



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

<https://sumnerwa-gov.zoom.us/j/81609658381>

Phone one-tap:

+12532158782,,81609658381# US (Tacoma)

Join via audio:

+1 253 215 8782 US (Tacoma) Webinar ID: 816 0965 8381

CALL TO ORDER

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

CONSENT AGENDA

1. Collective Bargaining Agreement — Teamsters Local No. 313

PUBLIC HEARING

1. Ordinance No. 2945 - 2025/2026 Mid Biennial Budget Amendment

SPECIAL BUSINESS

UNFINISHED BUSINESS

1. 2025 Annual Comprehensive Plan Amendment
 - a. Ordinance No. 2939 - Town Center Plan Comprehensive Plan Amendments
 - b. Ordinance No. 2940 - Zoning Code Text Amendments (Form Based Code Update)
 - c. Ordinance No. 2941 - Town Center Planned Action Ordinance
 - d. Ordinance No. 2942 - Southeast Urban Growth Area Map Amendment
 - e. Ordinance No. 2943 - 30th Street Map Amendment
 - f. Ordinance No. 2944 - Capital Facilities Plan Amendment — Sumner Bonney Lake School District Capital Facilities Plan Update

NEW BUSINESS

1. Ordinance No. 2952 - 2025 Compensation Schedule Amendment

ADJOURNMENT

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

SUBJECT: Collective Bargaining Agreement — Teamsters Local No. 313

CATEGORY: Motion

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. 2025-2027 Teamsters Collective Bargaining Agreement

STAFF CONTACT: Jeff Steffens, Deputy City Administrator

SUMMARY BACKGROUND:

The City has reached a proposed labor agreement with the Teamsters Union for a three-year term covering 2025-2027. The Teamsters represent 29 employees who will work in the newly formed Operations Department of the City and represent the Utilities, Streets, Parks, Cemetery, Facilities and Fleet divisions. Some of the highlights of the agreement include transitioning this work group to the City's Paid Time Off (PTO) leave program, creating the ability for alternative work schedules and changing the process and procedures regarding On-Call shift assignments. This contract will also provide the framework to move what were previously classified as our Public Works Operations employees from a general work "pool" into specific disciplines which will allow for better training, more specialization and better employee resource management. From an economic standpoint, all wage and benefit changes fall within previously approved labor budget allocations.

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

COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:

A motion authorizing the Mayor and City Administrator to enter into a labor agreement with the Teamsters Local 313 for a period of 2025-2027.

COLLECTIVE BARGAINING AGREEMENT

by and between

THE CITY OF SUMNER

and the

GENERAL TEAMSTERS, LOCAL NO. 313
AFFILIATED WITH INTERNATIONAL BROTHERHOOD OF
TEAMSTERS

JANUARY 1, 2025 – DECEMBER 31, 2027

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AGREEMENT

By and Between

CITY OF SUMNER

and

GENERAL TEAMSTERS, LOCAL NO. 313

AFFILIATED WITH INTERNATIONAL BROTHERHOOD OF TEAMSTERS

JANUARY 1, 2025 – DECEMBER 31, 2027

PREAMBLE

This agreement is entered into this first day of January 1, 2025 by and between the City of Sumner, hereinafter referred to as the Employer, and the General Teamsters, Local No. 313, Affiliated With International Brotherhood of Teamsters, hereinafter referred to as the Union, and only applies to such parties.

ARTICLE I – RECOGNITION

- 1.1** The Employer recognizes the Union as the collective bargaining agent for the regular full-time and regular part-time employees of the classifications listed in the Operations and Facilities Divisions. The Employer will inform new employees eligible for membership in the bargaining unit of the Union's exclusive representation.

Regular part-time employees shall be those who are appointed to approve budgeted positions, work thirty-seven (37) hours a week or less, and have no predetermined or projected termination/ending date, and have successfully passed their twelve (12) month trial period.

These employees are entitled to rights and prorated benefits of the Collective Bargaining Agreement based on the number of hours worked. An employee must work a minimum of twenty (20) hours per week to qualify for prorated benefits. This definition does not include "seasonal" or "temporary employees".

- 1.2** The Employer agrees to deduct monthly dues, initiation and assessments. Recurring monthly dues will be deducted in two monthly payments, from bargaining unit members who have authorized such deductions in written, electronic, or recorded voice authorization to the Union. If the Employer receives a request for authorization of

deductions, the employer shall as soon as practicable forward the request to the Union. The Employer shall transmit such deduction to the Union by check or direct deposit payable to its order. Upon issuance and transmission of such deduction the Employer's responsibility shall cease with respect to such deductions. The Union and each employee authorizing the assignment of wages for payment of Union dues hereby undertake to indemnify and hold the Employer harmless from all claims, demands, suits or other forms of liability that may arise against the Employer for or on account of any deduction made from the wages of such employee. The Employer will promptly notify the Union in writing of any claim, demand, suit or other form of liability asserted against it relating to its implementation of this Article.

- 1.3** An employee may stop paying union dues by submitting a written request to the Union in accordance with the terms and conditions on the authorization. After the Employer receives confirmation from the Union that an employee has revoked authorization, the Employer shall end the deduction no later than the second payroll after receipt of the confirmation.
- 1.4** The Employer agrees to supply the Union the names of all new hires for positions that are identified in the Collective Bargaining Agreement at the time hired. Information should include the individual's name, start date, job classification, division, and personal address.
- 1.5** The Employer will provide union access to all new employees hired into classifications identified in the Collective Bargaining Agreement within forty-five (45) days of such hire. The Employer will schedule such access as part of the onboarding process at a date/time agreeable to the Union. The Employer will allow the Union up to forty-five (45) minutes to meet with such individuals during the employee's work hours and at their usual worksite or other Employer facility.
- 1.6** The employer will provide certain employee information, including name, contact details, and employment details, to the Union within 21 days of a new hire and every 120 days thereafter.
- 1.7** Employees understand that dues and/or fees are necessary for the maintenance of the bargaining unit, ensuring enforcement of this agreement, and financial stability of the Union to improve wages and working conditions. Unit employees collectively agree that financial support of the Union is fair, necessary, and integral to the success of this Agreement.

- 1.8** The Employer agrees that it will notify the Union and provide three (3) business days prior to releasing any non-exempt records subject to a public records request from a third party or entity relating to an employee's membership status with the Union. The Employer agrees to provide the Union a copy of such written request, as permitted by law.
- 1.9** **Extra Agreements:** The Employer agrees not to enter into any agreement or contract with its employees, individually or collectively (except with the Union), which is inconsistent with the terms of a collective bargaining agreement then in effect.

ARTICLE II – SENIORITY

- 2.1** **Acquisition of Seniority:** A new employee will attain seniority after twelve (12) months from date of hire. After completion of their trial period, the employee's seniority date shall be the date of hire.
- 2.2** **Layoff and Recall:** Seniority shall prevail in the event of a layoff. The last employee hired shall be the first laid off, and the last employee laid off shall be the first recalled.
- 2.3** **Loss of Seniority:** Seniority shall be broken for the following reasons:
- A. Justifiable discharge.
 - B. Voluntary quit.
 - C. Retirement.
 - D. Layoffs of twelve (12) months or more.
 - E. Absence from work because of a non-occupational illness or injury of twelve (12) months or more.
 - F. Absence from occupational illness or injury of twenty-four (24) months or more.

The time limits specified in E and F may be extended by mutual agreement between the Employer and the Union.

ARTICLE III – GRIEVANCE PROCEDURE

- 3.1** A grievance is defined as an alleged violation of the express terms and conditions of this Agreement. Prior to filing a grievance an employee shall discuss the issue with the lowest level supervisor in their chain of command that is not a bargaining unit member within fifteen (15) calendar days after knowledge of the alleged occurrence. If the issue

cannot be resolved within ten (10) calendar days of notifying the supervisor and a grievance arises, it shall be submitted to the following grievance procedure:

For the purposes of this article calendar days shall not include City observed holidays. Time limits referred to in this Article must be strictly adhered to unless waived by mutual consent by both parties in writing. It is the intent of the parties that all procedures set forth herein shall be complied with as expeditiously as practicable. The failure of the grieving party to timely process the grievance pursuant to the time limits herein, shall be deemed a waiver of the right to proceed with the grievance. If the Employer fails to timely respond to a grievance, including any of the grievance steps, the grievance shall be moved to the next step. If the parties fail to arbitrate a grievance within two (2) years of filing the grievance at Step 1, the grieving party forfeits its rights under this Article.

Step 1. If the issue is not resolved, the grievance shall be filed with the Department Director in writing with written notification to the City within fifteen (15) calendar days from the date that the grievant discussed the issue with their lowest level supervisor, setting forth the alleged contractual violation and the remedy sought. The Department Director shall make a decision on the matter within fifteen (15) calendar days. If the parties fail to reach a decision, or fail to agree upon a settlement in the matter, it shall be filed to Step 2. The parties shall make every effort to resolve the grievance at this level.

Step 2. If the grievance is not resolved at Step 1 the grievance may be presented to the Mayor or their designee, in writing within fifteen (15) calendar days, setting forth the detailed facts concerning the nature of the grievance, section of the contract allegedly violated, and remedy sought. The Mayor or designee shall meet with the employee, Union representative, and Department Director within fifteen (15) calendar days of receipt of the written grievance. The Mayor or Designee shall send a written answer stating their position to the employee and the Union within fifteen (15) calendar days of such meeting.

Step 3. If the grievance is not settled in Step 2, either the Employer or the Union may submit the issue in writing to arbitration within twenty-one (21) calendar days. The Employer and the Union shall attempt to select the arbitrator. If the Employer and the Union fail to agree on an arbitrator, a list of nine (9) arbitrators shall be requested from the Federal Mediation and Conciliation Service or Public Employment Relation Commission.

Arbitrators shall reside in, or have an office in the States of Washington or Oregon. The parties shall thereupon alternate in striking a name from the panel until one remains. The person whose name remains shall be the arbitrator. The arbitrator shall render a decision as promptly as possible. When a party raises grievance procedural challenges, such as timeliness, the parties agree to divide the arbitration process so a hearing and decision is rendered by the arbitrator about the procedural issue(s) before proceeding with a separate arbitration hearing for the remaining issues. The arbitrator shall confine themselves to the issues submitted to them. The arbitrator shall have jurisdiction and authority only to interpret, apply or determine compliance with the specific terms of the Agreement and shall not have jurisdiction to add to, detract from, or alter in any way the provisions of this Agreement. The decision within the jurisdiction of the arbitrator shall be final and binding upon both parties. For employee discipline cases, the Arbitrator is limited to awarding a back pay remedy not to exceed three (3) years of pay and any additional make whole remedy awards. The expenses and fees incumbent to the selection and services of the arbitrator shall be borne equally by the Employer and the Union. The party requesting a court reporter shall bear such costs and provide a copy of the transcript to the arbitrator. If both parties request a court reporter, such costs shall be borne equally by the Employer and the Union, and a copy shall be provided to the arbitrator. Each party is solely responsible for its own attorney's fees and costs.

- 3.2** The Union shall not be required to press employee grievances if, in the Union's opinion, such lack merit. With respect to the processing, disposition and/or settlement of any grievance, including hearing and final decisions of Boards and Arbitrators, the Union shall be the exclusive representatives of the employee(s) covered.

ARTICLE IV – PAID TIME OFF

All employees covered under this agreement shall be entitled to Paid Time Off (PTO) accruals to be used for vacation, personal or family illness or other personal time off.

PTO will accrue as follows:

Service Year	Every Pay Period PTO Accrual
0	6.89
1	7.20
2	7.50
3	7.81
4	8.12
5	8.43
6	8.74
7	9.04
8	9.35
9	9.66
10	9.97
11	10.27
13	10.58
16	10.89
19	11.20
22	11.50
25+	11.81

The PTO accrual shall start from the date of employment and will continue to accrue every pay period. Employees are eligible to use PTO leave as soon as hours are accrued. No PTO leave shall be allowed for temporary employees. Total PTO accrual must be at or below 640 hours by the last full pay period in a calendar year and any unused PTO time will be forfeited to the City. An employee may submit a written request to Human Resources for a three-month extension to use the PTO time, provided that the extension is needed due to a planned event (upcoming trip, long term medical leave or retirement).

Upon separation from employment, banked PTO up to a maximum of 420 hours will be paid at the applicable rate of pay on the employee's final paycheck. Any excess PTO hours will be forfeited to the City.

Employees may cash out accrued PTO hours in excess of 280 hours. The minimum sellback shall be 40 hours per occurrence and employees will not be able to sell back more hours than they have used in the previous 6 months, not to exceed 120 hours annually. In order to receive a sell-back, a written request must be submitted to payroll at least thirty (30) days prior to payment of the sell-back amount.

PTO Scheduling: Typically, PTO is approved time off from work that is scheduled at least two shifts in advance. Unscheduled PTO is time off taken with less than two shifts' notice. If an employee's unscheduled absences become excessive, corrective and/or disciplinary action may be taken for the excessive absenteeism.

Since the City's paid time off (PTO) or sick leave accrual exceeds the rate of accrual required by Washington Paid Sick Leave (WPSL), no additional sick leave accrual will be made under this policy for regular, full-time employees.

ARTICLE V – EMPLOYMENT OPPORTUNITY

5.1 The Employer and the Union agree to treat all employees and job applicants on the basis of job-related qualifications and competence. This shall be applied without regard to any individual's sex, race, color, religion, national origin, pregnancy, age, marital status, sensory, disability status, sexual orientation including gender expression and identity, genetic information, protected veteran status, domestic violence victim or other basis prohibited by law.

This applies to all terms and conditions of employment, including recruiting, hiring, placement, promotion, termination, layoff, recall, transfer, leaves of absence, compensation and training.

5.2 Whenever words denoting gender are used in this Agreement they are intended to apply equally to any gender, gender expression and/or identity.

5.3 Job Postings: All job postings (entry level and promotional) shall include a qualifying statement in regard to the minimum qualifications, "possession of or the ability to obtain within the trial period". The trial period may be extended by mutual agreement between the City and the Union. Commercial Driver's License qualifications/training is also addressed in Section 5.4.

1. New Hire Opportunities: Entry level positions shall be open to outside recruitment. Employees are typically hired at the level 1 classification. New hire employees shall complete a twelve (12) month trial period. The employee's supervisor shall complete a performance evaluation at the end of month six (6) listing any areas that are of concern in which the employee does not meet the requirements of the job. The City maintains the sole discretion to determine if the employee will remain employed, and the Union agrees not to object, or grieve pursuant to Article III.

2. **Expedited Progression:** Employees who have completed at least two (2) years in the level one (1) classification and obtained the required level two (2) certifications, may progress to a level two (2) with the Department Director or designee's approval.

Applicants who already have a valid CDL upon hire can be brought in at a higher step based on approval from the City Administrator or Mayor.

If the City creates a new job position, in which it would not be appropriate to hire a level 1 classification externally, the position will first be opened internally for ten (10) calendar days. If there are a minimum of two (2) employees who meet the minimum qualifications for the position an objective personnel selection process will be completed. If applicants are found to be equally qualified, as a result of this selection process, selection will be based upon seniority.

3. **Internal Lateral Opportunities:** If a vacancy occurs in another division or section, prior to opening the position externally, it shall be open internally for ten (10) calendar days. The purpose of this language is to allow employees to move between divisions (e.g. Facilities to Operations) or sections (e.g. Sewer to Storm). The employee will retain their current level and current pay rate as long as they are able to obtain required certifications or are actively working towards obtaining the certifications within the six (6) month probationary period.

If there are a minimum of two (2) employees who meet the minimum qualifications for the classification an objective personnel selection process will be completed. If applicants are found to be equally qualified, as a result of this selection process, selection will be based upon seniority.

Regular employees who accept a new position shall serve a six (6) month trial period in which to demonstrate their knowledge, skills and abilities to perform the duties of the position as stated in the job description. The employee's supervisor shall complete a performance evaluation at the end of month three (3) listing any areas that are of concern in which the employee does not meet the requirements of the job. The City maintains the sole discretion to determine if the employee will remain in the new position. If the employee has failed their trial period, the employee will return to their original position or a position having comparable duties and responsibilities and the same salary as the original position. The Union agrees, in this situation, that the City has the ability to appoint a temporary employee to the vacated position until the trial period is completed. Upon successful completion of the 6-month promotional trial period, the employee will

move to the next step in the band and will receive a step increase annually on the anniversary of the promotion until they reach the top step in the band.

4. **Promotional Opportunities:** If a Lead or a Field Supervisor vacancy occurs, it shall be open internally for ten (10) calendar days. If there are a minimum of two (2) employees who meet the minimum qualifications for the classification an objective personnel selection process will be completed. If applicants are found to be equally qualified, as a result of this selection process, selection will be based upon seniority.

Regular employees who accept a new position shall serve a six (6) month trial period in which to demonstrate their knowledge, skills and abilities to perform the duties of the position as so stated in the job description. The employee's supervisor shall complete a performance evaluation at the end of month three (3) listing any areas that are of concern in which the employee does not meet the requirements of the job. The City maintains the sole discretion to determine if the employee will remain in the Lead or Field Supervisor classification. If the employee has failed their trial period, the employee will return to their original position or a position having comparable duties and responsibilities and the same salary as the original position. The Union agrees, in this situation, that the City has the ability to appoint a temporary employee to the vacated position until the trial period is completed.

Upon successful completion of the 6-month promotional trial period, the employee will move to the next step in the band and will receive a step increase annually on the anniversary of the promotion until they reach the top step in the band.

- 5.4 The City agrees that the City's budget shall contain funding for vocational/technical schooling expenses for all bargaining unit employees and pay all required annual fees for State licenses and certificates of competency required by the City in the applicable job descriptions. This shall include licenses and certificates required for one (1) classification above the employee's current classification. Tuition reimbursement shall be in accordance with current City policy.

1. **Commercial Driver's Licenses (CDLs):** The City will reimburse the employee for their State Commercial Driver's License endorsement. The City shall not pay for standard driver's licenses, or non-applicable endorsements, i.e. motorcycle. The City will provide training for non-probationary employees needing their classroom and driving training to obtain their CDL within two

(2) years of employment. The costs associated with the written test will be reimbursed to the employee. The training will be coordinated with a third-party trainer and may be in conjunction with another City. Any employee hired on or after January 1, 2019, who separates within three (3) years of receiving CDL training, costs incurred related to the classroom and practical training shall be reimbursed to the City. Such reimbursement may occur through payroll as a reduction of salary or accrued leave payouts.

2. **Sleep Studies:** If an employee is required to perform a sleep study pertaining to their CDL, away from their own home, the employee will receive the next workday off. The day off will be compensated at regular time.
3. **CDL Loss:** If an employee should be disqualified temporarily, or permanently from renewing their Department of Transportation Medical Card for health reasons, the City and the Union will mutually discuss alternative solutions. Employees who become disqualified for health reasons shall have their base salary reduced by \$5.00 per calendar day (Monday through Friday) for the period of temporary or permanent disqualification. The employee's loss of CDL limits their ability to perform their job duties, the employee may be administratively separated from employment. Prior to the City determining the need for an administrative separation, the City will consult with the Union regarding potential alternate remedies.

If an employee has a temporary or permanent disqualification of a CDL due to failure to fully renew their license or medical certificate timely, or a driving violation, or the Federal Motor Carriers Safety Act requires removal from CDL duties, it is the employee's responsibility to notify their supervisor as soon as possible. If the employee can still perform other job duties, then the employee's base wages will be reduced by \$10.00 per calendar day (Monday through Friday) that their license is not valid. If the employee's loss of CDL limits their ability to perform their job duties, the employee may be administratively separated from employment. Prior to the City determining the need for an administrative separation, the City will consult with the Union regarding potential alternate remedies.

4. **Training:** The City desires to provide all required training in a timely manner in order to prevent certifications from lapsing. Employees who are aware they have certifications lapsing should notify their supervisor who will attempt to have the employee receive training prior to the certification

lapsing. If the training is not available, or staffing doesn't allow, the employee will be sent to the next available local training. Employees who attend full day classes or full day training electronically shall be able to perform this training/class at home if adequate City provided technology is available for take home use. Employees must follow the City Telework Policy. Training and travel related expenses will be reimbursed according to City Policy.

5. Recertification: For positions that are required to hold certifications, employees will need to promptly recertify in order to not allow the certification to lapse. In the event an employee does not pass the first two attempts of a mandatory certification that is required for their position, they will be required to pay for all subsequent certification tests per City policy.

Should the employee fail to obtain the required certification after the second attempt, they will be moved to a lower-level position for which they are qualified—specifically, a Level 2 employee will be reassigned to the Level 1 classification at Step 5 pay—effective upon receipt of the second failed test result. This reclassification will remain in effect until the employee successfully recertifies.

Under certain circumstances, an employee's certification may lapse through no fault of their own. In this case, the City will allow additional time for the employee to obtain the certification on a case-by-case basis.

5.5 Temporary Employees: Temporary employees are those hired for a limited duration of time to address a regular employee absence due to L&I injuries and/or extended illness. Appointments to temporary positions shall not exceed six (6) consecutive months in a twelve (12) month period unless agreed to by the City and the Union. The scope of work for temporary employees hired by the City of Sumner will be for the same classification of the employee being substituted.

1. Temporary employees hired are subject to the following conditions:
 - a. Temporary employees shall be paid not more than eighty percent (80%) of the entry level (lowest wage) rate of the applicable represented position.

- b. Temporary employees may pay to the Union a monthly representative fee equal to monthly union dues for all months worked in excess of five (5) months.
- c. Temporary employees shall not be eligible to work scheduled overtime unless regular employees are unavailable and/or unwilling.
- d. No seniority rights shall be granted to employees in a temporary position.
- e. Temporary employees are "at-will" employees and are generally not eligible for any benefits enumerated in this agreement or otherwise provided to "regular" full-time and part-time employees. As defined in the Affordable Care Act, beginning January 1, 2015, temporary employees who are hired with the intent of working more than 30 hours per week for more than 90 days are eligible for healthcare benefits. Healthcare coverage would be effective the beginning of month three (3). For example if an employee begins work January 16th, they would begin receiving medical benefits March 1st provided that their expected length of service would be more than 90 days. If the requirement to provide health care coverage under the Affordable Care Act changes or is delayed, the parties agree to meet to discuss the changes.

5.6 Seasonal Employees: Seasonal employees are employed to assist with seasonal workload needs. Seasonal employees are "at-will" employees and are generally not eligible for any benefits enumerated in this Agreement or otherwise provided to regular full-time and part-time employees unless required by law.

- 1. Seasonal employees hired are subject to the following conditions:
 - a. The City may only hire seasonal employees in divisions in which all of the funded positions (as listed in Appendix C) are filled, unless agreed to by the Union.
 - b. The City has the right to make appointments for seasonal positions for employment that does not exceed ninety (90) days; upon agreement between the City and the Union the seasonal employment may be extended up to a total not to exceed one hundred and fifty (150) days. The number of seasonal laborers shall be no more than four (4).

- c. The City has the right to make one (1) additional appointment for a Parks seasonal position for employment that does not exceed one hundred and fifty (150) days.
- d. Seasonal employees shall be paid in accordance with City Policy and Sumner Municipal Code.
- e. The scope of work for seasonal employees hired by the City of Sumner, including the use of equipment, will be limited to vegetation management (mowing, cutting, weeding, trimming, chipping, watering, planting, pond clearing etc.), catch basin cleaning, flagging (if certified), and work as unskilled labor on a crew (asphalt work etc.) as determined by the City, in consultation with the Union.
- f. Seasonal employees shall not be eligible to work scheduled overtime unless regular full-time employees are unavailable and/or unwilling. It is the intent of the City not to assign overtime to Seasonal employees, however on occasion it may be necessary and therefore permissible for seasonal employees to work up to thirty (30) minutes of overtime per occurrence to address unforeseen circumstances.

5.7 Volunteer Workers: The Union will be notified of any proposed use of a community service or volunteer workforce. The intent of the notification is not to prohibit the use, rather appropriately document the use.

5.8 Special Project Work: The City may utilize non-City labor for the purposes of accomplishing limited work associated with special projects e.g. tree plantings as part of a limited restoration project. If the Union desires, member(s) of the bargaining unit will be included in any special project e.g. overseeing or included in the work. The City shall determine the number of bargaining unit members that are assigned to any special project work. The Union will be notified of any proposed use of special project workers. The intent of the notification is not to prohibit the use, rather appropriately document the use.

5.9 Capital Improvement Projects: The City may contract out any work related to a Capital Improvement Project (CIP) (\$50,000.00) including but not limited to sidewalk construction, smoke testing and crack seal. Any work performed by the bargaining unit shall continue to be performed by the bargaining unit, subject to impact bargaining.

ARTICLE VI – PENSION

The City participates in the statewide system for pension, relief, disability and retirement for City employees. All eligible full-time employees and officers of said City shall be included in said system. Employees shall be allowed to supplement the current statewide pension system by participating in the Teamsters Pension system solely at their own expense.

Based on the pay period's eighty (80) base hours, each member of the Union shall suffer a wage diversion in the amount as listed in the attached Letter of Understanding, per pay period. After the diversion in each employee's wages, the City shall contribute the above specified amount on all Collective Bargaining Unit Employees performing work or on paid leave (sick, vacation, PTO, etc.). The City shall transmit said amount to the Western Conference of Teamsters Pension Trust. These reports will include contributions for all paycheck dates falling within the month being reported.

The Union shall have the ability to add to the diversion one time annually.

As of November 2022, Sumner Teamsters pension rate is two dollars and twenty-five cents (\$2.25) per base hour for a per pay period deduction of one hundred eighty dollars (\$180.00) up to an annual amount of four thousand six hundred eighty dollars (\$4,680.00).

ARTICLE VII – SICK LEAVE

7.1 Employees hired prior to the implementation of the PTO plan may use their existing sick leave accruals to seek medical care for themselves or paid time off to care for family members as outlined in City Policy. Grandfathered sick leave banks accrued prior to the implementation of the PTO plan will be cashed out upon separation following the language below.

7.2: Employees shall be reimbursed for unused sick leave of up to 720 hours at their regular base rate of pay when they are permanently separated from employment in accordance with the following schedules:

Employees hired prior to January 1, 2018:

Termination for cause	0%
Resignation	25%

Layoff	50%
Death	100%
Retirement	100%
Disability Retirement	100%

Employees hired on or after January 1, 2018:

Termination for cause	0%
Resignation	25%
Layoff	25%
Death	100%
Retirement	100% for first 360 hours, 25% for up to an additional 360 hours
Disability Retirement	100%

7.3 Workers Compensation Time-loss Payments: Employees may use sick or other accrued leave to cover the absence. If the employee is eligible and receives time-loss payments from the State, the payments shall be remitted to the City. The City will then credit the employee's leave bank(s) for an equivalent number of hours equal to the time-loss payment. At no time may an employee receive double compensation from both the State and City (when the City is the employer of injury). In rare circumstances in which the City is not the employer of injury, the employee may at their option retain both the accrued leave and time-loss payment in lieu of crediting the employee's leave bank(s).

7.4 Long-Term Care Trust Act: In 2022, Washington State Law adopted a mandatory payroll tax for the Long-Term-Care Trust Act. The tax is employee funded, and employers do not contribute. The premium assessment is set by the State. (RCW 50B.04.080).

ARTICLE VIII – BEREAVEMENT LEAVE

8.1. Definitions: “Family Member” shall be defined as spouse, registered domestic partner, son, daughter, mother, father, brother, sister, mother-in-law, father-in-law, stepson, stepdaughter, stepmother, stepfather, stepbrother, stepsister, grandparents on both sides, grandchildren, loss of pregnancy or any individual who regularly resides in the employee’s home and where the relationship creates an expectation that the employee care for the person, and that individual depends on the employee for care. Family Member does not include an individual who simply resides in the same home with no expectation that the employee cares for the individual.

“Loss of Pregnancy” shall be defined as a qualifying pregnancy of the employee, including as a surrogate, or employee parent-to-be, including through surrogacy or adoptions, where the employee would have been the parent.

8.2 Leave: Any regular employee shall be allowed bereavement leave for a death in the family. An employee who suffers a death of a Family Member as defined in subsection A shall be compensated with up to five (5) workdays off.

Employees who suffer the death of an aunt, uncle or any relative residing in the employee’s home where there is no expectation of care shall be given up to three (3) days off.

Employees shall be compensated for and given up to one (1) workday off for the death of a family member who is not otherwise defined in this section.

Employees are allowed up to four (4) hours of bereavement leave to attend the funeral of a fellow regular employee or retiree of the city, provided such absence from duty will not interfere with normal operations of the city.

ARTICLE IX – PROTECTED LEAVE

9.1 Protected Leave: The Employer will provide employees with family and medical leave, pregnancy disability leave, military leave and other paid and unpaid leave required by state and federal law, including for example:

- a. Family and Medical Leave (29 U.S.C. 2601 et seq., and RCW 49.78);
- b. Family Care Act Leave (RCW 49.12.265);

- c. Paid Family Medical Leave (RCW 50A.04);
- d. Pregnancy Disability Leave (RCW 49.60);
- e. Leave for Victims of Domestic Violence, Sexual Assault and Stalking (RCW 49.76);
- f. Leave for Spouses of Deployed Military Personnel (RCW 49.77);
- g. Leave for Certain Emergency Services Personnel (RCW 49.12.460);

Leave eligibility, benefits and requirements will be determined by applicable law and will be administered according to the Employer's policy.

9.2 Washington Paid Family and Medical Leave Law: Eligible employees are covered by Washington's Family and Medical Leave Program, RCW 50A.04. Eligibility for leave and benefits is established by Washington law and is therefore independent of this Agreement. Premiums for benefits are established by law. Employees will pay through payroll deduction the full cost of the premiums associated with family leave benefits and forty-five percent (45%) of the cost of the premiums associated with the medical leave benefits, as determined under RCW 50A.15.020 (formerly RCW 50A.04.015). The City will pay the remaining premium amounts.

ARTICLE X – HOLIDAYS

10.1 The following holidays are adopted as recognized and observed as paid holidays:

New Year's Day	January 1 st
Martin Luther King Jr. Day	Third Monday in January
President's Day	Third Monday in February
Memorial Day	Last Monday in May
Juneteenth	June 19 th
Independence Day	July 4 th
Labor Day	First Monday in September
Veteran's Day	November 11 th
Thanksgiving Day	Fourth Thursday in November
Day after Thanksgiving	Fourth Friday in November
Christmas Eve	December 24 th
Christmas Day	December 25 th

Additionally, members are entitled to any paid holidays granted to other bargaining units of the City; and such other Federally recognized, paid holidays as may be proclaimed by the

Governor of the State of Washington, the President of the United States, and any other day fixed as a paid holiday of Resolution by the City Council.

Employees who work more than eight (8) hour shifts shall be allowed to use accrued leave for the additional hours.

Any holiday falling on Saturday will be observed on the preceding Friday. Any holiday falling on Sunday will be observed on the following Monday, with the exception of Christmas Eve which would be observed on the preceding Friday.

Holidays are paid at eight (8) hours, regardless of scheduled shift hours.

10.2 Floating Holiday: Each employee shall receive eight (8) hours of floating holiday accrual on January 1st of each year. Employees starting after the first of the year shall receive floating holiday hours upon hire. The floating holiday hours shall be denoted in a separate leave bank. The floating holiday hours must be used by the end of the calendar year. Unused floating holiday time will be forfeited to the City. Upon separation, the floating holiday hours shall not be paid out.

Effective with the implementation of the PTO Plan, each employee shall be credited with an additional thirteen (13) hours of Floating Holiday leave on January 1 of each calendar year. This accrual is intended to provide equivalency for the nine (9) fixed holidays observed by non-Teamster employees. Employees hired after January 1st shall receive a pro-rated amount equivalent to one (1) hour per each remaining holiday in the current calendar year.

In the event the City designates additional observed holidays, the annual Floating Holiday accrual shall be increased by one (1) hour for each such additional holiday added to the list of observed holidays.

ARTICLE XI – DISCHARGE

11.1 The Employer may discharge or suspend any employee for just cause. Disciplinary action will normally be progressive in nature, but the level of discipline administered may depend upon the seriousness of the offense.

11.2 Written reprimands and suspensions less than forty (40) hours may remain in the employee's personnel file for a period of not more than thirty-six months provided that if an employee's personnel record indicates a pattern of similar types of behavior, all such records may be retained until a period of three (3) years has elapsed during which there

has been no further disciplinary action for the same or similar behavior. A copy of such written reprimand / suspension shall be sent to Teamster Local 313 at the time it is given to the employee. Records retained in an employee's personnel file longer than provided in this section shall be inadmissible in any proceedings concerning disciplinary action.

1. Suspensions of forty (40) hours or more or demotions may be retained permanently in the employee's personnel file. A copy of such written reprimand / suspension shall be sent to Teamster Local 313 at the time it is given to the employee.

11.3 The employee or the Union shall have the right to process any disciplinary action as a grievance through the grievance procedures except for verbal and written reprimands and except for employees serving an initial probationary period who are disciplined.

ARTICLE XII – BULLETIN BOARDS

The Employer agrees to provide suitable space for the bargaining unit to use as a bulletin board. Postings by the bargaining unit on such boards are to be confined to official business of the unit.

ARTICLE XIII – BLANK

This article intentionally left blank.

ARTICLE XIV – SCALE OF WAGES/HOURS OF WORK

14.1 Base annual rates of pay shall be paid to bargaining unit members as set forth in Appendix "A".

14.2 Hours of Work. Hours of work typically consist of eight (8) consecutive hours if the employee is on a five (5) day work week or ten (10) consecutive hours if the employee is on a four (4) day work week. The workday shall begin on the commencement of the employee's regular scheduled shift. In either event, no employee shall be required to work more than a forty (40) hour week, or eight (8), nine (9), or ten (10) hours per day, unless compensated subject to this agreement. Leave accruals, and other such benefits shall be accrued and expended based on a forty (40) hour work week.

In the rare event where an employee is required to work through their lunch break, it will be up to the supervisor to determine whether the employee will work to the end of their shift and earn 30 minutes of OT for the missed lunch break, or if the employee will be sent home 30 minutes early.

Employees assigned to the Operations division shall typically work Monday through Friday, 7:00am – 3:30pm. Work hours for employees assigned to the Facilities division shall be determined by those respective managers in consultation with those bargaining unit employees.

14.3 Elective Alternative Work Schedules: Each section (e.g., Parks, Cemetery, Maintenance, Water Distribution, Water Quality, Sewer, Storm, Streets, Fleet) can elect to work an alternative schedule—such as 4x10, or 9/80—and all employees within that section have consistent start times no earlier than 0600 and no later than 0800. All employees in the Operations Division must have the same start time.

However, if it is operationally feasible for employees within a section to work different schedules, exceptions may be made with prior approval from the department Director provided all employees' shifts begin at the same time. The authority for approval and scheduling of employees on an alternate work schedule shall rest solely with the City. If an employee elects an alternate work schedule they must typically remain on the schedule for a minimum of three (3) months before being allowed to voluntarily switch back to a standard schedule or different alternative schedule. Changing schedules must be in coordination with the employee's supervisor and payroll.

1. **Extra Regular Work:** When a division needs additional employees to assist with work it shall be offered to the other division. If no employees volunteer to work, the work will be assigned by inverse seniority of the staff from the other division.

14.4 Overtime. Overtime shall mean that an employee works in excess of the employee's regularly scheduled workday.

- a. All overtime must be authorized in advance by the supervisor, except in cases of emergency.
- b. Employees required to work overtime shall be compensated at one and one-half times the regular rate for each hour of overtime worked. All work performed on Saturday will be paid at time and one half. Overtime shall be assigned by division or section (i.e.: Facilities and Operations) and then by seniority in that group. This section does not apply to overtime work in the Fleet section. Only a qualified Fleet employee will be eligible to perform overtime work in the section.

When a department cannot cover the overtime or needs additional employees to work overtime, then overtime shall be offered by overall seniority in the bargaining unit based on the employment date with the City of Sumner when the employee was hired into a full-time permanent position. On Sundays and recognized holidays, employees who are required to work shall be paid double their regular hourly rate for up to an eight (8) hour day and double time and one-half for any hours worked beyond the normal workday. When an employee works overtime in which the start time is on a regular day and extends into a Sunday or recognized holiday the overtime rate of pay changes at midnight. For example, if an employee gets called in at 11:00PM on a Saturday and is required to work three (3) hours, they would receive one (1) hour of overtime and two (2) hours of double time.

