$685,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Source Improvements													
S1 - Additional Water Rights Acquisition	**$4,845,500**	$41,000	$200,000	$200,000	$744,000	$3,660,500							
S2 - Central Well Treatment Capacity Expansion	**$2,630,000**												$2,630,000
S3 - South Well Improvements	**$770,000**				$770,000								
S4 - Dieringer Well Improvements	**$100,000**												$100,000
S5 - West Well Improvements	**$16,000**									$16,000			
S6 - Sumner Springs Improvements	**$63,000**									$63,000			
S7 - County Springs Improvements	**$500,000**												$500,000
Subtotal	**$8,924,500**	**$41,000**	**$200,000**	**$200,000**	**$1,514,000**	**$3,660,500**	**$0**	**$0**	**$0**	**$79,000**	**$0**	**$0**	**$3,230,000**

Table 8-1
Capital Improvement Plan Schedule [1]

Project Number - Description	Total Cost	Year of Completion											
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029-2038
Storage Improvements													
ST1 - Earthquake Control Valves and Foundation Improvements	**$2,400,000**		$270,000	$2,130,000									
ST2 - Viewpoint BPS Improvements	**$200,000**			$200,000									
ST3 - North Tank Improvements	**$400,000**						$400,000						
ST4 - Viewpoint Tank Detention Pond	**$550,000**									$550,000			
ST5 – Springs Tank Improvements	**$340,000**				$340,000								
Subtotal	**$3,890,000**	**$0**	**$270,000**	**$2,330,000**	**$340,000**	**$0**	**$400,000**	**$0**	**$0**	**$550,000**	**$0**	**$0**	$0
Operations and Maintenance Improvements													
O&M1 - Hydrant and Isolation Valve Upgrades - 20 Years	**$480,000**		$80,000	$80,000	$80,000	$80,000	$80,000	$80,000					
Subtotal	**$480,000**	$0	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$0**	**$0**	**$0**	**$0**	$0
TOTAL WATER FUND	**$32,880,520**	**$307,780**	**$3,060,000**	**$4,035,000**	**$2,434,000**	**$4,740,500**	**$2,530,000**	**$3,215,000**	**$250,000**	**$2,269,000**	**$352,424**	**$1,159,696**	**$8,742,120**

Notes:
1) All OPCCs shown are in 2018 dollars. ENR CCI 10939.

Appendix "C" 2020 Sewer Capital Improvement Plan and Schedule

Table ES-5
Opinion of Probable Project Costs, 6-Year CIP (2018-2024)

CIP No.	Project	Opinion of Probable Project Cost
C-1	PS-2 Force Main Modifications	$90,000[1]
C-2	PS-2 Improvements	$548,000[1]
C-3	PS-10 Improvements	$652,000[1]
C-4	Pump Station Improvements	$1,215,000[1]
C-5	PS-8 AC Force Main Replacement	$540,000[1]
C-6	I/I Reduction and Rehabilitation	$600,000[2]
C-7	Centrifuge Replacement	$1,200,000[2]
C-8	WWTP O&M	$1,200,000[2]
C-9	Solids Hauling Dump Trucks	$500,000[2]
C-10	Portable Screw Sucker Pump	$65,000[2]
C-11	Emergency Pipe Replacement	$600,000[2]
C-12	Pretreatment Program Implementation	$200,000[2]
Total Opinion of Probable Project Cost		**$7,410,000**

Notes:
1) Opinion of probable project cost developed by BHC Consultants and included in Appendix G.
2) Opinion of probable project cost provided by the City.

Table ES-6 Opinion of Probable Project Costs, 20-Year CIP (2024-2038)		
CIP No.	**Project**	**Opinion of Probable Project Cost**
C-101	PS-9 (160th) Abandonment	$560,000
C-102	PS-11 (16th Ave 1) Replacement	$820,000
C-103	PS-12 (16th Ave 2) Replacement	$800,000
C-104	PS-4 (Jansen) Replacement	$830,000
C-105	PS-13 (Cannery) Replacement	$910,000
C-106	PS-3 (Van Tassel) Replacement	$1,000,000
C-107	PS-14 (Forest Canyon) Replacement	$800,000
C-108	PS-1 (Tacoma) Replacement	$1,000,000
C-109	PS-15 (North) Replacement	$990,000
C-110	PS-16 (Mastro) Replacement	$1,000,000
C-111	PS-2 (North) Replacement	$1,610,000
C-112	PS-10 (142nd) Replacement	$1,830,000
C-113	I/I Reduction and Rehabilitation	$1,400,000
C-114	WWTP O&M	$2,800,000
C-115	Emergency Pipe Replacement	$1,400,000
Total Opinion of Probable Project Cost		**$17,750,000**

Implementation of the projects identified in Table ES-5 and Table ES-6 will allow the City to address the capacity, obsolescence, O&M, and redundancy limitations identified within the City's wastewater system based on the projected flows and loads over the 20-year planning horizon.

The opinions of probable cost herein are based on our perception of current conditions at the project location. This opinion reflects our professional opinion of current construction costs and is subject to change as the project design matures.

Table 10-1
6-Year CIP (2018-2024)

CIP No.	Project	Type	Replacement	Upgrade	Expansion	Eligible for Connection Fee	Project Description
C-1	Collections Equipment	O&M		☑			▪ Purchase the following equipment: ○ ¾ Crew Cab ○ Utility truck replacement ○ 6" portable screw sucker pump ○ Camera van ○ Saw cut machine ○ Mud cart ○ Bigger roller ○ Skid steer rubber tracks ○ Small dump truck ○ 12-yard dump truck ○ Diesel gator addition ○ Articulating boom truck ○ Forklift ○ Valve exerciser
C-2	Golf Course STEP System	General			☑	☑	▪ Extension of the STEP system in the northeast of the City.
C-3	Radio System Conversions	Obsolescence	☑	☑			▪ Replace radio systems at lift stations to match current City standards.
C-4	LS-2 Electrical Control Panel	Obsolescence	☑	☑			▪ Replace panel with new above grade panel.
C-5	LS-6 Electrical Control Panel, Generator Panel, Hatch	Obsolescence	☑	☑			▪ Replace control panel, generator panel, and hatch.
C-6	LS-10 Pump Replacement	Obsolescence	☑	☑			▪ Replace one pump and two VFDs.
C-7	LS-11 Hatch Replacement	Obsolescence	☑	☑			▪ Replace hatch with ductile iron hatch.
C-8	LS-5, LS-8, and LS-9	Obsolescence	☑				▪ Replace obsolete equipment.
C-9	White River Restoration Project (LS-14 and Force Main)	General	☑				▪ Relocate sewer lines and LS-14 to accommodate White River Restoration project.

Table 10-1
6-Year CIP (2018-2024)

CIP No.	Project	Type	Replacement	Upgrade	Expansion	Eligible for Connection Fee	Project Description
C-10	Bridge Street Bridge	General	☑				▪ Extension of sanitary sewer infrastructure through the right-of-way disturbed during the construction of the Bridge Street Bridge Project.
C-11	410 and Traffic Avenue	Obsolescence	☑	☑			▪ Replace asbestos concrete force main. A new bridge across SR410 in Traffic Avenue right-of-way is being built within the next several years that will substantially limit the ability to access and replace the forcemain and gravity sewer connected to the pump station from the west. Rehabilitation of this portion of the pipeline should be prioritized to occur with the bridge replacement.
C-12	64th and Tapps Highway	Obsolescence	☑				▪ Replacement of aging sanitary sewer collection and forcemain infrastructure in the vicinity of the 64th and Lake Tapps Highway intersection to be completed in conjunction with surface improvements planned for the area.
C-13	Insertable Flow Meter	O&M			☑		▪ Purchase insertable flow meter to monitor flow in gravity collection system.
C-14	Pretreatment Program Implementation	O&M		☑			▪ Consultant to implement a pretreatment program to establish local limits.
C-15	Wastewater Treatment Plant Upgrades	O&M, Obsolescence, Redundancy	☑	☑			▪ Access walkway onto digester roof ▪ Replacement centrifuge dewatering scroll assembly ▪ Equipment ▪ Biosolids dewatering improvements ▪ Headworks TOC analyzer ▪ Headworks platform ▪ Rechannel primary splitter box ▪ Aeration basin (ORP monitor, baffles) ▪ Dryer (Platform) ▪ Electric swing gate ▪ Operations building
C-16	Auto Lane Force Main Upgrade	Capacity		☑			▪ This project replaces a 410 LF section of 2" force main extending from Auto Lane into the 4" force main within 166th Avenue East. The replacement force main will be upsized to a 4" diameter pipe. Cleanouts and valving will be installed in both the Auto Lane force main and the 166th force main allowing crews to jet the force mains.

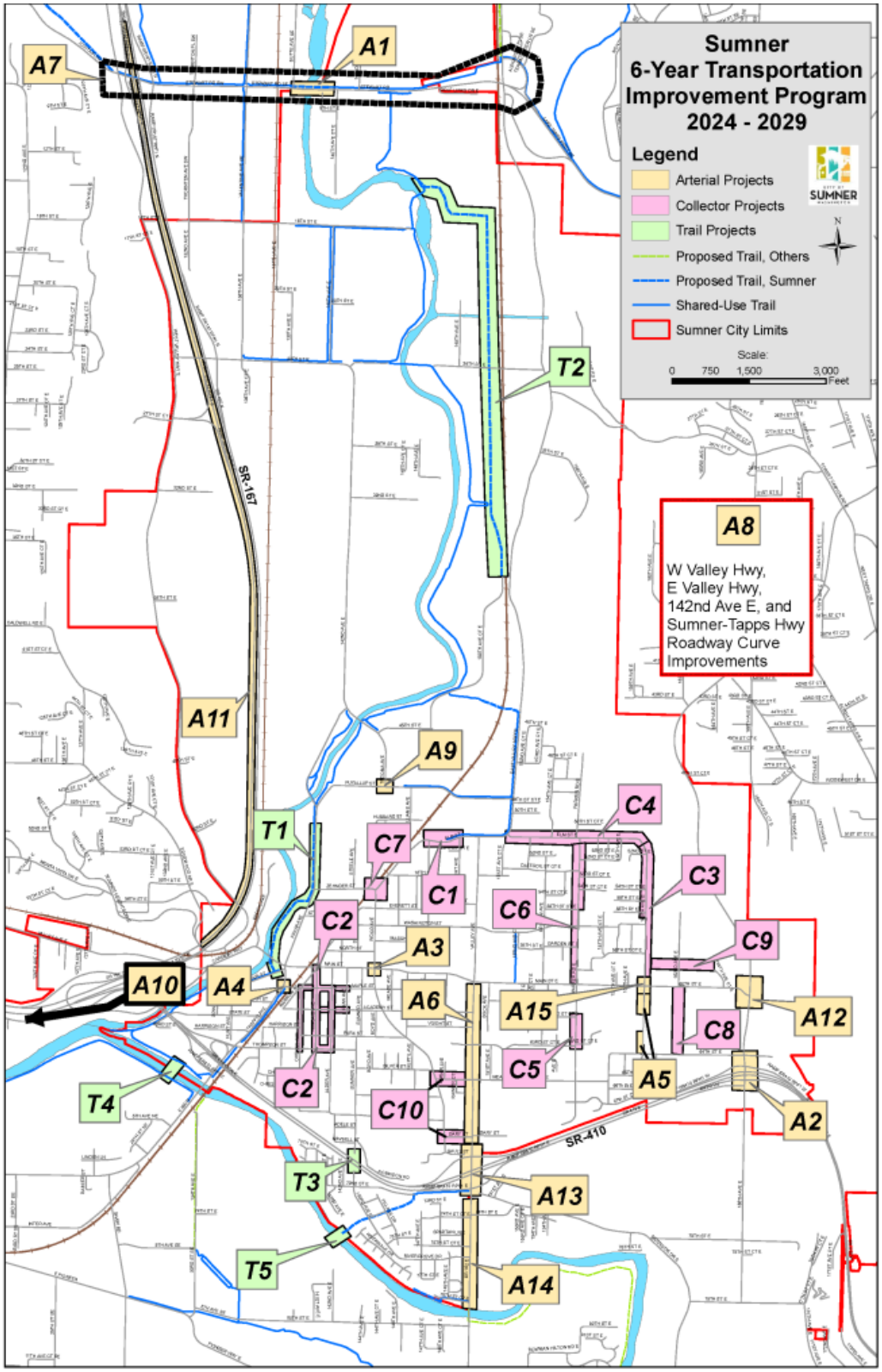
Table 10-2
20-Year CIP (2024-2038)

CIP No.	Project	Type	Replacement	Upgrade	Expansion	Eligible for Connection Fee	Project Description
C-101	PS-9 (160th) Abandonment	Obsolescence	☑				▪ Abandon and demolish pump station. ▪ Install 800 feet of 8-inch PVC gravity sewer pipe to reroute flows to PS 5.
C-102	PS-11 (16th Ave 1) Replacement	Obsolescence	☑		☑		▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Increase pump station capacity from 100 gpm to 130 gpm.
C-103	PS-12 (16th Ave 2) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 100 gpm.
C-104	PS-4 (Jansen) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 130 gpm.
C-105	PS-13 (Cannery) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 213 gpm.
C-106	PS-3 (Van Tassel) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 250 gpm.
C-107	PS-14 (Forest Canyon) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 600 gpm.
C-108	PS-1 (Tacoma) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 400 gpm.
C-109	PS-15 (North) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 500 gpm.
C-110	PS-16 (Mastro) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 200 gpm.

Table 10-2
20-Year CIP (2024-2038)

CIP No.	Project	Type	Replacement	Upgrade	Expansion	Eligible for Connection Fee	Project Description
C-111	PS-2 (North) Replacement	Obsolescence	☑				▪ Replace pumps and mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Replace wet well. ▪ Maintain existing firm capacity of 500 gpm.
C-112	PS-10 (142nd) Replacement	Obsolescence	☑				▪ Replace mechanical equipment. ▪ Replace and upgrade electrical and control equipment. ▪ Maintain existing firm capacity of 2,280 gpm.
C-113	I/I Reduction and Rehabilitation	Obsolescence	☑				▪ Reduce I/I through a variety of means such as slip lining, cured-in-place pipe (CIPP), pipe replacement, manhole lining, and other methods.
C-114	WWTP O&M	Obsolescence	☑				▪ General WWTP improvements, including but not limited to roof replacements, painting, replacement of mechanical equipment, and replacement of electrical, instrumentation, and controls equipment.
C-115	Emergency Pipe Replacement	Obsolescence	☑				▪ Replace and repair broken pipes as needed.

Appendix “D” 2024 6-Year Transportation Improvement Program


Sumner
6-Year Transportation
Improvement Program
2024 - 2029
Legend
Arterial Projects
Collector Projects
Trail Projects
Proposed Trail, Others
Proposed Trail, Sumner
Shared-Use Trail
Sumner City Limits
Scale:
0 750 1,500 3,000
Feet
A1
A7
T2
SR-167
A8
W Valley Hwy,
E Valley Hwy,
142nd Ave E, and
Sumner-Tapps Hwy
Roadway Curve
Improvements
A11
A9
T1
C4
C7
C1
C3
C2
C6
C9
A3
A10
A4
A6
A15
A12
C8
C5
A5
T4
C2
C10
A2
SR-410
T3
A13
T5
A14

Arterials

A1 – Stewart Rd (8th St) White River Bridge

Replace existing 2-lane bridge with new bridge with two unequal length spans. New structure will accommodate 4 vehicle lanes, a sidewalk, and a trail crossing.

- Location: Stewart Road at White River
- Total Cost: $35,000,000
- Funded: Yes
- Planning: Complete
- Design: 2023
- ROW/Permit: 2023
- Construction: 2024-2027
- Remarks: Project funded by Federal STP Grant, FMSIB Grant, Pierce County, Port of Tacoma, TIB, Congressional Allocation, NHFP and City of Auburn.

A2 – 166th Ave E Widening

Widen 166th Ave E to 4-5 lanes through the identified corridor and improve lane configuration and intersection control at the two existing intersections.

- Location: SR 410 WB ramp terminals to just north of 64th St E
- Total Costs: $18,000,000
- Funded: Partial
- Planning: Complete
- Design: 2022-2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Design is funded by Federal STP and Port of Tacoma Grants

A3 – Main St. and Wood Ave. Intersection Improvements

Construct pedestrian improvements and upgrade signal to current standards

- Location: Main St. and Wood Ave. intersection
- Total Cost: $3,580,000
- Funded: Yes
- Planning: Complete
- Design: Completing in 2022
- ROW/Permit: Completing in 2022
- Construction: 2022-2023

- Remarks: Funding Secured. Project schedule for construction Summer 2022.

A4 – Maple Street Pedestrian Signal and Citywide Signal Backplates

Replace existing pedestrian-activated rectangular rapid flashing beacons with signal (expected to be a High Intensity Activated Crosswalk (HAWK) signal), add retroreflective back plates to upgrade signal heads citywide.

- Location: Traffic Avenue and Maple Street Ped Signal, Backplates Various Locations Citywide
- Total Cost: $431,000
- Funded: Yes
- Planning: Complete
- Design: Comple
- ROW/Permit: Complete
- Construction: 2023 – 2024
- Remarks: Over 90% funded by a Highway Safety Improvement Program grant.

A5 – 160th Ave. E

Improve and widen streets to minor arterial standards with bike paths and sidewalks.

- Location: Main Street to 64th St. E.
- Total Cost: $500,000
- Funded: No
- Planning: Complete
- Design: Complete
- ROW/Permit: Complete
- Construction: 2027
- Remarks: Sidewalk on east side of 160th completing in 2021. Remaining upgrades unfunded. Installing sidewalk on west side of 160th. Project is unfunded. Sidewalks on east side of 160th were completed in 2022.

A6 – Valley Avenue

Overlay existing roadway surface, complete required ADA upgrades

- Location: From SR 410 to Main Street
- Total Cost: $1,500,000
- Funded: Partial
- Planning: Complete
- Design: 2025

- ROW/Permit: N/A
- Construction: 2026
- Received STP grant funding for the section between SR 410 and Meade McCumber.

A7 – Stewart Road Corridor ITS Improvements

Connect traffic signals and the railroad crossing to coordinate signal timing to increase vehicular traffic flow and reduce peak-hour delay.

- Location: Stewart Road from SR 167 toward Lakeland Hills
- Total Cost: $3,500,000
- Funded: Partial
- Planning: Complete
- Design: 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Received STP grant funding for design in 2025.

A8 – Systemic Horizontal Curve and Roadway Departure Safety Improvements

Install curve warning signs, speed feedback signs, rumble strips, profiled striping, reflective markers, guardrail, street lighting and shouldering to improve safety conditions on north-south roadways that have a history of vehicle departures

- Location: East Valley Highway, West Valley Highway, 142nd Ave. E, and Sumner-Tapps Highway
- Total Cost: $903,000
- Funded: Yes
- Planning: 2023
- Design: 2024
- ROW/Permit: 2024
- Construction: 2026
- Remarks: Received HSIP funding to complete the project, reimbursing 100% of project costs

A9 – Puyallup Street and Tacoma Avenue Intersection Improvements

Evaluate intersection for an upgrade to a signal and provide sidewalks/ADA improvements.

- Location: Intersection of Puyallup Street and Tacoma Avenue
- Total Cost: $1,500,000
- Funded: No

- Planning: Complete
- Design: 2023 – 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Seeking grant funding for design phase of the project.

A10 – SR 167 / I-5 Connection Project

WSDOT Gateway Program Project – The SR 167 Completion project will build the remaining four miles of SR 167 between Meridian and I-5, completing a long-planned connection to I-5. The project also includes a two mile connection from I-5 to the Port of Tacoma.

- Location: Puyallup to Fife
- Total Cost: $1,000,000,000*
- Funded: Yes
- Planning: Complete
- Design: 2017-2025
- ROW/Permit: 2017-2025
- Construction: 2019-2030
- Remarks: WSDOT-led regional project. Sumner has agreed to commit $500,000 as a local agency contribution to the project

A11 – SR 167

- Add southbound HOT lane
- Location: From SR 410 Interchange to 15th St SW (Auburn)
- Total Cost: Unknown*
- Funded: No
- Planning: Complete
- Design: 2023-2025
- ROW/Permit: N/A
- Construction: 2025-2027
- Remarks: This is a WSDOT-led project on a state highway. Sumner has not taken an active role in WSDOT's project and has not committed any funds to the project to date.

A12 – Sumner Tapps Highway/60th St E Intersection Improvements

Rebuild existing intersection to improve roadway geometrics and add a traffic signal to increase allowable movements

- Location: Sumner Tapps Highway and 60th St E Intersection
- Total Cost: $3,400,000

- Funded: No
- Planning: 2026
- Design: 2027
- ROW/Permit: 2028
- Construction: 2029
- Remarks: Potential for partial funding through TIF.

A13- SR 410 / SR 162 Interchange Improvements

Construct a one-lane roundabout configuration at each of the interchange ramps.

- Location: Interchange ramps at SR 410
- Total Cost: $6,650,000*
- Funded: Yes
- Planning: Complete
- Design: 2026
- ROW/Permit: 2028
- Construction: 2030
- Remarks: WSDOT-led project that will improve traffic flow at the existing interchange. Sumner has not taken an active role in WSDOT's project and has not committed any funds to the project to date.

A14 – Hwy. 162 Improvements

Construct one additional southbound lane on SR 162.

- Location: From southern city limits to SR410 EB On/Off Ramps
- Total Cost: $7,400,000*
- Funded: No
- Planning: Complete
- Design: 2026
- ROW/Permit: 2028
- Construction: 2030
- Remarks: This is a WSDOT-led project on a state highway. Sumner has not taken an active role in WSDOT's project and has not committed any funds to the project to date.

A15 – Main Street and 160th Intersection Improvements

Evaluate intersection for an upgrade to a signal and provide sidewalks/ADA improvements

- Location: Main Street and 166th Ave E. Intersection
- Total Cost: $2,000,000

- Funded: No
- Planning: 2026
- Design: 2027
- ROW/Permit: 2028
- Construction: 2029
- Remarks: This is a future project that will be evaluated in the coming years.

* Denotes that project is largely funded by WSDOT, and City has either committed a small percentage contribution or no contribution to date.

** Denotes that project is largely funded by City of Pacific, and Sumner has either committed a small percentage contribution or no contribution to date.

Collector Street Program

C1 – Elm Street Sidewalk Improvements

Extend the sidewalk on the north side of Elm Street to connect to Bonney Ave and Seibenthaler Park

- Location: Bonney Ave to Wright Ave
- Total Cost: $550,000
- Funded: Yes
- Planning: Complete
- Design: 2023
- ROW/Permit: 2023
- Construction: 2024
- Remarks: Project funded by TIB grant.

C2 – Alder & Kincaid Utility Improvements Phase 2

Replacement of aging utilities in support of the Town Center Plan redevelopment.

- Location: Cherry Ave, Maple St and Academy St
- Total Cost: $3,000,000
- Funded: Yes
- Planning: Complete
- Design: 2023
- ROW/Permit: N/A
- Construction: 2024-2025
- Remarks: Budget includes roadway restoration.

C3 – 160th Ave. E.

Improve 160th Ave. E. to Collector St. standards with curb, gutter and sidewalks on each side. Portions may be completed as parts of development prior to this time.

- Location: Elm St. to Main St.
- Total Cost: $2,700,000
- Funded: partial by developers
- Planning: Complete
- Design: 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Project partially completed by developers.

C4 – Elm St.

Improve Elm St. to Collector St. standards with curb, gutter and sidewalks on each side. Work will include storm drainage facilities and utility replacement

- Location: E. Valley Highway to 160th Ave. E.
- Total Cost: $2,400,000
- Funded: partial by developers
- Planning: Complete
- Design: 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Project partially completed by developers.

C5 – Parker Rd E

Construct curb, gutter and sidewalk on east side of the street

- Location: 62nd St. to 63rd St.
- Total Cost: $250,000
- Funded: Partial
- Planning: Complete
- Design: 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Funding will likely come from a combination of developer-built improvements, Street and Storm funds.

C6 – Parker Rd E

Reconstruct Parker Road to Collector St. standards with curbs, gutters, sidewalks, and drainage utilities. Portions have been completed by developer projects and sidewalk grants.

- Location: From Main St. to Elm St.
- Total Cost: $1,300,000
- Funded: Partial
- Planning: Complete
- Design: 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Funding will likely come from a combination of developer-built improvements, Street and Storm funds.

C7 – Zehnder St

Railroad Crossing Improvements to at-grade BNSF rail crossing

- Location: From Pease Ave to Wood Ave
- Total Cost: $1,000,000
- Funded: No
- Planning: 2025
- Design: 2025
- ROW/Permit: 2026
- Construction: 2027
- Remarks: Identified Road-Rail conflict point where upgrades could be beneficial.

C8 – 162nd Ave. E Segment Extension

Construct new 2-lane roadway section with sidewalks

- Location: 64th St. E to 60th St. E
- Total Cost: $3,000,000
- Funded: No
- Planning: 2026
- Design: 2027
- ROW/Permit: 2028
- Construction: 2029
- Remarks: Element of East Sumner Neighborhood Plan, likely completed by development or LID.

C9 – 164th Ave. Ct. E Segment Extension

Construct new 2-lane roadway section with sidewalks

- Location: 160th Ave. E to Existing 164th Ave. Ct. E
- Total Cost: $2,000,000
- Funded: No
- Planning: 2026
- Design: 2027
- ROW/Permit: 2028
- Construction: 2029
- Remarks: Element of East Sumner Neighborhood Plan, likely completed by development or LID.

C10 – Meade McCumber & Gary Street Sidewalk Improvements

Complete the sidewalk gaps at these two locations

- Location: Wood Ave to Valley Ave
- Total Cost: $650,000
- Funded: No
- Planning: Complete
- Design: 2026
- ROW/Permit: 2027
- Construction: 2028
- Remarks: This is a future project that will be evaluated in the coming years.

Trail Projects

T1 – Fryar Ave. Trail

- Location: West Main St. to Puyallup St.
- Complete trail connection through town.
- Total Cost: $7,200,000
- Funded: Partial
- Planning: Complete
- Design: Completing in 2023
- ROW/Permit: 2024
- Construction: 2025
- Remarks: Design and ROW partially funded by federal grant. No construction funding identified.

T2 – White River Restoration Trail

- Location: #9 Ditch to area north of 16th Street
- Construct 8000 LF trail in conjunction with adjacent development
- Total Cost: $3,000,000
- Funded: Partial
- Planning: Complete
- Design: Completing 2023
- ROW/Permit: N/A
- Construction: 2026
- Remarks: Partially funded by developers

T3 – Rivergrove Pedestrian Bridge

Construct trail bridge to provide a new trail connection between Sumner Town Center and the Rivergrove neighborhood over SR 410.

- Location: Trail overpass connecting the vicinity of Alder Ave. to 143rd Ave. E
- Total Cost: $11,200,000
- Funded: Partial
- Planning: Complete
- Design: 2025
- ROW/Permit: N/A
- Construction: 2026
- Remarks: Design funding provided by ST3 grant. No construction funding identified.

T4 – Puyallup River Crossing

Provides improved connection with the Puyallup and Foothills trail system

- Location: From Sumner Wastewater Treatment Facility to Puyallup trail
- Total Cost: $4,000,000
- Funded: No
- Planning: 2027
- Design: 2028
- ROW/Permit: 2029
- Construction: 2030
- Remarks: Potential joint project with Puyallup. Eligible for federal CMAQ funding.

T5 – Puyallup River Trail Bridge

Construct a trail bridge and trail connections to provide a connection to the Foothills Trail per the Sumner Parks and Trails Plan.

- Location: Trail overpass connecting 144th Ave E to 143rd Ave E
- Total Cost: $6,000,000
- Funded: No
- Planning: 2027
- ROW/Permit: 2028
- Design: 2029
- Construction: 2030
- Remarks: Identified in Draft Parks and Trails Plan. No funding source secured

Recurring Annual Programs

R1 – Street Overlay Program

Overlay and rebuild existing streets throughout the City.

- Annual Costs: $150,000
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R2 – Roadway Paint Line Application

Program to repaint lane lines within the City

- Total Costs: $40,000
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R3 – Pavement Repairs

Repair spot surface and subgrade failures through dig-outs throughout the City.

- Total Costs: $66,150
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R4 – Roadway Plastic Marking Application

Program to replace crosswalk, stop bar, and arrow markings within the City

- Total Costs: $56,100
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R5 – Chip Seal Application

Program to apply a chip seal treatment to asphalt roads throughout the City.

- Total Costs: $136,500
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R6 – Crack Seal Application

Maintain roads with crack seal throughout the City

- Total Costs: $78,750
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R7 – Neighborhood Traffic Control Program

Modify residential streets to enhance pedestrian safety, slow traffic, and minimize cut-through traffic on collector and local roadways.

- Total Cost: $28,000
- Funded: Yes
- Remarks: Street Operating General Fund Budget

R8 – ADA Transition Plan

Address the projects identified in the ADA Transition Plan

- Total Cost: $40,000
- Funded: Yes
- Remarks: Sidewalks Construction Capital Fund Budget

R9 – Sidewalk Maintenance Program

Replace/rebuild existing failing sidewalks due to damage caused by street trees.

- Total Cost: $250,000
- Funded: Yes
- Remarks: Sidewalks Construction Capital Fund Budget. Formerly the Volunteer Sidewalk Program.

R11 – Safe Routes to School

Fill in gaps in sidewalks, provide repairs to existing ADA ramps, and replace ramps that do not meet current code. Continue educational components and install speed feed back signs.

- Total Cost: N/A
- Funded: No
- Remarks: City will fund local match as needed. Continue to apply for SRTS Grants.

*Project is largely funded by WSDOT, and City of Sumner has either committed a small percentage **contribution or no contribution to date.**

****Project is largely funded by City of Pacific, and the City of Sumner has either committed a small percentage contribution or no contribution to date.**

TRANSPORTATION PROJECTS COMPLETING IN 2023

Stewart Rd (8th St.) Railroad Crossing

Widen Stewart Rd from 2 lanes to 4/5 lanes, widen the Union Pacific Railroad Crossing, Install a new signal at Butte Avenue

- Location: Valentine Ave to Butte Ave (in the City of Pacific)
- Total Cost: $6,000,000
- Estimated Completion: 2023
- Remarks: Project was run by City of Pacific. City of Sumner contributed $700,000 of TIF funds to the project.

Alder & Kincaid Utility Improvements Phase 1

Replacement of aging utilities in support of the Town Center Plan redevelopment

- Location: Park St. to Main St.
- Total Cost: $6,000,000
- Estimated Completion: 2023
- Remarks: Project includes Heritage Park woonerf construction.

Academy Street: Bicycle Lanes

Improve and reconfigure existing Academy Street to accommodate dedicated bicycle lanes.

- Location: Narrow St. to Wood Ave
- Total Cost: $875,000
- Estimated Completion: 2023

- Remarks: Design funding provided by ST3 grant.