- c. Employees may accrue compensatory time off at the rate of one and one-half per hour for authorized overtime work in lieu of overtime pay; provided, such compensatory time may not be accrued in excess of the maximum allowable (240 hours) under the Fair Labor Standards Act. Use of compensatory time shall be by mutual agreement between the employee and the department director, upon the request and subject to approval based on staffing needs of the department. Employees may accrue compensatory time off at the rate of double time per hour for authorized overtime work in lieu of overtime pay for work performed on Sundays and holidays. Use of accrued leave and paid holidays shall be counted as time worked for the purpose of computing overtime. Compensatory time must be used by the end of the calendar year. Unused compensatory time will be paid out at the applicable wage. An employee may request a three (3) month extension in writing to the Administrative Services Director, to use the compensatory time, provided that the extension is needed due to a planned event (upcoming planned leave or long-term medical leave).

14.5 Callback: A callback is an unscheduled recall to duty of an employee before or after the employee has completed their regularly scheduled shift or when the employee is on days off or paid leave. The minimum payment shall be for three (3) hours of pay/compensatory time, at the overtime rate, and any such time assignment exceeding three (3) hours shall be paid at the normal overtime rate except on Sundays and recognized holidays which will be paid a minimum of four (4) hours of pay/compensatory time at the overtime rate. (Clarification: when a holiday falls on Saturday/Sunday and is recognized on a Friday/Monday, the recognized day will be considered the holiday and paid as such. If

there is a call-out on Saturday/Sunday, the pay will be as a weekend day.) The employee is expected to complete such assignment to which the employee responds and may then return to their personal business if no other emergency exists.

When an employee is required to respond to an emergency that can be resolved without returning to their place of work, they shall receive one (1) hour pay at the overtime rate. This remote response pay shall not be combined with any call-back pay. If the emergency is handled over the phone on Sundays or holidays, the City will pay double time.

Once a callback notification is received by the On Call employee, the minimum call back clock starts and will continue until the 3 or 4 hour minimum has expired. Any additional callbacks received during the period of time prior to the minimum clock expiring will be included in the initial callback. Any hours in excess of the initial callback will be compensated at the appropriate overtime rate. Additional callouts not contiguous to another callback shall trigger an additional minimum callback.

- 14.6. Telecommute Response:** An employee who answers the on-call phone and/or is required to conduct City business, but does not physically come into work, shall receive a minimum of one (1) hour pay at the overtime rate. If the employee performs duties multiple times within that one (1) hour, the employee will still only receive the minimum of one (1) hour pay at the overtime rate. Any contiguous additional time worked in excess of the one (1) hour minimum will be compensated in 15-minute increments at the applicable overtime rate. Any additional phone calls received not contiguous to the initial one (1) hour pay shall trigger an additional minimum phone call. Employees who are on standby or on-call shall receive telecommute response pay in addition to standby pay if the employee answers a phone and is not required to physically come to work. If the emergency is handled over the phone on Sundays or holidays, the City will pay double time.
- 14.7. Shift Extension:** A shift extension is time worked by an employee contiguous to the end of a regularly scheduled shift. Shift extensions shall be compensated at the applicable overtime/compensatory time rate for the actual hours worked in addition to the regular shift.
- 14.8. Scheduled Overtime:** Scheduled overtime contiguous to a regular shift is not subject to minimum overtime amounts (3 or 4 hours). All other scheduled overtime (e.g. special events) is subject to minimum overtime amounts. If no employee(s) volunteer to work, the superintendent shall assign the work by inverse seniority from Teamsters' work group's seniority list.

a. Operations: When scheduled overtime arises (for Operations employees) the Operations Superintendent will post the overtime. At the Wednesday morning meeting immediately preceding the scheduled overtime the Superintendent will fill the overtime positions utilizing the Operations overtime seniority list. If employees within the division do not or cannot cover the overtime, then the overtime will be offered to employees using the overall seniority list. If an employee is absent from work, it is the responsibility of the employee to contact the Operations Superintendent on or before the scheduled start time on Wednesday morning and request to work any overtime for that rotation. Employees who wish to accept scheduled overtime must notify the Superintendent no later than noon on Wednesday. If scheduled overtime becomes available after noon on Wednesday, employees must accept no less than three (3) hours prior to the end of the regular workday before the scheduled overtime shift. If the scheduled overtime arises less than 3 hours from the end of the shift then employees must accept by the end of the regular workday.

When last minute scheduled overtime arises the Operations Superintendent will notify each employee and give them the opportunity to work using the Operations overtime seniority list and then use the Teamsters' overall seniority list. For the purposes of this section, last minute overtime is pre-scheduled overtime that will occur prior to the next Wednesday meeting. If an employee is at a work-related event the Operations Superintendent must make an attempt to contact the employee and offer the overtime to them using the seniority list that applies. There is no obligation to contact employees who are on accrued leave (e.g. accrued leave, comp time, bereavement) or have left work for the day.

b. Facilities Division Section: Scheduled overtime in the Facilities Division (Parks, Cemetery, Maintenance) section will be offered to the respective section's seniority list(s), then to the division, and then by the Teamsters' overall seniority list. It is the field supervisor's responsibility to contact each employee on the list and offer the overtime.

The minimum scheduled overtime for funeral services scheduled on a Saturday or Sunday shall be four (4) hours.

14.9 Event Staffing: Scheduled overtime for City events listed in Appendix F shall be assigned to operations staff only and will be filled by the Operations Division seniority list. If employees within the division do not or cannot cover the overtime, then the overtime

will be offered to employees within the Facilities Division based on their departmental seniority list.

City events not listed in Appendix F are determined to be new and/or expanded events which shall be staffed equally between the Operations and Facilities Divisions. Assignments will start with the Operations Division and alternate back and forth (picking one employee from each group) between the two groups and will follow their respective seniority lists. Once the last assignment has been filled for an event the other division shall start with the first staffing assignment of the next event. This alternating assignment process will continue and not reset annually.

For Example:

	Event A	Event B	Event C
Staffing Requirement	4	3	3
	Operations	Operations	Facilities
	Facilities	Facilities	Operations
	Operations	Operations	Facilities
	Facilities		

14.10 Holiday Pay: Holiday pay in addition to work pay shall be paid when required to work on a holiday.

14.11 Working out of Class (WOOC): Employees assigned to work in a higher classification (“working out of class”) shall be eligible for overtime or double time pay at the higher classification rate when the overtime hours worked are a direct continuation of duties associated with the higher-class assignment. However, any voluntary overtime or on-call shifts accepted outside of the employee’s working out of class assignment shall be compensated at the employee’s regular classification rate, and not at the higher classification rate.

- 1. Operations Superintendent WOOC:** If an employee is assigned to perform work and responsibilities of the classification of Operations Superintendent for a period of one (1) or more full days (excluding paid holidays, and regularly scheduled flex days), they shall be paid at the Superintendent hourly rate for the entire assignment. The employee assigned should be the Field Supervisor with the most experience as a Field Supervisor working at the City of Sumner.

Employees assigned should be scheduled to work the entire shift and should not be split between multiple employees if possible.

No WOOC will be paid to a Lead when a Field Supervisor is performing WOOC Superintendent responsibilities.

- 2. Field Supervisor Working-Out-of-Class Pay (WOOC):** WOOC will only be paid in the absence of a Field Supervisor. An employee shall be designated as a Field Supervisor in the absence of a supervisor for two (2) consecutive full days (excluding paid holidays, and regularly scheduled flex days). For example if a Field Supervisor is not at work for two (2) or more consecutive days the Lead employee in that section shall be assigned to work out of class and assume the responsibilities and carry out additional duties of the Field Supervisor position. The WOOC employee will be the Lead assigned to the impacted section (Fleet, Water Quality, Water Distribution, Storm, Sewer, Parks, Cemetery, Facilities). If it is not possible to back fill with a Lead from the same section, the next qualified level 2, from the same section, shall be assigned as WOOC. It is the intent of this language that only one employee be assigned as WOOC for the duration of the higher classification employee absence. When serving as a WOOC supervisor, an employee shall receive Field Supervisor wages and assume the responsibilities and duties of the Field Supervisor position for the duration of the assignment.

The Fleet Field Supervisor shall not be backfilled by a non-fleet employee. Once sections are finalized this language will be valid: Field Supervisors will be backfilled by a Lead in their same section. Sections that only have 2 employees (e.g. Fleet, Facilities Maintenance), if both the Lead and the Field Supervisor are absent, there will be no WOOC assigned.

- 14.12** Anytime an employee works four (4) hours of unscheduled overtime immediately following a regular shift, or is called out on a day off / holiday and works at least six (6) hours, the employee will receive a meal allowance for each six (6) hour period, if not provided a meal by the Employer. The meal allowance is payable in the corresponding paycheck and is a gross amount. The meal allowance reimbursement rate will be a flat amount equal to the current General Services Administration (GSA) Lunch Meal Rate for Pierce County.

Examples: The Employee works 7 hours of unscheduled overtime immediately following a regularly scheduled shift. The employee would receive one meal allowance.

The Employee is called out on a day off and works 13 hours of overtime. The employee would receive two (2) meal allowances.

14.13 On Call: Effective January 1, 2025 employees required to be on-call (standby) shall receive an on-call premium of four dollars (\$4.00) per hour for all hours assigned, provided that the Employer shall establish a eligible list of those employees who are assigned to be on-call.

Effective January 1, 2026 the on-call premium will be four dollars and twenty-five cents (\$4.25) per hour.

Eligible employees will have successfully completed their probationary period, have a valid class A CDL, hold a valid Flagging Certificate, Standard first aid/CPR Card, Water Distribution Manager I and Sewer Collections I Certificates. Employees who are in an on-call status must be able to be on-site within sixty (60) minutes of receiving a call back or they will not be eligible to be on-call. Employees responding to calls while in an On Call status shall be compensated per the Callback section.

1. **On-Call Process:** The on-call employee will not sign up for scheduled overtime unless they are the last person available after the operations superintendent has asked all Operations employees that are at work or attending a work-related event using the Operations seniority list.

Employees will be allowed to be on call while on scheduled time off, only if they are available to fulfill the normal on call obligations. Employees will not be allowed to be on call while they are on FMLA, L&I or modified duty. If an employee is absent from work, it is the responsibility of that employee to contact the Operations Superintendent on or before the scheduled start time on Wednesday morning and make it known they would like to volunteer to be on call.

Quarterly, the Operations Superintendent will establish a list of employees who meet the on-call eligibility requirements. On-call will be bid quarterly (January-March, April-June, etc.) the month prior to the start of the quarter, the first day of the month and no later than the fifth (5th) of the month. Bidding shall be by Operations division seniority, rotating, one week of on-call at a time. Each person will be allowed to bid by seniority, the list continues from where the prior quarter left off on the seniority list and does not start over at the top of the seniority list.

The on-call shift shall be from 0700 Wednesday to 0700 Wednesday (one (1) week). If an emergency arises and the on-call employee is not able to complete this

obligation, the cell phone will then be offered to employees starting at the top of the Operations seniority list. That substitute employee will be on call for the remainder of the Wednesday-to-Wednesday shift. At the end of the substitute shift, the on-call opportunity then reverts back to the seniority position following the employee that had been replaced.

In the situation where the on-call opportunity has been offered to each employee on the Operations seniority list and a single employee cannot cover the entire Wednesday to Wednesday on call shift, the on-call shift may be split among multiple employees with the approval of the Operations Superintendent.

If no employees accept the on-call opportunity by noon on Wednesday, the Superintendent will assign the on-call cell phone to eligible employees by inverse seniority.

The on-call employee will be required to answer and respond to emergency calls - anytime outside of the regularly scheduled 0700 – 1530 Operations Office Hours Monday through Friday, excluding holidays.

- 1. On-Call Truck:** To expedite response time, an on-call pick-up truck will be available to employees who choose to take one home. On-call employees should not respond to a non-city facility using their personal vehicle unless authorized to do so.

8 Hour Shifts

0700 - 1530

ON CALL PAY SCENARIOS

	0700	to	1530	1530 to	2100	2200	2300	2400	0100	0200
Scheduled Hours	REGULAR SHIFT									
Actual Work Schedule					3 Hour Minimum					
					1st Callback					

Pay: 3hrs OT
1 x 3 hour minimum

	0700	to	1530	1530 to	2100	2200	2300	2400	0100	0200
Scheduled Hours	REGULAR SHIFT									
Actual Work Schedule					3 Hour Minimum					
					1st Callback		2nd Callback			

Pay: 4hrs OT
1 x 3 hour minimum plus additional hour

	0700	to	1530	1530 to	2100	2200	2300	2400	0100	0200	0201
Scheduled Hours	REGULAR SHIFT										
Actual Work Schedule					3 Hour Minimum				3 Hour Minimum		
					1st Callback				2nd Callback		

Pay: 6hrs OT
2 x 3 hr minimum

	0700	to	1530	1530 to	2100	2200	2300	2400	0100	0200	0201
Scheduled Hours	REGULAR SHIFT										
Actual Work Schedule					3 Hour Minimum						
					3 Hour Minimum						
					3 Hour Minimum						
					1st Callback	2nd Callback	3rd Callback				

Pay: 9hrs OT
3 x 3 hr minimum paid three times

14.14 Inclement Weather Time: Inclement Weather Time shall be paid to any employee for hours required to be worked when City Hall reduces working hours due to inclement weather. Inclement weather time is additional accrued leave, for those hours actually worked (matching time) during normal City Hall business hours (Monday – Friday, 8am – 5pm) in which general City Hall employees were paid but not required to be working. There shall be no pyramiding of inclement weather time with overtime. Inclement weather time must be used by the end of the calendar year. Unused inclement weather time will be paid out at the applicable wage. An employee may request a three (3) month extension in writing to the Administrative Services Director to use the inclement weather time, provided that the extension is needed due to a planned event (upcoming planned leave or long-term medical leave).

Example: The employee is scheduled to work 7am-3:30pm. City Hall closes early at 2:30pm. The employee who is required to remain at work will begin accruing inclement

weather time, in addition to their normal wages. Inclement weather time is only earned until the employee's shift is over at 3:30pm. At 3:30pm the employee begins accruing the applicable overtime rate of pay.

- 14.15 Shift Differential:** Effective January 1, 2025, any Employee whose scheduled shift starts after 6:00pm and before 4:00am shall receive a shift premium of four dollars (\$4.00) per hour over and above the scale of wages for the classification in which they are employed.

Sweeper shifts should be based on seniority to Operations employees only. Field Supervisors and Lead Operators are typically ineligible to run the sweeper, unless otherwise authorized by the Operations Superintendent. Employees are eligible to sign up for one premium pay type per assignment. Example: Either Sweeper or On-Call premium, not both. If an emergency situation arises, the Operations Superintendent can allow an employee to be eligible for both premium pays for the same shift.

- 14.16 Homeless Camp Cleanup Hazard Pay:** Any employee assigned to spend time performing Homeless Camp Cleanup duties shall receive additional one-half (1/2) of the employee's regular rate of pay for that time. For example, if an employee's regular rate of pay is \$10 per hour, their additional Homeless Camp Cleanup Hazard pay would be an additional \$5 per hour. Their Homeless Camp Cleanup Hazard Pay for actual hours worked on that task would be \$15 per hour. Homeless Camp Cleanup duties must be in coordination with the Police Department homeless eviction process. Basic litter pickup does not trigger this pay. Homeless camp cleanup pay begins when the employee is handling the hazardous material at the homeless camp or hazardous materials are being taken to the landfill and ends when they leave the homeless camp hazardous location or when the hazardous materials are dropped off at the landfill.

- 14.17 Emergency/Snow Operations:** In the event of an emergency situation (i.e. weather, flooding, snow or other weather events) the City has the right to switch to an alternating 10- or 12-hour schedule. Employees will still be eligible for overtime based on their regularly scheduled shift but will be required to work the full required 10 or 12 hours as assigned. Employees assigned to an emergency operations shift will typically not work more than a 12-hour shift without prior approval from the department director or their designee. Employees will be assigned by the overtime seniority list. The City shall attempt to provide 24 hours' notice when switching to an alternative shift.

If an employee's emergency operations alternative work schedule does not provide 8 hours between the end of the alternative shift and the start of their next regular shift, the

employee will be provided regular paid safety-release time off to ensure 8-hour break between the two shifts.

Time	1200	to	2300	0000	0100	0200	0300	0400	0500	0600	0700	0800	to	1530
Scheduled Hours	REGULAR			Mandatory Break Begins							REGULAR SHIFT SCHEDULED			
Actual Work Schedule	EMERGENCY										Safety Release Pay	REGULAR SHIFT		
	OPERATIONS SHIFT			1	2	3	4	5	6	7	8			

14.18 Work Modifications for Environmental Conditions: When temperatures or air quality could potentially have negative health impacts to employees working outside for prolonged periods of time, with advance notice to employees, the City may modify work assignments or working schedules in an attempt to minimize the impacts. Schedule changes will be determined by the department director or their designee.

ARTICLE XV – JURY DUTY

Employees who are called to serve on a jury or appear as a subpoenaed witness in any established court shall be released from work to do so. During the period of such absence, the employee on jury duty will receive full pay. An employee who is a subpoenaed witness will receive full pay upon proof that the testimony given was on behalf of the City. Employees who are absent from work for these purposes will retain seniority and all benefits.

The time away will not affect leave accruals. Employees who appear in court as the plaintiff or defendant in any action, wherein the city is not a party, shall not be paid for the time away from work unless that time is accrued PTO leave.

ARTICLE XVI – HEALTH AND WELFARE

16.1 The Employer shall pay into the Washington Teamsters Welfare Trust, for every employee who has forty (40) compensable hours in the previous month and are covered by this Agreement, the following:

Medical Plan A	100% Employer paid
Dental Plan A	100% Employer paid
Vision Plan EXT	100% Employer paid
RWT XXL	100% Employee paid
Add ons	100% Employer paid

Beginning January 1, 2026, the employee medical cost share shall be 3% of the annual rate of Medical Coverage.

Beginning January 1, 2027, the employee medical cost share shall be 5% of the annual rate of Medical Coverage.

The City shall reimburse fifty percent (50%) up to a maximum of five hundred dollars (\$500) for each person covered under the Teamsters Trust Plan, for hospitalization charges, if admitted as an inpatient that will require overnight stay.

16.2 Payment: Payment is due by the tenth day of each month and should the Employer fail to make payment into the Trust in accordance with the terms of this Agreement, the Union may take economic action after ninety (90) days delinquency.

16.3 Agreement: The Employer and Union agree to be bound by the terms and provisions of the Trust Agreement and accept as their representatives for the purpose of this Trust Fund all Trustees serving on the Board of Trustees and their duly appointed successors.

16.4 Life Insurance: The Employer will provide a fifty-thousand-dollar (\$50,000) group life insurance policy for each full-time employee, or the equivalent offered to the IUOE if greater than \$50,000. The Employer shall pay the accrual premium cost of such insurance. The City has the right to purchase coverage through the carrier of their choosing.

16.5 Long Term Disability Insurance: The employer will provide Long Term Disability Insurance coverage equivalent to what is offered to other City of Sumner Employees. The City has the right to purchase coverage through the carrier of their choosing.

16.6 Retiree Welfare Trust – XL (RWT-XL): Effective January 1, 2026, based on December 2025 hours the Employer agrees to pay into the Retiree's Health and Welfare Trust the sum of one hundred seventy-five dollars (\$175.00) per month on behalf of each employee who was compensated for forty (40) hours or more in the prior month.

The Employer shall reduce each covered employee's pay eighty-seven dollars and fifty cents (\$87.50) on each the first two paychecks per month and send one check for all employees to the Retiree's Health and Welfare Trust no later than the fifteenth (15th) of each month. No deduction shall be taken from a third paycheck in any month that contains three paydays.

Any increase in premiums to the RWT XL plan for 2026 and 2027 shall be paid by the employee and deducted in the same manner as above by the Employer.

ARTICLE XVII – SAVINGS CLAUSE

If any Article of this Agreement or any Addendum thereto should be held invalid by operation of law or by any tribunal of competent jurisdiction, or if compliance with or enforcement of any Article should be restrained by such tribunal, the remainder of this Agreement and Addendums thereto shall not be affected thereby and the parties shall enter into immediate collective bargaining negotiations for the purpose of arriving at a mutually satisfactory replacement of such Article.

ARTICLE XVIII – WORK STOPPAGE

The Employer and the Union agree that the public interest requires efficient and uninterrupted performance of all City services and to this end pledge their best efforts to avoid or eliminate any conduct contrary to this objective. Specifically, the Union shall not cause or condone any work stoppage, including any strike, sympathy strike, slowdown, refusal to perform any customarily assigned duties, sick leave absence which is not bona fide or other interference with City functions by employees under this Agreement and should same occur, the Union agrees to take appropriate steps to end such interference. Any concerted action by any employee in any bargaining unit shall be deemed a work stoppage if any of the above activities has occurred.

ARTICLE XIX – MANAGEMENT RESPONSIBILITIES

The Union recognizes the prerogative of the Employer to operate and manage its affairs in all respects in accordance with its responsibilities. This includes the right to hire, promote, demote, set and evaluate qualifications, layoff, discipline or discharge with just cause, evaluate employee performance, and to establish, modify, or change work schedules and assignments, consistent with the terms of this Agreement.

ARTICLE XX – DURATION

This Agreement shall be effective January 1, 2025, and shall continue in full force and effect to and including December 31, 2027. Should either party desire to modify or terminate this Agreement prior to December 31, 2027, it shall serve written notice upon the other at least (60) sixty days prior to that date.

ARTICLE XXI – WORK BOOT ALLOWANCE AND UNIFORMS

The City agrees to pay each regular full-time employee three hundred seventy-five dollars (\$375.00) annually towards the purchase of safety work boots and/or clothing for City work. This amount is based on gross and will be included in the employee's regular payroll check the second regular pay day in January of each year. New employees starting on or after January 1st are not eligible for the boot allowance until the following calendar year. If an employee does not successfully complete their 12 month trial period and are released from employment after having already received their annual work boot allowance, the full amount of the allowance will be deducted from the employee's final paycheck.

The City will provide one warm winter jacket (safety or Carhart style). The style of jacket will be determined by consensus of each division (Operations, Facilities or Fleet section). The City will provide rubber rain boots of good quality (same or similar to XtraTuf Insulated 16" Steel Toe Boot). The jacket and the boots are the property of the City and it may be requested to be returned upon separation. The City agrees to replace these items as needed based on wear and tear.

The City agrees to provide annually, by June 1st, a combination of clothing not to exceed the cost of ten (10) t-shirts and five (5) sweatshirts.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement this _____ day of _____, 2025.

CITY OF SUMNER

GENERAL TEAMSTERS, LOCAL 313,
AFFILIATED WITH INTERNATIONAL
BROTHERHOOD OF TEAMSTERS

By: _____
Kathy Hayden, Mayor

By: _____
Nick Lansdale,
Secretary/Treasurer

By: _____
Jason Wilson, City Administrator

Attest:

By: _____
Michelle Converse, City Clerk

Approved to as form:

By: _____
Andrea Marquez, City Attorney

APPENDIX A – WAGES

This Appendix is supplemental to the Agreement by and between the City of Sumner, hereinafter referred to as the "Employer" and General Teamsters, Local No. 313, Affiliated with International Brotherhood of Teamsters, hereinafter referred to as the "Union."

Section 1: Pay Bands

2025 - Pre-Leads Salary Table - 4.3% COLA	Band	Step 1	Step 2	Step 3	Step 4	Step 5
PW Operator 1, Groundskeeper 1, Mechanic 1	TM1	\$ 33.89		\$ 35.12		\$ 36.17
PW Operator 2, Groundskeeper 2,	TM2	\$ 40.07				\$ 43.99
Mechanic 2, Facilities Maint Tech 2, Water Quality	TM3	\$ 40.72				\$ 45.25
PW Shops Senior Operator	TM4					\$ 45.25
Cemetery, Fleet, Parks & PW Field Supervisors	TM5	\$ 48.23				\$ 52.46

After Leads become active:

For Operators in the TM 1 Band, Step 3 rate is the old Step 5 rate. Employees in the TM 1 Band will shift down one step and be eligible for a step increase on their anniversary date.

2025 Salary Table - 4.3% COLA	Band	Step 1	Step 2	Step 3	Step 4	Step 5
Operator I						
Groundskeeper I	TM1	\$ 34.45		\$ 36.17		\$ 37.98
Mechanic I						
Maintenance Tech I						
Operator II						
Groundskeeper II	TM2	\$ 39.88		\$ 41.87		\$ 43.97
Mechanic II						
Maintenance Tech II						
Lead Operator	TM4					\$ 46.17
Lead Groundskeeper						
Lead Cemetery Groundskeeper						
Lead Mechanic						
Lead Maintenance Tech						
Field Supervisor	TM5	\$ 49.95				\$ 52.45
- Operations (x5)						
- Fleet						
- Parks						
- Cemetery						
- Maintenance						

2026 Salary Table - 3.7% COLA	Band	Step 1	Step 2	Step 3	Step 4	Step 5
Operator I Groundskeeper I Mechanic I Maintenance Tech I	TM1	\$ 35.72		\$ 37.51		\$ 39.39
Operator II Groundskeeper II Mechanic II Maintenance Tech II	TM2	\$ 41.36		\$ 43.42		\$ 45.60
Lead Operator Lead Groundskeeper Lead Cemetery Groundskeeper Lead Mechanic Lead Maintenance Tech	TM4					\$ 47.87
Field Supervisor - Operations (x5) - Fleet - Parks - Cemetery - Maintenance	TM5	\$ 51.80				\$ 54.39

Step Progression:

Employees shall typically begin in the lowest step in the applicable band, and progress to the next highest available step upon successful completion of their twelve (12) month trial period. In the case of an internal lateral move, the employee shall not suffer a reduction in pay; rather remain at their current rate of pay during the trial period. Step increases shall be effective on the 1st of the month.

Applicants who already have a valid CDL can be brought in at a higher step based on approval from the City Administrator or Mayor.

2025 Sections and Divisions Implementation Pay Band Reorganization:

Cost of living increases will be applied to the current salary table.

The 2025 pay band reorganization will be effective ~~90 days after ratification of this agreement~~ and when all Lead positions have been successfully recruited and filled.

Employees currently in TM1 Step 5 will move to TM1 Step 3 rate at the transition to the pay band reorganization and will be eligible to move to Step 5 on their anniversary date.

Employees who qualify for Level 2 with 2 years at Sumner and certs required for Level 2 will automatically progress to the Level 2 position upon ratification.

Cost of Living Adjustments:

- a. Effective January 1, 2025 the rates of pay shall set forth in Section 1 shall be increased by 4.3%.
2025 Retroactive pay: The City agrees to retroactively apply the 4.3% increase to base pay effective January 1, 2025. Retroactive payments will be calculated on base pay only (including overtime) and will not include negotiated increases to shift differentials, premium pays (including WOOC), on-call premiums, or any other rate increases provided under this contract. Retroactive pay will be processed on the third payroll cycle following ratification of this agreement.
- b. Effective January 1, 2026, the rates of pay set forth in Section 1 shall be increased to an amount equal to 3.7%. (equivalent to CPI 2.7% plus 1%)
- c. Effective January 1, 2027, the rates of pay set forth in Section 1 shall be increased to an amount equal to 100% of that percentage increase set forth in the All Urban Consumers Index (CPI-U) (1982-84=100) for the Seattle-Tacoma-Bellevue area for the period from June 2025 to June 2026, specified by the Bureau of Labor Statistics, United States Department of Labor Plus an additional 1%, for a minimum combined increase of 1.5% with a maximum combined increase of 4%.

Section 2: City Defined Contributions

The City will contribute one-hundred and eighty-five dollars (\$185.00) to either the employee's deferred compensation account or to the Teamsters Retiree Welfare Trust XL (RWT-XL) plan. The entire membership can elect to split this amount between the two programs (e.g. \$100 to RWT-XL, \$85 to deferred compensation). This election can be adjusted by the entire membership once per year. There is no requirement for the employee to match the contribution to deferred compensation. If the elected city contribution to RWT-XL does not meet the premiums, the employee will be required to fund the remaining amount.

Section 3: Medical Health Savings Account (Section 125 Plan)

The City shall continue to provide a Section 125 Flexible Spending Account to employees. Employees may contribute their own funds up to the plan maximum to be used for medical, dental, vision or childcare.

Section 4: Time Loss Benefits

The City shall provide life, disability waiver at nine (9) additional months and time loss benefits \$200.00 (two hundred dollars) to all members at C level. These additional benefits shall be offered through the Teamsters Trust through the life of this agreement.

APPENDIX B – 2015 REORGANIZATION

In 2014 the Sumner Cemetery had a tenured non-represented administrative assistant position retire. Additionally, the general fund subsidy to the Sumner Cemetery has been increasing annually for several years. The City hired a consultant to evaluate the cemetery operations and provide recommendations to the City, including whether or not the City should remain in the cemetery business. The consultant made several recommendations regarding staffing, funding and capital improvements. One recommendation was to hire a professional manager. The City recently conducted a competitive process to select a Cemetery Administrative Manager.

Cemetery Field Supervisor John Wells applied for the position, and was not the successful candidate. To provide the new Administrative Manager the best opportunity for success the City reassigned Mr. Wells to the City Operations. Mr. Wells will remain a Field Supervisor, and will not suffer any reduction in base wages. Mr. Wells will retain his overall seniority with the City. As of March 2015, Mr. Well's seniority with the Public Works Operations will reside at the bottom of the seniority list within the Department, pursuant to Article 14.3 Section 2.

If Mr. Wells separates employment or any other Field Supervisor separates employment the position will be filled with another field supervisor.

The base staffing level number of employees in Appendix C was adjusted to reflect the additional field supervisor assigned to Operations.

The City's act of moving John Wells from the Sumner Cemetery to the Sumner Public Works Operations should not set a precedent.

APPENDIX C – STAFFING LEVELS

The City Council has approved the following staffing levels as part of the 2025-2026 biennial budget:

	Cemetery		Fleet		Parks		Shops		Maintenance		Totals		FTE Count
	Funded	Unfunded	Funded	Unfunded	Funded	Unfunded	Funded	Unfunded	Funded	Unfunded	Funded	Unfunded	
2024													
Operator	1	0	1	0	5	0	13	0	1	0	21	0	
Lead	0	0	0	0	0	0	0	0	0	0	0	0	
Field Sup	1	0	1	0	1	0	5	0	0	0	8	0	
Totals	2	0	2	0	6	0	18	0	1	0	29	0	29
2025													
Operator	0	0	0	0	4	0	8	0	0	0	12	0	
Lead	1	0	1	0	1	0	5	0	1	0	9	0	
Field Sup	1	0	1	0	1	0	5	0	1	0	9	0	
Totals	2	0	2	0	6	0	18	0	2	0	30	0	30

New Staffing Levels:

Field Sup: 9 (promote 1x Facilities Maintenance employee to Field Supervisor)

Lead: 9 (promote 9 Operators/Senior Operators)

Operator: 12 (plus 1 new Facilities Maintenance position in 2025)

The City has the right to amend this list as necessary as part of the budget process. Increasing or decreasing staffing is dependent on tax and utility rate revenues.

2025 Position Changes:

Field Supervisors - General Areas of Responsibility:	
Streets	1 Field Supervisor
Sewer	1 Field Supervisor
Water Distribution	1 Field Supervisor
Water Quality	1 Field Supervisor
Storm	1 Field Supervisor
Maintenance	1 Field Supervisor
Parks	1 Field Supervisor
Cemetery	1 Field Supervisor
Fleet	1 Field Supervisor

APPENDIX D – TECHNOLOGY

The City of Sumner utilizes technology for the purpose of asset management and access control. The technology utilizes Global Positioning System (GPS) capabilities built into smartphones and tablets. Additionally, the City utilizes Closed Circuit Television (CCTV) security cameras and controlled access at most City Facilities and water supply locations.

The purpose of the GPS technology is to enhance our response time and documenting completed service requests. The purpose of the security cameras is to provide security monitoring at critical City facilities, and provide video evidence in the event of a security breach.

The logs and records from the GPS transmissions, camera recordings and access control logs provide added security to City property. It is understood that these devices may create a record—no different from a telephone or computer—of possible misuse of City property. These records are not intended to provide direct evidence of employee misconduct or wrongdoing. Should an incident or behavior be discovered for articulable reasons, such data may be used as evidence for employee counseling or discipline.

The use of this technology does not change or otherwise alter current employee expectations related to employee conduct and performance.

In summary:

- GPS technology is for gathering information related to location, maintenance and technical data performed by City employees.
- City employees shall be notified that all City-issued smartphones and tablets are enabled with GPS functionalities.
- The City shall not utilize the technology resources (GPS and security footage) to routinely or randomly monitor employee performance at any time.
- In conjunction with Human Resources, a supervisor may review data of a specific incident only when there is an articulable reason justifying such review. Articulable reasons for reviewing recorded data include, but are not limited to:
 1. A civil claim has been filed, or is likely to be filed, against the City based on the actions of an employee.
 2. A documented complaint has been made against an employee that if true would result in a violation of City policy, and an investigation of that complaint is in process through Human Resources.
 3. The employee was involved in a collision resulting in the serious injury or death of the employee or another involved person, and/or resulted in property damage requiring one or more vehicles to be towed from the collision location.

4. Any supervisor can review recorded data when an articulable emergent reason exists, e.g. locating an employee for safety purposes.
- Employees with access to these technology resources (GPS and security footage) will not pull recorded data and provide it to another employee without a request from HR and the department director.
 - Data generated by these devices are maintained and retained in the regular course as with any other electronic business record of the City and shall be made available to the Union upon request.

APPENDIX E - SPECIALIZED TRAINING AND SCHEDULED OVERTIME

Overtime work per the collective bargaining agreement is required to be assigned by seniority. Over the course of time certain equipment and work has been assigned to less senior employees, which creates an issue assigning overtime by seniority. Therefore, when overtime situations arise the senior employees are not able to do the work as they have not been trained.

The City of Sumner and Teamsters Local 313 agree to the following procedure to resolve this issue:

The City will provide basic training on the Camera Truck to all Operations employees. Once training is completed, employees will know how to operate the machine and run the camera down a pipe to address an issue.

The following task areas are highly specialized and require a significant time and monetary investment from the City as well as a commitment from the employee to be successfully trained. It is the City's hope that employees sign up for additional training out of an eagerness to grow their skills by taking on new challenges and not just as a short-term goal of earning additional overtime.

Spider Excavator

Four employees (three additional): Employees will need to take the classes and test necessary to obtain a Certified Erosion & Sediment Control Lead Certification. Due to the complexity and expense of this piece of equipment once members have been trained; proficiency on the spider excavator will be determined by the City or designee prior to being eligible to operate this equipment.

Central Well

Four employees (one additional): Employees will need to take the classes and test necessary to obtain a Water Treatment 1 Certificate. If the City decides to operate the Central Well six (6) or seven (7) days a week on a regular basis, training will be reopened to others at that time.

Traffic Signals

Six employees (3 additional): Employees will need to take the classes and test necessary to obtain an IMSA Signal Technician I Certification. This training will be related to hard wiring and programming traffic signal boxes to manufacturer guidelines and engineering standards.

Traffic Signs

Six employees (2 additional): Employees will need to take the classes and test necessary to obtain an IMSA Sign and Markings I Certification. This training will be related to fabrication and design of all signs (including regulatory) utilizing the computer.

Upon agreement, the City will post sign-up lists for these trainings for fourteen (14) calendar days. Employees can sign up on the training list one at a time and receive training in seniority order. Due to the required time commitment to receive these trainings, employees will not have the ability to be specialized in more than two areas. Those currently trained in two specializations will not be allowed to sign up again and those currently trained in one specialization will only can sign up once more, as outlined in Appendix A. If training does not occur, then the Union will refer to the current collective bargaining agreement language.

This same training procedure shall be used for any future equipment or special work. Training all who are interested to give them equal opportunity, or if more employees are needed for a training category because someone leaves employment or chooses not to do that work anymore. Post the training list, people sign-up, and training commences.

Once an employee has completed their training and obtained the required license or certification, the employee will be eligible to perform overtime work for the above listed categories. The City will fill overtime assignments with trained employees by seniority. Until we have others trained to do this work the City may utilize those currently trained for any overtime work in the above categories.