Appendix E - School Impact Fee Calculations

Table 7. 2024-2030 Capital Projects & Finance Plan

Sumner-Bonney Lake School District Capital Finance Plan: 2024-2030

									Revenue Streams		
Future Projects	**Budget**	**2024/2025**	**2025/2026**	**2026/2027**	**2027/2028**	**2028/2029**	**2029/2030**	**2030/2031**	**Estimated State**	**Estimated Local Share**	**Total Revenue**
BUHS Classroom Addition and Intersection Improvements	$76,882,286	$2,000,000	$6,000,000	$40,000,000	$28,882,286				$3,052,724	$76,882,286	**$79,935,010**
Sumner HS (Master Plan Build Out)	$412,239,957	$2,000,000	$6,000,000	$40,000,000	$40,000,000	$60,000,000	$124,239,957	$140,000,000	$140,000,000	$412,239,957	**$552,239,957**
New Middle School at Tehaleh	$200,000,000	$2,000,000	$6,000,000	$20,000,000	$88,000,000	$84,000,000				$200,000,000	**$200,000,000**
Liberty Ridge Elementary Improvements	$2,885,048		$800,000	$1,445,048	$640,000					$2,885,048	**$2,885,048**
Crestwood Elementary Improvements	$2,885,048		$800,000	$1,445,048	$640,000					$2,885,048	**$2,885,048**
Tehaleh Heights Elementary Expansion	$19,019,250	$1,000,000	$3,000,000	$15,019,250					$6,708,985	$19,019,250	**$25,728,235**
Donald Eismann Elementary Queuing, Parking and Field Improvements	$7,806,605		$1,000,000	$6,806,605						$7,806,605	**$7,806,605**
Daffodil Valley Elementary Field Improvements	$6,022,014			$6,022,014						$6,022,014	**$6,022,014**
Energy Efficiency Improvements	$4,014,677		$500,000	$500,000	$1,000,000	$500,000	$1,000,000	$514,677		$4,014,677	**$4,014,677**
Total	**$731,754,885**	**$7,000,000**	**$23,600,000**	**$131,237,965**	**$159,162,286**	**$144,500,000**	**$125,239,957**	**$140,514,677**	**$149,761,709**	**$731,754,885**	**$881,516,594**

Note: State match may vary depending on the number of unhoused students

Sumner-Bonney Lake School District Capital Facilities Plan 2024-2030, Pg. 40

Table 8. Single Family Impact Fee Calculation

SITE ACQUISITION COSTS (A)	COST PER ACRE	NUMBER OF ACRES	NUMBER OF STUDENTS	STUDENT FACTOR	TOTAL COST
Elementary	$0	15	550	0.3722	$0.00
Middle School	$460,000	24	900	0.0980	$1,202.13
Senior High	$3,100,00	2	400	0.1151	1,784.05
Total					**$2,986.18**
CONSTRUCTION COSTS (B)	**FACILITY COST**		**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$19,020,000		300	0.3722	$23,597.48
Middle School	$200,000,000		900	0.0980	$21,777.78
Senior High	$60,000,000		545	0.1151	$12,671.56
Total					**$58,046.82**
TEMPORARY FACILITY COSTS (C) (Double-Wide)	**PURCHASING COST**		**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$600,000		46	0.3722	$4,854.78
Middle School	$600,000		60	0.0980	$980.00
Senior High	$600,000		60	0.1151	$1,151.00
Total					**$6,985.78**
STATE MATCHING CREDIT (D)	**BOECKH INDEX**	**SQ FT PER STUDENT**	**STATE MATCH**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$375.00	90	0.6136	0.3722	$7,707.89
Middle School	$375.00	117	0.6136	0.0980	$2,638.33
Senior High	$375.00	130	0.6136	0.1151	$3,442.99
Total					**$13,789.20**
	PRESENT VALUE FACTOR	**BOND LEVY RATE**	**ASSESSED VALUE OF UNIT**	**BOND INTEREST**	**TOTAL CREDIT**
TAX PAYMENT CREDIT (TC)	6.929399	$1.5910	$626,748	3.477%	$9,566.05
NET COST (A+B+C-D)-TC					$44,663.53
DISCOUNT IS 50%, RATE IS 0.50 IMPACT FEE PER UNIT (NET COST-TC)*DISCOUNT RATE)					$22331.73
LESS OTHER CREDITS (FC)					0
NET IMPACT FEE PER UNIT					**$22,331.76**

Sumner-Bonney Lake School District Capital Facilities Plan 2024-2030, Pg. 41

Table 9. Multi-family Family Impact Fee Calculation

SITE ACQUISITION COSTS (A)	COST PER ACRE	NUMBER OF ACRES	NUMBER OF STUDENTS	STUDENT FACTOR	TOTAL COST
Elementary	$0	15	550	0.1712	$0.00
Middle School	$460,000	24	900	0.0721	$884.43
Senior High	$3,100,000	2	400	0.1892	2,932.60
Total					**$3,817.03**
CONSTRUCTION COSTS (B)	**FACILITY COST**		**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	19,020,000		300	0.1712	$10,854.08
Middle School	$200,000,000		900	0.0721	$16,022,22
Senior High	$60,0000,00		545	0.1892	$20,829.36
Total					**$47,705.66**
TEMPORARY FACILITY COSTS (C) (Double Wide)	**PURCHASING COST**		**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$600,000		46	0.1712	$2,233.04
Middle School	$600,000		60	0.0721	$721.00
Senior High	$600,000		60	0.1892	$1,892.00
Total					**$2,449.30**
STATE MATCHING CREDIT (D)	**BOECKH INDEX**	**SQ FT PER STUDENT**	**STATE MATCH**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$375.00	90	0.6136	0.1712	$3,545.38
Middle School	$375.00	117	0.6136	0.0721	$1,941.05
Senior High	$375.00	130	0.6136	0.1892	$5,659.54
Total					**$11,145.97**
	PRESENT VALUE FACTOR	**BOND LEVY RATE**	**ASSESSED VALUE OF UNIT**	**BOND INTEREST**	**TOTAL CREDIT**
TAX PAYMENT CREDIT (TC)	6.6313	$1.5910	$696,349	3.477%	$10,631.29
NET COST (A+B+C-D)-TC					$34,591.46
DISCOUNT IS 50%, RATE IS 0.50 IMPACT FEE PER UNIT (NET COST-TC)*DISCOUNT RATE)					$17,295.73
LESS OTHER CREDITS (FC)					0
NET IMPACT FEE PER UNIT					**$17,295.73**

Sumner-Bonney Lake School District Capital Facilities Plan 2024-2030, Pg. 42

School Impact Fee Calculation 6/20				DISTRICT	Dieringer School District		
School Site Acquisition Cost:							
((AcresxCost per Acre)/Facility Capacity)xStudent Generation Factor							
	Facility Acreage	Cost/ Acre	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary #3	12.00	$438,613	433	0.322	0.172	$3,909	$2,091
Middle				0.130	0.070		
					TOTAL	$3,909	$2,091
School Construction Cost:							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(permanent/Total Sq Ft)							
		Facility Cost	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary #3		$25,275,000	433	0.322	0.172	$18,796	$10,040
				0.130	0.070		
					TOTAL	$18,796	$10,040
Temporary Facility Cost:							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(Temporary/Total Square Feet)							
	%Temp/ Total Sq.Ft	Facility Cost	Facility Size	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary		$0	0	0.322	0.172		
Middle		$0	0	0.130	0.070		
					TOTAL	$0	$0
State Matching Credit:							
Boeckh Index X SPI Square Footage X District Match % X Student Factor							
	Boeckh Index	SPI Footage	District Match %	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary							
Middle							
					TOTAL	$0	$0
Tax Payment Credit:						SFR	MFR
Average Assessed Value 2020						$653,162	$480,235
Capital Bond Interest Rate (est) 5/20						0.40%	0.40%
Net Present Value of Average Dwelling						$6,390,194	$4,698,367
						10	10
Property Tax Levy Rate	**2020** →					$2.2460	$2.2460
	Present Value of Revenue Stream					$14,352	$10,553
	Fee Sumary:			**Single Family**	**Multiple Family**		
	Site Acquistion Costs			$3,909.23	$2,090.76		
	Permanent Facility Cost			$18,795.73	$10,039.95		
	Temporary Facility Cost			$0.00	$0.00		
	State Match Credit			$0.00	$0.00		
	Tax Payment Credit			($14,352.38)	($10,552.53)		
	FEE			**$8,353**	**$1,578**		
	FEE WITH DISCOUNT OF 50%			**$4,176**			
	FEE WITH DISCOUNT OF 50%				**$789**		

~~Note that the adopted fees for Sumner-Bonney Lake School District as of 2023 are as follows:~~

- ~~Single Family: $4791.83~~
- ~~Mobile Homes: Same as above~~
- ~~Multi-Family: $2351.32~~
- ~~I Zero lot line houses: Same as above~~

Appendix "F" City Council Final Ordinance [to be included after adoption]

SUMNER-BONNEY LAKE SCHOOL DISTRICT CAPITAL FACILITIES PLAN 2024-2030

Adopted November 2024
by the School District Board of Directors

SUMNER-BONNEY LAKE SCHOOL DISTRICT
CAPITAL FACILITIES PLAN
2024-2030

Acknowledgements

School District Board of Directors

Erin Markquart, President
Kevin Lewis, Vice President
Paul Williams
Bill Gaines
J.B. Smith

Superintendent

Laurie Dent, Ph.D.

Staff

Marina Tanay, Capital Projects/Facilities Manager

Consultant Team

RJH Solutions LLC
Cathy Walker

Table of Contents

Chapters

1. Executive Summary Pg. 2
2. About the District Pg. 5
3. District Standards Pg. 16
4. Student Enrollment Projections Pg. 19
5. Facility Inventory & Capacity Pg. 23
6. Future Facility Needs & Strategies Pg. 31
7. Capital Projects & Funding Pg. 38

Figures

Figure 1. Elementary Attendance Boundaries Pg. 13
Figure 2. Middle School Attendance Boundaries Pg. 14
Figure 3. High School Attendance Boundaries Pg. 15
Figure 4. Location of Large Developments Providing New Housing Pg. 22
Figure 5. Sumner-Bonney Lake School District and UGA Boundaries Pg. 37

Tables

Table 1. October Student Enrollment, 2018-2023 Pg. 19
Table 2. Projected October Student Enrollment, 2024-2029 Pg. 20
Table 3. School Facilities Pg. 23
Table 4. Additional Facilities & Real Property Pg. 24
Table 5. Projects Planned to Provide New Student Capacity, 2024-2030 Pg. 32
Table 6. Estimated Surpluses & Deficits in Student Capacity Pg. 34
Table 7. Capital Projects & Finance Plan, 2024-2030 Pg. 40
Table 8. Single Family Impact Fee Calculation Pg. 41
Table 9. Multi-family Impact Fee Calculation Pg. 42

1. Executive Summary

Purpose of the Capital Facilities Plan

This Capital Facilities Plan describes the capital improvements that are anticipated to be needed over the next six years, and the longer-term, in order to provide projected student populations with quality educational services that meet District standards. It supports other District planning efforts, as well as the planning efforts of Pierce County and the cities of Bonney Lake, Edgewood, Pacific and Sumner. The plan is also an informational resource for District communities.

The plan contains information on existing facilities, district service standards, student enrollment projections, forecasted future facility needs, funding strategies, a capital projects and finance plan showing costs and funding sources for projects planned in the next six years, and impact fee calculations. This is consistent with requirements for capital facilities plans under the Washington State Growth Management Act. The District annually updates its plan and provides it to Pierce County and local jurisdictions for review and adoption as part of their comprehensive plans.

Completed Projects and Forecasted Future Facility Needs

A number of factors influence the District's capital facilities' needs. These include aging facilities, changes to District service standards, student enrollment increases, educational programming and community programming needs, and changes to Washington State educational requirements and standards and local development regulations governing the types of improvements the District can make on its properties.



Bonney Lake HS Performing Arts Center

The capital projects funded by the Capital Projects Bond approved by voters in February of 2016 have been completed, including the District-wide security upgrades, construction of the Sumner Early Learning Center which opened in September of 2019, construction of the Bonney Lake High School Performing Arts Center which opened in Fall of 2019, field improvement at Lakeridge Middle School completed summer 2019; field improvement at Sumner Middle School District completed 2019; replacement of Emerald Hills Elementary School which opened January 2020, field improvement at Mt. View Middle School completed 2021, expansion of Mt. View Middle School completed in 2022 and the Phase 1 building at Sumner High School which opened in May of

2023. The former Multi-Care Medical Office, owned by the District, was remodeled to house the Elhi Hill Program in 2019.

The overall projected need for new facility space to accommodate future students has increased due to updated student enrollment projections. Capital project needs for the next six years and for the longer-term are listed below and discussed in more detail in Chapter 6.

Six-Year Project List

- Phase II of the Modernization and Expansion of Sumner High School under a phased Master Plan Project approved under a Conditional Use Permit and a Development Agreement approved June 2021



Sumner High School Master Plan

- Capacity addition with site development improvements to Bonney Lake High School
- Construction of new middle school at Tehaleh to increase classroom capacity
- Expansion of capacity at Tehaleh Heights Elementary School
- Maintenance and upgrades to Crestwood Elementary School
- Maintenance and upgrades to Liberty Ridge Elementary School
- Maintenance and upgrades to athletic facilities and playgrounds to meet District needs
- Improvements to vehicle queueing and facility access points to meet District needs
- Targeted energy efficiency improvements, including conversion to LED lighting
- New portable classrooms, as needed

Longer-Term Project List

- Acquisition of land for elementary, middle and potential expanded/additional high school facilities
- Expansion of existing elementary school(s) where necessary and appropriate
- New elementary school
- Potential need for new or expanded high school facilities
- Ensure educational programs, safety, security, health resources, and athletic facilities are sufficient to meet District needs
- Ensure transportation facility is sufficient to meet District needs
- Ensure maintenance and operations facility is sufficient to meet District needs
- Ensure space for the Technology Department is sufficient to meet District needs
- Additional space for District-wide administrative and support staff, as necessary

Strategies for Meeting Facility Needs

The District's strategy for meeting future facility needs is multifaceted. The District maintains and upgrades existing facilities, expands existing facilities consistent with District standards for facility size, constructs new facilities on existing or acquired properties, and purchases and upgrades buildings that can be repurposed for District use. The District also makes service boundary line adjustments when new school space is added as needed, and when there are opportunities within existing facilities to reduce overcrowding. Additionally, the District uses portable classrooms to address temporary overcrowding as it works to provide permanent classroom space for all students.

Funding Sources

Chapter 7 contains a capital projects and finance plan with the anticipated costs and funding sources for capital improvements planned within the next six years. It also includes a discussion of the funding sources that are generally available to the District for capital projects, including local, state, and federal grants, capital bonds, capital levies, as appropriate, state construction assistance funds, and school impact fees. The District is committed to meeting future facility needs in a cost-efficient manner while maintaining quality educational services.

2. About the District

The Sumner-Bonney Lake School District encompasses areas within the cities of Bonney Lake, Edgewood, Pacific and Sumner, and unincorporated Pierce County. With Sumner Early Learning Center, Performing Arts Centers, a Community Swimming Pool[1], Public Gymnasiums and support facilities, the District serves approximately 10,318 students. The District's current grade configuration serves students in grades K-5 in elementary schools, grades 6-8 in middle schools and grades 9-12 in high schools. Maps showing the District's location and attendance boundaries are provided at the end of this Chapter.

The District changed its name in the summer of 2018 from the Sumner School District to the Sumner-Bonney Lake School District. The name change was made to recognize the Bonney Lake community's longstanding and continuing partnership with the Sumner School District. The name change also reflects the fact that the City of Bonney Lake comprises a large portion of the District, similar to the City of Sumner.

Recognized as one of the premier districts in the South Sound, the Sumner-Bonney Lake School District has a supportive community with great expectations for students. Locally, the District has a well-earned reputation for providing the highest level of service and for its commitment to increasing student achievement. With a strong pledge to serve children and their families, established community partnerships support learning initiatives to ensure an equitable and quality education for every child, making the Sumner-Bonney Lake School District the best place to learn!

Strategic Plan

The Sumner-Bonney Lake School District's new strategic plan, called Future Ready, is a roadmap to successfully fulfill our promise to know, value and support every student, helping them to graduate ready to pursue a promising future. The Sumner-Bonney Lake School District promise also comes with a commitment to promote a culture of fair and inclusive practices, where each student receives equitable access to the opportunities, resources and supports to succeed and thrive.

Future Ready comprises three components:

1. Student Learning
    - Our Promise
    - Goals and Measure of Student Success
    - Portrait of a Graduate

2. Instructional Effectiveness
    - Building Blocks for Action

[1] The pool is located at Sumner High School and was built in the 1960s. The Sumner High School Master Plan includes space planning for a future pool.

- Professional Practices
- Educational Strategies

3. Operational Infrastructure
    - Responsive and Efficient Supports
    - Disciplined Implementation

The strategic plan's core component is Student Learning with five measurable goals – and equity in mind – that span preschool to high school:

1. Success in the Early Years
2. Nurtured, Engaged and Empowered Students
3. Academically-Prepared Critical Thinkers
4. Elimination of Disparities in Student Access and Success
5. Readiness for College, Career and Life

As the plan's name suggests, we have incorporated a focus on readiness for the future with the Portrait of a Sumner-Bonney Lake Graduate, which features these five areas of knowledge, skills and attitudes:

1. Responsible Community Contributor
2. 21st Century Collaborator
3. Innovative Critical Thinker
4. Globally-Conscious Member of Society
5. Self-Empowered Learner

The five-year strategic plan was developed over several months in collaboration with 200 diverse voices involving staff, students, families and community members.



Our Staff



The Sumner-Bonney Lake School District employs over 1,000 knowledgeable and dedicated staff members, more than 650 of whom are certificated employees. Over sixty-nine percent of our teachers have Masters degrees, and approximately 11 percent of our certificated staff have successfully earned their National Board Certification. The District is fortunate to have the number of staff earning "the profession's mark of accomplished teaching" grow each year.

Education and Community

The District has many projects that include community partners in our schools. Sumner-Bonney Lake schools are *the great connector and heart of our community*. Community members have demonstrated this recognition by their sustained support for, and commitment to high-quality schools where every student is known, valued and supported. The District and the community have one thing in common – a shared goal of helping our students be successful. Business partnerships provide volunteers, shared resources and valuable experiences to students and staff, helping to enhance instruction outside the classroom. Students have opportunities for hands-on experiences, stepping outside of traditional education boundaries while business leaders get an insight into the world of education. The District also partners with local jurisdictions and organizations to make its facilities and programs available to the community. This includes performing arts centers, fields, gymnasiums, pool, libraries, common areas for events and meetings, and buildings as a resource when needed. With a strong pledge to serve children and their families, established community partnerships support learning initiatives that ensure quality education for every child.

The District also provides family support services. The District's Family Resource Center, located on the Sumner Middle School campus, offers a wide variety of human service programs, resources, physical and mental health and social services, information and referrals. This includes parenting classes, helping with groceries, providing clothing, and helping with student learning. The Family Resource Center's goal is to work with the community and empower the family unit, which ensures children served by the District have the foundation for successful learning.

Family and Volunteer Involvement

Our schools have strong parent groups that are the foundation of educational excellence. School volunteers and community members donate hours of time to literacy and tutoring programs.

Students

We prepare students for experiences in continuing education or the work world with programs that put power behind their diploma. As we work toward our goal of students graduating with a promising future, we continue to chart improvements in student achievement and prepare students for life beyond high school graduation. Our comprehensive guidance programs assist students in selecting areas of study that can prepare them for technical college, university studies or put them on a career track.

We are seeing success in efforts to improve attendance and graduation rates, decreasing drop-out rates and increasing achievement.

High-Poverty School Programs

The District provides special programming for schools that meet criteria for high poverty designation. High poverty schools are defined as those that had greater than 50 percent of students eligible for free or reduced-price meals in the prior school year. Currently, Daffodil Valley Elementary has this designation based on their 54% rate of free and reduced lunch. The District has smaller class size targets for these schools and, among other things, offers free meal programs for students which include breakfast and lunch. Over the summer months, our Summer Meals program continues to provide free meals for students.

Green Schools Initiative and Clean Buildings Performance Standards

State legislation requires all major school capital facility projects receiving state funding to meet a green building standard. Schools can use the Washington Sustainable Schools Protocol (WSSP) or the Leadership in Energy and Environmental Design (LEED) standard.[2] In addition, Clean Buildings Performance Standards, enacted in 2019, affect all schools in the district.



Tehaleh Heights Elementary

In keeping with the legislation, the District has launched an initiative to better employ green measures in all schools and facilities. These measures are designed to improve building energy performance to meet specified targets. The initiative includes integration of conservation lessons into the educational curriculum to empower the next generation of environmental leaders. The initiative is in addition to the District's efforts to adhere to and participate in the OSPI

[2] Washington State Legislature, RCW 39.35D.040

High-Performance School Buildings Program, which addresses resource efficiency in school design and construction.

Green schools protect student and teacher health and provide a positive learning environment. Studies have shown that student test scores can improve up to 20 percent when kids learn in green classrooms that provide more natural daylight, improved classroom acoustics and healthier paints and carpets that don't release toxic chemicals into the air. Green schools also have lower operating costs and help to preserve the environment through efficient use of energy and water resources.

Academic and Student Well-Being Plan

On February 29, 2020, Washington State Governor Jay Inslee declared a state of emergency in all counties of our State under Chapters 38.08, 38.52, and 43.06 RCW, and directed the implementation of the plans and procedures of the State's Comprehensive Emergency Management Plan in response to the novel coronavirus (COVID-19) and on March 13, 2020, Governor Inslee ordered the closure of all public and private K-12 schools in Washington State until April 24, 2020, to contain the spread of COVID-19, and on April 6, 2020, directed that school buildings remain closed from providing traditional, in-person instruction throughout the remainder of the 2019-2020 school year.

The American Rescue Plan Elementary and Secondary School Emergency Relief (ARP ESSER) Fund under the American Rescue Plan (ARP) Act of 2021, Public Law 117-2 provided funding for eligible school districts to use to address academic recovery and learning loss and authorized the Office of the Superintendent of Public Instruction to distribute such ESSER funds to Washington school districts via the Title I funding formula. The federal law further specified that in order for school districts to access these ESSER funds, they must submit a plan that included seeking public comment prior to the adoption and public posting of that plan. The Office of the Superintendent of Public Instruction determined that school board approval of a plan meets the federal requirement for seeking public comment, as it involves public posting and provides the opportunity for public comment. The Office of the Superintendent of Public Instruction further determined that a school district must post its adopted plan on the its website, making it accessible for those with disabilities and those in the community whose language is one other than English.

State House Bill 1368, Section 12 created a new section of Ch. 43.70 RCW, setting forth certain requirements for the appropriation of federal funds, including that school districts submit an Academic and Student Well-Being Recovery Plan to the Office of the Superintendent of Public Instruction to address student needs resulting from school building closures and extended time in remote learning due to the COVID-19 pandemic. This state law included specific requirements for school districts' Academic and Student Well-Being Plans and required school districts to use the template developed by the Office of the Superintendent of Public Instruction to support the creation of a plan that addresses all the required components, including the use of an equity

analysis tool. This State law also authorized the Office of the Superintendent of Public Instruction to identify and include additional requirements for the plan in the template it developed.

By Board Resolution No. 15/20-21, the District Board of Directors approved and adopted the Sumner-Bonney Lake School District Academic and Student Well-Being Recovery Plan consistent with all federal and state law.

Elementary and Secondary Schools Emergency Relief (ESSER)

ESSER funding provides the District with short term relief to address the impacts of COVID-19.

- ESSER I: CARES ACT (Coronavirus Aide, Relief, and Economic Security Act)
- ESSER II: CRRSA (Coronavirus Response and Relief Supplemental Appropriations Act)
- ESSER III: ARPA (American Rescue Plan Act)

ESSER is not an ongoing program to support long-term expenses, such as salary increases.

The District used ESSER funds to complete the following projects:

ESSER II Funding:

Purpose: Air quality improvement for all buildings, identify and to correct HVAC/Air Quality Issues at various buildings.

Reason: Promoting the health and safety of students, school facilities and infrastructure improvements.

Work Includes:

Testing and Balancing of Outside and Supply Airflow
● Bonney Lake High School ● Sumner High School ● Bonney Lake Elementary

Commissioning of Existing HVAC Controls
● Lakeridge Middle School ● Mountain View Middle School ● Donald Eismann Elementary ● Maple Lawn Elementary ● Tehaleh Heights Elementary ● Victor Falls Elementary ● Crestwood Elementary ● Sumner Early Learning Center ●Emerald Hills Elementary ● Liberty Ridge Elementary ●Sumner Middle School ● Bonney Lake High School ● Sumner High School ● Bonney Lake Elementary

ESSER III Funding:

Purpose: Improve HVAC/Air Quality at Daffodil Valley Elementary.

Reason: Promoting the health and safety of students, school facilities and infrastructure improvements.

Work Includes:

● Replace 20-year-old chiller that uses outdated refrigerant

● Replace boiler and chiller control panels, expansion tank, pot feeder, air/dirt separator and pumps

● Replace building automation system (HVAC controls) with new system and perform testing, balancing and commissioning of new system. Boilers were replaced in an earlier project leveraging energy grant funding

Attendance Boundaries

In December 2017, the District Board of Directors adopted a resolution to change school attendance boundaries, effective the 2018-19 school year. The boundary changes were made to create an attendance area for the District's new Tehaleh Heights Elementary School and to address increased enrollment. The changes were also intended to help accommodate anticipated future enrollment.

The District developed the boundary changes following nearly a year of extensive examination and review. District staff, with assistance of a demographer and use of mapping software, carefully and thoroughly analyzed boundary options based on the goals and criteria listed below. The District also provided public notice of the proposed changes and asked for review and feedback through a variety of methods including public meetings, emails and calls to parents, informational displays at schools, and information in District newsletters, websites and social media. Throughout the process, the District worked to minimize disruption to students and families, while balancing capacity of schools and managing increasing student enrollment. The District may use a similar process for future boundary revisions.

Goals

- Creation of attendance area for new elementary school
- Elimination of overcrowding at schools, while meeting state-mandated class size requirements
- Provide equitable distribution of students across the District
- Accommodate anticipated enrollment

Criteria

- School size and student capacity
    - Balance building capacity, special program offerings and capacity for growth
- Student transportation needs
    - Balance proximity to schools, travel time, student safety and cost
- Contiguous attendance areas
    - Maintain contiguous attendance areas and avoid splitting neighborhoods where possible

- 10-Year boundary plan
    - Ability to accommodate anticipated enrollments for a minimum of 10 years
- Demographic diversity
    - Balance socioeconomic and ethnic diversity where possible
- Feeder schools
    - Minimize situations where student groups are split when transitioning from elementary to middle school or middle to high school
- Fiscal considerations
    - Maximize use of District resources