The City and Union will discuss timeframe for training.

APPENDIX F – CITY EVENTS

- Daffodil Parade
- Rhubarb Days – Includes Friday Set-up and Touch a Truck
- Music Off Main – Three Friday evening concerts
- MultiCare Come Walk with Me 5k
- Sumner High School Homecoming Parade
- Sumner Main Street Association Street of Treats
- Old Cannery Bridge Lighting
- Santa Parade

APPENDIX G – PENSION



General Teamsters Local Union No. 313

Tacoma and Pierce County, WA Affiliated with the International Brotherhood of Teamsters

220 South 27th Street, Tacoma, Washington 98402
(253) 627-0103 Tacoma

e-mail: Teamsters313@Teamsters313.org
(253) 627-0106 Fax

Nick Lansdale, Secretary-Treasurer

Terra Ament, President

October 14, 2022

November 14, 2022 - REVISED

Jeff Steffens
Adrienne McNeilly
City of Sumner
1104 Maple Street
Sumner, WA 98390

RE: Teamster Pension Increase REVISED

Dear Ms. McNeilly and Mr. Steffens,

This letter serves as notification to the City of Sumner a vote was held by Teamsters Local 313 to increase pension contributions. Sumner employees voted to increase their pension contributions by forty-nine cents (\$.49) per hour diverting from wages to pension, effective November 1, 2022, based on November hours. This increase will provide a basic pension rate of two dollars and twenty-five cents (\$2.25) per hour for a bi-monthly deduction of *one hundred ninety five dollars (\$195.00)* up to an annual amount of four thousand six hundred eighty dollars (\$4,680.00).

If you have questions or concerns, please do not hesitate to contact me.

If the City of Sumner agrees with this letter, please sign, and return the attached LOU to the Teamster Local 313 Office so we may notify the Teamsters Pension Trust.

Respectfully,

Terra Ament

Terra Ament
Business Representative
Teamsters Local Union 313

Cc: Kevin Babic, Shop Steward
Western Conference Teamsters Pension Trust



SUBJECT: Ordinance No. 2945 - 2025/2026 Mid Biennial Budget Amendment

CATEGORY: Public Hearings

BUDGET IMPACT:

Expenditure Required: Per Exhibit

Within Budget Allocation: N/A

ATTACHMENTS:

1. 2025/2026 MBBA Public Hearing Presentation
2. Ordinance No. 2945 - 2025/2026 Mid Biennial Budget Amendment

STAFF CONTACT: Cassandra Raymond, Chief Financial Officer

SUMMARY BACKGROUND:

City Council adopted the 2025/2026 Biennial Budget by Ordinance #2905 on December 9, 2025. Per RCW 35A.34.130, cities adopting a biennial budget are required to provide by ordinance a mid-biennial review no later than the conclusion of the first year of the fiscal biennium. This review provides staff with the opportunity to review revenue and expenditure trends, capital programs, and make programmatic adjustments as necessary.

The Mid-Biennial Budget Amendment was reviewed by the Finance & Personnel Committee at a line item level for review and discussion, prior to the City Council Study Session of November 17, 2025. This public hearing provides an opportunity for the public to provide input to the budget process. Action on this ordinance is scheduled December 1, 2025.

COUNCIL COMMITTEE/STUDY SESSION: Finance & Personnel Committee November 13, 2025 City Council Study Session November 17, 2025 MEETING/STUDY SESSION DATE: 11/17/2025 COMMITTEE RECOMMENDATION: Hold Public Hearing
--

STAFF RECOMMENDATIONS/MOTION:

No recommendations at this time. Public Hearing only.

2025/2026 Biennial Budget Mid-Biennial Budget Amendment

CITY COUNCIL PUBLIC HEARING
NOVEMBER 24, 2025



BIENNIAL BUDGET



1104 Maple Street
Sumner, WA 98390
www.sumnerwa.gov



2025/2026 Biennial
Budget adopted
December 9, 2024

Why this Amendment?

- RCW 35A.34.130 requires municipalities budgeting biennially adopt a mid-biennial review.
- Regular budget amendments provide Council a timely and transparent view of the budget needs
- Opportunity to review changes, revisit/revise forecasts, and adjust for programmatic changes
- Reviewed in detail by Finance & Personnel Committee
- Integral part of the City's overall financial management process

Amendment Process



4th Quarter –
Departmental Budget
Review



November 13, 2025
Finance & Personnel
Committee



November 17, 2025
City Council Study
Session



November 24, 2025
Public Hearing



December 1, 2025
Ordinance

Amendment at a Glance

	Revenues	Transfer In	Interfund Revenue	Expenditures	Transfer Out	Interfund Expenditure
General Fund	\$191,971	\$35,000	\$0	\$552,882	\$490,000	\$193,836
Special Revenue Funds	\$850,000	\$0	\$0	\$407,700	\$275,000	\$0
Capital Funds	\$560,000	\$782,250	\$0	\$747,250	\$35,000	\$0
Utility Funds	\$0	\$0	\$0	(\$2,952,354)	\$14,250	\$162,750
Other Enterprise Funds	\$189,347	\$85,000	\$0	\$257,170	\$0	\$2,100
Internal Service Funds	\$364,986	\$0	\$358,686	\$490,683	\$0	\$0
Fiduciary Funds	\$0	\$0	\$0	\$20,000	\$88,000	\$0
Total	\$1,791,318	\$902,250	\$358,686	(476,668)	\$902,250	\$358,686
Total Revenues	\$3,052,254					
Total Expenditures	\$784,268					

Questions?

**ORDINANCE NO. 2945
CITY OF SUMNER, WASHINGTON**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON, AMENDING THE 2025/2026 BIENNIAL BUDGET AS ORIGINALLY ADOPTED IN ORDINANCE NO. 2905, APPROVED DECEMBER 9, 2024, AND PREVIOUSLY AMENDED IN ORDINANCE 2920, APPROVED FEBRUARY 18, 2025, ORDINANCE 2921, APPROVED MARCH 3, 2025, AND ORDINANCE 2929, APPROVED JULY 21, 2025.

WHEREAS, The Sumner City Council approved Ordinance No. 2905 which adopted a biennial budget for fiscal years 2025-2026; and

WHEREAS, The Sumner City Council approved Ordinance No. 2920 which amended the 2023-2024 biennial budget for fiscal years 2025-2026; and

WHEREAS, The Sumner City Council approved Ordinance No. 2921 which amended the 2023-2024 biennial budget for fiscal years 2025-2026; and

WHEREAS, The Sumner City Council approved Ordinance No. 2929 which amended the 2023-2024 biennial budget for fiscal years 2025-2026; and

WHEREAS, RCW 35A.34 provides procedures for adopting, managing, and amending a biennial budget; and

WHEREAS, the Sumner City Council has properly given notice of the public hearing held November 24, 2025, to consider the City of Sumner's mid-biennial budget amendment, pursuant to RCW 35A.34.140; and

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Amendment. The biennial budget for the City of Sumner for the period January 1, 2025 through December 31, 2026 as contained in the adopted 2025-2026 Biennial Budget for total revenue/sources and expenditures/uses as approved by the City Council, is hereby amended by Total Revenue and Expenditures for each fund as shown on the attached Exhibit A.

Section 2. Severability. If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction, such decision shall not affect the validity off the remaining portions of this ordinance. If the provisions of this ordinance are found to be inconsistent with other provisions of the Sumner Municipal Code, this ordinance is deemed to control.

Section 3. Effective Date. This ordinance shall be effective five (5) days from and after its passage approval and publication as provided by law.

Section 4. Corrections by City Clerk or Code Reviser. Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection number; or references to other local, state, or federal laws, codes, rules, or regulations.

Section 5. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation.

Passed by the City Council and approved by the Mayor the of the City of Sumner, Washington, at a regular meeting thereof this 1st day of December, 2025.

Mayor Kathy Hayden

ATTEST:

APPROVED AS TO FORM:

Michelle Converse, CMC, City Clerk

Andrea Marquez, City Attorney

<i>Date Adopted:</i>	<i>XXX XX, 2025</i>
<i>Date of Publication:</i>	<i>XX XX, 2025 Online / XX ZZ, 2025</i>
<i>Effective Date:</i>	<i>XX, XX, 2025</i>

Funds	Beginning Fund Balance		Revenues		Expenditures			Ending Fund Balance
	<i>Adopted</i>	<i>Adopted</i>	<i>Previous</i>	<i>12/01/25</i>	<i>Adopted</i>	<i>Previous</i>	<i>12/01/25</i>	<i>Revised</i>
001 General	15,063,770	\$ 45,331,653	\$ 6,990	\$ 226,971	\$ 46,636,320	\$ 197,370	\$ 1,236,718	\$ 12,558,976
002 General Fund Reserves	980,824	-	-	-	-	-	-	980,824
003 Building Reserves	345,756	200,000	-	-	340,000	-	-	205,756
004 Capital Fund Reserves	46,792,851	600,000	-	-	-	27,414,048	-	19,978,803
103 Complete Streets	-	-	1,195,389	-	-	1,195,389	-	-
105 Drug Enforcement	67,062	-	-	-	5,000	-	1,700	60,362
106 Hotel/Motel	337,632	320,000	-	-	11,000	75,000	275,000	296,632
115 ARPA Funding	258,293	-	-	-	50,000	-	6,000	202,293
120 Transportation Benefit District	-	-	-	850,000	-	-	400,000	450,000
200 Debt Service	2,050,121	1,576,840	4,300,330	-	1,618,400	4,438,232	-	1,870,659
221 LID Guarantee	691,569	-	-	-	-	-	-	691,569
302 Sidewalk	779,515	1,383,682	11,895	-	1,843,682	62,445	-	268,965
305 Real Estate Excise Tax	1,933,007	1,600,000	-	560,000	-	-	-	4,093,007
310 Parks & Trails Capital Fund	1,772,306	7,458,910	(116,194)	390,000	7,949,410	(116,194)	390,000	1,281,806
320 Street Capital Fund	10,609,786	24,308,166	309,428	102,250	25,808,846	309,428	102,250	9,109,106
325 Facilities Capital Fund	589,173	1,353,000	51,030,726	290,000	1,020,000	51,030,726	290,000	922,173
401 Water	19,482,216	12,782,361	-	-	26,281,363	3,843,605	(1,665,757)	3,805,366
402 Wastewater	16,680,743	37,096,804	135,810	-	45,031,513	340,758	(661,107)	9,202,193
403 Utility Bond Reserves	1,731,342	-	-	-	-	-	-	1,731,342
408 Stormwater	27,371,780	39,997,724	250,000	-	56,185,434	628,550	(434,241)	11,239,761
410 Cemetery Operations	72,310	1,603,200	-	200,425	1,664,149	-	207,516	4,270
415 Cemetery Development	693,091	-	202,350	-	490,000	202,350	-	203,091
440 Animal Control	12,783	2,492,544	-	73,922	2,401,161	-	51,754	126,334
501 Unemployment Insurance	7,326	-	-	-	-	-	-	7,326
550 Fleet Management	71,035	1,624,162	-	142,336	1,669,886	-	142,336	25,311
551 Information Technology	504,808	3,827,680	37,000	166,350	4,141,430	157,000	178,347	59,061
555 Equipment Reserve	1,106,983	1,902,440	210,000	50,000	615,000	543,610	170,000	1,940,813
601 Cemetery Endowment	1,590,876	37,000	-	-	-	-	-	1,627,876
605 Development Impact Fees	6,522,175	500,000	-	-	440,302	244,359	88,000	6,249,514
611 Firemen's Pension	32,855	173,000	-	-	180,000	-	20,000	5,855
Total All Funds	\$ 158,151,988	\$ 186,169,166	\$ 57,573,724	\$ 3,052,254	\$ 224,382,896	\$ 90,566,675	\$ 798,518	\$ 89,199,044

SUBJECT: 2025 Annual Comprehensive Plan Amendment

CATEGORY: Information Only

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. 2025 Comprehensive Plan Amendments- Final Presentation

STAFF CONTACT: Chrissanda Walker, Associate Planner

SUMMARY BACKGROUND: On January 13, 2025, the City Council opened the annual cycle for Amendments to the Comprehensive Plan for 2025. Both staff and the public have proposed amendments to the Comprehensive Plan, the Comprehensive Plan Map/Zoning Map and/or the Zoning Code development regulations. Under city code, the Planning Commission acts as the “gatekeeper” and must approve the docket of amendments prior to moving forward. The Planning Commission approved the docket on March 6, 2025, commencing environmental review and approval criteria consistent with SMC 18.56.147(N).

The Planning Commission held a Public Hearing on September 11, 2025, and on October 2, 2025, provided a recommendation on each docket. Staff presented the 2025 Comprehensive Plan Amendments Ordinances and Planning Commission recommendations to Council at the City Council Public Hearing held on November 3, 2025.

The purpose of this meeting is for City Council to take action on the Ordinances presented and described below.

1. Ordinance No. 2939: Amends the Town Center Plan with associated Comprehensive Plan amendments.
2. Ordinance No. 2940: Amends the Town Center Code (Title 18) and the Form-based code (FBC) including a Zoning Map amendment; and
3. Ordinance No. 2941: Amends the Town Center Planned Action Ordinance (PAO)
4. Ordinance No. 2942: Amends the Comprehensive Plan Map designation for 166th Ave/SE Urban Growth Area (UGA).
5. Ordinance No. 2943: Amends the Comprehensive Plan Map & Zoning Map for a parcel (0420124027) located on 30th Street CT East.
6. Ordinance No. 2944: Amends the Comprehensive Plan related to the Sumner-Bonney Lake School District (SBLD) Capital Facilities Plan update.

Additional information on the 2025 Comprehensive Plan Annual Amendments can be found on the City’s website at:
<https://connects.sumnerwa.gov/planning-summers-future>

COUNCIL COMMITTEE/STUDY SESSION: Council Study Session held on October 13, 2025 and special Study Session on November 17, 2025, following the Public Hearing.

MEETING/STUDY SESSION DATE:

COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:

This item provides an overview of the 2025 Annual Comprehensive Plan Amendments to prepare Council for action on the Ordinances.

2025 Comprehensive Plan Annual Amendments

City Council Regular Meeting
November 24, 2025

Staff Presenter: Chrissanda Walker, Associate Planner

Staff Presenter: Brayden Shannon, Assistant Planner

Director: Ryan Windish, Community and Economic Development Director



Current Schedule



WHERE WE ARE

2025 Comprehensive Plan Amendments

- **Ordinance Nos. 2939, 2940 & 2941** : 2025 Town Center Plan update
- **Ordinance No. 2942**: SE UGA Comprehensive Plan map redesignation
- **Ordinance No. 2943**: 30th Street CT E map rezone proposal
- **Ordinance No. 2944**: Capital Facilities Plan/SBLSD text amendments

2025 Town Center Plan Update (MA-01)

Ordinance No. 2939, Ord. No. 2940 & Planned Action Ordinance No. 2941

Chrissanda Walker, Associate Planner
City Council Meeting
November 24, 2025

2025 Town Center Plan

Ordinance No. 2939

Town Center Plan (Exhibit A):

- Comprehensive Plan Policy Amendments
- Project & Actions



Recommendations & Motion

Planning Commission recommends to City Council to approve the 2025 Town Center Plan update (MA-01).

❖ *See PC minority opinion provided on November 3, 2025*

Staff's recommended motion:

Move to approve Ordinance 2939 to amend the Comprehensive Plan and Town Center Plan

Town Center Form-Based Code & Zoning Code Amendments

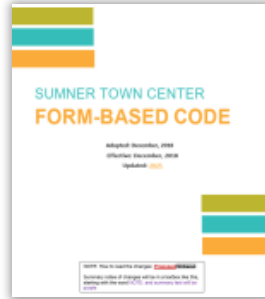
Ordinance No. 2940

SMC Title 18 Zoning Code:

- New Zoning Definitions
- Address ADU's
- Amend land use list in the Town Center
- New standards proposed for the IDEA zone.

FBC Amendments (Exhibit A):

- Format changes
- New Lot Type standards
- Zoning Height Table edit
- Correct parking standards



Recommendations & Motion

Planning Commission recommends to City Council to approve the 2025 Town Center Plan update (MA-01).

❖ *See PC minority opinion provided on November 3, 2025*

Staff's recommended motion:

Move to approve Ordinance 2940 amending sections of the Zoning Code under Title 18 and adopt the Form-based Code as amended;

Town Center Planned Action

Ordinance No. 2941

- Repeals and replaces Ord. No. 2668
- Updates development thresholds to new horizon

Use	Periodic Update and Town Center Plan Update
New Housing Units 2020-2044*	<u>1,245</u>
New Employment (Jobs) 2020-2044	<u>430</u>

*Includes over 300 units in pipeline but not yet constructed

Recommendations & Motion

Planning Commission recommends approval of the 2025 Town Center Plan update.

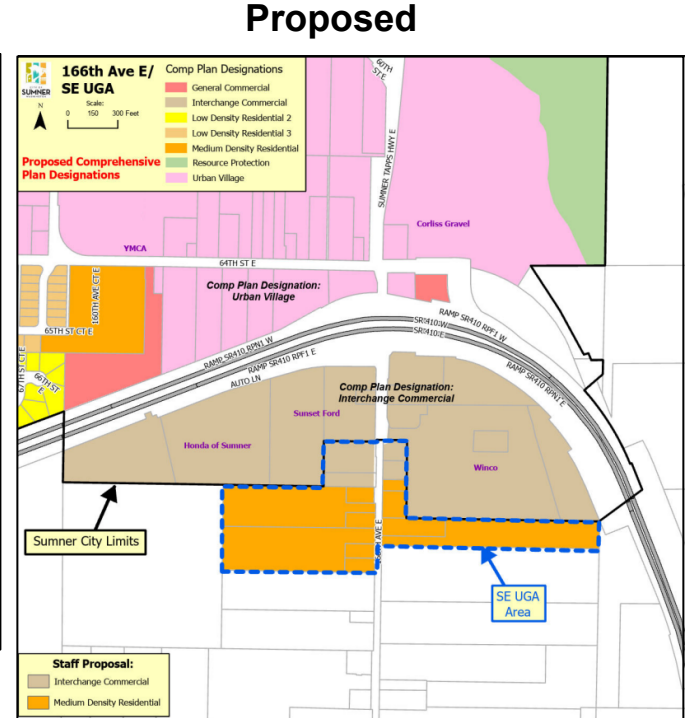
Staff's recommended motion:
Move to approve Ordinance 2941 to update the Town Center Planned Action Ordinance.

SE UGA Zoning Redesignation (MA-02)

Ordinance No. 2942

Brayden Shannon, Assistant Planner
City Council Meeting
November 24, 2025

The proposal changes the map designation of the 14 parcels located in the SE UGA to match the current County zoning and align with the city Zoning Map.



Recommendations & Motion

Planning Commission recommends to the City Council to approve the SE UGA Comprehensive Plan Map Amendment (MA-02).

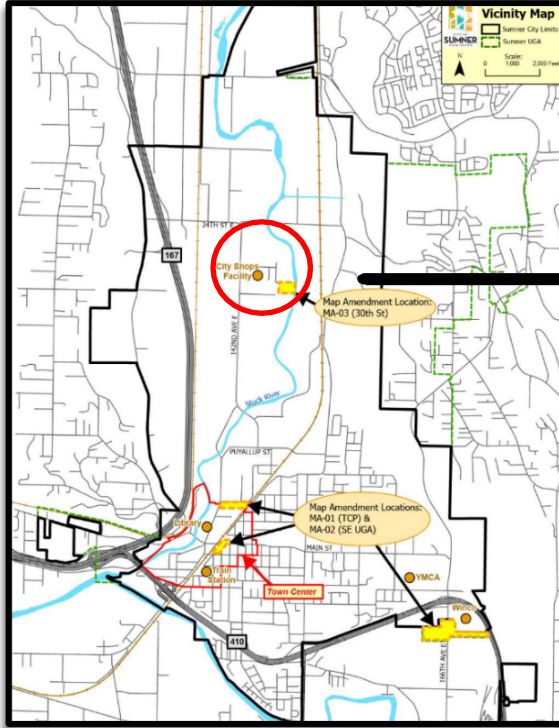
- ❖ **Staff's recommended motion:** Move to approve Ordinance 2942 amending the Comprehensive Plan Map to redesignate the 14 parcels located in the SE UGA from LDR-2 into medium-density residential and Interchange commercial zones.

Rezone on 30th Street CT E (MA-03)

Ordinance No. 2943

Chrissanda Walker, Associate Planner
City Council Meeting
November 24, 2025

Vicinity Map



What is being proposed?

This is an applicant-initiated proposal, by the property owner of Parcel A to rezone from low-density residential (LDR-8.5) to Light-industrial (M-1).



Existing



Proposed

Recommendations & Motion

Planning Commission recommends to the City Council to not approve the rezone on 30th Street Ct E (MA-03).

- ❖ See PC majority opinion provided on November 3, 2025
- ❖ **Staff's recommended motion:** Move to approve Ordinance 2943 amending the Comprehensive Plan Map and Zoning Map to rezone the parcel located at 14616 30th Street CT E from low-density residential to light industrial (M-1).

Capital Facilities Plan/SBLSD update (TA-04)

Ordinance No. 2944

Chrissanda Walker, Associate Planner

City Council Meeting

November 24, 2025

Recommendations & Motion

Planning Commission recommends to the City Council approval of the Capital Facilities Plan text Amendment.

- ❖ **Staff's recommended motion:** Move to approve Ordinance 2944 amending the Comprehensive Plan and the city Capital Facilities Plan to incorporate the adopted Sumner Bonney Lake School District's Capital Facilities Plan for 2024-2030.

Thank you, City Council

The 2025 Comprehensive Plan Amendments and only those approved Ordinances will be in full force and take effect on January 1, 2026.

Any questions?

Staff contact: Chrissanda Walker, Associate Planner

Email: chrissandaw@sumnerwa.gov

Phone: (253) 299-5523



SUBJECT: Ordinance No. 2939 - Town Center Plan Comprehensive Plan Amendments

CATEGORY: Ordinance

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. Ordinance No. 2939- 2025 Town Center Plan Comprehensive Plan Amendments
-

STAFF CONTACT: Chrissanda Walker, Associate Planner

SUMMARY BACKGROUND:

Ordinance No. 2939 amends the Comprehensive Plan and updates the Town Center Plan (Exhibit A). The plan comprises 11 chapters from Vision, Goals and Policies to Implementation and Community Character and design that more fully describe the vision for the Town Center Subarea. The Town Center plan provides study and background information on establishing zoning heights and adopts a form-based code.

This Ordinance includes amendments to the Comprehensive Plan, updating the Introduction section, and Implementing Strategies and Plan Monitoring subsections. Included are amended and proposed Comprehensive Plan policies as it relate to the Town Center.

Staff presented the 2025 Town Center Plan docket MA-01 to the Planning Commission at a study session on May 1, 2025. Staff completed an environmental review (SEPA-2025-0005) on the Town Center plan update, and issued a decision and Notice to Adopt on August 20, 2025. A public hearing with the Planning Commission was held on September 11, 2025, and on October 2, 2025 Planning Commission voted 3-2 on a recommendation for the City Council to approve the Town Center Plan update and Comprehensive Plan Amendments. The recommendation was presented to Council at Study Session on October 13, 2025.

The purpose of this meeting is to take action on the Town Center Comprehensive Plan Amendments. Adoption of Ordinance No. 2939 will take effect on January 1, 2026.

COUNCIL COMMITTEE/STUDY SESSION: City Council held a study session on October 13, 2025, and followed with a public hearing on November 3, 2025. A special study session on November 17, 2025 was to review public comments and answer any final Council questions.

MEETING/STUDY SESSION DATE:

COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:

Move to approve Ordinance No. 2939 adopting the Town Center Plan Comprehensive Plan Amendments

ORDINANCE NO. 2939
CITY OF SUMNER, WASHINGTON

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON,
ADOPTING AN UPDATED TOWN CENTER PLAN AND AMENDMENTS TO THE
COMPREHENSIVE PLAN.**

WHEREAS, the City of Sumner’s Comprehensive Plan was originally adopted by Ordinance No. 1625 on April 4, 1994 to comply with the Growth Management Act, addressing land use, community character, transportation, regional planning, the environment, open-space and parks, capital facilities and utilities; and

WHEREAS, the Washington State Growth Management Act, per RCW 36.70A.130 and the Sumner Municipal Code 18.56.147 allows for annual amendments of the Comprehensive Plan, development regulations, and other supporting plans and documents; and

WHEREAS, the City considered the following amendments to the Comprehensive Plan and made up the annual amendments docket for 2025: 1) MA-01- Comprehensive Plan Amendment - Town Center Plan Update; 2) MA-02 – Southeast Urban Growth Area (SE UGA) Redesignation from LDR-2 to MDR and IC; 3) MA-03 – 30th Street East Redesignation/Rezone from LDR-2/LDR-8.5 to M-1; and 4) TA-04-Text Amendment– Sumner-Bonney Lake School District Capital Facilities Plan and update to the City of Sumner Capital Facilities Plan; and

WHEREAS, the City of Sumner established a public participation plan pursuant to RCW 36.70A.130(2)(a) and provided notice to all persons requesting notice of a comprehensive plan amendment update and provided opportunity to comment; and

WHEREAS, the City held a duly noticed public hearing with the Planning Commission on September 11, 2025, and several public meetings including April 15, 2025, June 10, 2025, and September 30, 2025; and Council public hearing on November 3, 2025; and

WHEREAS, in compliance with the State Environmental Policy Act (SEPA) RCW 43.21C and WAC 197-11, the City of Sumner issued a Mitigated Determination of Non-Significance (MDNS) on the Town Center Plan Update (MA-01) proposal on August 20, 2025; and

WHEREAS, the proposed Town Center Plan update and MDNS were sent to the Washington State Department of Commerce on September 9, 2025 per RCW 36.70A.106 for a 60-day review; and

WHEREAS, the Town Center Plan Update: 1) creates an IDEA Overlay on in the West Sumner District in the vicinity of Zehnder Street and 57th Street; 2) reduces allowed story heights in the Historic Central Business District (CBD) from 5 stories to 3-4 stories; 3) updates road types, public realm; illustrations, and various other minor amendments; and 4) updates the Planned Action Ordinance as allowed under the State Environmental Policy Act (SEPA) RCW 43.21C.440; and amends the Town Center Code and “form-based code”; and

WHEREAS, on October 2, 2025 a majority of the Planning Commission approved a recommendation that the City Council adopt the updated Town Center Plan Amendments; and

WHEREAS, the City Council has found the updated Town Center Plan amendments to be consistent with the Growth Management Act, VISION 2050 multi-county planning policies, and Pierce County Countywide Planning Policies; and

WHEREAS, the City Council held a duly advertised public hearing on November 3, 2025 and held a prior study session on October 13, 2025, to deliberate and discuss alternatives; and

WHEREAS, the updated Town Center Plan amendments are consistent with the goals and policies of the Comprehensive Plan.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON
DO ORDAIN AS FOLLOWS:**

Section 1. That the revised Town Center Plan is adopted to read as shown in Exhibit A, which is attached hereto and incorporated by reference.

Section 2. That the Sumner Comprehensive Plan section 1, “Introduction,” subsection “Growth Management Act,” is amended to read as follows:

[. . .]

"The City has chosen, over the years, to implement the GMA in a number of ways with additional planning and guidance as follows:

- 1994—Community Character Strategy
- 1996—Design and Development Guidelines
- 2001—East Sumner Neighborhood Plan
- 2015—East Sumner Neighborhood Plan Update
- 2018—Sumner -Pacific Manufacturing Industrial Center Subarea Plan
- 2002—East Main Street Design Strategy
- 2018—Town Center Subarea Plan
- 2020—East Sumner Neighborhood Plan Update
- 2021—Main Street Visioning Plan
- 2021—Housing Action Plan
- “2025- Town Center Plan Update”

Section 3. That the Sumner Comprehensive Plan section 1, “Introduction,” subsection “Sumner’s Comprehensive Plan History” is amended to read as follows:

[. . .]

~~“2018 Amendments-Updated Town Center Subarea Plan~~ Sumner-Pacific Manufacturing/Industrial Center Subarea Plan

Ordinance No. 2652 adopted August 6, 2018 amended the Comprehensive Plan as it related to the Sumner-Pacific Manufacturing/Industrial Center. The amendments created a Sumner-Pacific Manufacturing/Industrial Center Subarea Plan with goals and polices that ensured a coordinated approach to development, environmental review, and strategic capital investments in the Sumner-Pacific Manufacturing/Industrial Center. A Determination of Non-significance for this amendment was issued on this proposal on June 6, 2018 in compliance with the State Environmental Policy Act.

2018 Amendments—Updated Town Center Subarea Plan Ordinance No. 2666, adopted December 3, 2018, adopted an updated Town Center Subarea Plan and amended the Comprehensive Plan. The updated Town Center Subarea Plan includes amendments to the Comprehensive Plan Map designations and Zoning districts, as well as refreshed policies, strategies, and a form-based code. A Planned Action Ordinance was also adopted pursuant to RCW 43.21C.440 following completion of a Supplemental Environmental Impact Statement."

Section 4. That a new paragraph is added to the Sumner Comprehensive Plan section 1, “Introduction,” subsection “Sumner’s Comprehensive Plan History” to read as follows:

[. . .]

"2025 Amendments—Updated Town Center Subarea Plan Ordinance No. 2939, adopted January 01, 2026, adopted an update to the Town Center Subarea Plan and amended the Comprehensive Plan. The updated Town Center Subarea Plan includes amendments to the Comprehensive Plan, amendments to the Town Center Zoning district map with the addition of the IDEA overlay, as well as refreshed policies, strategies, and an update to the form-based code. An amendment to the Planned Action Ordinance was also adopted under Ordinance No. 2941 pursuant to RCW 43.21C.440 following completion of Environmental review and Notice to Adopt Supplemental Environmental Impact Statement."

Section 5. That the Sumner Comprehensive Plan section 1, “Introduction,” subsection “Implementing Plans and Strategies” is amended to read as follows:

[. . .]

"Town Center Plan, 20252018. The update to the 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."

Section 6. That the Sumner Comprehensive Plan section 4, “Plan Monitoring and Amendment,” subsection, “Introduction,” is amended to read as follows:

“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.”

Section 7. That the Sumner Comprehensive Plan section 8, “Economic Development and Employment,” subsection “Goals, Policies, and Objectives” is amended to read as follows:

[. . .]

- "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.”

Section 8. That a new subsection is added to the Sumner Comprehensive Plan section 8, “Economic Development and Employment,” subsection “Goals, Policies, and Objectives” to read as follows:

[. . .]

- “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.”

Section 9. That the Sumner Comprehensive Plan section 14, “Housing,” subsection “Goals, Policies, and Objectives” is amended to read as follows:

[. . .]

- "4.1 Promote the construction of housing stock in the Town Center by at least 500-1000 dwelling units by 204435.
- 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) and prohibit certain commercial uses 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, except for the addition of accessory dwelling units. of existing single family.”

Section 10. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and the Code Reviser are authorized to make the necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state, or federal laws, codes, ordinances, or regulations.

Section 11. Severability. If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction; such decision shall not affect the validity of the remaining portions of this ordinance. If the provisions of this ordinance are found to be inconsistent with other provisions of the Sumner Municipal Code, the provisions of this ordinance shall control.

Section 12. Effective Date. This ordinance shall be in full force and effect on January 1, 2026.

Section 13. Implementation. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation.

Passed by the City Council and approved by the Mayor of the City of Sumner, Washington, at a regular meeting thereof this 24th day of November, 2025.

Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk

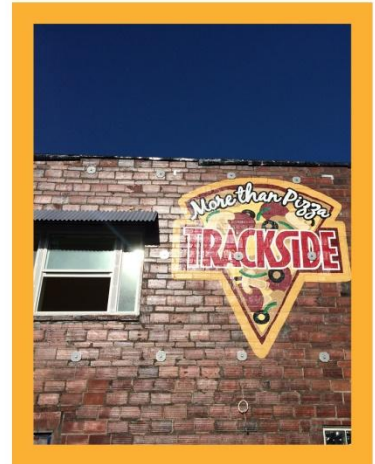
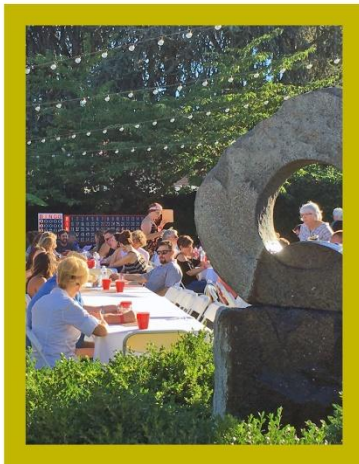
City Attorney

First Reading:
Date Adopted:
Date of Publication:
Effective Date:



CITY OF
SUMNER
WASHINGTON

TOWN CENTER PLAN ~~2018~~



Community Development Department
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253-863-8300 www.sumnerwa.gov

DRAFT -Updated in October 2025

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I. Vision, Goals, and Policies

I.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.

I.2 Purpose

The Town Center is located near the convergence of two freeways, two rail lines, and two rivers (See Figures 11 and 12, 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](#) ~~a planned parking garage to be located at Sumner Station.~~

~~In order to build~~ Following upon the initial decision to expand success of Sumner Station Sounder Transit 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 ~~has~~ 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 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.

I.3 Summary of Planning Process

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 ~~With~~ 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, the City is revisiting its goals and programs for the Downtown.

Under the 2025 update, the Town Center Plan incorporates policies from the Comprehensive Plan periodic update. To support these changes, the City conducted additional studies and held public forums to evaluate proposed height reductions and zoning district amendments. The City also

[reviewed plans for improvements to the Main Street corridor and for the activation and design of alleys to accommodate vendors and businesses, as envisioned in the 2021 Main Street Visioning Plan.](#)

[A summary of the previous planning process and studies that implemented the 2018 Town Center Plan update is provided in Appendix A. The planning process includes a public participation plan implemented for the 2025 update is provided in Appendix B, containing outreach efforts to affected businesses and property owners.](#) Recently, the City conducted [review](#) on the following studies, forums [and plans](#):

I.3.1 Studies

- **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.](#)
- **Planned Action Ordinance (PAO):** BERK Consulting. September ~~2018~~ [2025](#). A PAO is important to the overall desire to facilitate development in the Town Center Plan Area [and was amended in 2025 to reflect new thresholds for dwelling units and traffic impacts.](#)
- **2018 Supplemental Environmental Impact Statement:** BERK Consulting. In April 2025, a land use analysis and policy review were conducted for the proposed Town Center Plan updated. The study evaluated assumptions under the 2018 SEIS and a Determination of Non-significance (DNS) was issued on [August 20, 2025].
- **[Sumner Comprehensive Plan Periodic Update Transportation Study: Transpo Group. 2024.](#)** A comprehensive analysis of the Transportation Management Plan.
- **[Town Center 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.](#)

I.3.2 Forums

- **2018 Town Center Plan Update.** A summary of the previous planning process that implemented the 2018 Town Center Plan update is provided in [Appendix A.](#)

- **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.