Figure 1. Elementary Attendance Boundaries Map

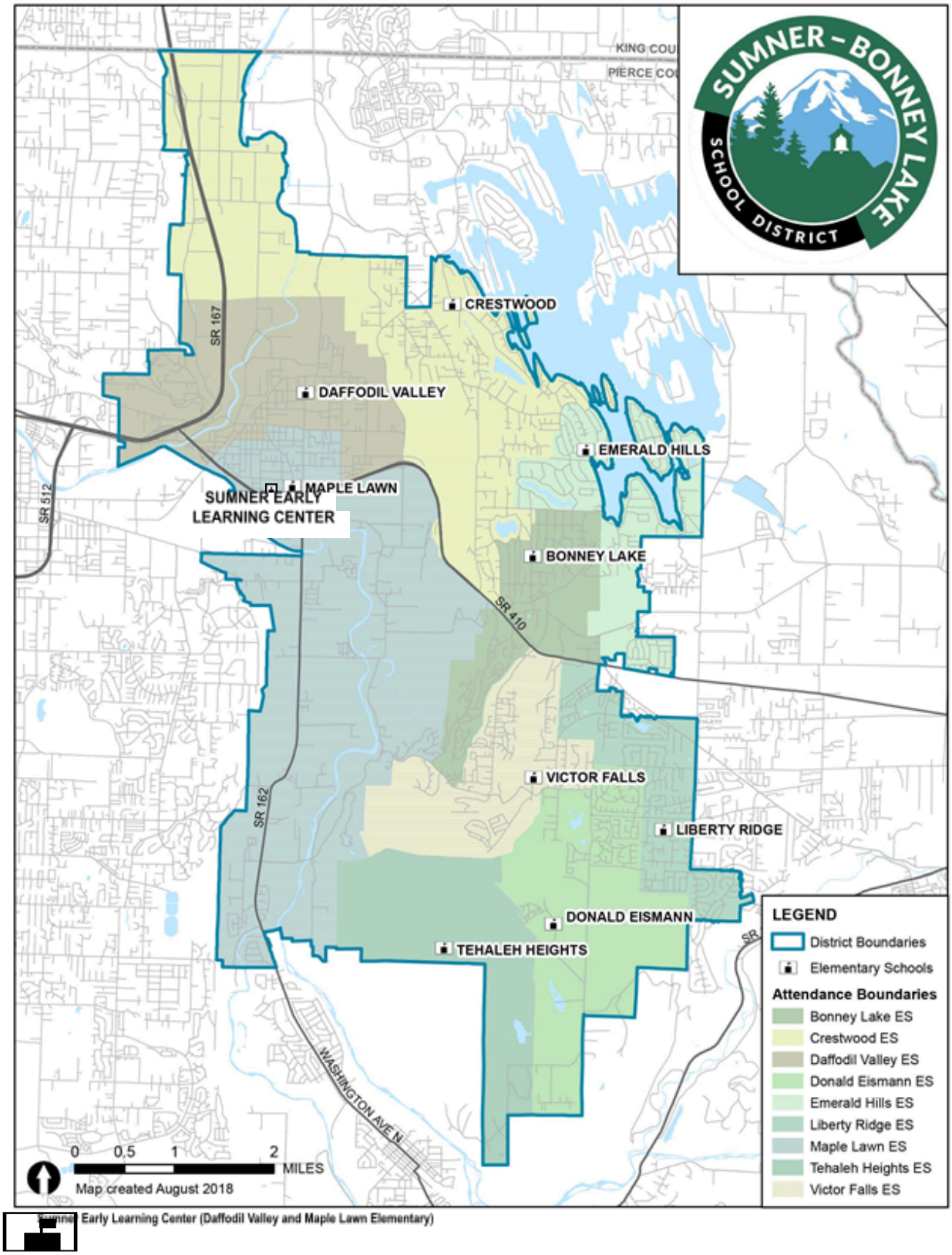


Figure 2. Middle School Attendance Boundaries

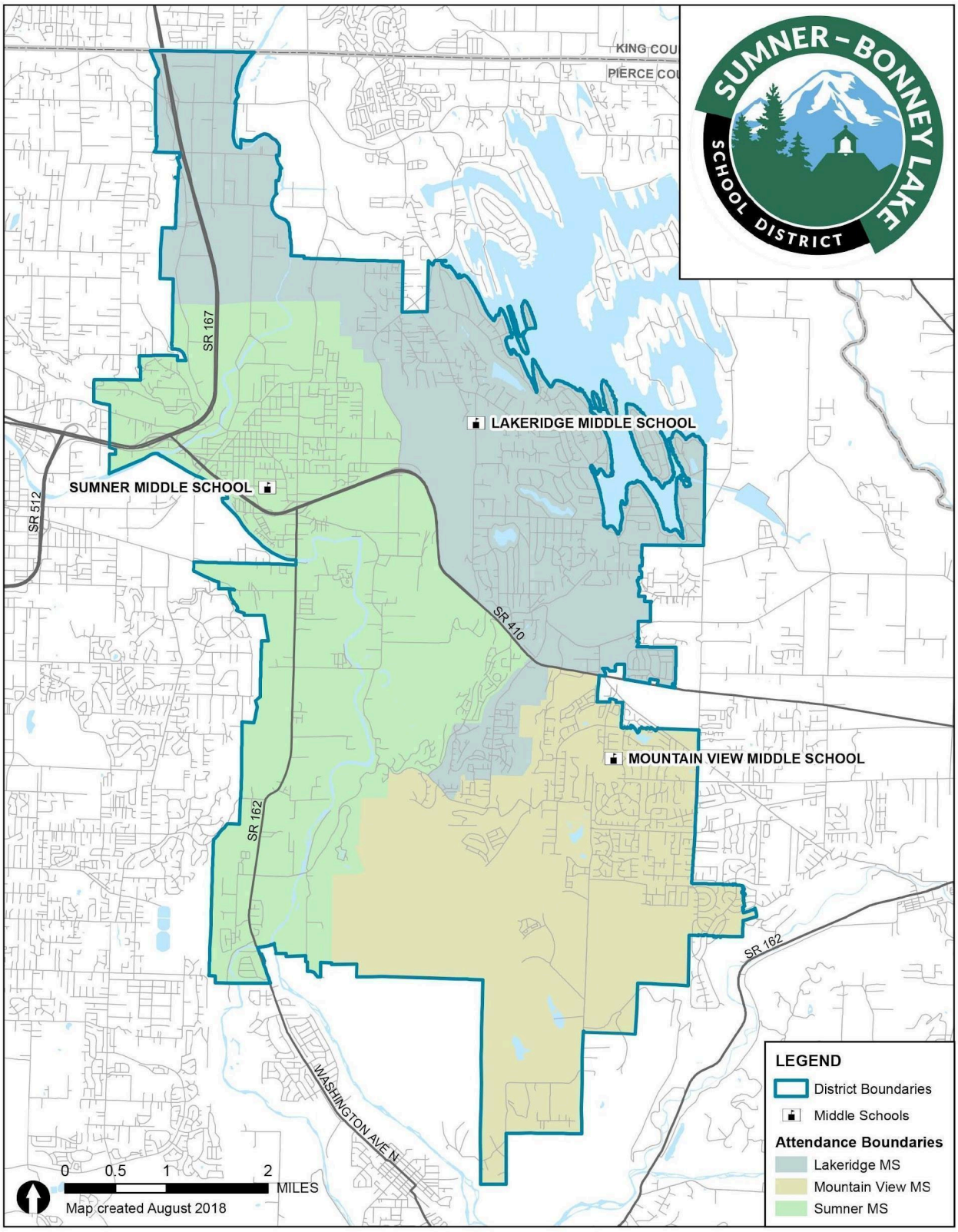
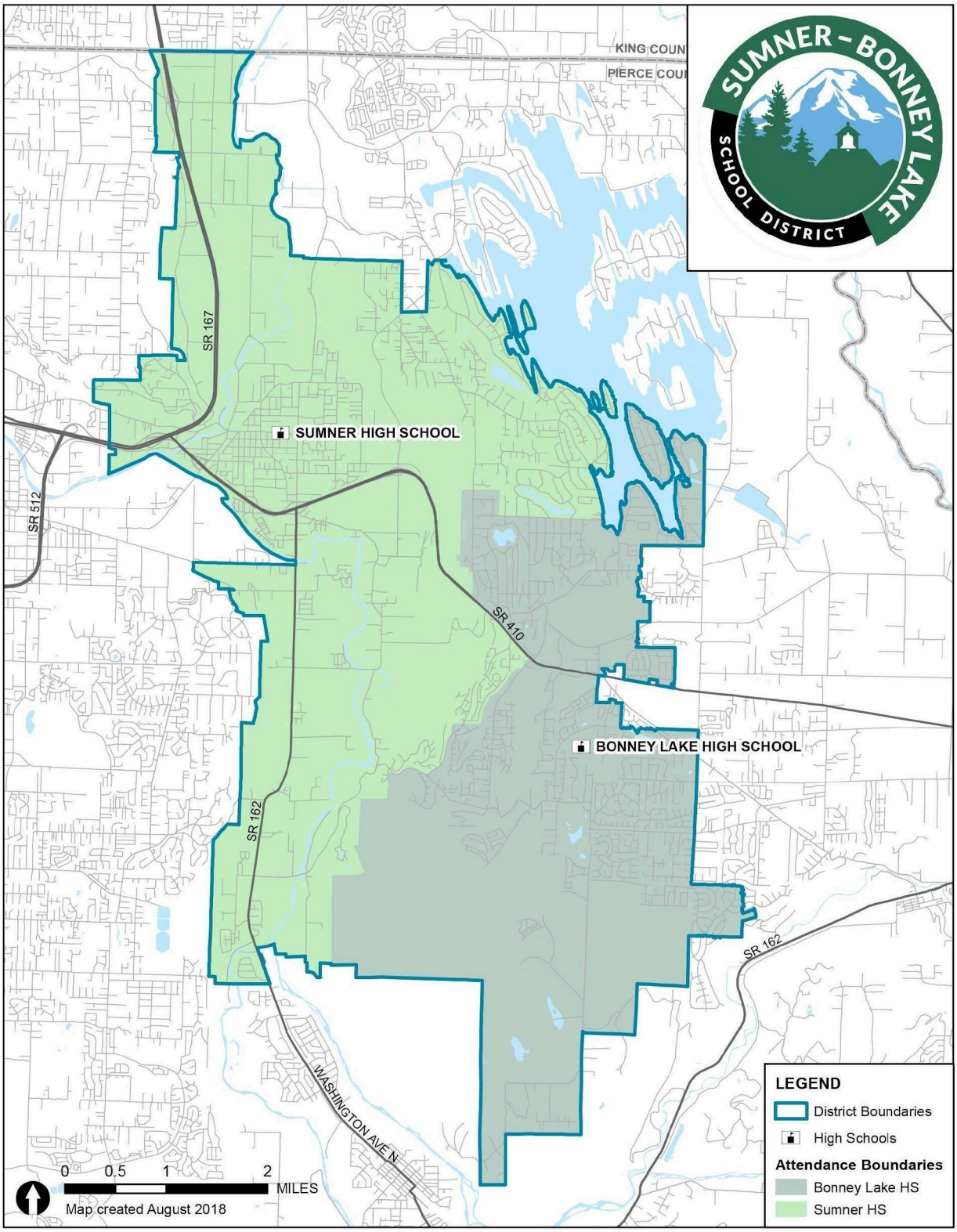


Figure 3. High School Attendance Boundaries



3. District Standards

District standards related to capital facilities are included in this chapter. They help guide the modernization and maintenance of existing facilities as well as the development of new facilities. The standards are based on a number of factors including the District's strategic plan, educational programming requirements, State policy and legislation, and community needs. The District reviews its standards as part of the annual update of this plan to ensure they reflect current information.



Class Size Standards

The District updated its class size standards in 2017 to reflect a change in class size targets set by the State legislature. The District's class size standards are anticipated to remain approximately the same in the current 2024-2025 school year.

Elementary Schools

Provide the following average class sizes in grades K-5. Individual schools that meet the State's high poverty designation will have class sizes below the District-wide average. Some non-high poverty schools may have class sizes above the District-wide average.

- Kindergarten 19
- Grade 1 21
- Grade 2 22
- Grade 3 22
- Grades 4-5 27

In addition to homerooms, the elementary program also provides classroom settings for the following:

- Physical Education (PE)
- Music instruction
- Art/STEM room in new and/or modernized schools

Additionally, identified students will be provided other educational opportunities in classrooms designated as follows:

- Special Education for students with special needs or disabilities which may be provided in a self-contained classroom in class sizes dictated by the needs of the program
- Resource rooms
- District remediation programs
- Learning assisted programs
- English Language Learners (ELL)

- Preschool
- Highly capable education

The elementary class size standards also include space needed to serve all students in full-day Kindergarten. In 2009, the State legislature established a schedule to fully fund full-day Kindergarten by 2017. The District has provided full-day Kindergarten at each elementary since the 2014-2015 school year.

Secondary Schools

Provide an average class size of 30 in grades 6-12.

The secondary school programs provide students with elective course opportunities including:

- Music and Band
- Career and technical education, including opportunities to participate in classes at the Pierce County Skills Center
- Choir
- Drama
- Arts, A/V Technology and Communications
- Interdisciplinary studies
- Health and Fitness
- World Languages
- Performing arts
- Information Technology/STEM
- Agricultural sciences
- Business and Marketing
- Family and Consumer Sciences
- Health Sciences
- JROTC
- Manufacturing and Engineering
- Flexible and adaptable planning areas

Additionally, identified students will be provided other special educational opportunities in classrooms designated as follows:

- Elhi Hill Program for high school students who desire or need the additional support offered by the Elhi Hill program
- English Language Learners (ELL)
- Resource rooms
- Special Education for students with special needs and disabilities may be provided in a self-contained classroom in class sizes dictated by the needs of the program

Additional Standards for Capital Facilities Current Standard

School Size

In general, the District seeks to design new schools to have the following student capacity:

- Elementary School 500-650 Students
- Middle School 750 -950 Students
- High School 1,700-1,800 Students

In general, the District seeks to acquire school sites of the following sizes in order to accommodate educational programming needs, provide space for athletic facilities and comply with development regulations:

- Elementary School 15 acres
- Middle School 25 acres 40
- High School acres

School Location

The District strives to identify and acquire building sites in advance of construction needs in order to provide classroom space for projected future students and to manage property acquisition costs efficiently. When identifying potential future school sites, the District considers locations that will provide students with the ability to attend neighborhood schools at both the elementary and secondary levels.

4. Student Enrollment Projections

The Pandemic drastically affected enrollment in many higher housing value districts in the region and worsened already declining enrollments. (Pandemic-linked enrollment declines average 3% among suburban districts in the West and have been largely permanent.) Competition from on-line and non-neighborhood schools has accelerated as families try them and continue post Pandemic.

The Sumner-Bonney Lake School District has not been dramatically affected by regional and national demographic and social changes that have affected enrollment elsewhere. Housing costs in the district remained affordable relative to the region and young families still have many opportunities here .[3]

Past Enrollment

Table 1 shows actual student enrollment for the past six years and changes in enrollment over that time. There was a total increase of nearly 600 students, and increases in all grades with the exception of kindergarten and grade 5. The largest increases were at the middle and high school levels

.

Table 1. October Student Enrollment, 2018-2023

Grade	2018	2019	2020	2021	2022	2023	Change (2018 to 2023)
Kindergarten	713	753	621	709	704	663	-50
Grade 1	704	759	701	673	783	723	19
Grade 2	712	745	700	714	716	783	71
Grade 3	702	734	701	777	743	734	32
Grade 4	758	722	702	732	780	772	14
Grade 5	806	796	668	724	746	791	-15
Grade 6	772	811	768	718	743	781	9
Grade 7	736	799	785	776	729	770	34
Grade 8	704	761	806	799	783	761	57
Grade 9	781	813	877	907	933	903	122
Grade 10	782	762	802	858	886	960	178
Grade 11	691	703	698	743	745	801	110
Grade 12	701	679	631	694	723	719	18
Total	9,562	9,837	9,460	9,824	10,014	10,161	599
Total K-5	4,395	4,509	4,093	4,329	4,472	4,466	71
Total 6-8	2,212	2,371	2,359	2,293	2,255	2,312	100
Total 9-12	2,955	2,957	3,008	3,202	3,287	3,383	428

Source: OSPI Report 1049; April 2024

[3] Demographic study prepared for the District 2023 by Western Demographics.

Projected Enrollment

Table 2 shows the District's projected enrollment for the next six years based on a demographic study prepared in January 2024 for the District by consultant, Shannon Bingham of Western Demographics. There is a projected increase of about 1,027 students between 2024 and 2029, with substantial increases at all grade levels.

Table 2. Projected October Student Enrollment, 2024-2029

Grade	2024	2025	2026	2027	2028	2029	Change (2024 to 2029)
Kindergarten	644	640	651	713	773	753	109
Grade 1	682	678	689	746	766	786	104
Grade 2	721	694	705	749	769	789	68
Grade 3	795	747	736	777	797	817	22
Grade 4	734	810	778	783	803	823	89
Grade 5	770	747	838	812	805	825	55
Grade 6	797	790	783	889	852	845	48
Grade 7	781	812	821	812	909	873	92
Grade 8	778	804	850	848	836	933	155
Grade 9	867	899	941	969	971	960	93
Grade 10	884	864	911	919	969	972	88
Grade 11	931	869	864	858	890	940	9
Grade 12	777	921	874	810	842	874	97
Total	10,161	10,277	10,439	10,685	10,943	11,188	1,027
Total K-5	4,345	4,317	4,397	4,581	4,673	4,793	448
Total 6-8	2,356	2,407	2,454	2,549	2,597	2,650	294
Total 9-12	3,460	3,553	3,589	3,556	3,672	3,745	285

Source: Demographic Study prepared by Western Demographics, 2024

Potential for Future Enrollment Increases Associated with Master Plan Developments

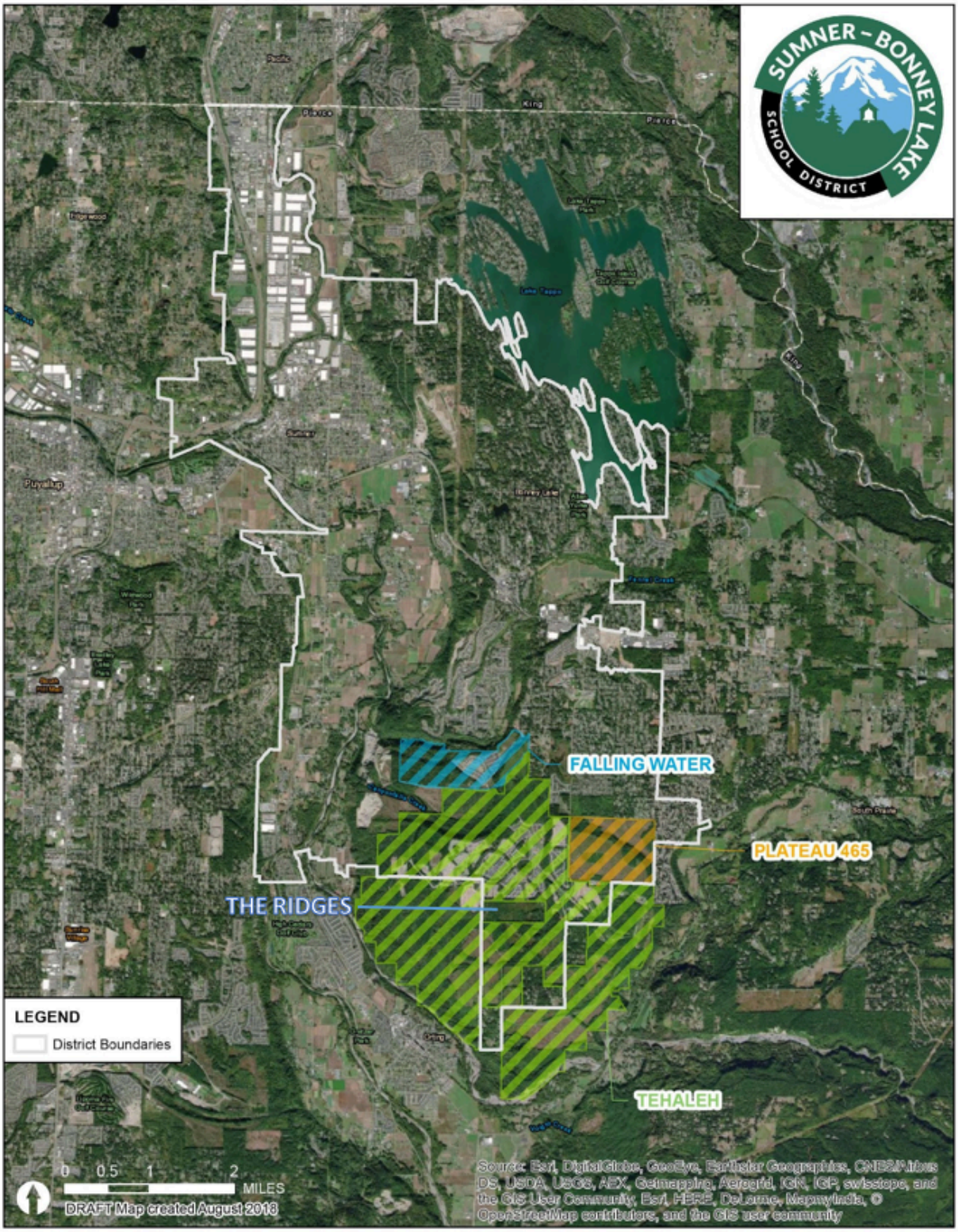
The Sumner-Bonney Lake School District is unique among other Pierce County school districts in that there are three large, master plan designed developments planned within its boundaries: Tehaleh and Falling Water. The development formerly known as Plateau 465 remains within the Pierce County Urban Growth boundary and re-development as a planned community. Tehaleh is the state's largest mixed use residential development and has been partially constructed. Based upon the Tehaleh Phase II Environmental Impact Statement published by Pierce County in July of 2018 and the approval granted to Tehaleh for Phase II, it is anticipated that Tehaleh will provide a total of 9,700 residential units including single family detached units, multi-family units, and age-qualified units. Tehaleh falls within both the Sumner-Bonney Lake School District and the Orting School District. The estimated total number of new students (excluding age-restricted residential units) estimated within Phase 1 and Phase 2 to be generated by

Tehaleh for the Sumner-Bonney Lake School District is about 2,360.[4] Some of these students have already been generated, as a portion of Phase 1 residential development has built out in Tehaleh. Phase 2 is in the process of building out. As Tehaleh builds out into the area within the boundaries of Orting School District, many families are seeking waivers to allow their children to attend neighborhood schools within the Sumner-Bonney Lake School District. In addition, outside the jurisdictional boundaries of Tehaleh, but within the geographic boundaries of Tehaleh are certain lands known as large “Exception Areas", owned by others that are proposed to be constructed as residential development. Exception No. 1, The Ridges, has been approved for an approximately 400-unit residential development within the Sumner-Bonney Lake School District.[5] Falling Water is a large housing development and is progressing toward full build out. A Pierce County Hearing Examiner decision in the spring of 2018 decreased the total number of housing units that can be built in the development to 592. Based upon the Hearing Examiner decision, Falling Water continues to apply and seek an extension to accomplish full build out consistent with the certain conditions that must be met in order for development to continue.[6] Figure 4 shows the locations of the two master plan designed developments, the former Plateau 465 development area, and the associated “Exception Areas,” including The Ridges.