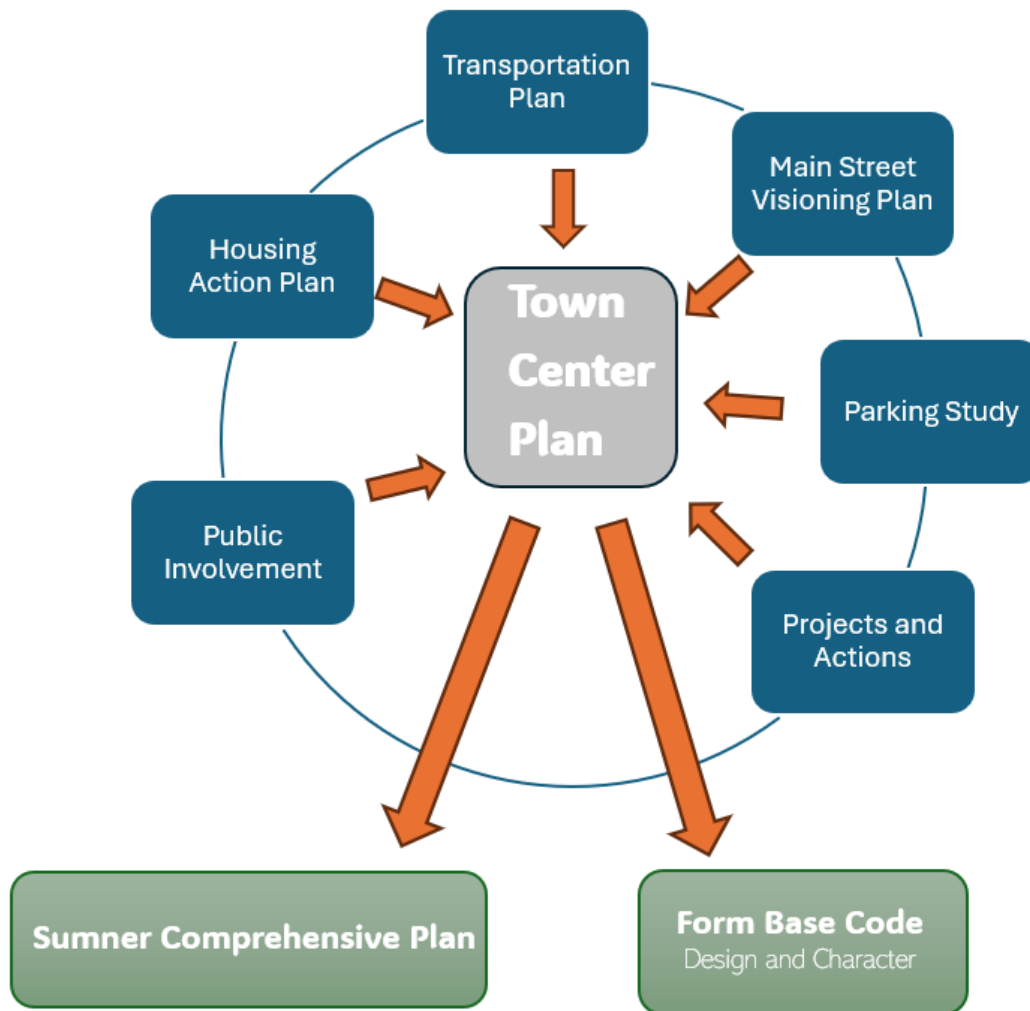
I.3.3 Plans (new section)

- **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.



I.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 2018 Town Center Plan Update the original “Jump Start Matrix” has been updated and modified to remove projects and actions that have been completed and add new ones and are listed in 0.~~
- [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: During/after remediation, market site to potential developers 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. Acquire the balance of the Heritage Park block to use the entire triangle for public open space Develop the Heritage Park block as a public open space that includes a public building with activated gathering space. NOTE: This strikeout was added back in to show progression in action.	I1: Redesign Expand the Heritage Park acquire remainder of the block for Park expansion stage for better entertainment options and functionality. MSVP1: Create more intentional daily uses including seating, a small playground and a pavilion.	High

Projects and Actions	Project Number and Description	Priority
4. Continue Expand support efforts and partnerships with merchant association.	E2: Continue working with Sumner Downtown Promotion Main Street Association for health/diversity of businesses, events and brand.	Low
5. Reinforce the commercial core on Main Street with development at Main Street and Wood Ave as a gateway into Downtown	I2: Fix up Wood/Main intersection (transportation improvement) 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. NOTE: This is highlighted as a new project action under the 2025 update.	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

Projects and Actions	Project Number and Description	Priority
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
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 Bridge Street Cannery Way Bridge along the River.	Medium
15. Partner Market with the Sumner Library to sell the current library site and redevelop the site for senior housing, mixed use or an open space amenity . NOTE: This strikeout was added to reflect current action and priorities	I7: Relocate Sumner 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
16. 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.). NOTE: This strikeout was added to show how project numbers changed. This item was moved to Table 1.2 as a completed action (#5).	E5: Review permits processes and design and development regulations for impediments to development. E6: Create a Form-Based Code to establish development regulations that will implement the vision of the Town Center Plan.	High

Projects and Actions	Project Number and Description	Priority
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 2035 2044 .	Medium
20. Improve and maintain the Ryan House as a community asset and public use Redevelop the Lucy v Ryan property into a full park to serve as a community asset. NOTE: This strikeout was added to show what needed to be revised. In this case, consistency with the Comprehensive Plan	I9: Make improvements to the Ryan House 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
	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

Projects and Actions	Project Number and Description	Priority
	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
	E14: Appoint members to the Historic Preservation Commission and inform downtown building owners of the benefits of a historic designation.	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).	2020
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

I.5 Public Workshops & Forums

October 2017 – Public Forum

Following preliminary work by staff examining alternatives and housing options, the City held a public forum on October 5, 2017 – Town Center Plan Kickoff Meeting. Participants included citizens and business owners. This public forum presented visual preferences on different multifamily styles and types, streetscapes, and single-family developments. More than 200 attendees provided input on Business Growth and Economics, Housing Development, Parks and Open Space and Transportation. Input received is summarized as follows:

NOTE: This section is reverted back to original text to reflect prior public forum efforts. Public Participation was greatest in 2017 and significantly informed the plan vision and project actions. Therefore, it will remain a part of the Town Center Plan.

- **Visual Preference Survey:** A series of illustrations were provided showing various housing types, scales, and heights including mixed-use formats and stand-alone multi-family structures. High vote counts tended toward buildings that would fit the character of the historic downtown and utilized brick facades and traditional architecture. Mixed use structures also received very positive response from those attending.
- **Map Coloring Exercise:** Blank maps of the Town Center Plan area were provided with a legend indicating building heights at 2-3 stories, 4-5 stories, and 5-6 stories. In total 24 maps were completed and indicated that those participating could envision increased height in the downtown, particularly close to the Sounder station and along Traffic and Fryar Avenues and further west of Traffic Avenue. The results from this exercise gave clear direction to staff to pursue alternatives that include increasing heights from the current 3-4 story limit to 5-6 stories in areas where it was appropriate.
- **Transportation:** Parking and transportation, such as transit, was often brought forward in conversations and comments received from the public. There were concerns that new development would exacerbate the current parking situation in the downtown. Seniors also expressed a need to have more options for transit.
- **Needed Commercial Uses:** More restaurants with a variety of offerings were also requested.

- **Senior Housing:** A number of senior citizens attended the event and were concerned about the lack of affordable housing in the community for seniors. They requested that the plan consider incentives for affordable senior housing.

I.6 ~~February 2018~~ [Public Open House](#)

February 2018 - Open House

The February 15, 2018 Open House was a chance for the public to come and see various alternatives that were prepared based on the public input in October 2017, and staff research and refinements. Staff facilitated small group presentations to explain the two alternatives being presented, the rationale behind them and how they differed. Boards were also presented showing renderings of street views from various prominent intersections to provide a feel for how the area would look if redeveloped with taller buildings.

NOTE: This section is edited to include previous Public Open house opportunities in 2018, and the Spring Open house for the 2025 update is provided below.

- **Attendees:** Thirty-three people attended the Open House and offered comments and input on the plan alternatives. Of the people attending 24 lived in Sumner, 6 worked in Sumner, and 5 were business owners. When asked in a survey where they plan to be in 10 years 15 said they'd be living in Sumner and owning a house, 2 said they would be in multi-family senior housing, 3 said somewhere else, and 9 were not sure.
- **Alternatives:** The voting between Alternatives 1 and 2 were split evenly with 12 votes for Alternative 1 and 13 for Alternative 2.
- **Comment Sheets:** There was a wide range of comments (See Appendix C for completed listing) summarized as follows:
 - ◆ Concern about loss of small town feel, safety and security
 - ◆ Concerns about the potential transient nature of tenants
 - ◆ Transition areas between single-family residential should have lower heights
 - ◆ Take advantage of views of the river
 - ◆ Density and growth around transit is a good idea
 - ◆ Continue to attract younger crowd
 - ◆ Take development slow and re-evaluate often
 - ◆ Provide incentives such as reduced parking and reduced fees to encourage development
 - ◆ Concerns about traffic and school impacts
 - ◆ Prefer townhomes and condos at a smaller scale, 5-6 stories is too much
 - ◆ Care that not too much commercial is built and left vacant

[April 2025](#) - Spring Open House

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 Street, reducing the story height from 5 stories to 4 stories. There 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 the Appendix D

I.7 Development Community Interviews

2018- Town Center Plan Update

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. ○ 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. ○ 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. ○ 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.

[June 2025](#) - Focus Group Meeting

For the 2025 Town Center Plan update, the City conducted a Focus Group Meeting for property owners, businesses and stakeholders that are located in and within the vicinity of the IDEA overlay in the 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 of different mixed-use styles and explored IDEA uses and types.

NOTE: Section 1.7 includes previous community interviews for the 2018 effort. This subsection reflects the June 2025- Focus Group Meeting outcome, and this information was included in the SS draft, (removed from section 1.6).

Some of the participants included:

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

Key takeaway 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.

I.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.

I.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.

I.10 Goals and Policies

NOTE: All policies listed in this section have been updated to reflect the current policy in the Comprehensive Plan. See ~~strikeout~~ and underline for changes from the 2018 update. Refer to Ord. No. 2939 for proposed 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. (Proposed, amending <u>Existing</u> , Economic Development Element, Policy <u>1.10</u>)
Policy TC 1.3	The City should, in partnership with the downtown business association(s) 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. (Proposed, amending <u>Existing</u> , Community Character Element, Policy <u>3.6</u>)
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. (Proposed, amending <u>Existing</u> , Community Character Element, Policy <u>2.5</u>)
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. (Proposed, amending <u>Existing</u> , Community Character Element, Policy <u>3.4.1</u>)
<u>Policy TC 1.9</u>	<u>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.</u> (Existing, Community Character Element, Policy 3.8)

Goal TC 2 ~~Encourage~~ **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. ~~Discourage~~ Limit light industrial ~~zoning~~ uses in the Town Center in favor of mixed-use ~~zoning~~ unless there is an educational or artist component. (**Amending**, 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, add new policy under 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 meaning of Downtown <u>downtown as the historic center of Sumner and heart of the community.</u> (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	Improve the Ryan House and public access to the museum and consider other public uses such as converting to a visitor center. <u>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.</u> (Existing, Historic and Cultural Resources Sub-Element, Policy 1.3.2)
Policy TC 3.4	Partner with Sumner Historic Society and other to provide access to historic documentation for land owners, citizens and others. <u>Provide ongoing support and expansion of walking tours that highlight public art, architecture, history, trees, and other icons of the historic downtown.</u> (Existing, Historic and Cultural Resources Element, Policy 3.4)
<u>Policy TC 3.5</u>	<u>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.</u> (Existing, Community Character Element Policy 3.4)
<u>Policy TC 3.6</u>	<u>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.</u> (Existing, Historic and Cultural Resources Element, Policy 3.2)
<u>Policy TC 3.7</u>	<u>Promote a diversity of uses within the downtown, which support the activity base by providing employment, recreational, residential, and a variety of commercial activities.</u> (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 <u>tourism</u> 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 <u>tourism</u> 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, <u>and explore funding opportunities to incentivize incubator businesses. Partner with local agencies and schools on makerspace development.</u> (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 Promotion 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. (Existing, 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 downtown business association(s), <u>Chamber of Commerce and others</u> to seasonally decorate Downtown with decorations, hanging baskets, lights, etc. (Existing, amending Community Character Element, Policy <u>3.4.2</u>)
Policy TC 5.9	Prohibit franchise architecture within the Town Center and regulate design through form-based code and design and development guidelines. (Proposed, amending <u>Existing, Community Character Element, Policy 3.14</u>)
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. (Proposed, amending <u>Existing, Community Character Element, Policy 3.16</u>)
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) <u>and prohibit certain commercial uses</u> , 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 <u>except for the addition of accessory dwelling units.</u> (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) ~~Promote the use of the Sounder commuter train by the entire Sumner community. Provide housing near the train station for households desiring the close transit availability, and provide services and businesses that cater to residents and train commuters. (Existing, Commuter Rail/Regional Transit Sub-Element, Policy 1.6)~~
- 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) ~~Request that Sound Transit provide additional bicycle lockers at the station to encourage bicycle commuting to the station. Require that any expansions to parking for the station include increased bicycle lockers. (Existing, Commuter Rail/Regional Transit Sub-element, Policy 1.9)~~
- 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) ~~Enhance circulation in Downtown by implementing the Sumner Transportation Plan. Circulation improvements should enhance auto and non-motorized travel and provide landscaping and gateway features. Reconfigure Fryar Avenue to relieve or improve traffic circulation,~~
- ~~• Improve Zehnder Street,~~
 - ~~• Improve the gateway Wood Avenue and Main Street intersection,~~

- ~~Further promote travel modes by commuter rail and bus and explore additional alternative modes; Complete the nonmotorized trail system along the White/Stuck River. (Proposed, Community Character Element, Policy 7.6)~~

<u>Policy TC 7.7</u>	<u>Support a shuttle or autonomous transit that would connect the Historic Downtown area with eastern areas of the city.</u> (Existing, Transportation Element, Policy 7.7) Explore the feasibility of a trolley system that would connect the Historic Downtown with eastern areas of the City. (Proposed, add as a new policy under Transportation Element Goal 5)
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. (Proposed, add new policy <u>Existing</u> , Economic Development and Employment Element, <u>Policy 6.22</u>)
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. (Proposed, add new policy <u>Existing</u> , Economic Development and Employment Element, <u>Policy 6.23</u>)

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. (Proposed, amending 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. (Proposed, add new policy Existing, Housing, Policy 4.8)

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

NOTE: Underlined language is now shown for accurate review. This information was included in the SS draft.

2 Planning Area Conditions

2.1 Town Center Planning Boundaries

The Town Center Planning Boundaries lie within the original ~~historic~~ town limits established ~~in~~ 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. ~~Downtown center~~ Development patterns vary across the Plan Area with a denser more walkable block ~~is largely~~ developed with a denser development pattern east of the BNSF railroad, and a more suburban, auto-oriented pattern along Traffic/Fryar Avenue (see Figures 11 and 12).

The boundaries of the Planning Area were drawn to reflect ~~are based upon~~ proximity to the Sounder commuter train station, physical boundaries such as major regional and local roadways, and the ~~distinct~~ neighborhood character, ~~as well as~~ 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 ~~in size~~, 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.

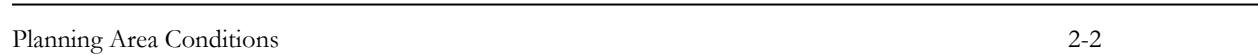
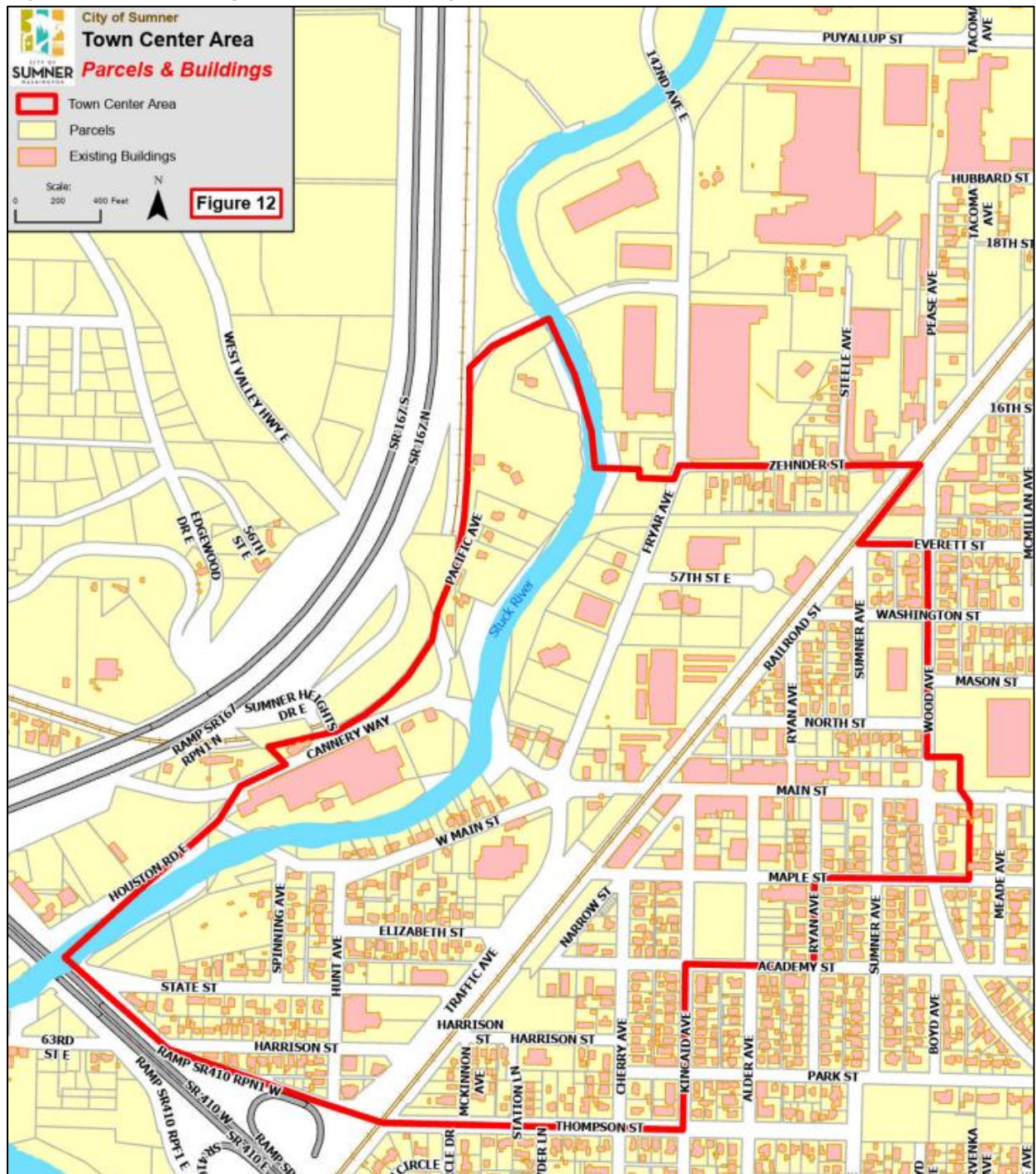


Figure 12. Source: City of Sumner GIS, August 2025



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

	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
Totals/ Average	779	2.44	319	143	112	37.9	\$63,563

Source: US Census 2017

The Plan Area has a household median income of \$63,563 which is higher than the city as a whole with a median income of \$56,000. The population is fairly homogenous in terms of race and ethnicity with 87 percent of the Plan area population identifying themselves as white in the 2016 Census. Eleven percent of the Plan area population identified themselves as Hispanic or Latino. This is similar to the racial and ethnic makeup of the community as a whole which is 83 percent white. Nine percent of the citywide population identified themselves as Hispanic or Latino.

Median age across Plan Area is 37.9 years and according to 2016 Census data 36.3 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 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).

[illegible]

Planning Area Conditions

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Table 3. 2025 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.

Table 3. 2028 Existing Land Use and Acres

Existing Land Use Category	Net Acres	Percent
Civic (public, transportation, and religious properties)	21	14%
Commercial	41	31%
Industrial	4	2%
Multi-Family Residential	5	3%
Single Family Residential	49	37%
Civic	22	16%
Vacant	14	11%
Total	135	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 4 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.

Phase 1 Opportunity Sites include:

- ~~Red Apple Market Site: This city owned parcel is 2.01 acres and is mostly surface parking with the exception of about 1/4 of the site that is contaminated and undergoing remediation. The southernmost parcels on the block contain office buildings that would have to be demolished for redevelopment. The site could contain 40-112 housing units per acre.~~
- ~~Pacific Avenue: 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.~~
- 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 and is considered for Phase 2.](#) 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.](#)
- ~~Cherry Street: This 1.12 acre site is located on a block bordered by Park, Cherry, Kincaid and Thompson streets and it includes two single-family homes on large lots and 3 church structures. The site would allow up to 40 dwelling units per acre. This site lies at the edge of the Town Center Plan area and there would be a 3 story height limit on buildings fronting Thompson and Kincaid.~~
- ~~Washington Street: This site is 0.84 acres and bordered on the north by a utility substation and on the south by the Sumner School District Administration Offices. This area would require the purchase and assembly of smaller homes on individual lots. The proposed zoning would allow for up to 4 story buildings.~~

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

Completed Opportunity Sites:

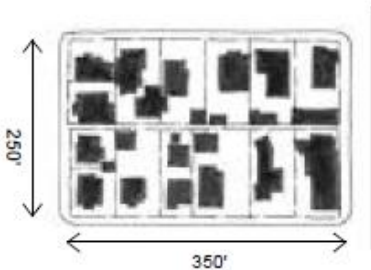
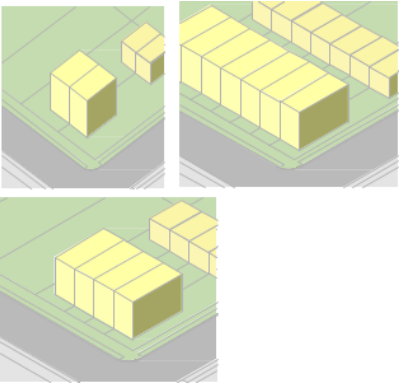
- [Red Apple Market Site: Formerly a Red Apple Market grocery store, the city sold this lot in 2020 to a developer who proposes construction of a 3 to 4 story mixed-use building, that](#)

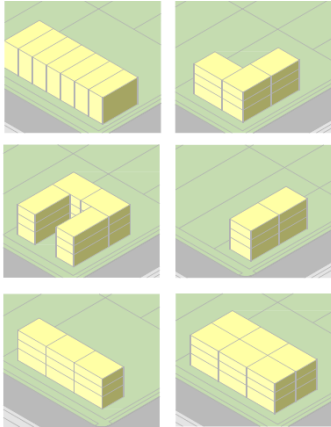
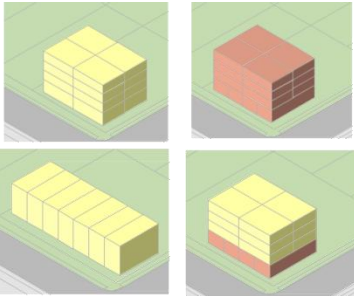
would take up the entire 2-acre block of Kincaid, Academy and Maple. The site could accommodate 180 residential units, and the project proposes 4,600 SF of commercial space and 238 on-site parking stalls, with landscaping, outdoor seating and frontage improvements. On the southernmost parcels on the block, existing office buildings have been demolished, the site will undergo soil remediation and redevelopment is likely to occur at the end of 2026.

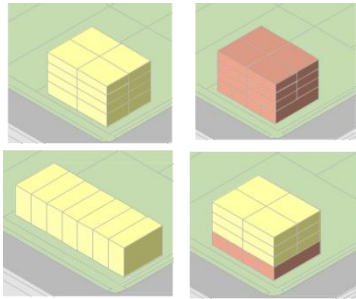
- Riverfront Development- This development is a new six-story mixed-use building on a 1.091-acre site located in the River District. The project includes 123 residential units, which results in a density of about 117 dwelling units per acre. While the primary focus is residential, the ground floor will 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.

~~As proposed~~ The Form Based Code ~~would be~~ is necessary to allow for the proposed scale of development and provide certainty that the design, streetscape and sense of place-making is in keeping with Sumner's desired character and additional housing. On any housing opportunity site, a key concern is ensuring compatibility of new housing with the surrounding neighborhood character through thoughtful planning and design.

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 Figure 15). [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.](#)

Figure 15. Town Center Plan District Map

NOTE: ADD APPROVED TOWN CENTER DISTRICT ZONING MAP AFTER COUNCIL ADOPTS ORDINANCE

Table 5. Zoning Districts and Acres ([updated](#))

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%) [uses](#). ~~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 [were previously zoned](#) Medium Density Residential with a maximum height of 35 feet

and maximum density of 15 dwelling units per acre. The current plan [designates it within the Station District and 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
57 th 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: <i>Assumed</i> Net Growth 2020- 2044	1,245	430	2,897
Proposed 2025 Town Center Plan Update: <i>Assumed</i> 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.

[Housing capacity within the Town Center remains at approximately 1,768 units, though the distribution shifts slightly across opportunity sites. For example, along Zehnder Street, similar housing levels are retained in live/work formats while more employment opportunities are expected. At the Fryar Avenue library site, the White River shoreline and larger redevelopment parcels support](#)

[mixed-use residential potential. Employment is strengthened in areas such as 57th Street East and within the IDEA Overlay District, which together add roughly 100 new jobs. Overall, jobs increase from 330 under the 2024 periodic update to 430 under the refined assumptions, while housing remains steady.](#)

4.3 Growth and Development Concept and Placemaking

[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.](#)

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.

4.4 Form Based Code

To help attract housing, to both Phase I and other opportunity sites, Comprehensive Land Use Plan and Zoning amendments are recommended. These include a combination of updating the zoning code to a Form Based Code, changing zoning boundaries and development standards and the creation of districts.

The Town Center 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.

4.5 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 historic high-quality design and historic Main Street character through design guidelines and form. ▪ Form based code will be adopted that governs form and building type and land-use. ▪ 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 and by value of improvements except for ADUs.

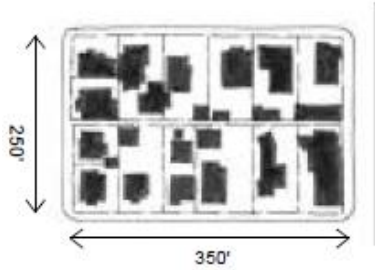
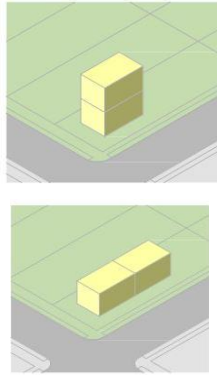
District	Location/Extent	Development Standards
Station District (SD)	District is split with northern area creating a triangle bound by Railroad Street, Everett St, Wood Avenue and North Street; southern area abuts the HCBD to the north, Thompson Street to the south; BNSF railroad tracks to the west and 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 100 <u>30</u> feet of adjacent low density residential zones to create transition from typical 1-2 story single-family to multi-family units. <u>Commercial uses would be prohibited within 100 feet of the transition zone.</u> - Existing single-family dwellings would be limited on expansion and by value of improvements <u>except for ADUs.</u>
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. <u>The IDEA overlay is added to portions of the WSD, applied to parcels along Zehnder Street and 57th Street</u>	- 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 and by value of improvements <u>except for ADUs.</u> <u>IDEA Overlay minimum heights are 1-3 stories, maximum 6 stories closer to Fryar Ave.</u>

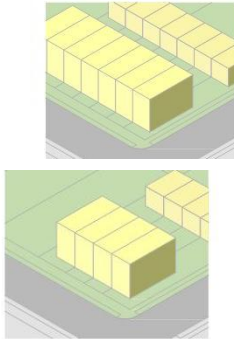
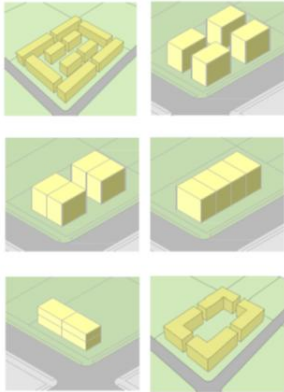
District	Location/Extent	Development Standards
		▪ <u>Parcels south of 57th Street East and within 200 feet of Fryar Avenue would be required to be multifamily or mixed use.</u>
Riverfront District (RD)	This District is bound on the west by West Valley Hwy and Valley Avenue; on the east by West Main 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 and by value of improvements <u>except for ADUs.</u>

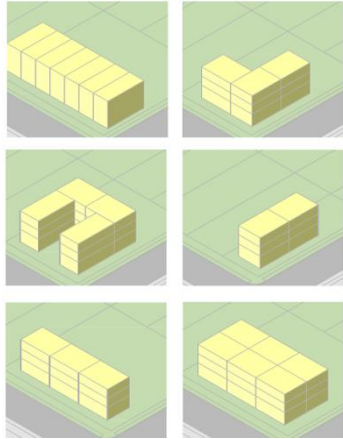
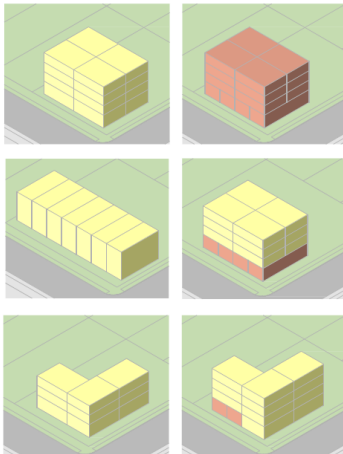
4.6 Lot Types

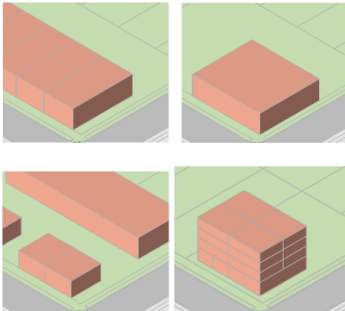
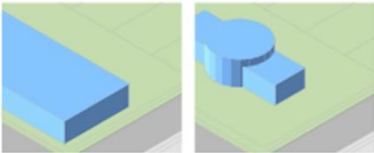
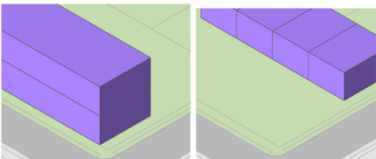
Lot types establish a common vocabulary for the built environment and are used primarily to establish broad intensity and use options for each lot. For example, the Mixed-Use Lot Type allows a mixture of residential and commercial uses on a single lot, while, the Multi-Unit Lot Type (5+ units) allows 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		

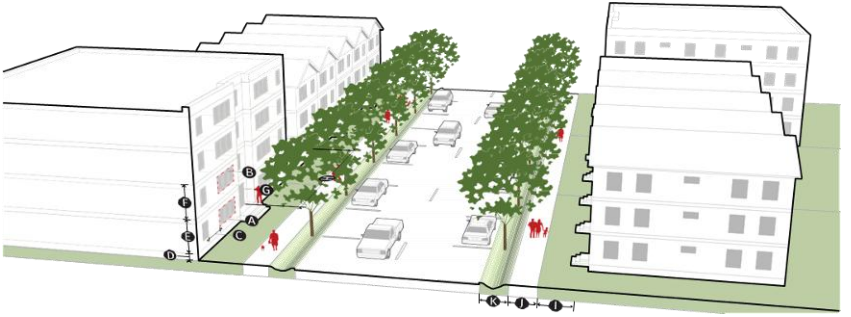
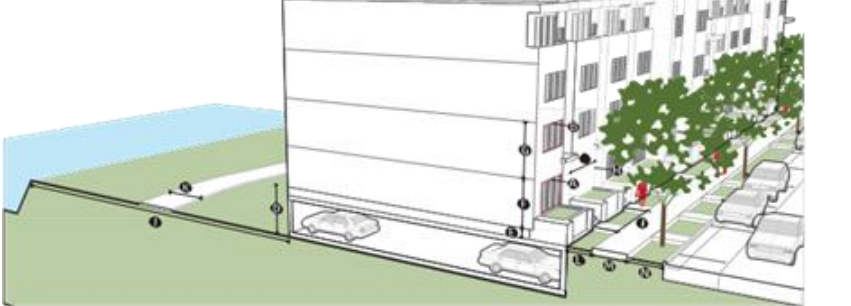
4.7 Public Realm

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	 The public realm standards below apply to all streets, unless noted otherwise.
Mixed Multi-Unit Use/Commercial West Sumner District.	
Mixed Use/Multi- Unit-Riverfront District	

[IDEA Overlay -West
Sumner District
Zehnder Street
Concept](#)



4.8 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.

4.9 Aesthetics: Height and Scale

4.9.1 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.

4.9.2 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.

4.9.3 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.](#)

4.9.4 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.

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



Imagery Source: Google Earth

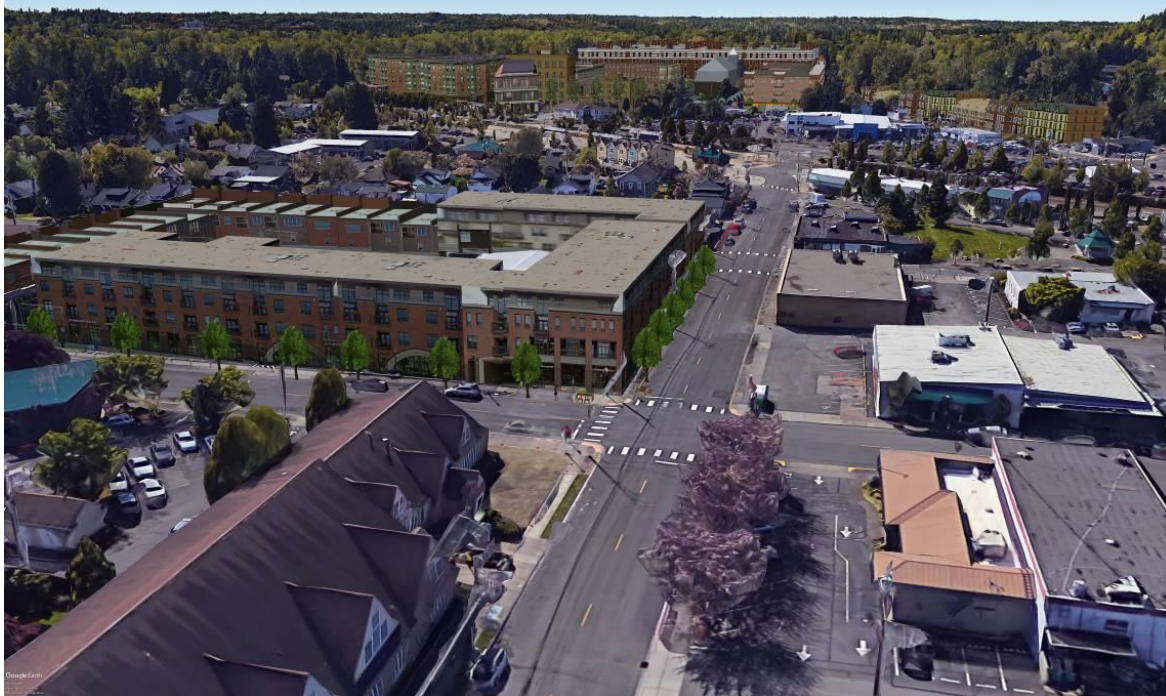
4.9.5 Character and Design

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.](#)

Image 2. Image: Historic CBD- Design and Character example- 909 Main Street



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



Source: Google Earth, City of Sumner 2018

Figure 1. Example Residential on Thompson Street and Kincaid Avenue



Source: City of Sumner 2017

Figure 2. Example Potential Commercial and Residential Development on State Street and Traffic Avenue



Source: City of Sumner, 2017

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



Source: City of Sumner, 2018

4.10 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 in most districts. The first several years of development will be on Opportunity Sites as discusses in Land Use chapter 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. ~~However~~ 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, except that the existing single-family dwellings may add an accessory dwelling unit, (up to 2 ADU's per state law).
- 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.

4.11 **IDEA Overlay Transition Zone**

4.12 **Sessler Property 1504 Fryar Ave**

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.

The [Ryan's lived in a house right on Main Street](#) ~~Ryan House~~, located on the southwest corner of Main and Sumner Avenue, and was the only designated historic landmark in the Plan Area. It was placed on the National Register of Historic places in 1977. 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 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.

[Unpopularly 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, and respectfully named the Lucy V. Ryan park.](#)

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, including the Ryan House and Bridge Street Bridge that was replaced by a newer bridge and dismantled in 2019.](#) ~~The Lucy V Ryan Park is the only structure to be on the National Historic Register at this time~~ [remains a registered site.](#)

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 an 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 | ▪ 1022 Main Street |
| ▪ 1003 Main Street | ▪ 1101 Main Street |
| ▪ 1004 Main Street | ▪ 1109 Main Street |
| ▪ 1005 Main Street | ▪ 1202 Main Street |
| ▪ 1006 Main Street | ▪ 1207 Main Street |
| ▪ 1016 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 17.