Housing construction associated with these developments and potential development area has the potential to substantially increase enrollment during both the short- and long-term, depending upon how quickly the developments are built out. The District’s six-year enrollment projections described earlier in this chapter and the six-year project list in Chapter 6 of this plan take into account current information about the status of these developments and when new housing units are planned to be built and sold.

[4] Tehaleh Phase II Environmental Impact Statement prepared by Pierce County, July 2018, as updated June 2021 by Brookside Properties (formerly known as Newland Communities), the developer of Tehaleh.
[5] Report and Decision, Pierce County Hearing Examiner, July, 2023
[6] Tri-Annual Review Decision, Pierce County Hearing Examiner, March 26, 2018

Figure 4. Location of Large Developments and Potential Planned Development Area Plateau 465 Providing New Housing



5. Facility Inventory & Capacity

Facility Inventory

Sumner-Bonney Lake School District has 14 schools and 2 buildings that house programs. The District's educational facilities include nine elementary schools, an Early Learning Center housing pre-kindergarten and kindergarten students, three middle schools, two high schools and the Elhi Hill Education Program, housed in remodeled former medical offices on Main Street across from Sumner High School. The District currently serves grades K-5 in an early learning center and elementary schools, grades 6-8 in middle schools, and grades 9-12 in high schools. The District expects to keep this grade configuration in effect for the foreseeable future.

Table 3 lists the school facilities and the District-owned permanent classroom space at each of them to accommodate students. The District owns additional facilities that support educational programming and real estate that may be used for future school construction; these properties are listed in Table 4. Short descriptions of all District facilities are provided at the end of this chapter.

Table 3. School Facilities

Schools	Location	Net Capacity* (Number of Students)
Elementary Schools		
Bonney Lake	18715 80th St E, Bonney Lake 98391	437
Crestwood	3914 W Tapps Dr. E, Bonney Lake 98391	391
Daffodil Valley[1]	1509 Valley Ave, Sumner 98390	481
Donald Eismann	13802 Canyon Falls Blvd, Bonney Lake 98391	481
Emerald Hills	19515 S Tapps Dr., Bonney Lake 98391	506
Liberty Ridge	12202 209th Ave Ct E, Bonney Lake 98391	435
Maple Lawn[1]	230 Wood Ave, Sumner 98390	454
Tehaleh Heights	17520 Berkeley Pkwy E, Bonney Lake 98391	460
Victor Falls	11401 188th Ave Ct. E, Bonney Lake 98391	459
Sumner Early Learning Center	1508 Willow Street, Sumner 98390	168
Middle Schools		
Lakeridge	5909 Myers Rd E, Bonney Lake 98391	623
Mountain View	10920 199th Ave St E, Bonney Lake 98391	778
Sumner[2]	1508 Willow St, Sumner 98390	722
High Schools		
Bonney Lake	10920 199th Ave Ct E, Bonney Lake 98391	1,260
Sumner	1707 Main St, Sumner 98390	1,830
Elhi Hill Program[3]	802 Alder Ave, Sumner, WA 98390	NA

Note: Net capacity is the estimated number of students that can be enrolled in a school given educational programming and other constraints. Net capacity may change based upon programming offered in a school year which may also be dependent upon student population. It does not include portables. See the capacity calculation discussion on the next page for more information.

[1] *Daffodil Valley & Maple Lawn Elementary capacity includes capacity at the kindergarten level housed at Sumner Early Learning Center.*
[2] *Sumner Early Learning Center capacity does not include pre-k students which includes 82 students.*
[3] *Elhi Hill is a program offered to high school students who desire additional support.*

Table 4. Additional Facilities and Real Property

Name	Location
Facilities	
Administration Office	1202 Wood Ave, Sumner
District Athletics Office	1707 Main St, Sumner
Robert Miller Gymnasium	15206 Daffodil St Ct E, Sumner
Sunset Stadium	1707 Main St, Sumner
Maintenance and Operations/Support Services Complex	19701 104th St E, Bonney Lake
Undeveloped Property	
26.8 acres adjoining Lakeridge Middle School	5909 Myers Rd, Bonney Lake

Net Capacity Calculation

To assist with capital facilities planning, the District calculates the net capacity of its school facilities to house students. Net capacity is the estimated number of students that can be enrolled in a school given educational programming and other constraints. Current net capacity is shown in Table 3 on the previous page.

The District's net capacity calculations take into account the number of classrooms at each school, class size standards and room utilization based on current educational programming needs at each school. These factors can change from year to year and as such the capacities of schools vary over time. For instance, recent changes to provide smaller class sizes and all-day Kindergarten have reduced the capacities of school facilities. The District evaluates its capacity calculations as part of the annual update of this plan to ensure they are consistent with current standards and educational programming needs at individual schools.

To calculate net capacity for existing facilities, the District begins by identifying the number of classrooms in each school building. The number of classrooms is then multiplied by the District's current class size standards.[7] For facilities planned to be completed in the next six years, the District uses the capacity for which the facilities are designed as a starting point. The next step is to apply a utilization rate. It is not possible to achieve 100 percent utilization of classrooms at most schools due to space requirements for special programs, common areas, gymnasiums, flexible spaces for school teachers to have a work space during their planning periods, and to avoid scheduling conflicts. The District calculates a net capacity for each school building that takes these room utilization factors into account.

Portable classrooms are not included in the net capacity calculations because they are a temporary solution for housing students.

[7] An average of the District's class size standards for grades K-5 is used for elementary school capacity calculations.

Facility Improvement Activities

As briefly described earlier, over the past six years the District has completed construction on the 2016 capital bond-related projects. The new Tehaleh Heights Elementary was opened for the start of the 2018 school year and the Emerald Hills Elementary Replacement was opened in January 2020. The Sumner Early Learning Center opened September 2019 on the Sumner Middle School campus. The new Bonney Lake High School Performing Arts Center, interior improvements, and safety/security improvements and improvements to the athletic field were all completed in 2019. The athletic fields were substantially upgraded with synthetic turf at Sumner Middle School, Lakeridge Middle School, and Mountain Middle School. Safety/security improvements were completed at Crestwood and Liberty Ridge Elementary Schools in 2019. Improved security measures were also installed on exterior doors and re-wiring improvements to facilitate additional classroom security were completed at Daffodil Valley Elementary.

A stakeholder engagement process was utilized to plan both building and site development improvements for Mountain View Middle School, one of the bond projects under the 2016 Capital Bond. That process culminated in the design for six additional classrooms consisting of one science classroom, one robotic classroom, three general education classrooms and a DLC classroom with supporting facilities, an expanded Commons, enhanced security vestibule, new floors, additional offices, reconfigured parking and expanded drop-off and pick-up area for parents, and upgrades to refresh the building both on the exterior and in the interior. These improvements were substantially completed for the 2022-23 school year.



Mountain View Middle Construction

The Modernization and Expansion of Sumner High School proceeded in 2016 and 2017 with the acquisition of two properties on Wood Avenue and ten properties on the south side of Mason Street. In 2018, following a public hearing and completion of the State Environmental Policy Act ("SEPA") review process, the City's Hearing Examiner approved, and the School District was issued, a Conditional Use Permit with a Special Height Exception (CUP PLN-2018-0015) associated with the proposed modernization and expansion of the existing Sumner High School campus together with certain abutting parcels on Wood Avenue and Mason Street and the approval of a change of use to house the Elhi Hill Program with construction of an adjacent parking lot.

The District thereafter publicly bid the project and received only one bid which bid substantially exceeded the budget for the proposed project. The District thereafter conducted a review, study and evaluation of the project through a public engagement process which included convening a Construction Review Task Force in a series of Task Force meetings and additional

public meetings which culminated in a Report and Recommendation by the Superintendent to the District Board of Directors to modernize and expand Sumner High School, through a complete replacement of Sumner High School under a phased Master Plan Project with Phase 1 of the project consisting of needed additional classrooms, a commons area/cafeteria and kitchen, library, and associated support services consistent with the 2016 capital bond goals. The School District applied to the City for an Amendment to its Conditional Use Permit to replace Sumner High School in phases under a Master Plan Project. The Amendment to the CUP was reviewed under the State Environmental Policy Act and a public hearing on the Major Amendment was held with approval granted on July 14, 2021 by the Hearing Examiner and a Development Agreement adopted by Ordinance of the City of Sumner Council on June 21, 2021 to provide for the buildout of the replacement Sumner High School in phases based upon vesting to 2021 land use and site development regulations. The Phase 1 building of the Sumner High Master Plan Project opened in May 2023.

Descriptions of Existing Facilities



Bonney Lake Elementary

Bonney Lake Elementary (BLE) is located at 18715 80th St E in Bonney Lake, WA. Bonney Lake Elementary was built in 1960. Additions were made to the school in 1968, 1981 and 1999. The school was remodeled in 1988 and another major renovation was completed in 2013. Bonney Lake Elementary has a unique "pod" design. The latest renovation work retained this layout while making significant enhancements. The original administrative office building was demolished with a new building constructed that houses the library and administrative offices. Additionally, the school was given a new roof structure, HVAC system, upgrades to data and voice systems and improved fire protection. Bonney Lake Elementary is 44,243 square feet and is situated on 12.5 acres.

Crestwood Elementary (CWE) is located at 3914 W Tapps Dr. E in the Rural Area of unincorporated Pierce County. Crestwood Elementary was built in 1995. Safety/security upgrades were completed in 2017. The school is 48,401 square feet and is situated on about 27 acres. Restoration work and stormwater improvements associated with the easterly field were completed in the summer of 2022.

Daffodil Valley Elementary (DVE) is located at 1509 Valley Ave in Sumner, WA. Daffodil Valley Elementary was built in 2000 on the same site as the previous school of the same name. The former school was originally constructed in 1968. In 1993, the school was removed due to extensive structural and modernizing work needed. Safety/security upgrades were completed in 2017. A new chiller and HVAC controls were installed in 2023. The school is 48,035 square feet and is situated on 12.7 acres. The school is home to a Pierce County Early Childhood Assistance Program (ECEAP) program, located in a portable on the site.

Donald Eismann Elementary (DEE) is located at 13802 Canyon View Blvd E outside the city limits of Bonney Lake, WA, in the Tehaleh development. Donald Eismann Elementary was built

in 2010 and was the first building constructed in Tehaleh. In 2013, a play shed and playground improvements were made. The school is 47,612 square feet and is situated on 14.05 acres.

Elhi Hill Program is located at 1518 Main St in Sumner, WA across the street from Sumner High School. The property was purchased by the District in January 2016. It includes the former 4,743 SF Multi-Care Medical Building and was built in 1958 with an addition made in 1970. The District improved the existing building for use as classroom space for Elhi Hill students in 2019, connecting them with Sumner High School which is located across the street. The District also owns the adjacent properties at 908 Meeker Ave and 914 Meeker Ave and demolished the existing structures on these lots to construct a new parking facility, which was completed in 2020.

Emerald Hills Elementary (EHE) is located at 19515 S Tapps Dr. E in Bonney Lake, WA. Emerald Hills Elementary was built in 1988. As part of the 2016 capital bond, the voters approved the replacement the oldest non-remodeled school in the District. With the opening of the replacement school in January 2020, the school provided state-of-the art technology and infrastructure to support current and future educational programming. The square footage for the new school is 56,676 sq. ft. and is situated on 11.5 acres.

Liberty Ridge Elementary (LRE) is located at 12202 209th Ave Ct E, outside the city limits of Bonney Lake, WA in the Urban Area of unincorporated Pierce County. Liberty Ridge Elementary was built in 1993. Safety/security upgrades were completed in 2017. The school contains 48,401 square feet and is situated on 11 acres. One portable classroom located on the Liberty Ridge Elementary campus is home to a Pierce County Early Childhood Assistance Program (ECEAP) program.



Maple Lawn Elementary

Maple Lawn Elementary (MLE) is located at 230 Wood Ave in Sumner, WA. Maple Lawn Elementary was built in 1952. Additions were made to the school in 1958 and 1979. The school was remodeled in 1988 and another major renovation was completed in 2013, which included a new roof structure, HVAC system, upgrades to data and voice systems, improved fire protection, an office addition and new play shed. Maple Lawn Elementary is 51,291 square feet and is situated on 8.5 acres.

Tehaleh Heights Elementary (THE) is located at 17520 Berkeley Parkway East outside the city limits of Bonney Lake in the Tehaleh development. It was completed for opening in the 2018-19 school year. The school is approximately 56,676 square feet. It is built on 14.2 acres with adequate land for future expansion and with features to encourage learning about science, technology, engineering and math (STEM), such as a courtyard rain garden for students to study.

Victor Falls Elementary (VFE) is located at 11401 188th Ave Ct E in Bonney Lake. Victor Falls Elementary was built in 1980. A major renovation was done in 2013, which included a new roof

structure, HVAC system, upgrades to data and voice systems, improved fire protection and an office addition. The school is 51,158 square feet and is situated on 13.67 acres.

Sumner Early Center (SELC) is located on a 3.65-acre site at 1500 Willow Street in Sumner adjacent to Sumner Middle School. The ELC was completed as a bond project under the 2016 Capital Bond to house pre-K and Kindergarten students. The ELC focuses on the younger learners to provide dedicated classrooms and age appropriate learning environments to provide readiness and socialization for entering the formal school system. Studies have shown a correlation between early learning opportunities and a decrease in dropout rates and an increase in math, reading, and language skills. With an Early Learning Center, the District also included capacity for the Kindergarten level which would allow for additional capacity at its elementary schools in the City of Sumner and would create the opportunity for social relationships for preschool students and kindergarten students. The ELC reflects principles of environmental sustainability with an abundance of clerestory windows to maximize natural lighting and an integration of timber and wood to support a building identity compatible with the neighboring area. The partial two-story building contains 35,290 SF and its doors opened in September 2019.



Lakeridge Middle School

Lakeridge Middle School (LMS) is located at 5909 Myers Rd E in Bonney Lake, WA. The property was acquired in July 1969. Lakeridge Middle School was built in 1980. An addition was made to the school in 1994, which included the addition of a small commons area, an auxiliary gymnasium and locker room. The school was replaced in 2013, while retaining and updating the gymnasium and locker room. The new synthetic turf athletic field and track with lighting and bleachers were completed in 2019. The school is 96,608 square feet and is situated on 31.68 acres.

Mountain View Middle School (MMS) is located at 10921 199th Ave Ct E in Bonney Lake, WA. Mountain View Middle School was built in 1998. The 2016 bond passage included the expansion of Mountain View Middle School to add classrooms, enlarge the commons area/cafeteria, provide security upgrades, and make upgrades to the athletic field and track which were completed in 2021. Construction on the addition was completed in September 2022. The expanded school is 90,351 square feet and is situated on 32.7 acres.

Sumner Middle School (SMS) is located at 1508 Willow St in Sumner, WA. Sumner Middle School was built in 1962. Additions were made to the school in 1964 and 1968, which included the addition of an auxiliary gymnasium, locker rooms and additional classrooms. The school was remodeled in 1987 and a major renovation was done in 2010, which included a commons area created by enclosing the courtyard, a new roof structure, HVAC system, upgrades to data and voice systems and improved fire protection. The auxiliary gymnasium was moved and an encore wing was created for art, music, etc. The athletic fields were upgraded in 2018. Sumner Middle School is 107,194 square feet and is situated on 23 acres.

Bonney Lake High School (BLHS) is located at 10920 199th Ave Ct E in Bonney Lake, WA. Bonney Lake High School was built in 2005. Eight additional classrooms were added in 2011. Programs unique to Bonney Lake High School include Advanced Culinary Arts, Symphonic Band and an Advanced Placement Program (AP). Bonney Lake High School continues to see its student population grow. Ensuring educational programming and facility needs keep pace with this growth was a part of bond referendum planning. The 2016 Capital Bond provided for the construction of a new Performing Arts Center, certain interior improvements and athletic field improvements with bleacher upgrades. Construction of the Performing Arts Center and additional improvements were completed in 2019. Bonney Lake High School is 207,539 square feet and is situated on 49 acres.