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 \(now office and retail space\) and accompanying parking lot, were purchased by the City in 2022 are the only uses remaining on the block adjacent to the park. The old post office building south of Heritage Park is now used for private commercial business since the official Sumner Post Office moved to Fryar Avenue years ago. Future acquisition of this southern parcel and park expansion is a City park goal in this Town Center Plan. 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 Ryan House Museum provides recreational opportunities and cultural programming along with a significant open space downtown. This historic and prominent city owned building has potential for uses that would provide greater access to the public and potential venues.~~ [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 former 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

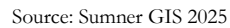
7.8 Trails

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.

[The 2024 Transportation Plan adopts the 20-year Transportation Improvement Plan and includes the following trail and multi-modal improvements that would increase access to and through the Town Center:](#)

- [Fryar Ave. Trail. Project is to complete trail connection through town, from West Main Street to Puyallup Street. Design is completing in 2025, and construction is planned for 2026](#)
- [Elm St. & Wood Ave Sidewalks. Project plans to extend a multi-modal sidewalk on the north side of Elm Street and the West side of Wood Avenue, from Bonney Ave to Zehnder Street. Project design is planned for 2028, with an estimate construction by 2030.](#)

Plans for non-motorized access include [designated](#) bike routes and bike-friendly local streets [that allow](#) residents to safely ~~move~~ [navigate](#) the downtown [area](#). [As part of the Town Center Plan, a new east-west bike facility is recommended along Zehnder Street, connecting a future trail on Wood Ave to Fryar Avenue that would significantly improve cross-town bicycle and pedestrian movement. Additionally, new bike lanes have been constructed 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.](#)



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 (Street Type Map)**. Further illustrations and descriptions are presented below.

Figure 19. Town Center Street Type Map

NOTE: ADD APPROVED TOWN CENTER STREET TYPE MAP AFTER COUNCIL
ADOPTS ORDINANCE

8.2 Arterial Streets

Arterial streets provide primary mobility and connections between Sumner and surrounding cities. Within the Town Center Plan area, Traffic Avenue and Fryar Avenue function as principal arterials running north–south and connecting the industrial area to SR 410. [Traffic Avenue is designed as a five-lane arterial requiring a minimum 90-foot right-of-way, while Fryar Avenue, north of Main Street, functions as a three-lane arterial with a minimum 70-foot right-of-way. Main Street, west of the railroad tracks, is also classified as a three-lane arterial requiring at minimum 70-feet of right-of-way \(ROW\) and continues westward where it becomes Cannery Way.](#) Per WSDOT standards, these arterials carry significant truck and commuter traffic through the area in addition to serving residents and businesses. Given the high volumes and heavy vehicle use, these corridors are challenging for pedestrians and bicyclists. Figure 4 illustrates a cross-section with widened sidewalks to and planting strips to buffer pedestrians from vehicles. The public realm range allows for portions of trail segment to be developed along Fryar. [The following arterial streets are labeled with a ROW range to accommodate trail widths, center lane locations and future public realm improvements.](#)

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

Main Street (west of tracks)	70-80 ft. ROW
Cannery Way	70-80 ft. ROW
Fryar Ave	70-80 ft. ROW
Traffic Ave	80-100 ft ROW

Figure 4. Arterial Street



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. Collector streets are designed to support multiple modes of travel. In addition to accommodating vehicular traffic, they include bike lanes and pedestrian facilities consistent with the Plan's multimodal goals. 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](#). [Zehnder Street, which forms the northern boundary of the Town Center Plan area, has an existing 40-foot right-of-way. To accommodate parallel parking on the south side, future development will dedicate an additional 10 feet of ROW. Instead of separated bike lanes, a 10-foot minimum multi-modal pathway is envisioned along the north side. Future ROW acquisitions and an update to the Transportation Plan will evaluate the additional ROW needed to extend this pathway west to Wood Avenue. Along with the pathway, future improvements to Zehnder Street are expected to include on-street parking and a minimum 6-foot sidewalk with a reduction on the landscaped/street tree furniture width expected.](#) [Figure 7 \(above\) is a concept of the street configuration along Zehnder Street.](#) [As illustrated in Figures 5 and 6, two on-street parking configurations are provided for collectors: angled parking and parallel parking.](#) [Figure 7 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 5. Collector Street with Back-in Angled Parking



Figure 6. Collector Street with Parallel Parking



Figure 7. 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, they also provide a transition between multi-family developments up to three stories in height and lower-density development of one to two stories. The standard local street cross-section (see Figure 8) is based on a 60-foot right-of-way and includes sidewalks, planter strips, street trees, and parallel parking. Academy Street is an example of this standard local street type, with a planned bike path incorporated within the 60-foot ROW [with parallel parking on one side every other street](#). In comparison, narrower local streets may be as small as 50 feet; for example, on Ryan Avenue, parallel parking is limited to one side ([Figure 9](#)). [Regardless of narrower conditions, the 60-foot ROW remains the minimum standard for local streets in the Plan.](#)

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

Figure 8. Local Street Standard



Figure 9. Narrower 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 River 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 10, 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 10. 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

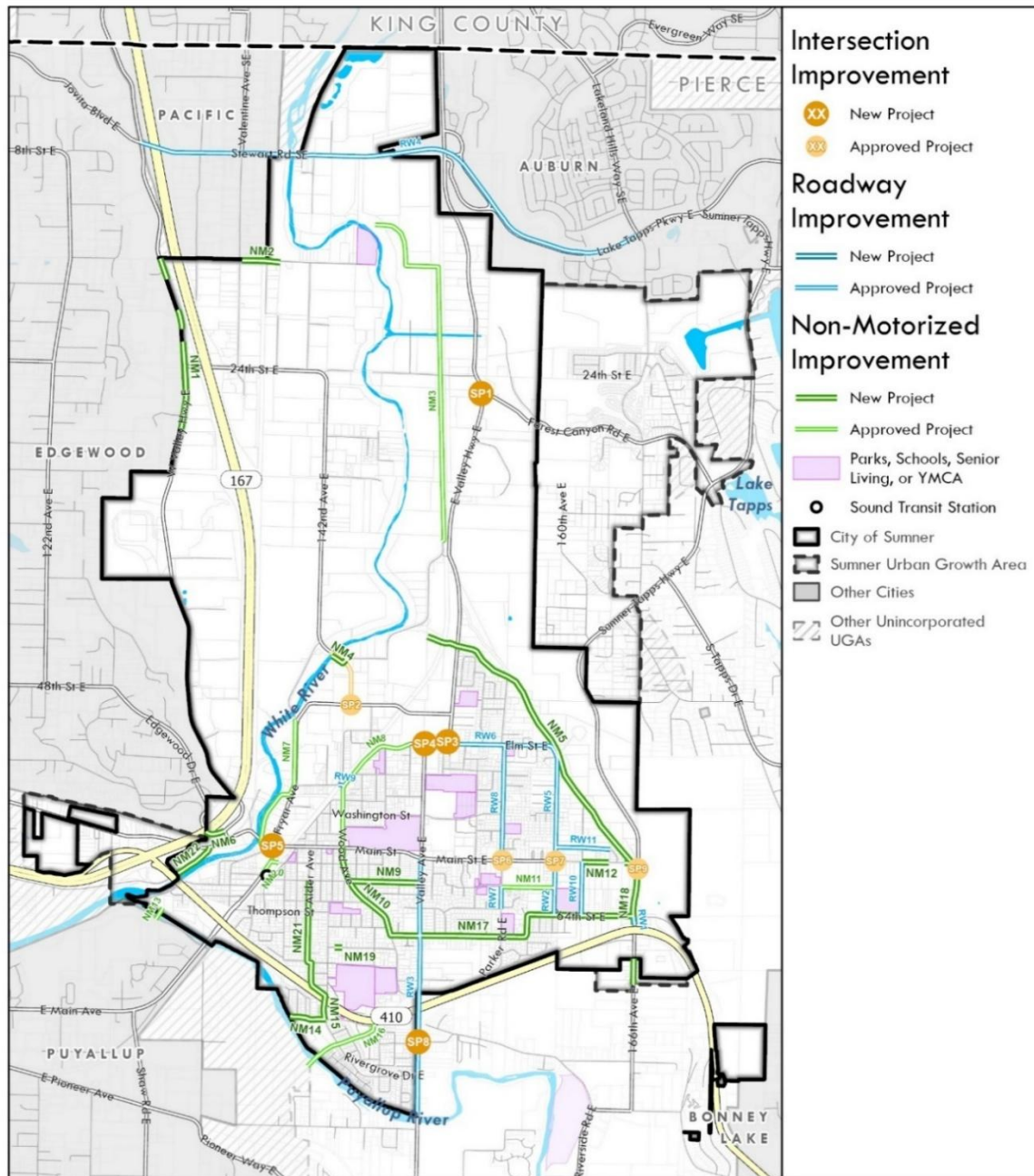
A number of collector arterials provide connections between the residential areas in Sumner, arterials, and the regional freeway system:

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

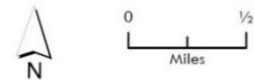
The remaining roadways in the Town Center Planning Area are classified as “local streets” and primarily provide for property access into Sumner. While currently many local streets generally have two travel lanes, and provide access between residential or business areas and the arterials, they do not 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.



CITY OF SUMNER 20-Year Improvement Projects



Map Date: February 2024

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

Transportation Management Plan 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](#)
- [NM21 Alder Avenue Sidewalks: Construct pedestrian and bike facilities between SR 410 and Academy Street.](#)
- [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

Land Use by Subarea	Preferred Alternative		
	Permitted or in the Pipeline 2020-2023	Additional Growth	Total Growth
Jobs			
Town center in 2024 EIS	32	298	330
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 14. 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 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.
- Capacity Improvements-
 - Wood Avenue/W Main Street – Provision of northbound and southbound left turn lanes would improve intersection operations at this intersection to LOS D during the weekday PM peak hour under future 2035 conditions with Alternatives 1 and 2. [In the 2024 Transportation plan, this intersection shows as a LOS B through 2044 with the current improvements, no additional improvements planned.](#)
 - Traffic Avenue/SR 410 WB Ramps/Thompson Street – Provision of northbound left-turn lane and an additional through lane would improve intersection operations at this intersection to LOS D during the weekday PM

peak hour under future 2035 conditions with Alternatives 1 and 2. [This project was completed in March 2022. In the 2024 Transportation Plan, this intersection shows as a LOS D through 2044.](#)

NOTE: This section of previous capacity improvement recommendations has been revised to reflect the 2024 Transportation Plan.

- Traffic Avenue/SR 410 EB Ramps – Provision of an additional northbound left turn lane and eastbound right-turn lane as well as providing a right-turn overlap signal phase would improve intersection operations at this intersection to LOS E during the weekday PM peak hour under future 2035 conditions with Alternatives 1 and 2. [This project was completed in March 2022. In the 2024 Transportation Plan, this intersection shows as a LOS C through 2044.](#)
- Traffic Avenue/SR 410 WB Ramps/Thompson Street – Provision of two additional southbound right-turn lanes with a permissive/overlap phasing would improve intersection operations to LOS D during the weekday PM peak hour under future 2035 conditions with Alternatives 1B. Additionally, based on operations, it is anticipated that the second southbound through lane may not be needed and could instead be utilized as one of the southbound right-turn lanes. [This project was completed in March 2022. In the 2024 Transportation Plan, this intersection shows as a LOS C through 2044.](#)
- Traffic Avenue/SR 410 EB Ramps – Provision of an additional northbound left turn lane and eastbound right-turn lane (for four total eastbound lanes) as well as permissive/overlap phasing for the eastbound right-turn would improve intersection operations at this intersection to LOS E during the weekday PM peak hour under future 2035 conditions with Alternatives 1B. [This project was completed in March 2022. In the 2024 Transportation Plan, this intersection shows as a LOS C through 2044.](#)
- Fryar Avenue/Zehnder Avenue – Providing northbound and westbound right turn lanes as well as an additional left turn (for a total of two) would decrease the delay; however, the intersection would continue to operate at LOS F during the weekday PM peak hour. Adding northbound and southbound through lanes (for a total of two through lanes in each direction) would improve operations to LOS D. [In the 2024 Transportation plan, this intersection shows as a LOS C through 2044, no plans for intersection improvements in the 20 year TIP.](#)

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 ~~none~~ [a few provided developed](#) in 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 facilities 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 15.

Table 15. 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 than 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 ~~2018~~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 ~~Trolley~~ 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 ~~trolley~~ [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.

~~The trolley system may also impact on street parking capacity in the Downtown as the street right-of-way is narrow.~~

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 Center 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 is currently updating 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 is currently updating~~ 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. and will have capacity for future growth in the Plan area given the fact the overall population target for the City remains unchanged.

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 ~~2012~~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.

II Implementation

II.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.

II.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.](#)

II.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~~ [were a](#) part of the periodic review of the SMP ~~to be~~ completed in ~~2019~~ [2020](#).

12 References

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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

13 Appendices

- A. [Summary of 2018 Planning Process & Forums for the 2018 Town Center update](#)
- B. [Public Participation Plan for the 2025 Town Center update](#)
- C. [Draft Ordinance Adopting 2025 Town Center Plan Update and Amending the Comprehensive Plan](#) **[ATTACHED UNDER SEPARATE COVER]**

Each of the studies and forums contributed to the 2018 Town Center Plan update and are summarized below.

2018 Studies

- **Real Estate and Retail Market Study:** EcoNorthwest, September 2018. Prepared to analyze the potential for multi-family mid-rise urban style development and potential on specific opportunity sites.
- **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.
- **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.

2018 Forums

- **Updated Town Center Plan Vision, August 2017.** Planning staff lead a bus tour with the Mayor, City Council, Planning Commission, and Design Commission and key staff members to Issaquah Highlands and Auburn to experience greater heights and densities that could be possible in Sumner and obtain needed feedback.
- **Town Center Plan Kick Off Meeting, October 5, 2017.** This public forum presented visual preferences on different multi-family styles and types, streetscapes, and single-family developments. Participants included citizens and business owners who gathered in small groups and focused on different topics including Business Growth and Economics, Housing Development, Parks and Open Space and Transportation. Input received included visual preference voting and colored maps from the attendants on future development character and height.
- **Town Center Plan Alternatives Open House, February 15, 2018.** In this public forum there were three alternatives illustrating different land use and height options. There was opportunity for open discussion at each board with planning staff seeking public feedback and comments. The comments and recommendations helped shape the preferred alternative map for the Town Center Plan.
- **Development Community Interviews, August 2018.** As a component of public outreach plan City staff met with members of the development community including developers, real estate brokers, architects, and civil engineers regarding the proposed Town Center Plan and received comments and direction on the real estate market, incentives, and parking options

SUMNER COMPREHENSIVE PLAN

2025 Annual Amendments-

Public Participation Plan (PPP)

During the 2025 update of the Comprehensive Plan and Town Center Plan, staff proposes to engage and inform the public of the proposals through the following outreach efforts. The Planning Commission approved this PPP on March 6, 2025.

❖ **Posting updated information throughout process:**

- City website notices
- Sumner Connects project page: <https://connects.sumnerwa.gov/planning-sumners-future>

Updates include:

1. Regular updates to project “life cycle”
 2. Planning Commission meeting packets uploaded
 3. Include links to public notices
 4. Update “What’s Next” text to keep public informed
- City weekly e-news
 - City quarterly newsletter (June, September)
 - City’s social media pages
 - Informational flyers and boards presented at Community Open Houses

❖ **Public Notices:** Will be posted in the Newspaper, City newsletter, City website, Constant Contact emails to Public Notice List, on-site posting of affected properties, direct mailing to affected properties. Additionally, every property in the Town Center Plan area received a direct mailer for Notice of Applications and Notice of Public Hearing on MA-01. Below is the list of the public notices as of September 25, 2025:

1. Notice to open the annual amendment cycle: January 23, 2025
2. Notice of Comprehensive Plan Amendment applications received: April 10, 2025
3. Notice of SEPA Determination:
 - a. MA-01 SEPA decision issued on: August 20, 2025
 - b. MA-02 SEPA decision issued on: August 7, 2025
 - c. MA-03 SEPA decision issued on: August 18, 2025
 - d. TA-04 SEPA decision issued on: August 7, 2025
4. Notice of Public Hearing with Planning Commission: September 28, 2025
5. Future Public Hearing notice with Council (end of October)

- ❖ **Comment periods for environmental reviews:** Public posting of Notice of Decisions for each proposal provides 15-day comment period.
- ❖ **Town Center Plan outreach:**
 - Alternatives & maps presented at Open House April 2025
 - Alternatives & maps posted Sumner Connects
 - Mailing to affected property owners + neighbors within 500 feet
 - Focus group meeting with residents and stakeholders June 2025
 1. Public Notice: Mailed to all affected property owners
 2. Focus Group Meeting advertised in the City Newsletter
 3. Direct invites to Puyallup/Sumner Chamber, Commercial/Industrial real estate brokers, Local small-scale business innovators
 - Informational meeting with Sumner Main Street Association (SMSA) Economic Vitality Committee August 2025
- ❖ **Community Open House:** Present alternatives & information with displays, questions and surveys for attendees at the April 2025 & September 2025 open house.

SUBJECT: Ordinance No. 2940 - Zoning Code Text Amendments (Form Based Code Update)

CATEGORY: Ordinance

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. Ordinance No. 2940 -Town Center Zoning Code Text Amendments

STAFF CONTACT: Chrissanda Walker, Associate Planner

SUMMARY BACKGROUND:

Ordinance No. 2940 amends the Town Center Form-based Code (FBC), which was adopted in 2018 under SMC 18.29.070. This Ordinance incorporates Zoning Code Text Amendments to SMC 18.29 and SMC 18.22 and SMC 18.04, addressing principal and accessory uses in the Town Center, new performance standards related to uses in the Innovation District and Enterprise Area (IDEA) overlay zone and added zoning definitions. Staff presented the Town Center update under docket MA-01 to the Planning Commission at a study session on May 1, 2025. Staff completed an environmental review (SEPA-2025-0005) on the Town Center Zoning Code text amendments and issued a decision and Notice to Adopt on August 20, 2025. Planning Commission followed with a public hearing on September 11, 2025, and on October 2, 2025, voted 3-2 on a recommendation for the City Council to approve this text amendment.

The purpose of this meeting is for Council to take action on Ordinance No. 2940, amending the Sumner Municipal Code (SMC) Title 18 Zoning , sections 18.04, 18.22 & 18.29. The Ordinance includes an amendment to the Town Center Form-based code (Exhibit A). Adoption of Ordinance No. 2940 will take effect on January 1, 2026.

COUNCIL COMMITTEE/STUDY SESSION: Staff presented to Council at a Study Session on October 13, 2025. City Council followed with a public hearing on November 3, 2025, and held a special study session on November 17, 2025, to discuss public comments and remaining Council questions.

MEETING/STUDY SESSION DATE: 11/17/2025

COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:

Move to approve Ordinance No. 2940 adopting the Town Center Form-based Code and Zoning Code Amendments

**ORDINANCE NO. 2940
CITY OF SUMNER, WASHINGTON**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON, AMENDING SUMNER MUNICIPAL CODE CHAPTERS 18.29 “TOWN CENTER CODE,” 18.22 “INNOVATION DISTRICT AND ENTERPRISE AREA (IDEA);” AND THE TOWN CENTER CODE; AND ADDING NEW SECTIONS TO CHAPTER 18.04 “DEFINITIONS.”

WHEREAS, the City of Sumner desires to provide housing and commercial nodes near the Sumner Sounder Station to promote more transit-oriented development (TOD); and

WHEREAS, the City of Sumner places significant value on walkability and connectivity in the downtown and desires to link the built environments to the public space to be more place-making, walkable, and connected; and

WHEREAS, the City of Sumner desires to create an Innovation District and Enterprise Area (IDEA) overlay zone within the Town Center that will act as an economic incubator by promoting and encouraging small-scale manufacturing and craft and artisan enterprises; and

WHEREAS, the City initiated amendments to the Comprehensive Plan concerning updating Town Center Plan and the Plan map and the City desires to amend its code in response to these Plan revisions; and

WHEREAS, the City of Sumner established a public participation plan pursuant to RCW 36.70A.130(2)(a) and provided notice to all persons requesting notice of the comprehensive plan amendments and provided opportunity to comment; and

WHEREAS, the City has completed a public process including a duly noticed public hearing with the Planning Commission on September 11, 2025, and several public meetings including April 15, 2025, June 10, 2025, and September 30, 2025; and Council public hearing on November 3, 2025; and

WHEREAS, in compliance with the State Environmental Policy Act (SEPA) RCW 43.21c and WAC 197-11, the City of Sumner issued a Mitigated Determination of Non-Significance (MDNS) on this proposal on, August 20, 2025 with a 14-day comment period ending September 3, 2025; and

WHEREAS, the proposed updated Town Center Form Based Code and development regulations and MDNS were sent to the Washington State Department of Commerce on September 9, 2025 per RCW 36.70A.106 for a 60-day review; and

WHEREAS, the Sumner Design and Development Guidelines regulate new development within the City of Sumner; and

WHEREAS, the City Council adopted updates to the Town Center Plan, a transit oriented development district within ½ mile walking distance to the regional Sounder commuter rail station; and

WHEREAS, the City of Sumner places significant value on walkability and connectivity in the downtown; and

WHEREAS, Washington State legislation (HB 1491) adopted in 2025, requires that the areas within ¼ mile of a high capacity transit facility provide for at least 3.5 FAR (Floor Area Ratio) regarding density and development; and

WHEREAS, by a majority vote the Planning Commission on October 2, 2025 recommended that the City Council adopt the updated Town Center Form-based Code and the associated zoning code text amendments; and

WHEREAS, the City Council has found the updated Town Center Plan and subsequent Comprehensive Plan amendments to be consistent with the Growth Management Act, VISION 2050 Multi-county planning policies, and Pierce County Countywide Planning Policies; and

WHEREAS, the City Council held a duly advertised public hearing on November 3, 2025 and held a prior study session on October 13, 2025 and on November 17, 2025 to deliberate and discuss alternatives; and

WHEREAS, the zoning code text amendments for the 2025 Town Center plan update is consistent with the goals and policies of the Comprehensive Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. That amendments to the Town Center Code (FBC) are adopted to read as shown in Exhibit A, which is attached and incorporated by reference.

Section 2. That the Mayor shall, pursuant to Sumner Municipal Code Chapter 18.06, amend the official Zoning Map and the use districts' boundaries to reflect the changes shown in Exhibit B, which is attached hereto and incorporated by reference.

Section 3. That new sections are added to Sumner Municipal Code Chapter 18.04, "Definitions," to read as follows:

[. . .]

"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."

[. . .]

"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."

[...]

“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.”

[...]

“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.”

Section 4. That Sumner Municipal Code section 18.22.010. “Purpose and intent,” is amended to read as follows:

“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.”

Section 5. That Sumner Municipal Code section 18.22.020, “Districts – Where permitted,” is amended to read as follows:

“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.~~

- A. Any general commercial or industrial zone within the city;
- B. The IDEA Overlay zone where established in the Town Center.

Section 6. That Sumner Municipal Code section 18.22.040, “Permitted uses,” is amended to read as follows:

“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).”

Section 7. That Sumner Municipal Code section, 18.22.070, “Approval process,” is amended to read as follows:

“18.22.070 Approval process.

- 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.”

Section 8. That Sumner Municipal Code section 18.29.010, “Purpose,” is amended to read as follows:

“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 multi-family 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. “

Section 9. That Sumner Municipal Code section 18.29.020, “Districts in the Town Center,” is amended to read as follows:

“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. 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.

Section 10. That Sumner Municipal Code section 18.29.030, “Principal uses,” is amended to read as follows:

“18.29.030 Principal uses.

The following are permitted uses in the Town Center districts, except 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 facilities¹
- F. ~~Churches~~
- G. Existing residential dwellings lawfully constructed as of the effective date of the ordinance codifying 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, retirement homes, assisted living facilities, continuing care communities, 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.

Section 11. That a new section is added to Sumner Municipal Code Chapter 18.29, “Town Center Code,” to read as follows:

“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.”

Section 12. That Sumner Municipal Code section 18.29.050, “Prohibited uses,” is amended to read as follows:

“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.

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”

Section 13. That Sumner Municipal Code section 18.29.060, “Performance standards,” is amended to read as follows:

“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 shall be submitted for approval by the community development 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 ~~from~~ of December 3, 2018 existing 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 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;

A. <u>Front yard setback:</u>	<u>15 feet</u>
B. <u>Rear Yard setback:</u>	<u>25 feet</u>
C. <u>Side yard setback:</u>	<u>5 feet min on one side;</u> <u>Total interior side yard</u> <u>setback: 15 feet</u>
D. <u>Street side yard setback:</u>	<u>12 feet</u>
E. <u>Lot coverage:</u>	<u>45 %</u>
F. <u>Maximum height:</u>	<u>30 feet</u>

- ~~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;~~
3. 2. 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;
4. 3. 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;
- ~~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 SMC 18.40 shall be met for new development.
- 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 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 with 200 or more feet of frontage shall place overhead utilities underground, including power poles and telecommunication lines, excluding transmission power lines, located in the public right-of-way frontage along private properties and where 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. The Director may approve modifications to this requirement.”

Section 14. That Sumner Municipal Code section 18.29.070, “Town Center Code adopted,” is amended to read as follows:

“18.29.070 Town Center Form Code adopted.

The city hereby adopts the development regulations published in the “Town Center Form-based Code” which shall be applied to all development within the Town Center districts as shown on the official zoning map. The “Town Center Form-based Code” shall be retained in the office of the city clerk.”

Section 15. **Corrections by City Clerk or Code Reviser.** Upon approval of the City Attorney, the City Clerk and the Code Reviser are authorized to make the necessary corrections to this ordinance, including the correction of clerical errors; ordinance section, or subsection numbering; ordinance date, or references to other local, state, or federal laws, codes, rules, or regulations.

Section 16. **Severability – Construction.** If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction; or should any portion of this Ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance. If the provisions of this ordinance are found to be inconsistent with other provisions of the Sumner Municipal Code, the provisions of this ordinance shall control.

Section 17. **Effective Date.** This ordinance shall be in full force on January 1, 2026.

Section 18. **Implementation.** The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation.

Passed by the City Council and approved by the Mayor of the City of Sumner, Washington, at a regular meeting thereof this 24th day of November, 2025.

Mayor

ATTEST:

APPROVED AS TO FORM:

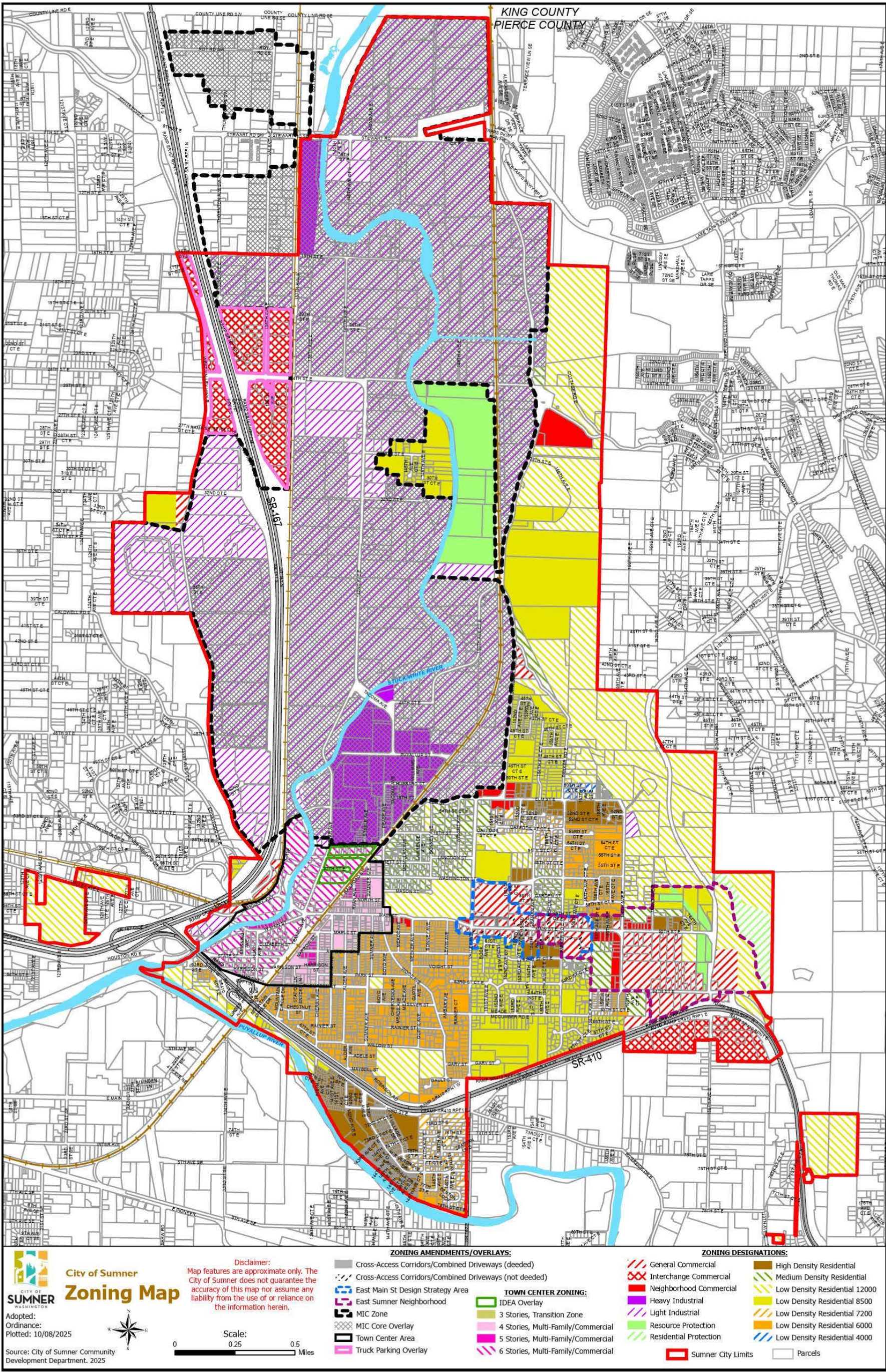
City Clerk Michelle Converse

City Attorney

First Reading:
Date Adopted:
Date of Publication:
Effective Date:

Exhibit A:
Town Center Form-Based Code attached

Exhibit B- Zoning Map Amendment -Town Center Plan (MA-01)



FOOTNOTE: Adding the IDEA Overlay to the TCP. Per Ord 2940; Adoption Date- January 01 2026;

SUMNER TOWN CENTER FORM-BASED CODE

Adopted: December, 2018

Effective: December, 2018

Updated: November 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**. Any text underlined in purple are staff corrections since Public Hearing.



CONSULTANT TEAM:

BERK Consultants

TranspoGroup

EconNW

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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. All references herein to the Town Center Code refers to the City’s adopted Form-based code.
- 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 **Form-based** Code was ~~adopted~~ **updated** on ~~December 3, 2018~~ **[new adoption date]** and became effective on ~~December 8, 2018~~ **[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.~~

- 4.** 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 Code standards and review process.~~ 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 Commission 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 under the PAO 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. Conversion of 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:
 - a. Maintain a safe, walkable and attractive urban environment along the street;
 - b. Maximize opportunities for redevelopment and investment in the Town Center;
 - c. Provide a diversity of housing options;
 - d. Promote development that will support transit and commercial services the community desires;
 - e. Protect established single-family residential areas from incompatible development;
 - f. Protect integrity of established Historic Districts and significant historic/civic landmarks;
 - g. 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;
 - h. 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;
 - i. Increase the tree canopy
 - j. 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 ~~50~~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 & Streets

2.1 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 Height Table

The following Downtown zones, organized by District are established below.

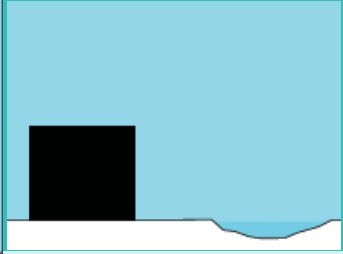
	Height (in stories)
STATION DISTRICT (SD)	<u>2-5</u> 3-4; 3-5
Station District <u>SD- Transition Area</u>	<u>2-3</u>
Riverfront (RD)	<u>2-6</u>
Riverfront <u>RD- West Main Street</u>	<u>2-5</u>
WEST SUMNER DISTRICT (WSD)	3-6
West Sumner District <u>WSD-IDEA Overlay</u>	<u>1-3; 4-6</u>
HISTORIC CBD (HCBD)	<u>1-4</u> ; 2-5
Historic CBD <u>HCBD- Transition Area</u>	<u>1-3</u>
Protected/Transition Area	2-3

NOTE: A correction was made to the minimum story heights in the River District to match existing lot type standards in chapter 5.

2. Town Center District Areas Established

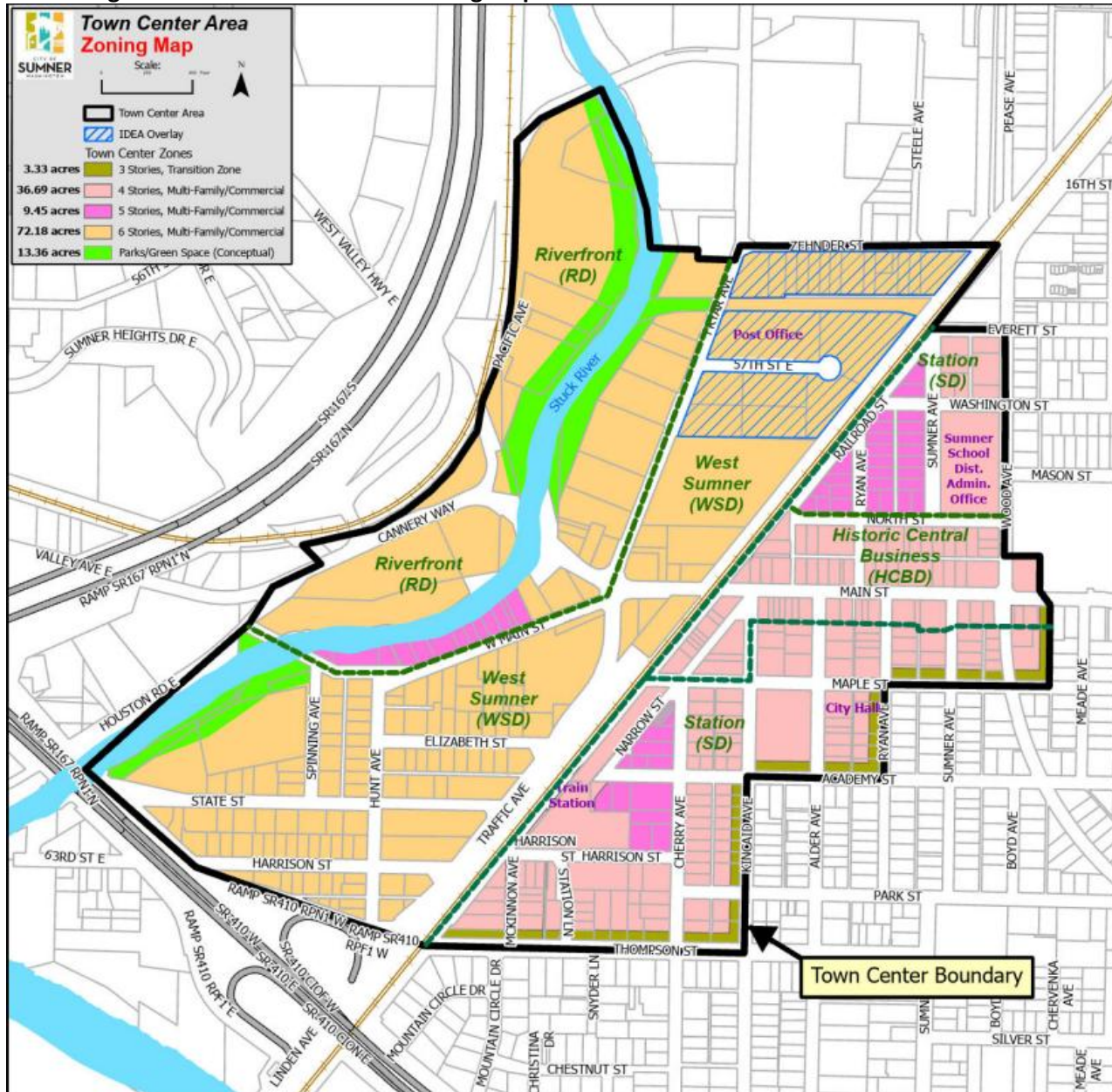
The following Town Center Districts are established below (Figure 1).

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 <u>a lively Downtown character,</u> <u>formerly known as</u> the historic commercial business character.	Consists of the greatest intensity and height (up to 6 stories), with the greatest variety of uses.
 	 		

2.2 Town Center Map

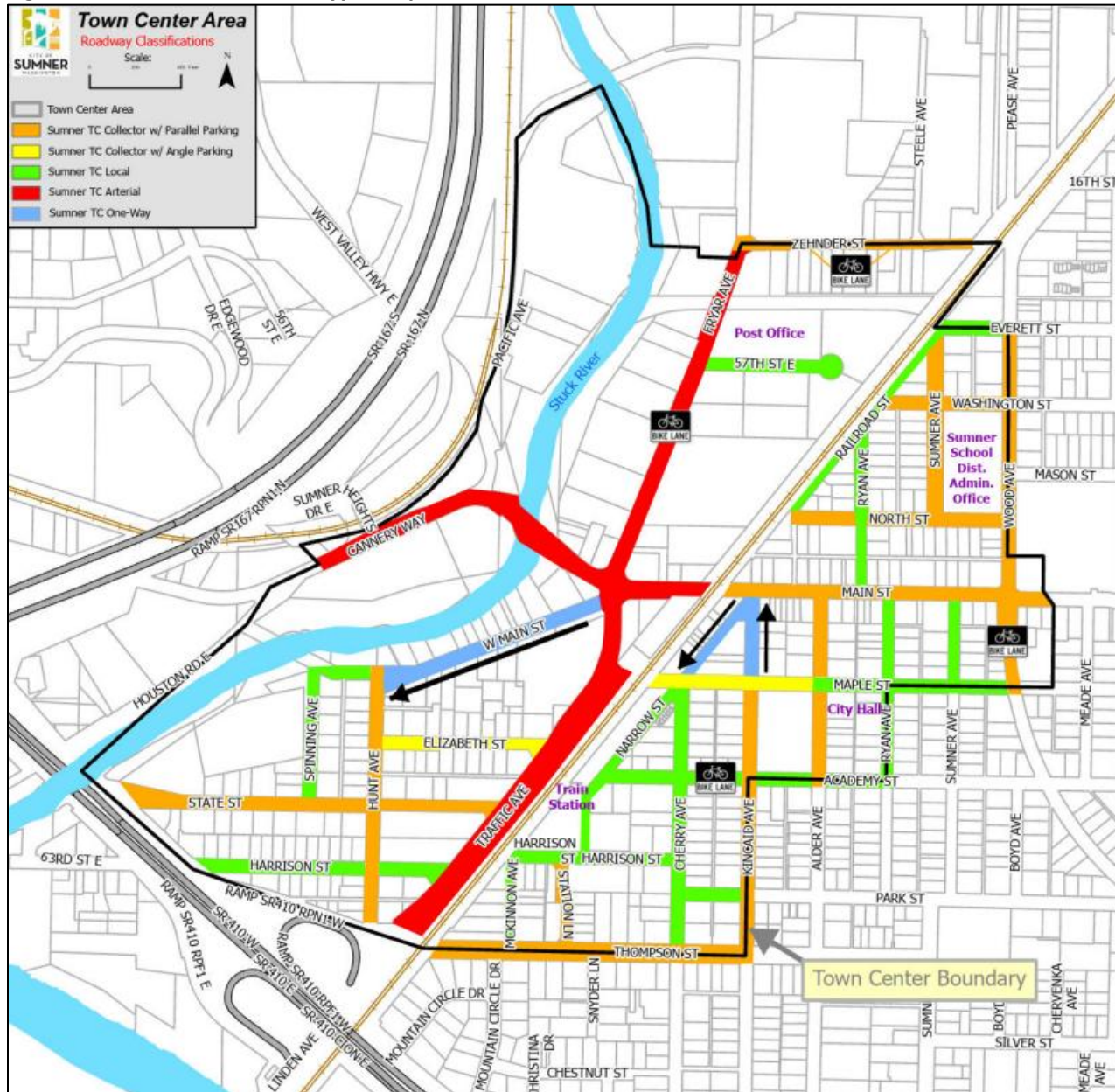
Figure 2. Town Center District Zoning map



NOTE: The TCP zoning map is amended to reflect the new IDEA overlay zone and reduces height in the HCB. No other zoning height changes.

2.3. Street Type Map

Figure 3. Town Center Street Type Map



NOTE: This Street Type Map update modifies the following roadway 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. 4. TC Street Standard Details

1. TC Arterial



Diagrams are for informational purposes

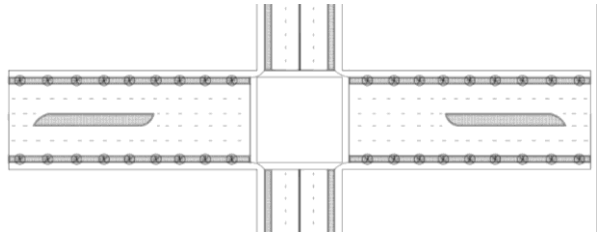
TC Arterial Street Standards: Typical 80'-90' ROW width

- | | |
|---------------------------------|---------------|
| 1. Main Street (west of tracks) | 70-80 ft. ROW |
| 2. Cannery Way | 70-80 ft. ROW |
| 3. Fryar Ave | 70-80 ft. ROW |
| 4. Traffic Ave | 80-90 ft. ROW |

Ⓐ Drive aisle width	11' min
Ⓑ Center Turn Lane	10' min
Ⓒ Sidewalk width	6' min
Ⓓ Sumner Link Trail*	14' min
Ⓔ Landscape buffer/tree planting width	See public realm standards

Typical Arterial Street Cross section:

Dedication of ROW may occur pursuant to SMC, as approved per the Director



*refer to the Sumner's Parks and Trails plan and the TMP for Trail improvements

2. TC Collector w/ Angled Parking



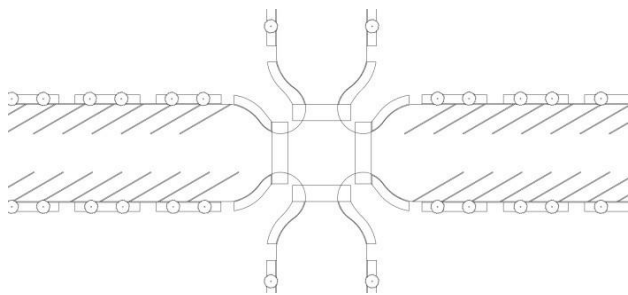
Diagrams are for informational purposes

TC Collector Street Standards: 80' ROW width

Ⓐ Drive aisle width	10' min
Ⓑ Back-in Angled Parking	18' min
Ⓒ Sidewalk width	6' min
Ⓓ Landscape buffer/tree planting width	See public realm standards

**where there is insufficient ROW, the Director may be reduced through a minor modification and/or allow dedication options pursuant to SMC.*

Typical Collector w/ Angled Parking cross section (informational purposes only):



3. TC Collector w/ Parallel parking



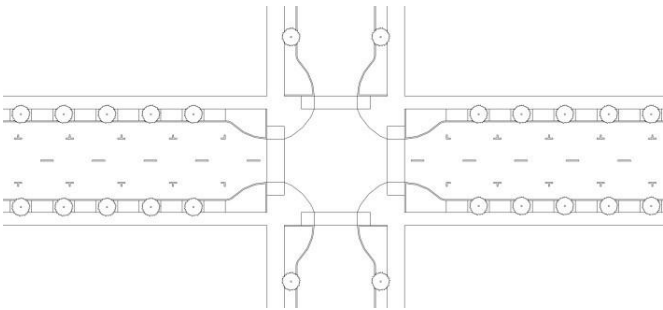
Diagrams are for informational purposes

TC Collector Street Standard: 60' ROW width

<u>(A) Drive aisle width</u>	10' min
<u>(B) Parallel Parking (both sides)</u>	8' min
<u>(C) Sidewalk width</u>	6' min
<u>(D) Landscape/Tree/Furniture Zone</u>	See public realm standards

Dedication of ROW may occur pursuant to SMC, as approved per the Director

Typical Collector w/ Parallel Parking cross section:



NOTE: Previously reviewed; the diagram reflects the minimum 60' ROW standard. Removed proposed separated bike lanes which reduce the future ROW dedication to 10 feet on each side of Zehnder.

4. TC Collector -Zehnder Street

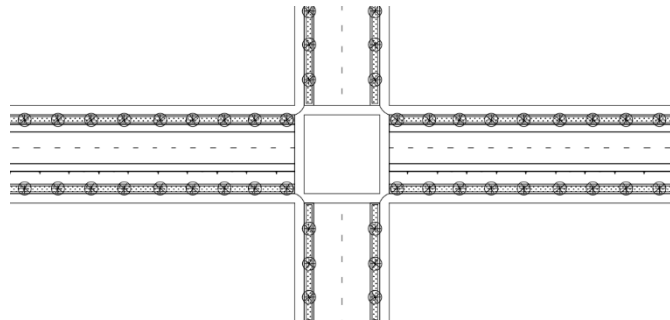


TC Collector Street Standard: 60' ROW width

(A) Drive aisle width	40' min/11' min
(B) Parallel Parking (one side)	8' min
(C) Bike Lanes	5' min width
(C) Sidewalk width	6' min
(D) Landscape/Tree/Furniture Zone	4' min

Typical Collector w/ Parallel Parking (one side) cross section:

Dedication of ROW may occur pursuant to SMC, as approved per the Director



NOTE: Previously reviewed; the diagram reflect minimum 60' ROW standard for TC-Local. Include a table for narrow streets where approved per the Director

5. TC Local Street



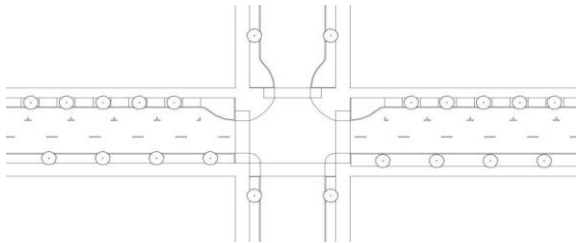
Diagrams are for informational purposes

TC Local Street Standard: 60' ROW width	
Ⓐ Drive aisle width	10' min
Ⓑ Parallel Parking	8' min
Ⓒ Sidewalk width	6' min
Ⓓ Landscape/Tree/Furniture Zone	6' min*

- TC Local Streets approved for 50' ROW width:
1. Railroad Street
 2. Ryan Ave (Between North Street and Main Steet)

Ⓐ Drive aisle width	10' min
Ⓑ Parallel Parking (one side see typical cross section below)	8' min
Ⓒ Sidewalk width	6' min*
Ⓒ Landscape/Tree/Furniture Zone	4' min

Typical Local Street Cross Section: **where there is insufficient ROW, the Director may reduce through a minor modification and/or allow dedication options pursuant to SMC.*



NOTE: Previously reviewed; the one-way street diagram reflect future outcome of the improvements on West Main Street.

6. TC One-Way Street -West Main Street



Diagram is for informational purposes

TC One-Way Street Standard: 60' ROW width

Ⓐ Drive aisle width	11' min
Ⓑ Back-in Angled Parking (one side)	18' min
Ⓒ Sumner Link Trail width*	14' min
Ⓓ Sidewalk width	6' min
Ⓔ Landscape/Tree/Furniture Zone	6' min

*Refer to Sumner's Parks and Trails plan and the TMP for Trail improvements

Chapter 3. Rules for All Zones

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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 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 for 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~~

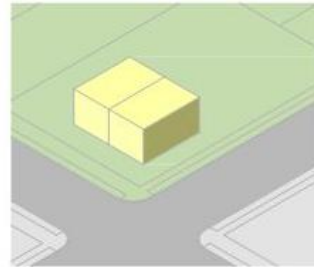
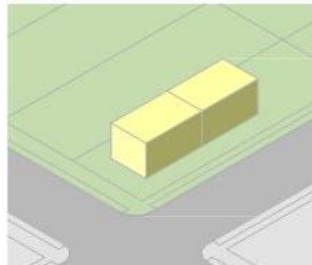
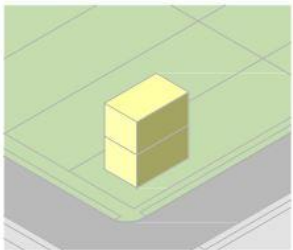
A. Description

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

4. Multi-Unit (up to 4)

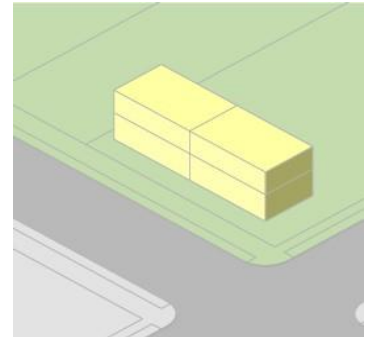
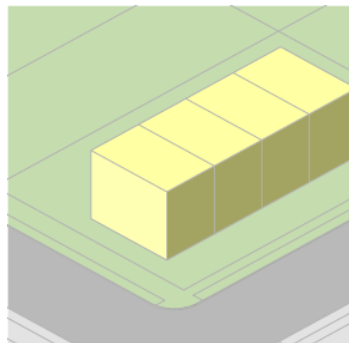
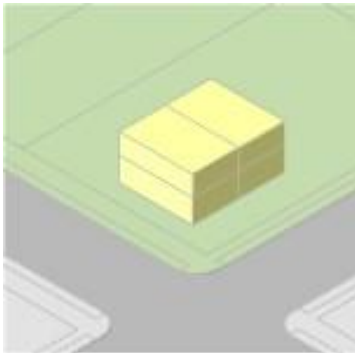
A. Description

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.

B. Character Examples



C. Configuration Examples



D. Districts Allowed

1. Station District
2. West Sumner
3. Riverfront

5. Single-unit Residential Attached

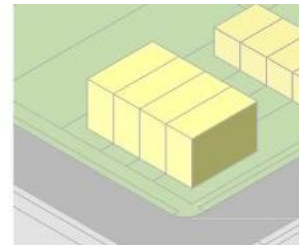
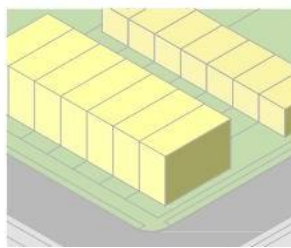
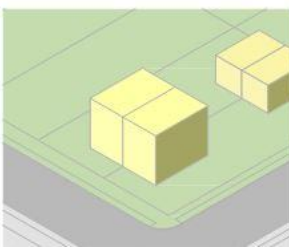
A. Description

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
3. West Sumner
4. ~~Old Cannery~~

6. Garden style

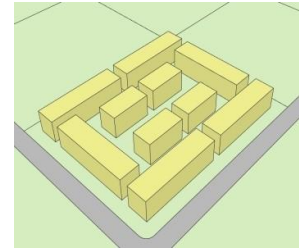
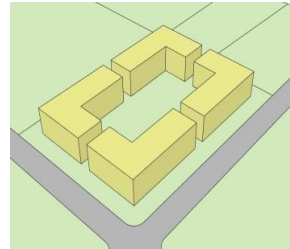
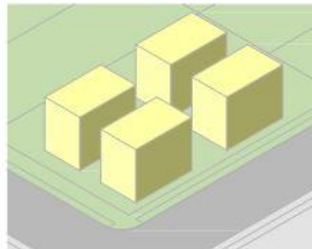
A. Description

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)

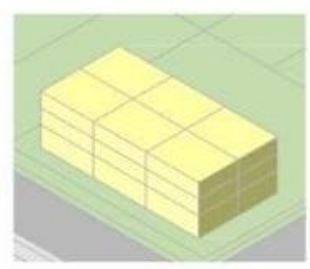
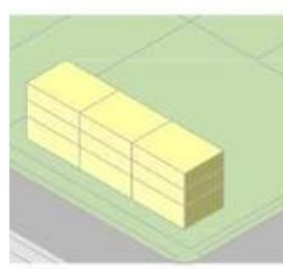
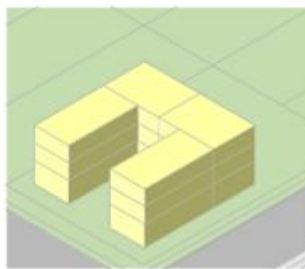
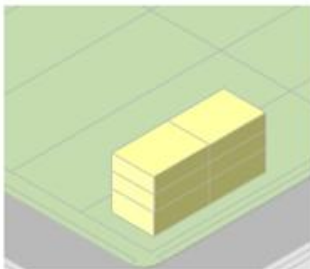
A. Description

A lot that allows five or more attached or detached dwelling units. Commercial activity is allowed, but likely limited to home occupations 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



C. Configuration Examples



D. Districts Allowed

1. Station
2. Riverfront
3. West Sumner
4. Riverfront

8. Mixed Use

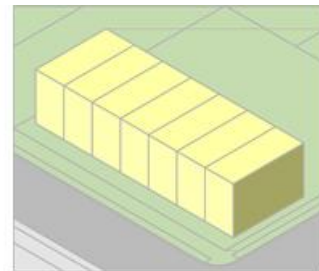
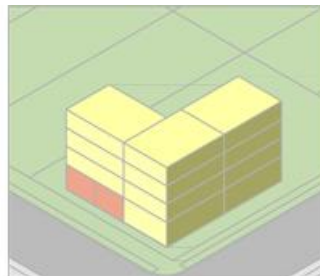
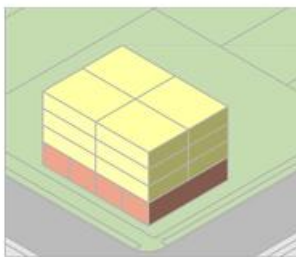
A. Description

A lot that allows a variety of permitted residential and commercial uses.

B. Character Examples



C. Configuration Examples



D. Zones Allowed

1. Station
2. Riverfront
3. West Sumner
4. Historic CBD

9. Commercial

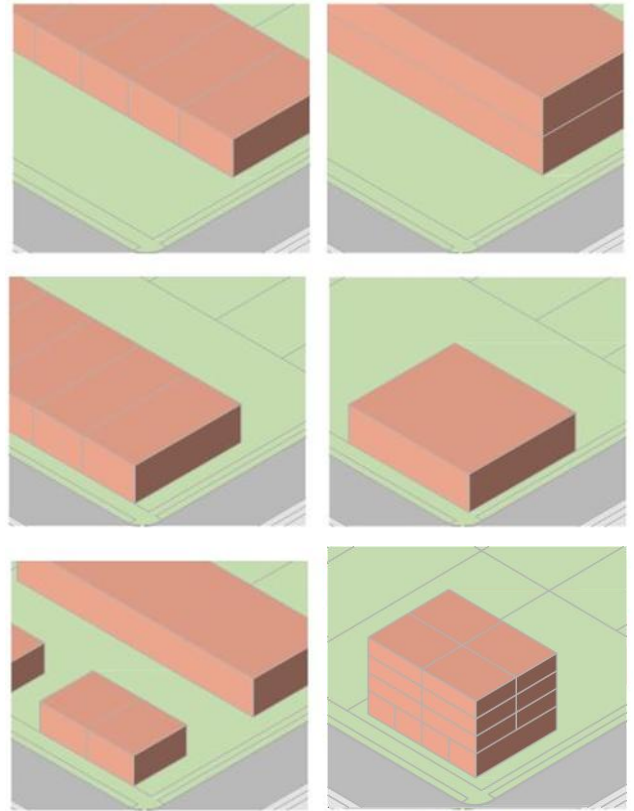
A. Description

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.

B. Character Examples



C. Configuration Examples



D. Zones Allowed

1. West Sumner
2. Riverfront
3. Station
4. Historic CBD

10. **IDEA**

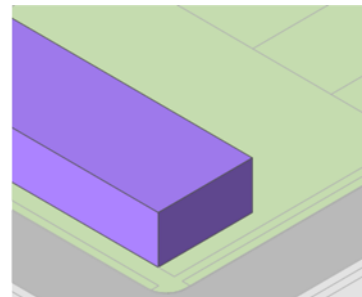
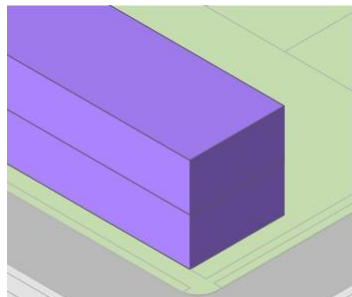
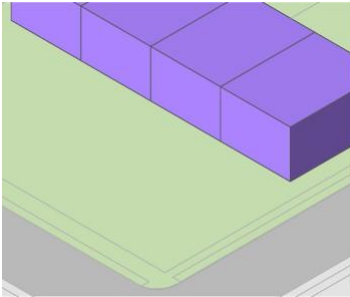
A. Description

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. **West Sumner IDEA Overlay**

3. 2. Civic lot type

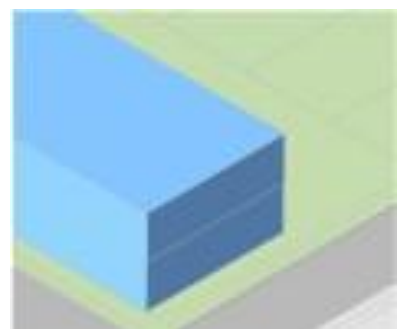
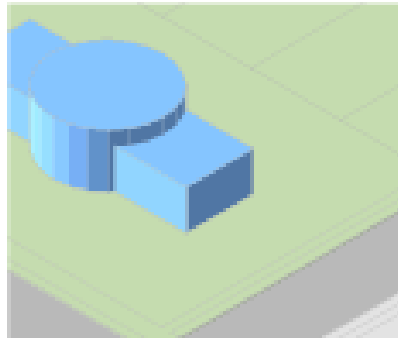
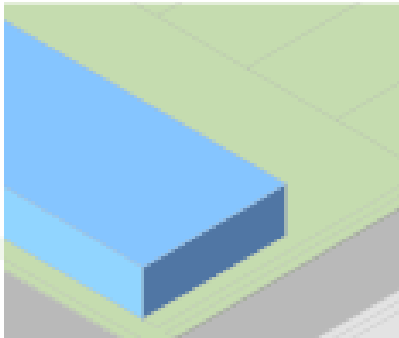
1. Description

A lot that allows a specific set of public and civic uses. No residential use is allowed.

A. Character Examples



B. Configuration Examples



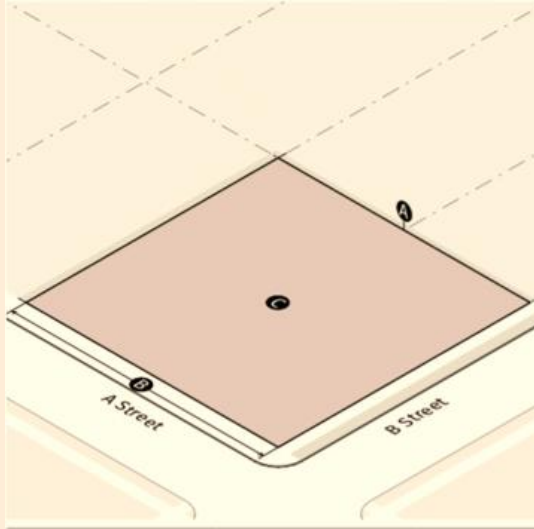
C. District Allowed

1. All Districts

2. Standards for Civic Lot Types

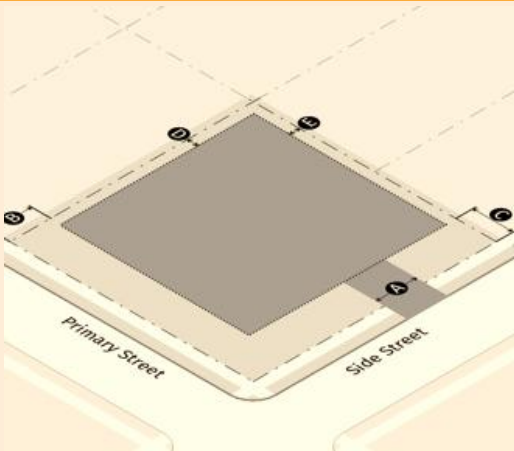
Civic Lot Standards applies in all Zones

Lot Parameters



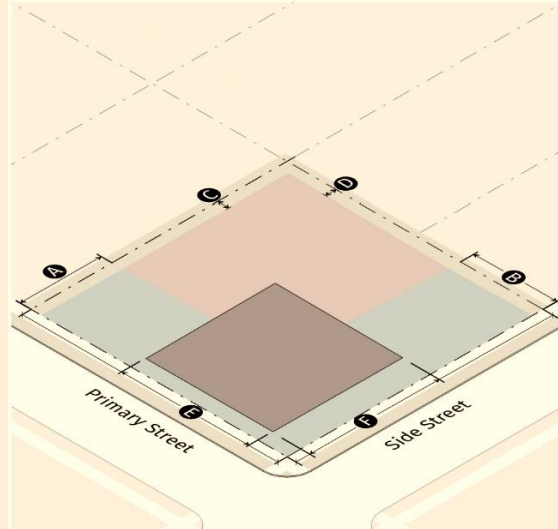
Lot	A. Area	B. Width
Civic	NA	NA
Specifications		
Building Coverage		100 %

Access and Parking Setbacks



A. Driveway width in setback	20' max
B. Primary Street	10 feet min
C. Side Street	10 feet min
D. Side common lot line	5' min
E. Rear: common lot line	5' min

Building Placement



Building Setbacks

A. Primary Street	0' min /30' max
B. Secondary Street	0' min /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% min

Building Height

Minimum Height	1 story
See Town Center Zoning map for max height in each District	

Public Realm Standards

Pedestrian and landscape/furniture zone	12 feet min
See DG chap. 1 to address transparency and blank walls	
Building elements subject to Design Review	

3. 3. Measurements and Expectations

1. Building Placement

A. Primary and Side Streets

- Where only one street abuts a lot, that street is considered a primary street.
- 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:
 - An A Street is always considered a primary street.
 - The pedestrian orientation of the street, existing or proposed;
 - The established orientation of the block;
 - The street or streets abutting the longest face of the block;
 - The street or streets parallel to an alley within the block;
 - The street that the lot takes its address from; and
 - The street with the highest classification or highest traffic counts.

B. Primary and Secondary Streets

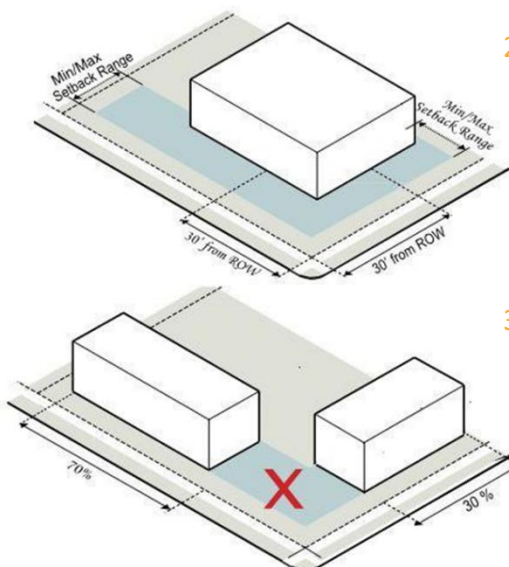
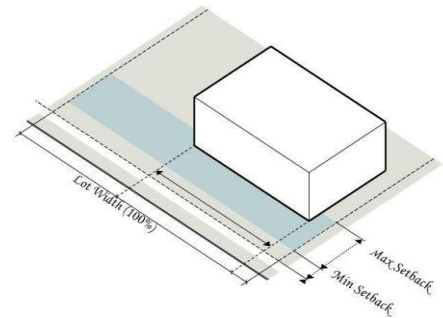
- Streets have been mapped on Figure 34. Streets not mapped are considered B Streets.

C. Setback line

- Building setback lines apply to both principal and accessory buildings or structures except where it explicitly states otherwise.
- 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

- Lot frontage is the required percentage of lot width that must be occupied by building facade between the minimum and maximum setback range.



- 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.
- 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)

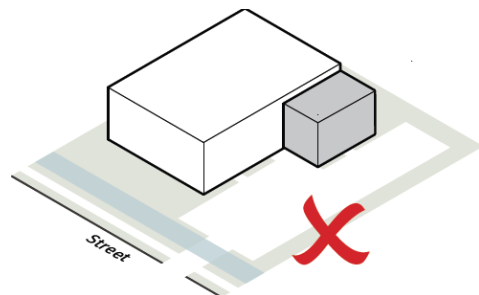
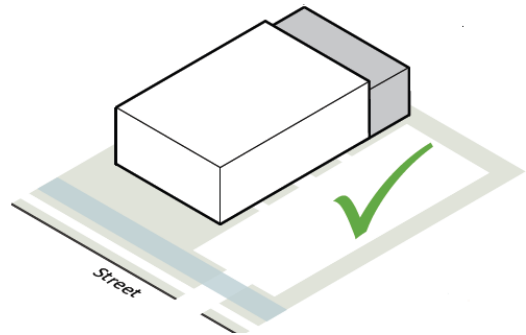
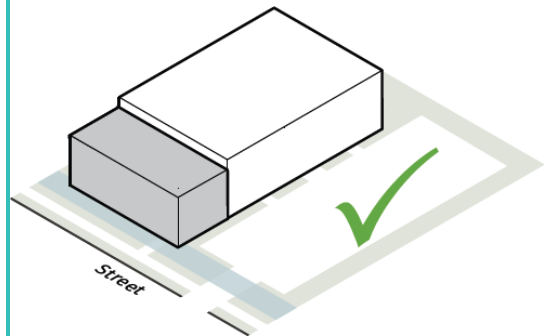
Any addition to the front must be placed between the minimum and maximum setback range. The addition does not have to meet the minimum lot frontage percentage for the entire lot.

2. Rear Additions (Attached)

Rear additions are allowed because the addition does not increase the degree of the nonconformity, except for single-family residential.

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.~~



4. Front: New Building (Detached)

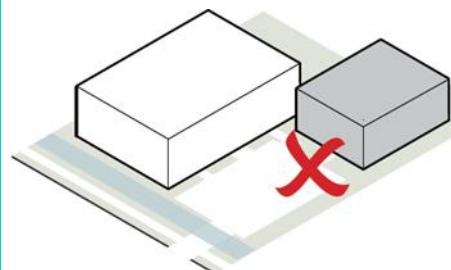
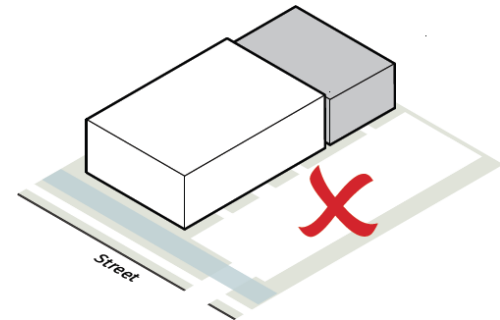
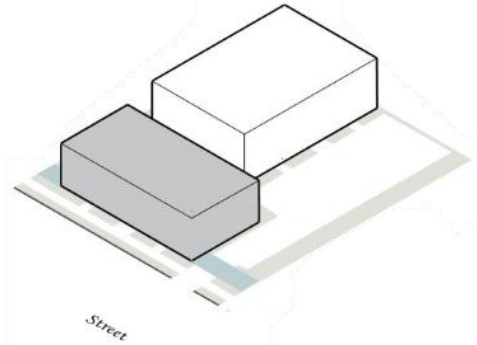
All new buildings must be placed between the minimum and maximum setback range until the percentage for the lot has been met. The new building does not have to meet the minimum lot frontage percentage for the entire lot.

5. 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).

6. 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.

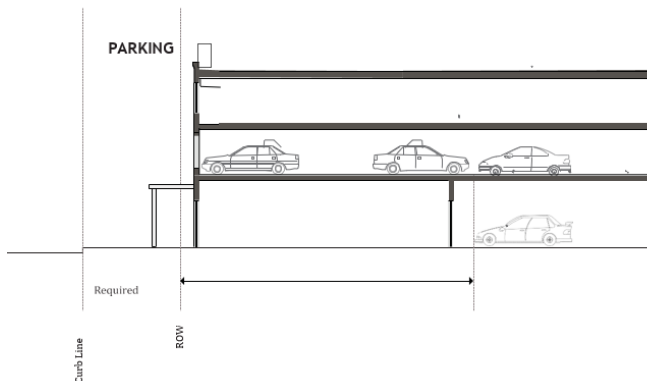
NOTE: Section 2.B.5 is corrected to match original intent around required structured parking for dwelling units. Commercial uses may have surface parking.

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 encourage 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 street.
5. For residential commercial or mixed-use lots, no more than 15% of required dwelling unit parking may be surface parking.
6. Structured parking is required for all residential development.

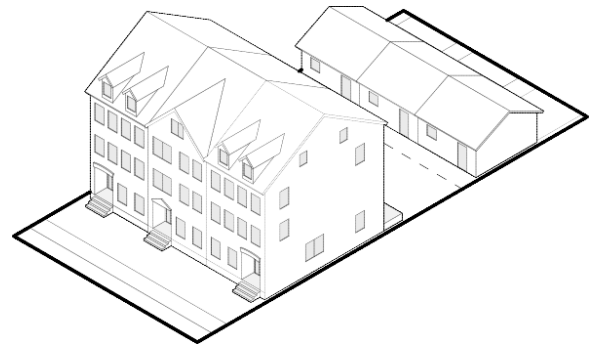
C. Parking Structures

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.



3. Height and Mass

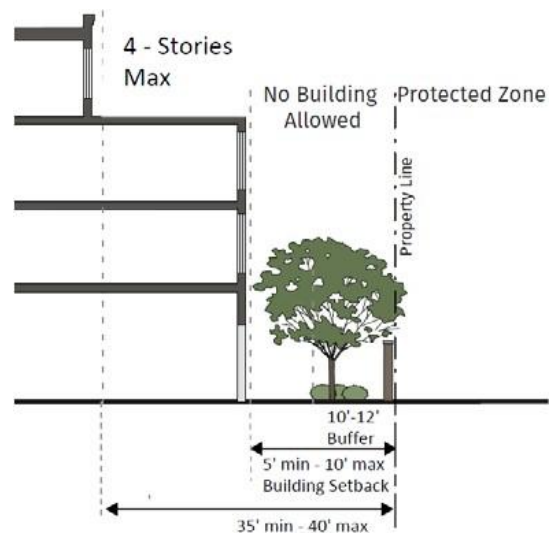
A. Building Height

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 Transition Zones

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 shall be 3 stories.

2. Rooftop patios and/or balconies within a transition zone shall include adequate privacy screening

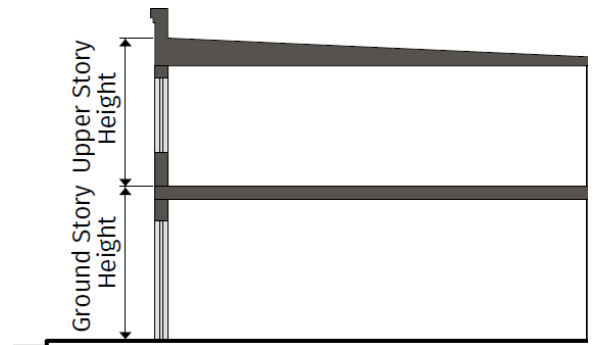


C. Minimum Height

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 is 4 stories

D. Story Height

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".

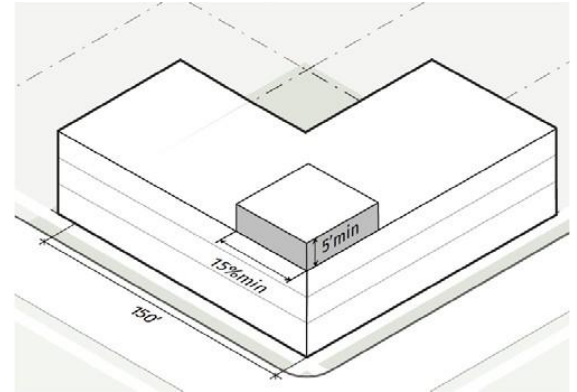


E. Building Mass

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.