Sumner High School (SHS) is located at 1707 Main St Sumner, WA. Sumner High School has been established in the central core of the City of Sumner since the early 1900s; the original school was established in 1911 on Main Street in the area that is now the ballfields adjacent to Main Street and Wood Ave. The District acquired additional land over the years and Sumner High School moved to its current location with a new high school building in 1954, the stadium was constructed in 1958, a swimming pool was constructed in 1970, the Performing Arts Center was constructed in 1982, a modernization and classroom addition with expansion of the gymnasium occurred in 1992, and minor remodeling occurred in 2001. This main building encompasses 183,350 square feet. Upgrades to the security system were installed in 2013. Programs unique to Sumner High School include Agriculture, Food & Natural Resources; Army JROTC; a nationally-recognized Marching Band; and an International Baccalaureate Program (IB).

With the acquisition of 13 additional city parcels abutting and adjacent to Sumner High School and substantial community engagement, including convening a Construction Review Task Force comprised of community members experienced in construction and planning, many of whom graduated from Sumner High School, a Report and Recommendation, public presentations and meetings, convening a Facilities Steering Committee, and numerous Board meetings, upon the Recommendation of the Superintendent, as supported by the public engagement review, the Board of Directors recommended a full replacement of Sumner High School under a phased Master Plan. Full buildout will include a new Multi-Use Field, 8 tennis courts, and a swimming pool (subject to evaluation by a Facilities Steering Committee) will be constructed upon passage of additional capital funding.



SHS Phase 1 Building

The first phase (Phase 1), completed in 2023, implements the goals of the 2016 Capital Bond funding, including 18 classrooms, a Commons/cafeteria with outdoor courtyard, library, kitchen, secured vestibule, technology upgrades, administrative and support services, in an 85,761 square foot three-story building together with enclosed service yard, emergency generator, loading dock, and central mechanical rooms and opened in May, 2023. A lighting upgrade to Sunset Stadium was completed in 2022. The expanded campus is presently 263,768 square feet on 28.58 acres.

Additional Facilities & Real Property

The Administration Office is located at 1202 Wood Ave in Sumner, WA. The administration building was built in 2004 and houses the following departments: Business Services, Human Resources, Technology, Instructional Services, Special Services, Health Services and Career & Technical Education. The administration building is 27,500 square feet and is situated on 3 acres. Prior to 2004, administration offices were located in the former Wade Calvin Elementary School building which was originally built in 1924.

District Athletics Office is located at 1707 Main St in Sumner, WA. Originally housed at the former district office, the District Athletics Office was moved to its current location alongside Sunset Stadium in 2002 as the District made preparations for its stadium conversion.

Robert Miller Gymnasium is located at 15206 Daffodil St Ct E in Sumner, WA. The Robert Miller Gymnasium was built in 2001 and is 5,912 square feet. The gymnasium supports the joint Recreation Program led by the City of Bonney Lake and operated in collaboration with the Sumner-Bonney Lake School District. Robert Miller Gymnasium was remodeled in 1999. The gymnasium houses the joint Recreation Program administrative office and provides facility space for a number of community recreation programs.

Sunset Stadium is located at 1707 Main St in Sumner, WA. The stadium was originally built in 1959 by Concrete Tech from Tacoma. The design was, at the time, also used at Cheney Stadium and Franklin Pierce Stadium. In 1992, an all-weather track was installed. This upgrade changed the overall footprint of the stadium as the track converted from 440m to 400m. In 2002, installation of the original artificial turf occurred. In anticipation of the opening of the District's second high school, Bonney Lake High School, significant changes occurred. Changing the name from Spartan Stadium was critical. Following a naming process, Sunset Stadium became the selected moniker. Additionally, the visitor stands were raised. Bathrooms and concessions were added as well as locker room upgrades. In 2022, the turf was replaced and an e-layer installed beneath the turf. In 2023, the track was resurfaced and a new scoreboard installed.

Support Complex (Child Nutrition, Maintenance and Operations and Transportation Complex) is located at 19701 104th St E in Bonney Lake, WA. The Support Complex was built in 1993. The Transportation facility includes a transportation maintenance area, bus washing area and office spaces. The Child Nutrition and Maintenance and Operations facility includes a kitchen training area, shop and warehouse areas and office spaces. The Transportation facility is 17,576 square feet and the Child Nutrition and Maintenance and Operations facility is 28,723 square feet. The complex is situated on 11 acres.

26.8 Acres of Undeveloped Land is located at 5909 Myers Rd E in Bonney Lake, WA. The property is adjacent to Lakeridge Middle School. It is being held in reserve.

6. Future Facility Needs & Strategies

The District considers a wide range of information to plan for future facility needs, including maintenance and upgrade needs for existing facilities, District standards and educational programming, capacity of existing facilities, projected student enrollment, options for expanding existing facilities and the availability of sites for new school facilities. The District reviews its six-year facility needs as part of the annual update of this plan. The District also regularly reviews its longer-term facility needs anticipated in the next 20 years.

The District's strategy for meeting future facility needs is multifaceted. The District maintains and upgrades existing facilities, expands existing facilities consistent with District standards for facility size, constructs new facilities on existing or acquired properties, and purchases and upgrades buildings that can be repurposed for District use. The District also may utilize boundary line adjustments when necessary with new school space, and when there are opportunities within existing facilities to reduce overcrowding. Additionally, the District uses portable classrooms to address temporary overcrowding as it works to provide permanent classroom space for all students.

The District convened a Capital Facility Advisory Committee (CFAC) in 2023 to fully explore the District's facilities' needs and issues, to consider various ways to address the issues and provide advice on a preferred path forward to fund and build facilities that would provide the quality facilities that all students deserved. The CFAC members included people from the design and construction industry, people with financial expertise, school principals and educators from around the district, as well as parents with children in schools at different grade levels and locations around the district.

Six-Year Facility Needs

The District's current six-year facility needs include system upgrades and replacement of aging infrastructure, improvements to existing facilities to meet District goals, and new classroom space to serve the growing student population and to meet programming needs. The six-year facility needs include full buildout of the Sumner High School Master Plan, additional classroom capacity and upgrades at Bonney Lake High School with on-site and off-site development improvements, construction of a new middle school, expansion of Tehaleh Heights Elementary, and improvements to Liberty Ridge and Crestwood Elementary Schools. Parking and field improvements are planned for Donald Eismann Elementary, as are field improvements for Daffodil Valley Elementary. Energy efficiency improvements, include LED conversion across the district, are planned as part of the 2024 Bond. (See the 2024-2030 Capital Projects & Finance Plan in Chapter 7).

Estimating the amount of permanent classroom space needed to serve the District's growing student population is an important factor in planning for six-year facility needs. Surpluses or deficits in space for students can be estimated by comparing the net capacity of current facilities with projected enrollment and new net capacity that will be added by projects the District plans to complete in the next six years. Current facility net capacity and projected enrollment are discussed in Chapter 4 and Chapter 5 of this plan.

Table 5 shows design capacity planned to be added in the next six years. As discussed in Chapter 5, it is typically not possible to use 100 percent of designed space throughout the school day, which is why the District uses net capacity for capital facility planning purposes. Net capacity can change from year to year depending upon educational programming at individual schools.

Table 5. Projects Planned to Provide New Student Capacity, 2023-2029

Project	Design Capacity
Elementary Schools	
Tehaleh Heights Elementary Expansion	184
Middle Schools	
New Middle School	900
High School	
Bonney Lake High School Expansion	300
Sumner High School Modernization and Expansion, Master Plan Completion	1830

Net Capacity, Capacity Projections, and 6 Year Enrollment

Table 6 on the following page shows design capacity, net capacity, current enrollment, projected enrollment and estimated needs for additional space in schools by 2030 based on the net capacity of the District's facilities and projected enrollment over the next six years. Overall, there is an estimated District-wide net capacity deficit of 1,702 at all grade levels.

Despite the significant amount of space for new students added by the District within the last three years with the construction of Tehaleh Heights Elementary School, the replacement and expansion of Emerald Hills Elementary School, construction of the Sumner Early Learning Center to house pre-K and kindergarten students in the Valley together with the addition of the Elhi Hill Program, expansion of Sumner High School and Mt. View Middle School within this six year plan, the net capacity deficit is expected to grow because enrollment is projected to increase by about 1,021 students over this time. The District will continue to evaluate capacity utilization to meet capacity needs, conduct site planning evaluation at identified schools, plan for additional capital projects to provide space for the growing student population, and will use portable classrooms where appropriate and necessary.

Six-Year Project List

- Phase 2 of the Modernization and Expansion of Sumner High School under a phased Master Plan Project approved under a Conditional Use Permit and a Development Agreement approved June 2021.
- Capacity addition with site development improvements to Bonney Lake High School
- Construction of new middle school at Tehaleh to increase classroom capacity
- Expansion of capacity at Tehaleh Heights Elementary School
- Maintenance and upgrades to Crestwood Elementary
- Maintenance and upgrades to Liberty Ridge Elementary
- Maintenance and upgrades to athletic facilities and playgrounds to meet District needs
- Improvements to vehicle queueing and facility access points to meet District needs
- Targeted energy efficiency improvements, including conversion to LED lighting
- New portable classrooms, as needed

Table 6. 6 Year Enrollment and Capacity Projections

Schools	Design Capacity	Net Capacity	2024		2025		2026		2027		2028		2029	
			Projected Enrollment	Deficit / Surplus	Projected Enrollment	Deficit / Surplus	Projected Enrollment	Deficit / Surplus	Projected Enrollment	Deficit / Surplus	Projected Enrollment	Deficit / Surplus	Projected Enrollment	Deficit / Surplus
Elementary														
Bonney Lake	440	437	396	41	391	46	381	56	392	45	401	36	408	29
Crestwood	440	391	333	58	337	54	329	62	343	48	342	49	348	43
Donald Eismann	550	481	737	(256)	763	(282)	803	(322)	849	(368)	876	(395)	899	(418)
Daffodil Valley	500	481	333	148	320	161	323	158	310	171	313	168	313	168
Emerald Hills	550	506	541	(35)	543	(37)	536	(30)	544	(38)	549	(43)	552	(46)
Liberty Ridge	500	435	441	(6)	455	(20)	455	(20)	485	(50)	512	(77)	528	(93)
Maple Lawn	500	454	490	(36)	484	(30)	463	(9)	487	(33)	468	(14)	471	(17)
Tehaleh Heights	500	460	452	8	465	(5)	471	(11)	501	(41)	526	(66)	556	(96)
Victor Falls	550	459	488	(29)	505	(46)	509	(50)	529	(70)	548	(89)	578	(119)
Sumner ELC[1]		168	134	34	135	33	133	35	138	30	139	29	139	29
Elementary Net Capacity		***4272***	***4211***	***(73)***	***4263***	***(126)***	***4270***	***(131)***	***4440***	***(336)***	***4535***	***(402)***	***4653***	***(520)***
Middle School														
Lakeridge	650	623	707	(84)	711	(88)	722	(99)	732	(109)	749	(126)	766	(143)
Mountain View	820	778	912	(134)	961	(183)	1008	(230)	1083	(305)	1092	(314)	1116	(338)
Sumner	750	722	738	(16)	735	(13)	724	(2)	734	(12)	756	(34)	769	(47)
Middle Net Capacity		***2123***	***2357***	***(234)***	***2407***	***(284)***	***2454***	***(331)***	***2549***	***(426)***	***2597***	***(474)***	***2651***	***(528)***
High School														
Bonney Lake	1400	1260	1631	(371)	1643	(383)	1701	(441)	1741	(481)	1855	(595)	1942	(682)
Sumner2	1830	1830	1828	2	1910	(80)	1888	(58)	1815	15	1817	13	1802	28
Elhi Hill[3]		**NA**												
High School Net Capacity		***3090***	***3459***	***(369)***	***3553***	***(463)***	***3589***	***(499)***	***3556***	***(466)***	***3672***	***(582)***	***3744***	***(654)***

Note: Enrollment projections prepared by Western Demographics dated May 2023 (Sumner-Bonney Lake School District Enrollment & Trends and Projections)

[1] *Sumner ELC includes students in kindergarten.*

[2] *Sumner High School Phase 1 of the Master Plan increases net capacity in 2023 by 400 students, includes Running Start students; all do not attend school every day which provides additional capacity not reflected in the capacity analysis.*

[3] *Elhi Hill is a program incorporated as part of the capacity of Sumner High School.*

Long-Term Facility Needs

The principal focus of this capital facilities plan is the period 2024 through 2030. However, it is also important for the District to look further ahead in its facilities planning efforts. Sumner-Bonney Lake schools are getting older. Those that have not been modernized will need upgraded mechanical and electrical systems and several of them will need general modernizations over the next 20 years. The next two schools anticipated to be considered for maintenance and upgrades are Crestwood Elementary and Liberty Ridge Elementary.

The District anticipates a need for new or expanded school facilities to address the student deficit going into 2030, and to serve additional future students that will be generated by the large developments discussed in Chapter 4 and other population growth in the District. Based on currently available information, the District anticipates a need to acquire land for and construct a new or expanded elementary school, a new middle school, and also for new or expanded high school facilities.

In addition to new school facilities, the District anticipates a need to expand or replace support facilities as the District grows over time including the transportation facility, maintenance and operations facility, and the Technology Department space that is currently located in the Administration Office. The District also anticipates a need for additional space for District-wide administrative and support staff.

Longer-Term Project List

- Acquisition of land for elementary, middle and potential expanded/additional high school facilities
- Expansion of existing elementary school(s) where necessary and appropriate
- New elementary school
- New or expanded high school facilities
- Ensure athletic facilities are sufficient to meet District needs
- Ensure transportation facility is sufficient to meet District needs
- Ensure maintenance and operations facility is sufficient to meet District needs
- Ensure space for the Technology Department is sufficient to meet District needs
- Additional space for District-wide administrative and support staff, as necessary

Rural School Sites

Although the largest master planned communities within the boundaries of the District are designated within the Urban Growth Area which will produce the substantial student population growth, the District must be mindful of legislation under the Growth Management Act (GMA) relating to school sites in the Rural Area. The District has one school, Crestwood Elementary School, located in the Rural Area of Pierce County.

Two bills passed during the 2017 state legislative session that affect schools serving rural and urban students outside UGAs. They have been codified as RCW 36.70A.213 (which applies statewide) and RCW 36.70A.211 and .212 (which apply only to Pierce County). Based upon the

GMA legislation, Pierce County adopted development regulations allowing new and expansion of existing rural schools (PCC ch. 18A.43) to serve urban and rural students. The GMA legislation sunsets in June of 2031.