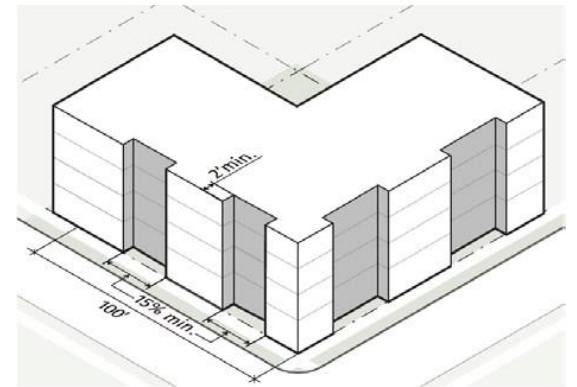


2. Articulation in building height

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 combination of the required variations in setback must total no less than 15% of the length of the building.



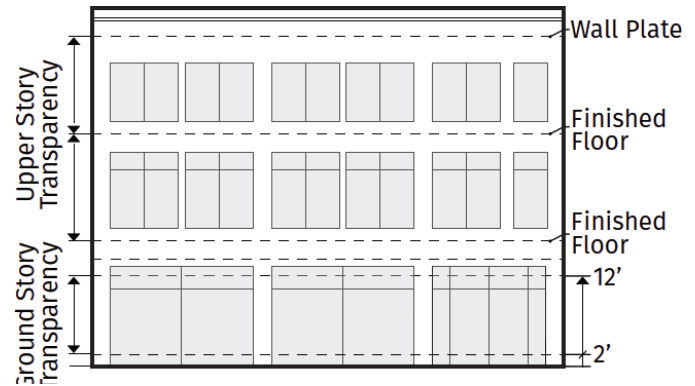
4. Building articulation in multi-family or upper stories of mixed-use buildings with residential refer to Multi-family Design Guidelines, chapter 3.7.

4. Public Realm

A. Transparency

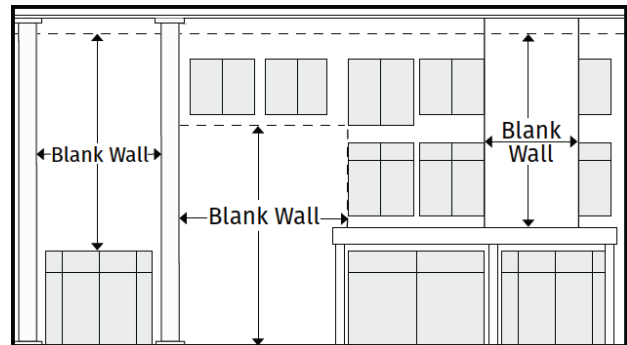
1. Transparency is the minimum percentage of windows and doors that must cover a ground or upper story facade.
2. Transparency applies to street-facing ~~primary and side~~ street-facing building facades only.
3. Glass is considered transparent where it has a transparency higher than 75%.
4. Ground story 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. Ground 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

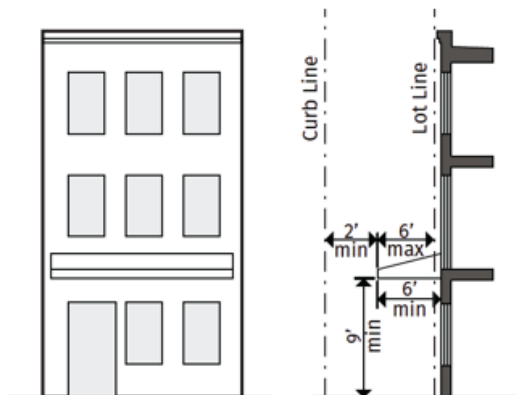
A. Intent

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.

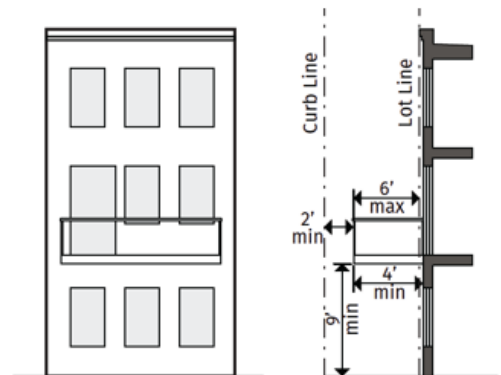
1. An awning/canopy must be a
2. minimum of 9 feet clear height above the sidewalk and must have a minimum depth of 6 feet.
3. An awning/canopy may extend into a primary or side street setback.
4. Subject to the issuance of a ROW Use Permit and hold harmless agreement, an awning/canopy may encroach up 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.

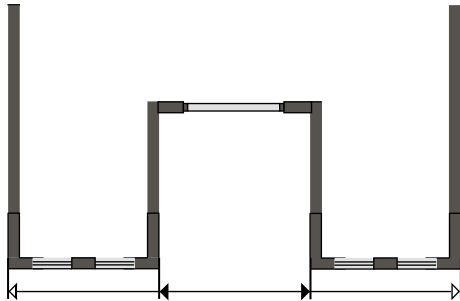
1. A balcony must be at least 4 feet deep.
2. A balcony must have a clear height above the sidewalk of at least 9 feet.
3. A balcony may be covered and screened, but cannot be fully enclosed.
4. An balcony may extend into a primary or side street setback.
5. Subject to the issuance of a ROW Use Permit and hold harmless agreement, 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.



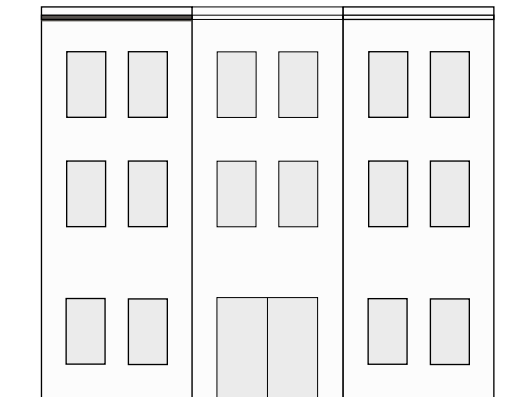
D. Forecourt

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.

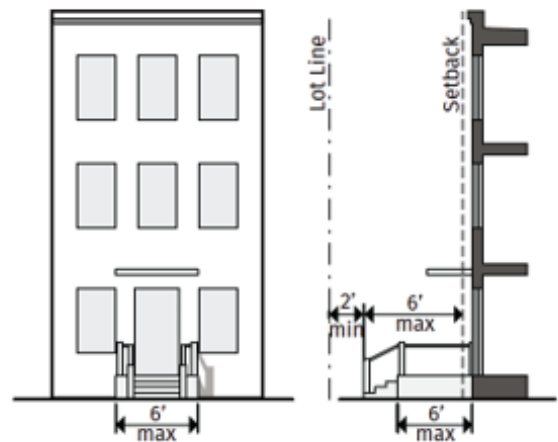
1. A porch must be at least 6 feet deep (not including the steps).
2. A porch must be roofed and may be screened, but cannot be fully enclosed.
3. A porch may extend up to 9 feet, including the steps, into a primary or side street setback, provided that such extension is at least 2 feet from the vertical 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)

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4. 2. Mixed-Use/Commercial Lot Standards 4-3

1. Intent..... 4-3

2. Lot Types..... 4-3

3. Standards for Mixed-use/ Commercial Lot Types 4-4

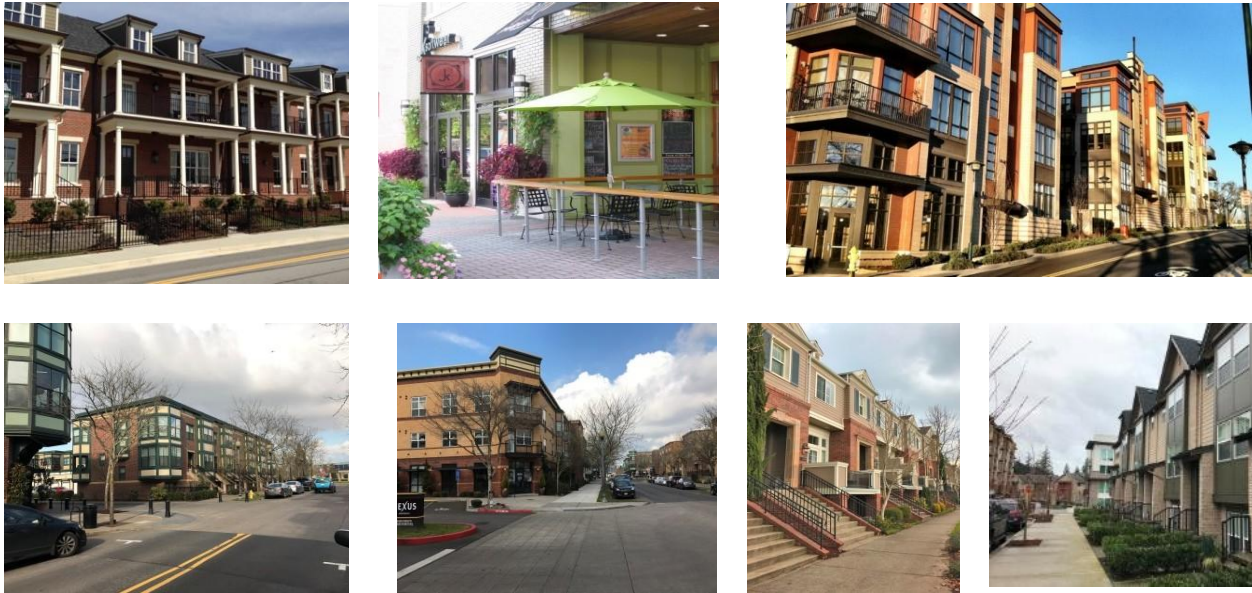
4. 3. Residential Attached Lot Standards 4-8

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 be often 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 Lot Standards



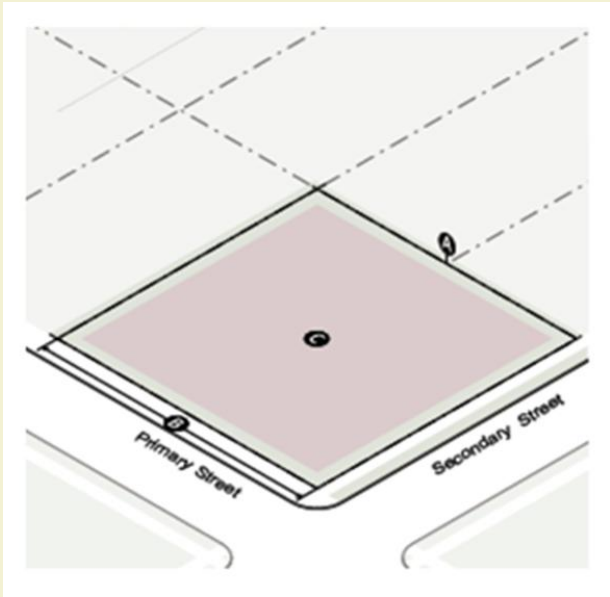
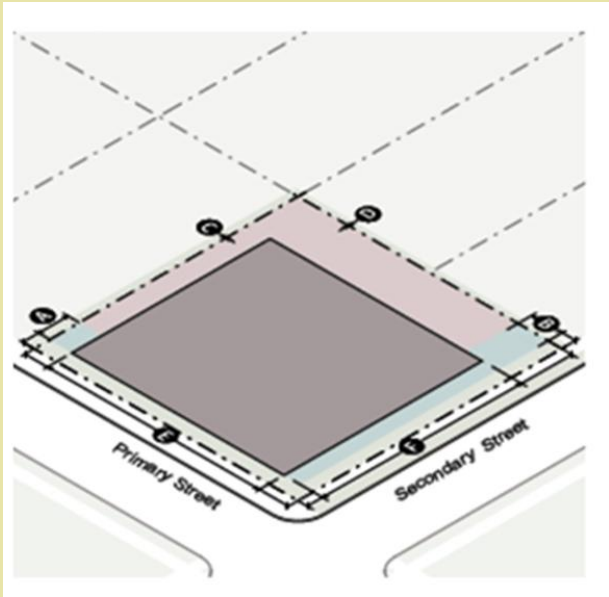
1. Intent

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.

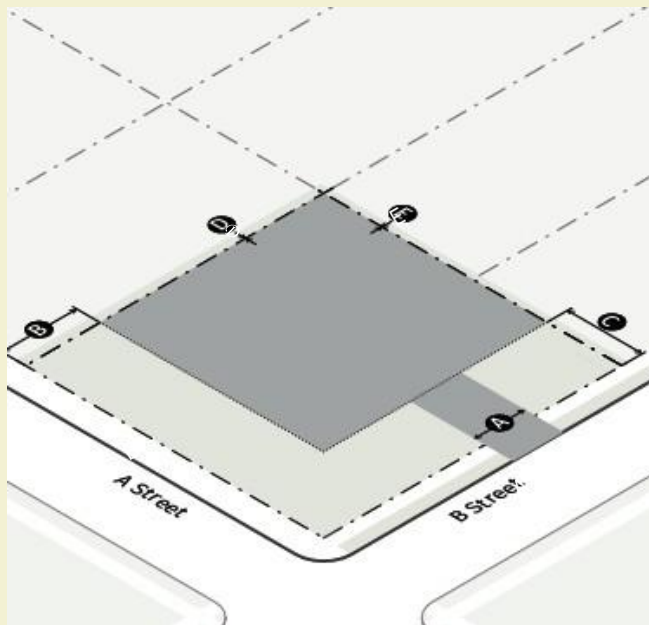
2. Lot Types

- Mixed Use
- Commercial

3. Standards for Mixed-use/ Commercial Lot Types

Lot Parameters			Building Placement	
				
Lot	C. Area	B. Width	Building Setbacks	
Single Unit Attached Mixed Use	1,350 SF 7,500 SF	16' min 50' min	A. Primary Street	0' min /10' max
Multi Unit (up to 4 units) Commercial	n/a	n/a	B. Secondary Primary Street	5' min /10' max
Multi-unit (5+ units)	n/a	n/a	C. Side: common lot line	0' min
			D. Rear: common lot line	0' min
Specifications			Lot Frontage (see Sec. 38.698.(2).E)	
Building Coverage	90% max		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
------------------------------	---------

A. Driveway width in setback	20' max
------------------------------	---------

Parking Setbacks*

B. <u>Primary</u> Street	5' min
--------------------------	--------

C. <u>Secondary</u> Street	5' min
----------------------------	--------

D. Side: common lot line	5' min
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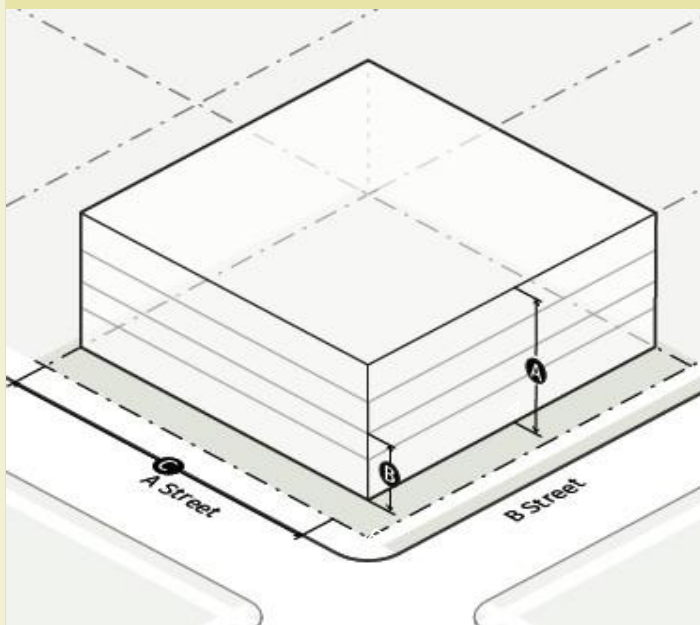
E. Rear: common lot line	5' min
--------------------------	--------

*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
-----------------	-----------

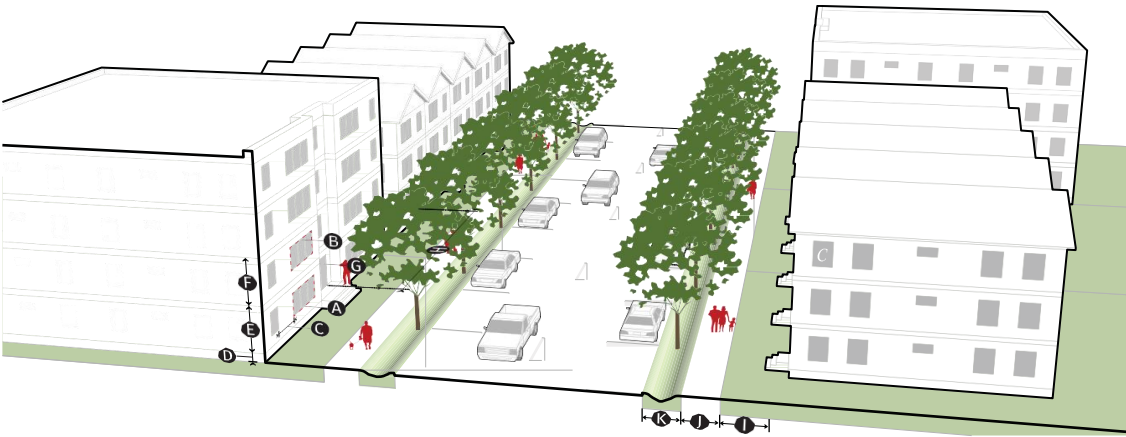
Remaining area	4-5 stories (see map)
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B. Minimum	2 stories min
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Building Mass

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	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	
Ground story, floor to floor	12’ min		
TABLE CONTINUED			

F. Upper story: floor to floor	9' min		
		Building Elements	Allowed
Entrance facing primary street	Required		
Entrance spacing along primary	75' max	Awning/canopy	◆
		Balcony	◆
		Forecourt	◆
		Gallery	(repealed)
		Porch	<u>n/a</u>
		Stoop	<u>n/a</u>

4. 3. Residential Attached Lot 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. Standards for Lot Types

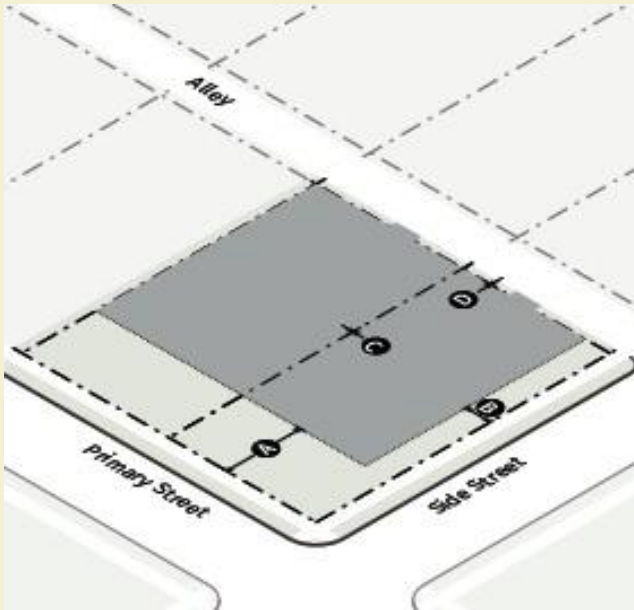
Lot Paramters

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	4-5 stories(see map)
Primary Street	5' min/10' max
Side Street	10' min/30' max
Side: single-unit attached, between abutting units	0' min
Side: protected Transition zone	15' min
Rear: common lot line/alley	5' min
Rear: protected Transition zone	15' min
Lot Frontage	
Primary street	60% min
Side street	30% min

Access/ Parking Location



Access

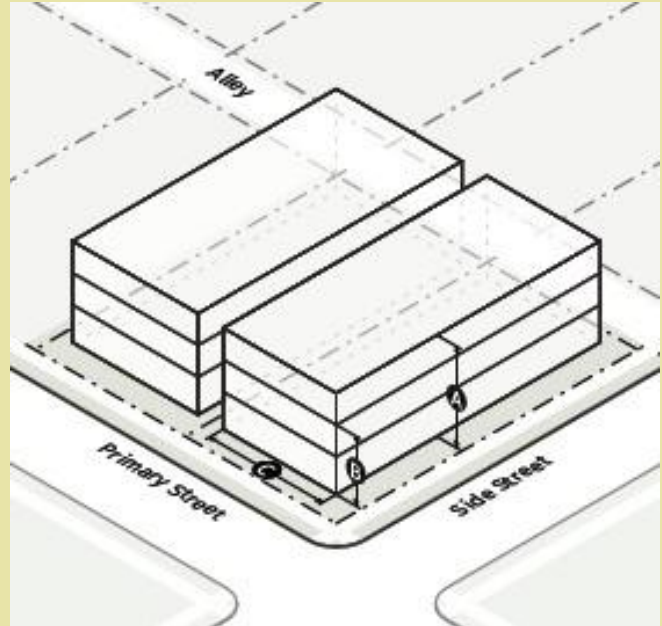
With alley, new street curb-cuts per lot	None
With no alley: new street curb-cuts per lot	Determined by Director
With no alley: driveway width in setback	15' max

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
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

A. Maximum height	
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		Setbacks		Building Elements	Allowed
A. Ground story	30% min	I. Primary/side street	5' min/10' max	Awning	n/a
B. Upper story	25% min	Pedestrian Zone		Balcony	◆
C. Blank wall length	30' max	J. Sidewalk	6' min	Forecourt	◆
Story Height		K. Street tree/Furniture zone	6' min*	Gallery	(repealed)
D. Residential Ground floor elevation	16" min/5' max	Tree spacing	30' avg on-center	Porch	◆
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		Stoop	◆
F. Ground story, floor to floor	12' min				

Chapter 5. Riverfront (RD)

Chapter 5. Riverfront (RD).....	5-1
5. 1. Riverfront District General Provisions.....	5-2
5. 2. Riverfront District Commercial Standards	5-3
5. 3. Riverfront Residential Attached	5-6

5. 1. 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 develop 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 service 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. 2. Riverfront Commercial Specific Standards

Summary



1. Intent

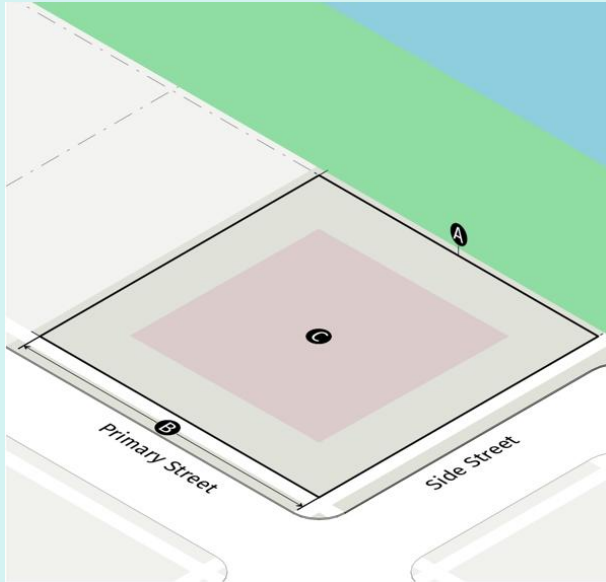
The Riverfront District is intended to accommodate a mix of multi-family and commercial activity in a manner that addresses and maintain views to the river.

2. Lot Types

- Multi-unit **(5+ units)**
- Mixed Use
- Commercial

3. Standards for Commercial/Mixed-Use Lot Types

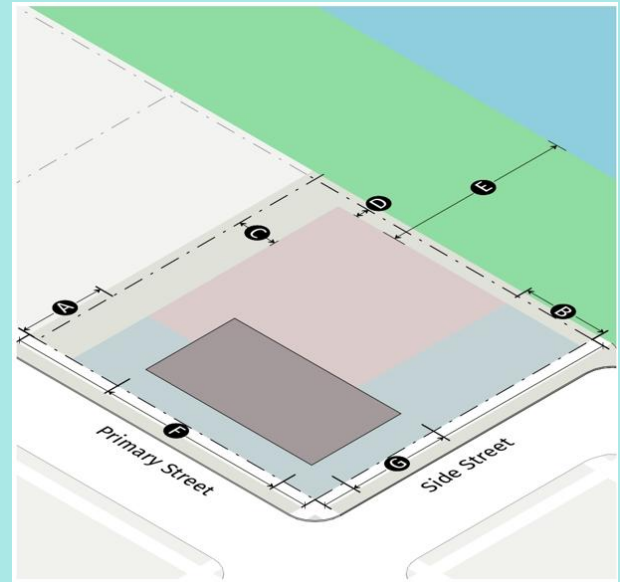
Lot Parameters



Lot	A C. Area	B
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	5' min
D. Rear lot line/alley	0' min
E. River setback*	See SMP

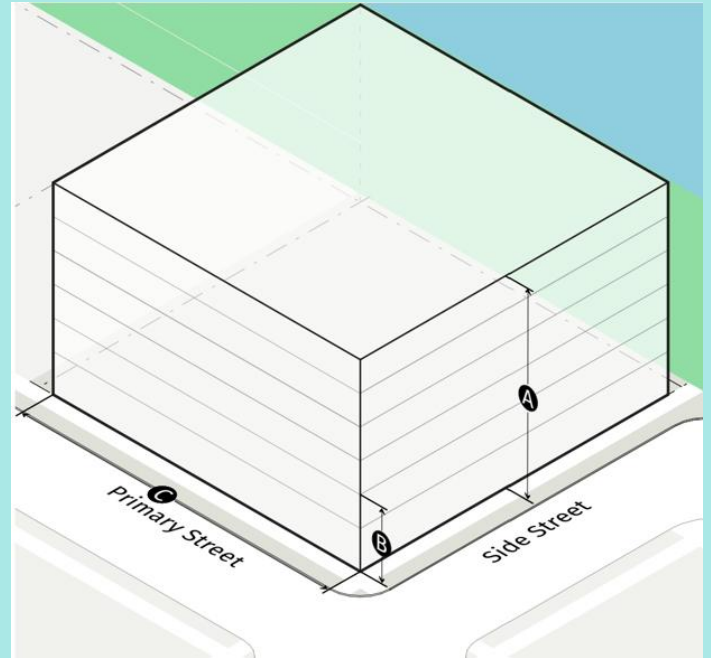
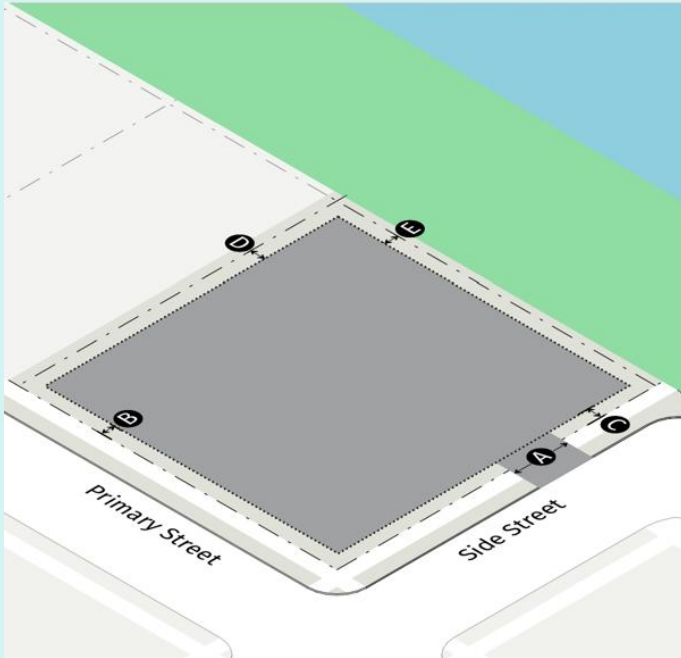
Lot Frontage

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

Height and Mass



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.

Building Height

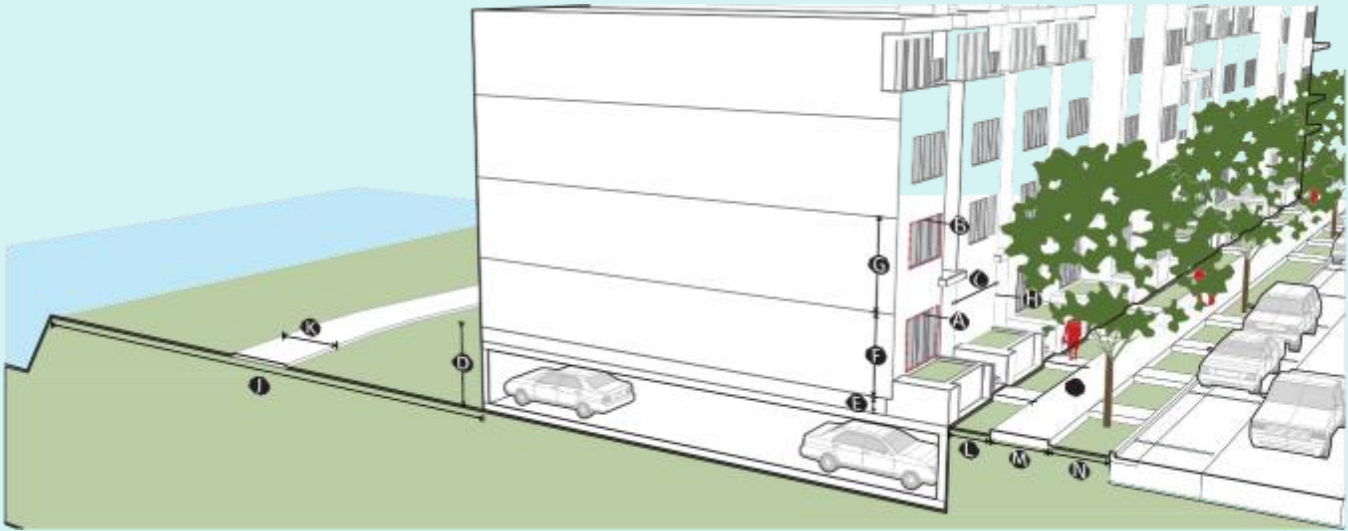
Maximum

A. West Main Street	<u>5</u> 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
<u>D. West Main Street</u>	<u>50' max</u>

Public Realm Standards



The public realm standards below apply to all streets, unless noted otherwise.

Transparency	Riverside	Streetside
Ground Story	30% min	30% min
Upper Story	25% min	25% min
Black Wall length	30' max	30' max

Story Height & Ground floor elevation	Riverside	Streetside
Residential	n/a	16" min/ 5' max
Nonresidential	n/a	0' min/ 2' max
Ground story: floor to floor	n/a	12' min
Upper story: floor to floor	9' min	9' min
Pedestrian Access		
Entrance facing street	Required	Required
Entrance spacing	n/a	50' max

Riverside

J. River Setback	See SMP
K. Multi-purpose path	12' min 14 feet wide; 10' min paved*
<i>*Refer to Parks & Trails Plan for Summer Link trail location</i>	

Streetside setback

Primary/side street	0' min/ 15' max
Pedestrian Zone	
Sidewalk width	6' min
Street Tree/furniture zone depth*	6' min
Tree spacing	30' avg on center

**Director may approve modifications.*

Building Elements	Allowed
Awning/canopy	◆
Balcony	◆
Forecourt	◆
Gallery	repeal
Porch	n/a
Stoop	n/a

5. 3. Residential Attached Lot Standards

Summary



1. Intent

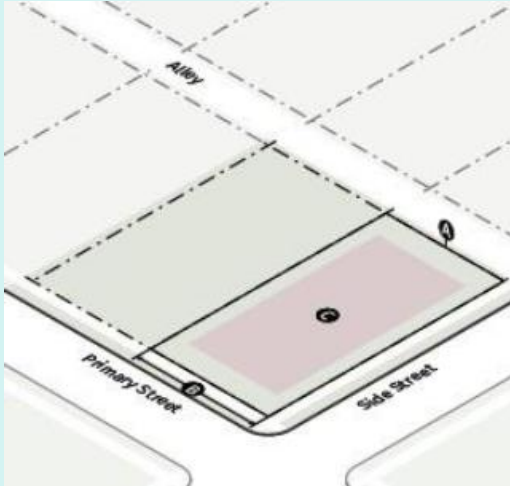
The Riverfront District is intended to accommodate a mix of, two-family and lower intensity multi-family housing options in a pedestrian-friendly environment.

2. Lot Types

- Two-unit
- Single-unit attached
- Multi-unit (up to 4 units)

3. Standards for Residential Lot Types

Lot Parameters



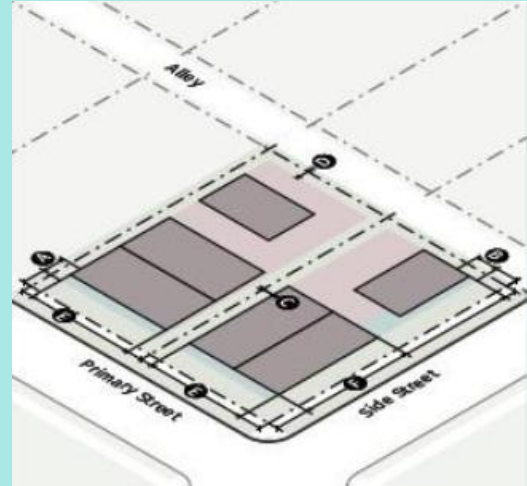
Lot	A. Area	B. Width
Two- unit	6,000 SF min	50' min
Single- unit attached	1,700 SF min	12' min
Multi- unit (up to 4 units)	7,500 SF min	50' min

Specifications

Building coverage	90% max
-------------------	---------

*Development within 200 feet of the river is subject to additional requirements and restrictions in the Sumner Shoreline Master Program

Building Placement



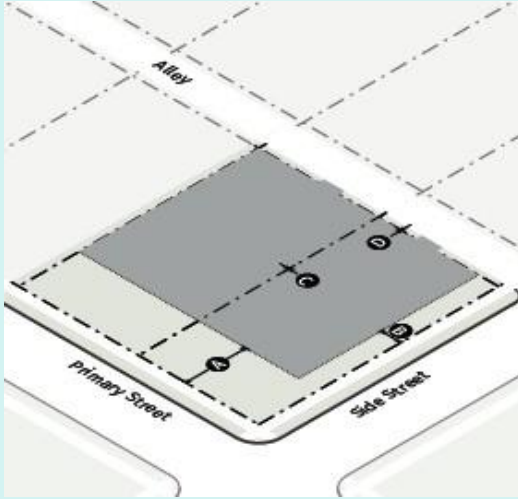
Building Setbacks

Side street	10' min/ 30' max
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
Rear: common lot line/alley	5' min
Rear-protected-zone	15' min
<u>River setback *</u>	<u>See SMP</u>

Lot Frontage

F. Primary street	60 % min
G. Side street	30 % min

Access/ Parking Location



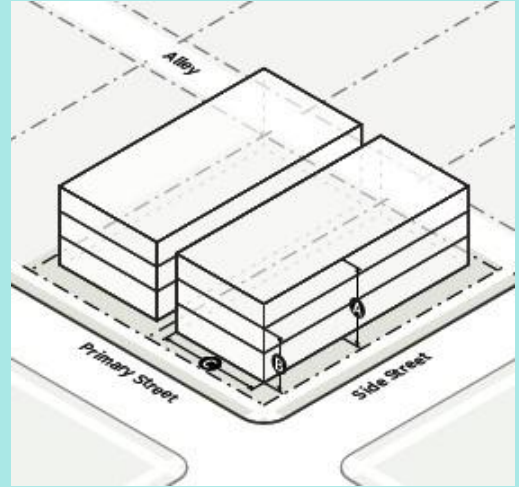
Access

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



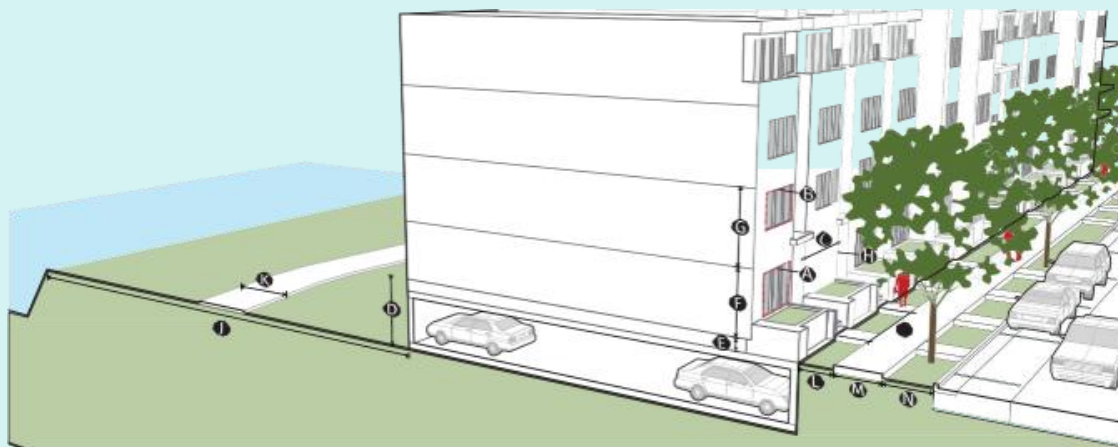
Building Height

A. Maximum	
Transition zone	3 stories
All other areas	See zoning map
B. Minimum	2 stories

Building Mass

C. Street facing Building length	n/a
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Public Realms



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~~ **14 feet wide; 10' min paved***

**refer to Parks & Trail Plan for Sumner Links Trail location*

Streetside

L. Primary/ side street

5' min/ 10' max

M. Clear pedestrian zone

6' min

N. Street Tree/ Furniture Zone*

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.