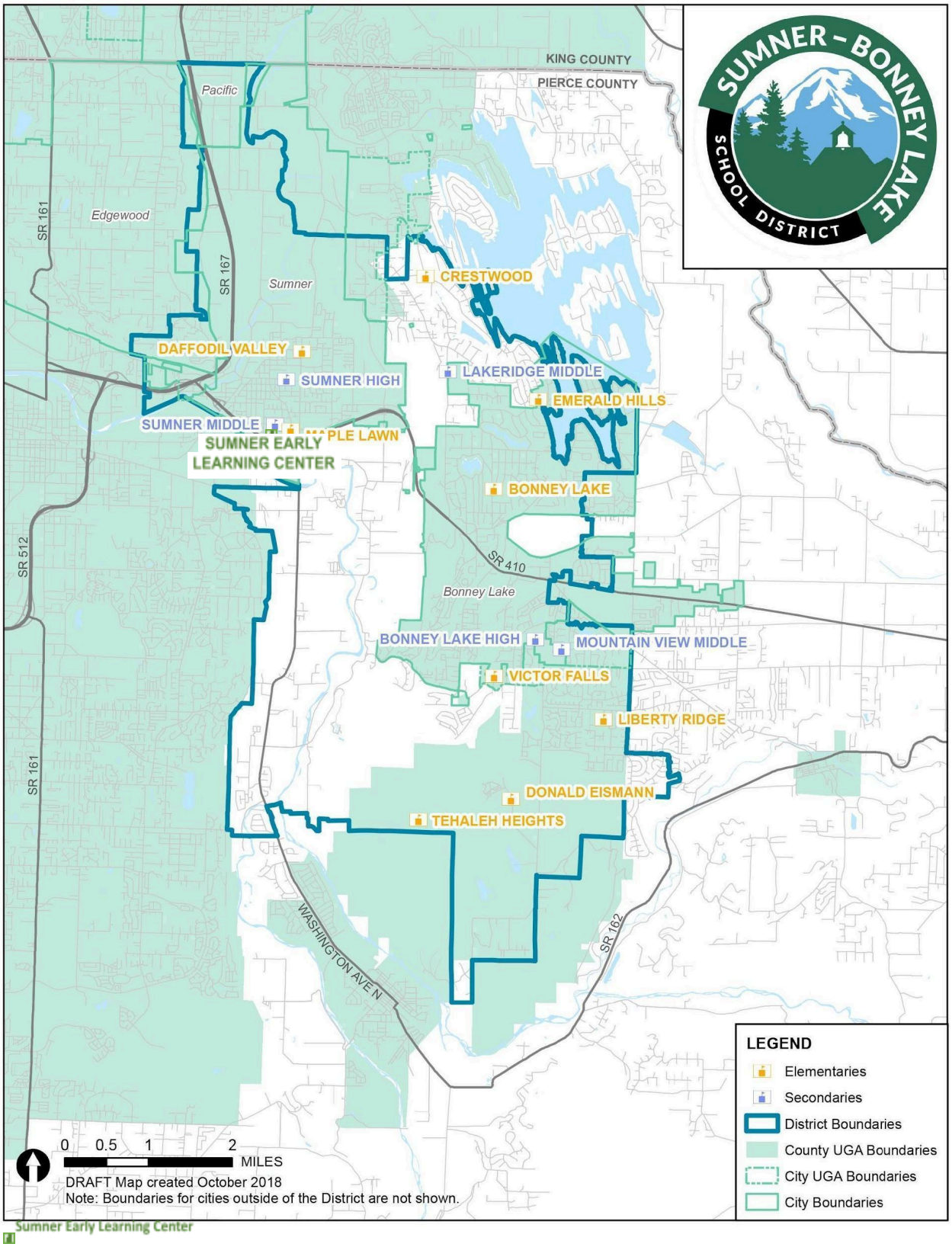
The Sumner-Bonney Lake School District was established in 1891, at a time when much of the area within its boundaries was rural in character. Today, the District serves both urban and rural communities, providing high quality education for students as well as community resources. The District has one school located in the GMA designated Rural Area of Pierce County (outside of the UGA), Crestwood Elementary (see Figure 5). This school primarily serves students from the UGA as well as some students from the Rural Area. Crestwood Elementary does not abut a UGA.

The GMA does not prohibit schools serving urban students in rural areas, but it does not allow urban governmental services such as sanitary sewer service to be extended or expanded in rural areas except in limited circumstances. The new RCW 36.70A.213 legislation allows counties to authorize the extension of public facilities and utilities, specifically sewer service, beyond UGA boundaries to serve a new school sited in a rural area that serves students from a rural area and an urban area. Such extensions are authorized only if the requirements in the statute are met. These requirements include adoption of a school district policy, action by the school district to select a site, and concurrence by the county and affected cities. In regards to existing schools in rural areas, the legislation does not prohibit their expansion or modernization but it does not specify whether a county may authorize the extension of public facilities and utilities to serve them. Under the legislation, if a public facility or utility is extended beyond the UGA to serve a school, the school district must pay the cost of the extension and the extension must only serve the school except in limited circumstances needed to address public health or environmental concerns.[8]

RCW 36.70A.211 and .212 apply specifically to Pierce County. RCW 36.70A.211 allows the county to authorize the siting of a school in a rural area, serving students from an urban area, even where otherwise prohibited by a multicounty planning policy, if certain criteria are met. The criteria include the county adopting a comprehensive plan policy concerning the siting of schools in rural areas, the county collaborating to amend the multicounty planning policies to address the siting of schools in rural areas, and that any impacts associated with school siting are mitigated consistent with the State Environmental Policy Act. In addition, RCW 36.70A.211 states that a school sited under this law may not be included in the district's calculations for school impact fees, nor receive funding from this source.

[8] PCC 18A.43.040

Figure 5 – Sumner-Bonney Lake School District and Urban Growth Area Boundaries



7. Capital Projects & Funding

The District's 2024-2030 Capital Projects & Finance Plan is provided in Table 7 at the end of this Chapter. It shows capital improvement projects planned for next six years and their estimated costs and funding sources. The capital projects are intended to meet the short-term needs discussed in Chapter 6. Funding sources available to the District are described below. The local funding sources listed in the capital projects and finance plan include bond revenue, impact fees and other District funds. Longer-term capital projects are still in early planning phases and estimated costs and funding sources have yet to be determined

Funding Sources
Funding of school facilities is secured from a number of sources, with the major sources being voter-approved bonds and levies. Other sources include State construction assistance funds, impact fees, mitigation fees or voluntary agreements associated with new development in the District, and the District's general funds. The District anticipates using a combination of these funding sources for needed longer-term capital projects discussed in Chapter 6.

General Obligation Bonds
Bonds are typically used to fund construction of new schools and other capital improvement projects. A 60 percent voter approval is required to pass a bond. Bonds are then retired through the collection of property taxes. Voters approved a $145.6 Capital Projects Bond in February of 2016. Funding from this bond allowed the District to build, expand and improve school facilities. In November, 2024, voters approved a $732 million Capital Bond for K-12 expanded student capacity, school improvements and safety upgrades. The bond will fund projects in the six-year plan.

Capital Levies
Levies may be used to fund capital improvements. Levies may have a duration of up to 6 years. A 50 percent voter approval is required to pass a levy.

State Construction Assistance
The Washington State School Construction Assistance Program (SCAP) provides funding assistance to school districts that are undertaking a major new construction or modernization project. Projects must meet eligibility requirements based on age and condition for modernization and a need for more space for new construction. School districts are responsible for securing local funding for construction projects. If eligible, the State provides partial funding based on recognized project costs.[9]

[9] OSPI website on School Construction Assistance Program, http://www.k12.wa.us/SchFacilities/Programs/SchoolConstructionProjects.aspx

Impact Fees & Voluntary Mitigation Agreements

The Washington State Growth Management Act authorizes the collection of school impact fees by cities and counties in connection with new residential development and the siting and expansion of schools. Pierce County and the cities of Bonney Lake, Edgewood and Sumner have adopted impact fee ordinances. In order to collect impact fees as authorized by these ordinances, the District must have a current capital facilities plan including impact fee calculations that has been adopted by Pierce County and the jurisdictions as part of their Comprehensive Plans. Pierce County annually reviews school district capital facilities plans for adoption, and the jurisdictions adopt the approved capital facilities plans by reference.

The City of Pacific is the only jurisdiction in the District that has not adopted an impact fee ordinance. For this reason, the District may negotiate voluntary mitigation agreements to mitigate costs associated with the construction of new homes within the city.

Impact Fee Calculations & Student Generation Rates

The District's 2024 impact fee calculations are provided in Table 8 and Table 9 at the end of this Chapter. They were prepared by consultant RJH Solutions and meet requirements set forth in the Pierce County Code for school impact fees. The impact fee calculations are based on information contained in this plan as well as additional District information on capital improvement costs, student generation rates and bond rates, and information from OSPI and Pierce County on state funding assistance and property values.

Student generation rates are considered in the impact fee calculations because they help to predict the impact of new residential construction on student enrollment. The District regularly updates its student generation rates to ensure they are based on current information. They were updated in November 2024 by an experienced GIS specialist consultant, Cathy Walker, using Pierce County data on student enrollment and on residential construction that took place within the District. The District's current student generation rates for single family residential construction for elementary, middle and high school are 0.3722, 0.0980 and 0.1151 respectively. The rates for multi-family construction for elementary, middle and high school are 0.1712, 0.0721 and 0.1892 respectively.

Additional Strategies

The District is committed to meeting future facility needs in a cost-efficient manner while maintaining quality educational services. The District will seek other potential funding sources and cost mitigation opportunities to the maximum extent to supplement its own financial resources. For instance, the District may pursue state or federal grant funds as they become available. The District also participates in the permit review processes of jurisdictions within its boundaries to ensure that its interests are considered when new developments are proposed that will generate additional students, and the District will continue to negotiate for the conveyance of school sites from developers. Additionally, the District modernizes facilities as funds become available. Modernized facilities can be designed to be more efficient in providing classroom space that meets current standards. They can also be designed to be more resource efficient, providing significant savings to the District's operating budgets as well as environmental benefits.

Table 7. 2024-2030 Capital Projects & Finance Plan

Sumner-Bonney Lake School District Capital Finance Plan: 2024-2030

									Revenue Streams		
Future Projects	**Budget**	**2024/2025**	**2025/2026**	**2026/2027**	**2027/2028**	**2028/2029**	**2029/2030**	**2030/2031**	**Estimated State**	**Estimated Local Share**	**Total Revenue**
BUHS Classroom Addition and Intersection Improvements	$76,882,286	$2,000,000	$6,000,000	$40,000,000	$28,882,286				$3,052,724	$76,882,286	**$79,935,010**
Sumner HS (Master Plan Build Out)	$412,239,957	$2,000,000	$6,000,000	$40,000,000	$40,000,000	$60,000,000	$124,239,957	$140,000,000	$140,000,000	$412,239,957	**$552,239,957**
New Middle School at Tehaleh	$200,000,000	$2,000,000	$6,000,000	$20,000,000	$88,000,000	$84,000,000				$200,000,000	**$200,000,000**
Liberty Ridge Elementary Improvements	$2,885,048		$800,000	$1,445,048	$640,000					$2,885,048	**$2,885,048**
Crestwood Elementary Improvements	$2,885,048		$800,000	$1,445,048	$640,000					$2,885,048	**$2,885,048**
Tehaleh Heights Elementary Expansion	$19,019,250	$1,000,000	$3,000,000	$15,019,250					$6,708,985	$19,019,250	**$25,728,235**
Donald Eismann Elementary Queuing, Parking and Field Improvements	$7,806,605		$1,000,000	$6,806,605						$7,806,605	**$7,806,605**
Daffodil Valley Elementary Field Improvements	$6,022,014			$6,022,014						$6,022,014	**$6,022,014**
Energy Efficiency Improvements	$4,014,677		$500,000	$500,000	$1,000,000	$500,000	$1,000,000	$514,677		$4,014,677	**$4,014,677**
Total	**$731,754,885**	**$7,000,000**	**$23,600,000**	**$131,237,965**	**$159,162,286**	**$144,500,000**	**$125,239,957**	**$140,514,677**	**$149,761,709**	**$731,754,885**	**$881,516,594**

Note: State match may vary depending on the number of unhoused students

Table 8. Single Family Impact Fee Calculation

SITE ACQUISITION COSTS (A)	**COST PER ACRE**	**NUMBER OF ACRES**	**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$0	15	550	0.3722	$0.00
Middle School	$460,000	24	900	0.0980	$1,202.13
Senior High	$3,100,00	2	400	0.1151	1,784.05
Total					**$2,986.18**
CONSTRUCTION COSTS (B)	**FACILITY COST**		**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$19,020,000		300	0.3722	$23,597.48
Middle School	$200,000,000		900	0.0980	$21,777.78
Senior High	$60,000,000		545	0.1151	$12,671.56
Total					**$58,046.82**
TEMPORARY FACILITY COSTS (C) (Double-Wide)	**PURCHASING COST**		**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$600,000		46	0.3722	$4,854.78
Middle School	$600,000		60	0.0980	$980.00
Senior High	$600,000		60	0.1151	$1,151.00
Total					**$6,985.78**
STATE MATCHING CREDIT (D)	**BOECKH INDEX**	**SQ FT PER STUDENT**	**STATE MATCH**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$375.00	90	0.6136	0.3722	$7,707.89
Middle School	$375.00	117	0.6136	0.0980	$2,638.33
Senior High	$375.00	130	0.6136	0.1151	$3,442.99
Total					**$13,789.20**
	PRESENT VALUE FACTOR	**BOND LEVY RATE**	**ASSESSED VALUE OF UNIT**	**BOND INTEREST**	**TOTAL CREDIT**
TAX PAYMENT CREDIT (TC)	6.929399	$1.5910	$626,748	3.477%	$9,566.05
NET COST (A+B+C-D)-TC					$44,663.53
DISCOUNT IS 50%, RATE IS 0.50 IMPACT FEE PER UNIT (NET COST-TC)*DISCOUNT RATE)					$22331.73
LESS OTHER CREDITS (FC)					0
NET IMPACT FEE PER UNIT					**$22,331.76**

Table 9. Multi-family Family Impact Fee Calculation

SITE ACQUISITION COSTS (A)	**COST PER ACRE**	**NUMBER OF ACRES**	**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$0	15	550	0.1712	$0.00
Middle School	$460,000	24	900	0.0721	$884.43
Senior High	$3,100,000	2	400	0.1892	2,932.60
Total					**$3,817.03**
CONSTRUCTION COSTS (B)	**FACILITY COST**		**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	19,020,000		300	0.1712	$10,854.08
Middle School	$200,000,000		900	0.0721	$16,022,22
Senior High	$60,0000,00		545	0.1892	$20,829.36
Total					**$47,705.66**
TEMPORARY FACILITY COSTS (C) (Double Wide)	**PURCHASING COST**		**NUMBER OF STUDENTS**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$600,000		46	0.1712	$2,233.04
Middle School	$600,000		60	0.0721	$721.00
Senior High	$600,000		60	0.1892	$1,892.00
Total					**$2,449.30**
STATE MATCHING CREDIT (D)	**BOECKH INDEX**	**SQ FT PER STUDENT**	**STATE MATCH**	**STUDENT FACTOR**	**TOTAL COST**
Elementary	$375.00	90	0.6136	0.1712	$3,545.38
Middle School	$375.00	117	0.6136	0.0721	$1,941.05
Senior High	$375.00	130	0.6136	0.1892	$5,659.54
Total					**$11,145.97**
	PRESENT VALUE FACTOR	**BOND LEVY RATE**	**ASSESSED VALUE OF UNIT**	**BOND INTEREST**	**TOTAL CREDIT**
TAX PAYMENT CREDIT (TC)	6.6313	$1.5910	$696,349	3.477%	$10,631.29
NET COST (A+B+C-D)-TC					$34,591.46
DISCOUNT IS 50%, RATE IS 0.50 IMPACT FEE PER UNIT (NET COST-TC)*DISCOUNT RATE)					$17,295.73
LESS OTHER CREDITS (FC)					0
NET IMPACT FEE PER UNIT					**$17,295.73**

CITY OF SUMNER WASHINGTON

1104 MAPLE STREET, SUMNER WA 98390

DETERMINATION OF NON-SIGNIFICANCE

Project Name: Sumner/Bonney Lake School District Capital Facilities Plan Update

Permit Application No: SEPA-2025-0008/CPA-2025-0005 Docket item: TA-04

Location: C I T Y - W I D E

Description of Proposal: The City of Sumner amends the Comprehensive Plan to be consistent with the board approved SBLSD Capital Facilities Plan approved November 2024. The 2024-2030 plan includes information on future school facilities capital and has updates to project costs, enrollment, and capacity. The 2024-2030 SBLSD calculations for school impact fees are not adopted as a part of this update, school impact fees are adjusted and collected through an ordinance adopted by the city. These text amendments are reflected in various chapters of the City Capital Facilities Plan. The Capital Facilities Plan is adopted by reference as an appendix to the Sumner Comprehensive Plan.

Applicant: City of Sumner, 1104 Maple Street E Sumner, WA 98390

Lead Agency: City of Sumner

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. **Documents are available on the City of Sumner website at www.sumnerwa.gov.**

____ There is no comment period for this DNS.

____ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

_X_ This DNS is issued under 197-11-340 (2); the lead agency will not act on this proposal for 14 days.

Responsible Official: Ryan Windish **Position/Title:** Community & Economic Dev. Director

Address: 1104 Maple Street Suite 250, Sumner, WA 98390 **Phone:** (253) 299- 5524

Signature:

Ryan Windish

Date: July 29, 2025

Date Published: August 7, 2025

Questions or comments: Chrissanda Walker, Associate Planner: chrissandaw@sumnerwa.gov