Building Elements

Allowed

Awning/canopy

n/a

Balcony

◆

Forecourt

◆

~~Gallery~~

repeal

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	Multi-Unit (5+)/ Mixed-use Standards	6-7
6.4	Commercial Specific Standards	6-12
6.5	IDEA Lot type Specific Standards (New Section)	6-17

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

Summary



1. Intent

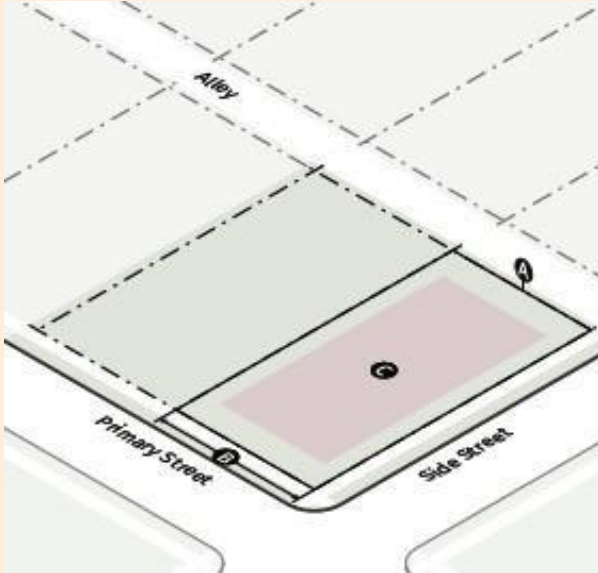
The West Sumner District is intended to accommodate a mix of two-family and lower intensity multi-family housing options in a pedestrian-friendly environment.

2. Lot Types

- Two-unit
- Single-attached
- Multi-unit (up to 4 units)

3. Standards for Residential Lot Types

Lot Parameters

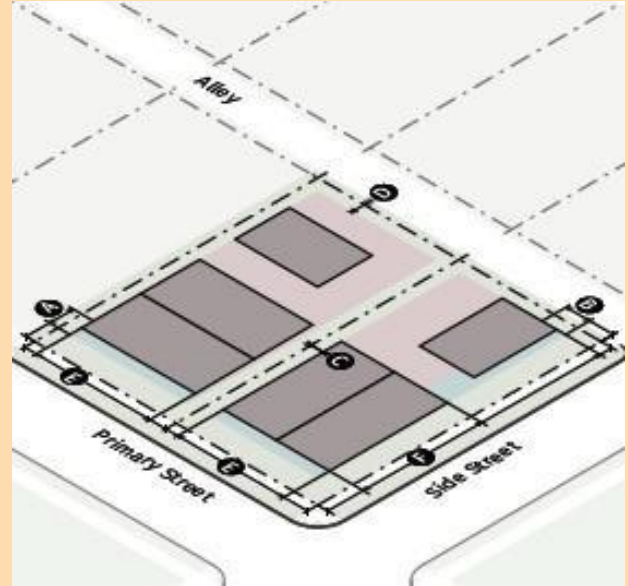


Lot	Area	Width
Two-unit	6,000 SF min	50' min
Single- unit attached	1,700 SF min	20' min
Multi-unit (up to 4 units)	7,500 SF min	50' min

Specifications

Building coverage	90% max
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Building Placement



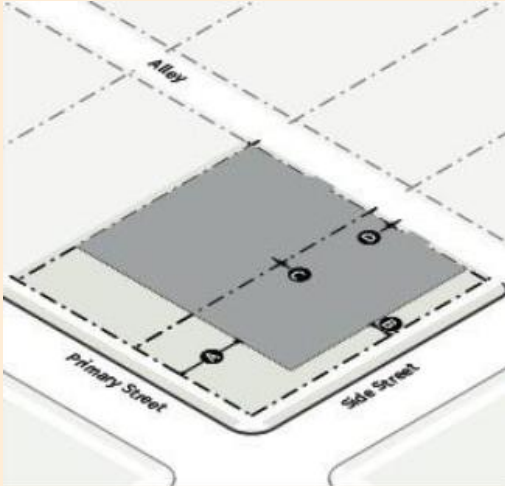
Building Setbacks

Primary street	0' min/10' max
Side street	10' min/ 30' max
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

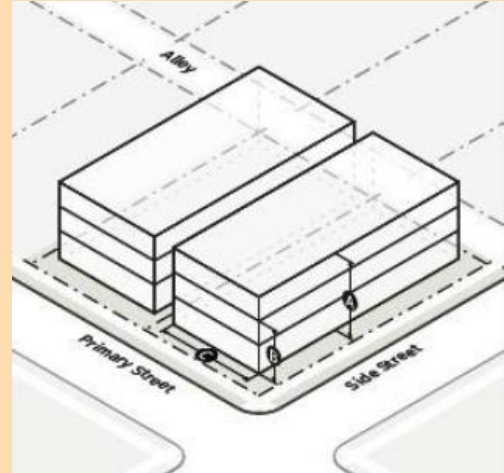
With alley: new street curb-cuts per lot	none
With no alley: new street curb-cuts per lot	Determined by Director
With no alley: driveway width in setback	10' max

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

Maximum height

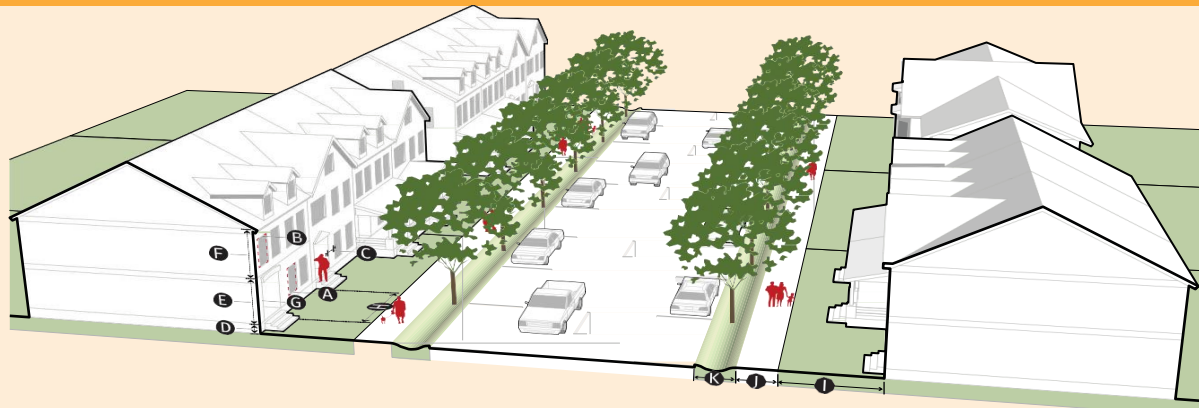
Transition Zone	3 stories
All other areas	See Height Map

B. Minimum height	2 stories min
--------------------------	---------------

Building Mass

C. Street-facing building length	n/a
---	-----

Public Realm



Transparency

Ground Story	n/a
Upper story	n/a
Blank wall length	30' max

Story Height

Ground floor elevation	16" min/ 5'
Ground story: floor to floor	10'
Upper story: floor to floor	9'

Pedestrian Access

Entrance facing primary	required
Entrance spacing along primary street	50'

Building Elements

Awning/canopy	n/a
Balcony	◆
Forecourt	◆
Gallery	repealed
Porch	◆
Stoop	◆

Setback

I. Primary/ side street	5' min/ 10' max
-------------------------	-----------------

Clear Pedestrian Zone

J. Sidewalk*	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.

6.3 Multi-Unit (5+)/ Mixed-use Standards



1. Intent

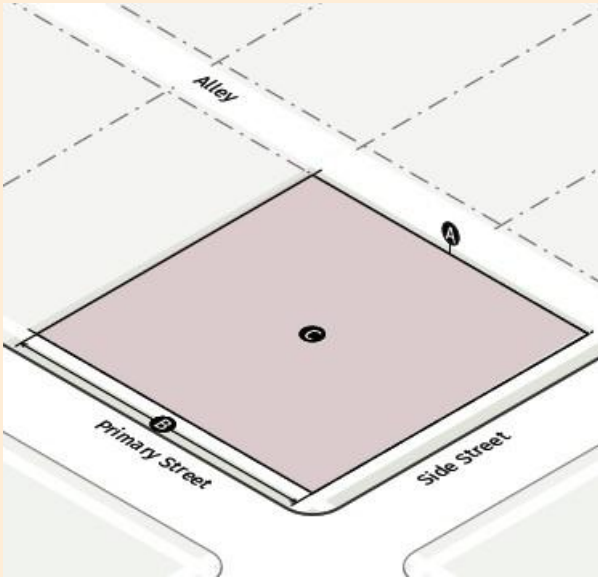
The West Sumner District is intended to accommodate a mix of higher intensity multi-family housing options in a pedestrian-friendly environment. Live/work is allowed subject to standards that limit the extent of the use.

2. Lot Types

- Multi-unit (5+)
- Mixed Use (Com/Res)

3. Standards for Multi-Unit/Mixed-Use Lot Types

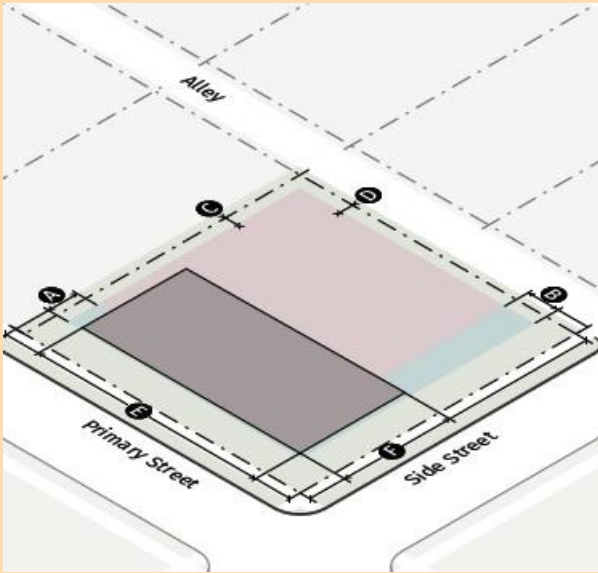
Lot Parameters



Lot	Area	Width
All lot types	7,500 SF min	75' min

Specifications	
Building coverage	100% max

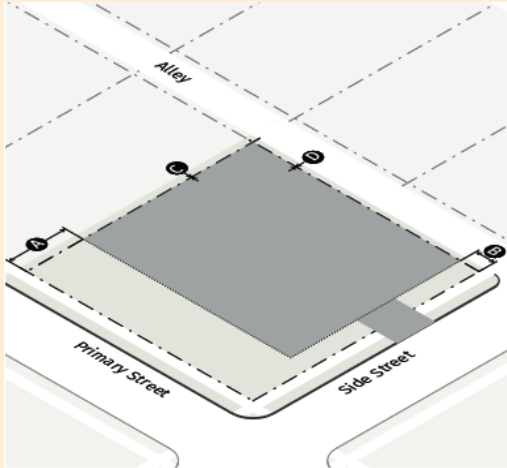
Building Placement



Building Setbacks	
A. Primary street	0' min/10' max
B. Side street	0' min/ <u>15' max</u>
C. Side: common lot line/alley	0' min
D. Rear: common lot line/alley	5' min

Lot Frontage	
E. Primary street	80 % min
F. Side street	40% min

Access/ Parking Location



Access

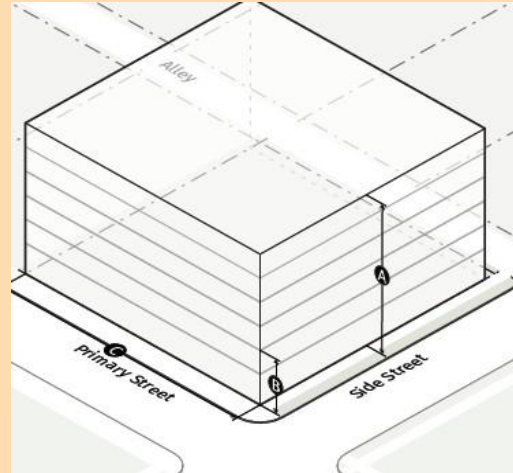
With alley: new street curb-cuts per lot	none
With no alley: new street curb-cuts per lot	Determined by Director
With no alley: driveway width in setback	10' max
Rear: common lot line/ alley	0' min

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



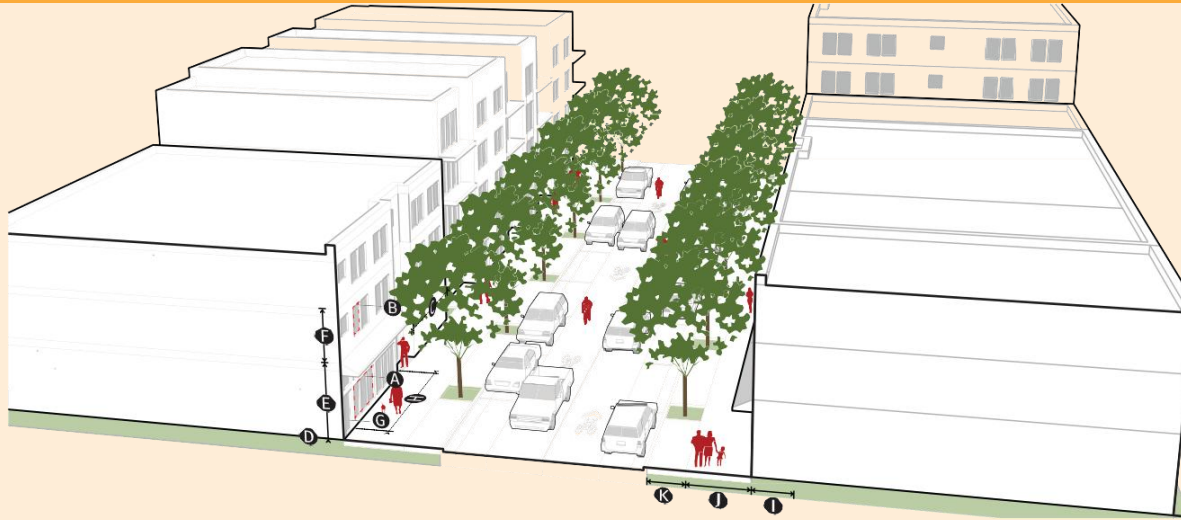
Building Height

A. Maximum height	6 stories
B. Minimum height	3 stories
Minimum height: 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	9' min	9' min

Setback	
I. Primary/ side street	0' min/ 15' max
Clear pedestrian zone *	
J. Sidewalk	6' min
Street Tree/ Furniture Zone*	
K. Street tree/ furniture zone depth	6' min
Street tree planting type	Tree put/ verge
Treespacing	30' avg. on center

*Where there is insufficient ROW to meet the minimum requirements, the Director may approve a modification

floor		
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

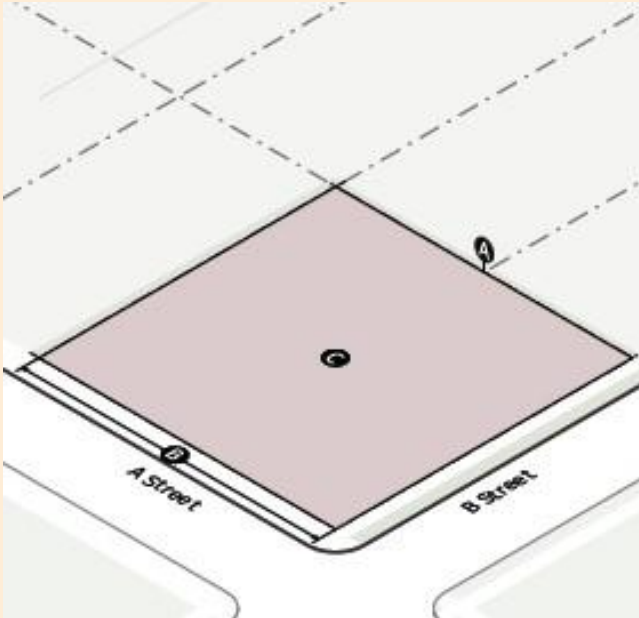
The West Sumner District is intended to accommodate a variety of residential, retail, service and commercial building forms and uses in a pedestrian-friendly environment. Although buildings are allowed to be exclusively residential or nonresidential in use, the vertical mixing of uses is strongly encouraged, especially in Activity Nodes, where the market shows demand.

2. Lot Types

- ~~Mixed Use~~
- Commercial

3. Standards for Commercial Lot Types

Lot Parameters



Lot	Area	Width
Mixed Use Commercial	N/A 2,500 SF min	N/A 25' min
Public	2,500 SF min	25' min

Specifications

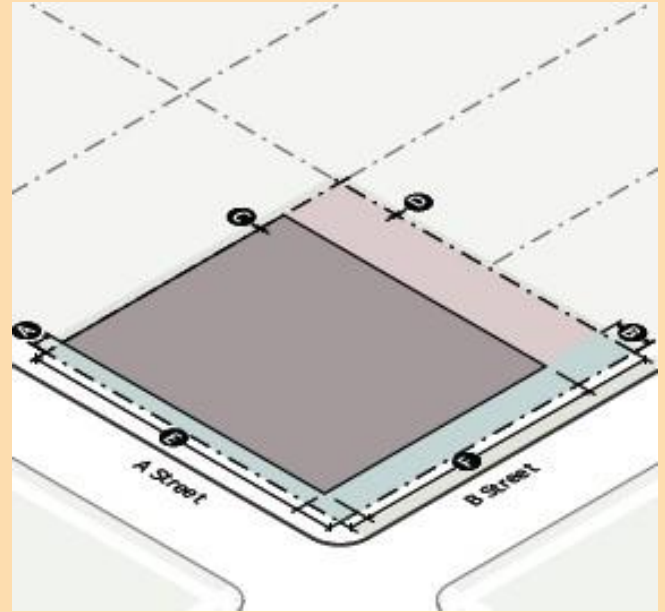
Building coverage 90 80% max

Lot Frontage

Primary street 80 % min

Side street 40 % min

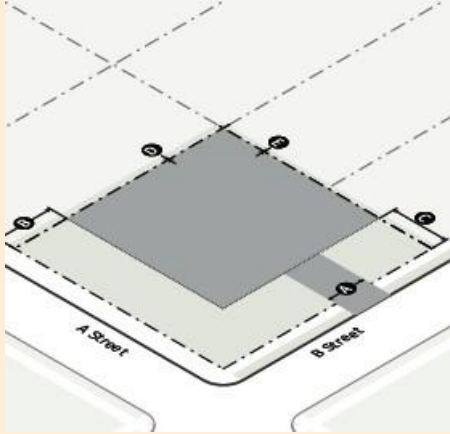
Building Placement



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

Access/ Parking Location



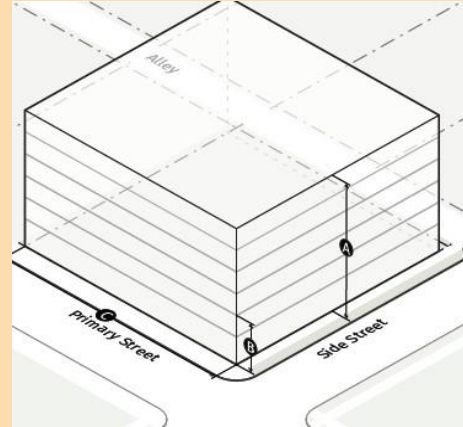
Access

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*

A. <u>Primary</u> Street	5' min
B. <u>Side</u> street	5' min
C. Side: common lot line/ alley	0' min
D. 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 primary	required	required
H. Entrance spacing along primary street	75' max	100' max

Setback	
I. Primary/ side street	0' min/ 15' max
Sidewalk*	
J. Clear pedestrian zone	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.

Building Elements	Residential Ground-Floor Allowed	Nonresidential Ground-Floor
Awning/canopy	◆	
Balcony	◆	
Forecourt	◆	
Gallery	repealed	
Porch	n/a	
Stoop	n/a	

6.5 IDEA Lot type Specific Standards (New Section)



1. Intent

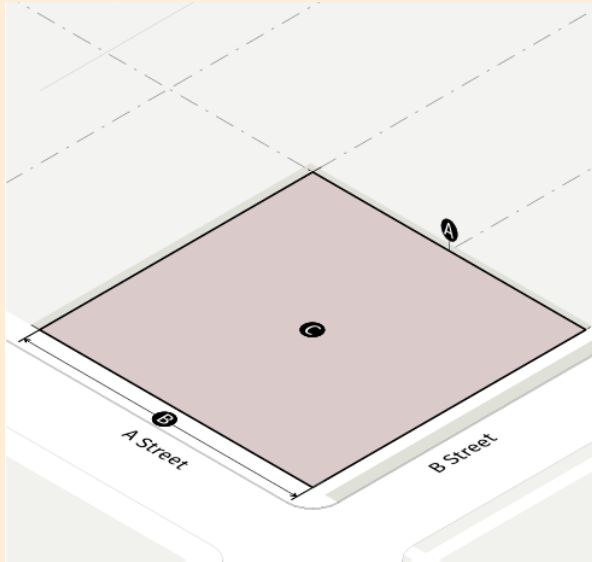
The IDEA Overlay is intended to support small-scale manufacturing uses and maker activity. Lot type options in this zone include a variety of mixed commercial, live-work and small-scale manufacturing building forms and uses in a pedestrian-friendly environment. Although buildings are allowed to be exclusively nonresidential in use, the vertical mixing of uses is strongly encouraged,

2. Lot Types

- IDEA (Small-scale Manufacturing)
- Artisan Lofts/Mixed Use

3. Standards for IDEA Lot Types

Lot Parameters

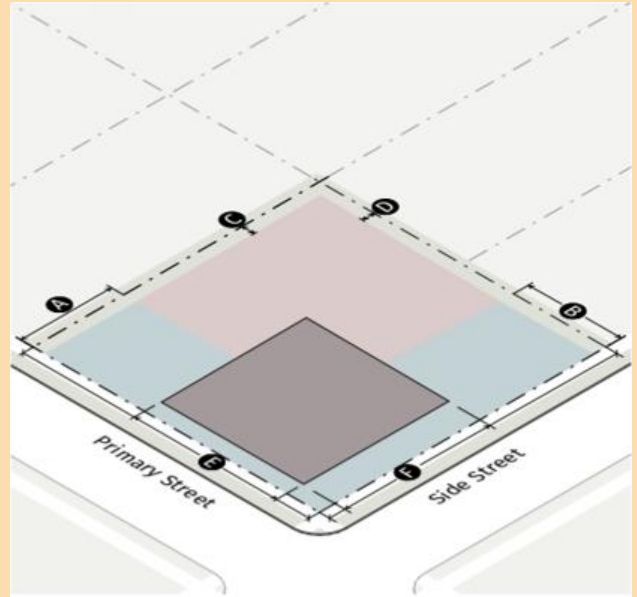


Lot	Area	Width
IDEA	7,500 SF	50' min
*Residential units allowed provided, that residential uses are limited to 50 percent of total floor area		

Specifications

Building coverage	90% max
-------------------	---------

Building Placement



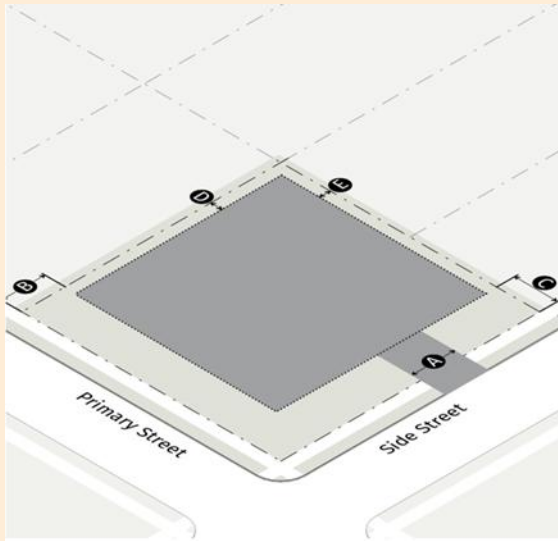
Building Setbacks Mixed Use

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



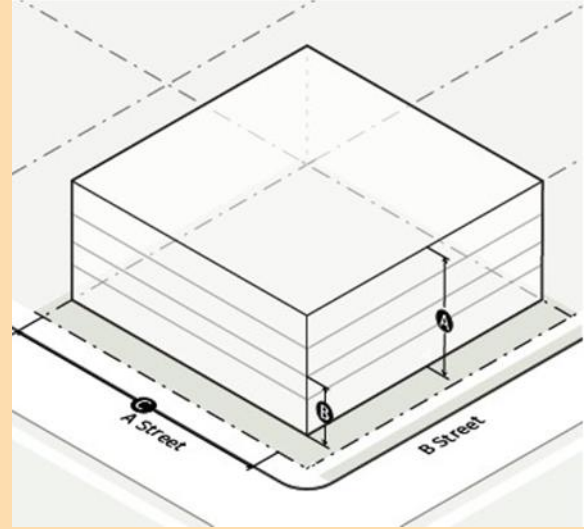
Access

New curb- cuts allowed per lot	Determined by the Director
Distance between curb-cuts on same lot	100' max
A. Driveway width in setback	20' max
Location of loading bays	Side or rear only

Parking Setbacks*

B. Street Primary	<u>10'</u> min
C. Street Secondary	10' min
D. Side: common lot line/	0' min
E. Rear: common lot line/	0' min

IDEA Height and Mass



Building Height

Maximum	6 stories
Minimum Height	
Zehnder Street	1 story min
Remaining area	2 stories min
Development within 100 feet of Arterial Street	4 stories min

Building Mass

C. Street-facing building length	200' max
----------------------------------	----------

NOTE: Parking setback is reduced from 20 feet to 10 feet to match all other parking standards in the Town Center.

Public Realm



The public realm standards below apply to Streets in the IDEA overlay

Transparency

Ground Story	30% min
Storefront roll-up doors on Primary street	50% <u>min</u>
Upper story	25% min
Blank wall length	30' max

Story Height	Residential Ground Floor	Non-residential Ground Floor
Ground floor elevation	16" min/ 5' max	0' min/ 2' max
Ground story, floor to	12' min	14' min

Setback

I.Primary/ side street	0' min/ 15' max
Clear pedestrian zone	
J. sidewalk	6' min
Street Tree/ Furniture Zone*	
K. Street tree/ furniture zone depth	<u>4'</u> min
Street tree planting	
Tree Spacing *	30' avg on-center

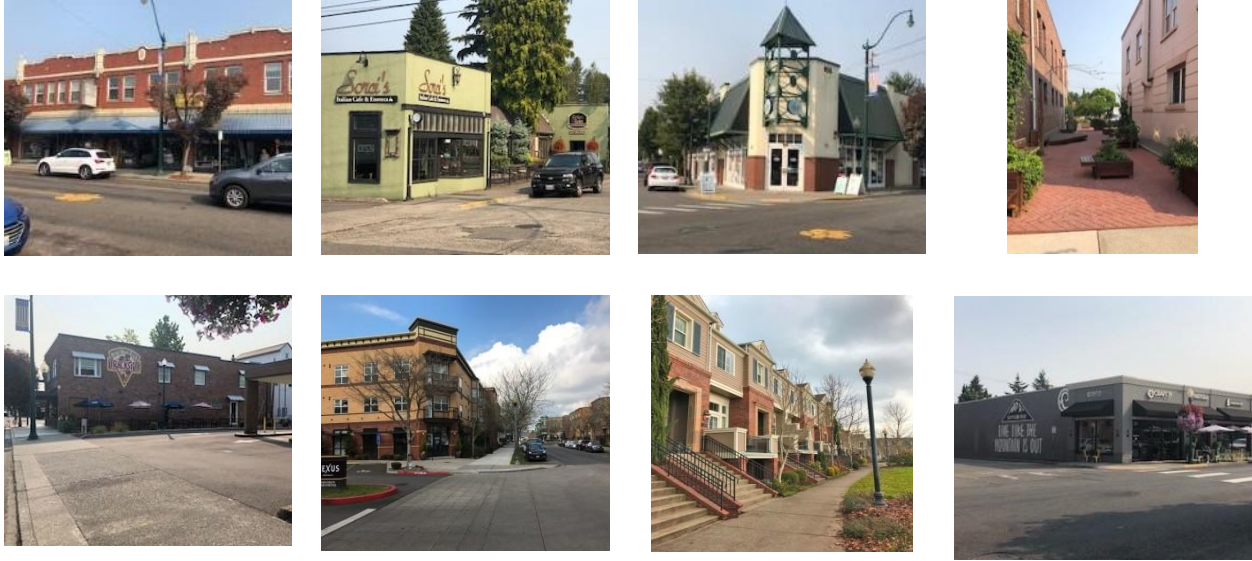
*Where there is insufficient ROW to meet the minimum requirements, the Director may approve modifications.

floor		
F. Upper story: floor to floor	9' min	9' min
Pedestrian Access	Residential Ground Floor	Non-residential Ground Floor
G. Entrance Facing primary	required	required
H. Entrance spacing along primary street	75' max	<u>100' max</u>
Building Elements Allowed	Residential ground floor	Nonresidential ground floor
Awning/canopy	◆	◆
Balcony	◆	◆
Forecourt	◆	◆
Porch	◆	n/a
Stoop	n/a	n/a

Chapter 7. Historic Commercial Business District ~~CBD~~ (HCBD)

7. 1. Historic CBD.....	7-2
7. 2. Commercial/Mixed-Use Specific Standards	7-3

7.1 HCBD 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

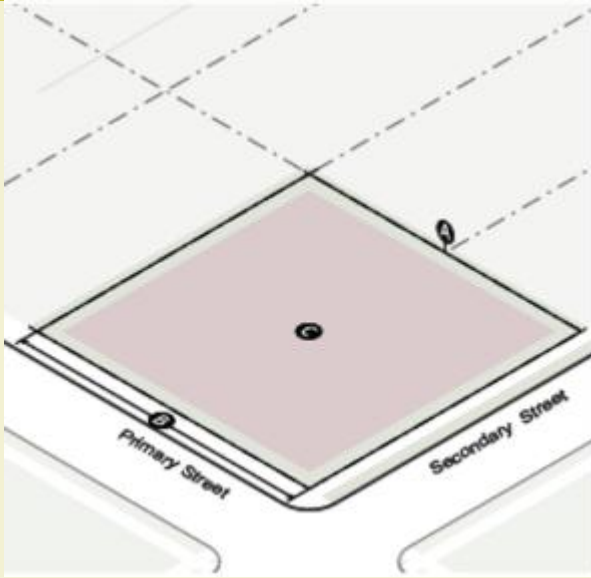
The Historic CBD is intended to accommodate a variety of residential, retail, service and commercial building uses in a storefront environment. Uses are flexible but tall ground floors with large areas of transparent glazing are required to accommodate retail and restaurant uses. Focus is given to historic character of the Main Street and design and form in the district follow these queues.

2. Lot Types

- Commercial/Mixed-Use

3. Standards for Commercial/Mixed-Use Lot Types

Lot Parameters

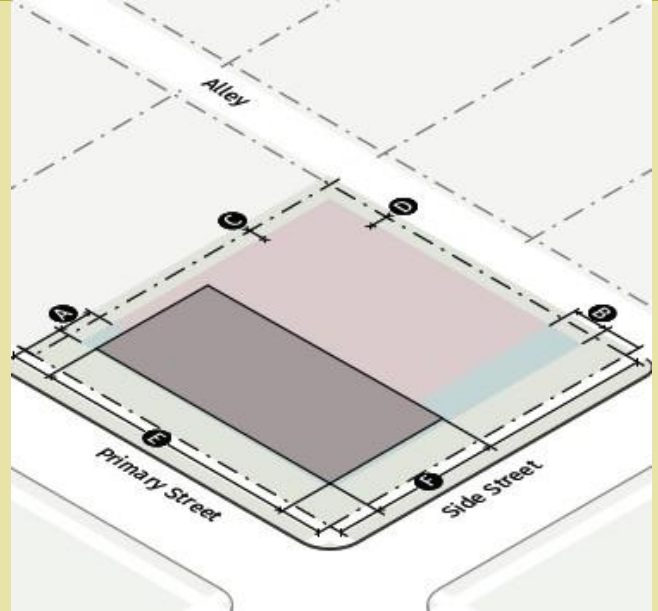


Lot	A. C. Area	B. Width
All lot types	5,000 SF min	50' min

Specifications

C. Building coverage	100% max
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Building Placement



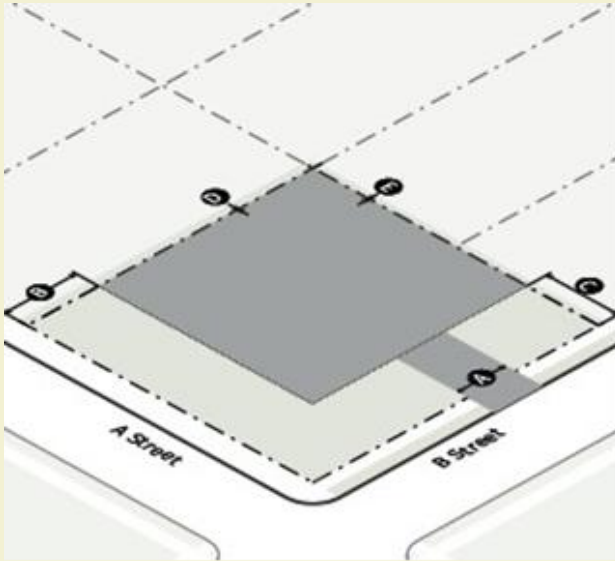
Building Setbacks

A. Primary street	0' min/ 10' max
B. Secondary 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



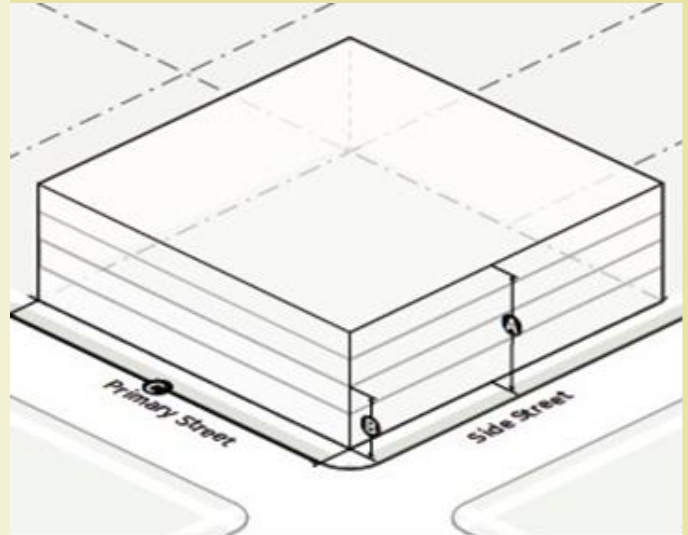
Access	
A street: new curb-cuts allowed per lot	Determined by the Director
Driveway width in setback	20' max

Parking Setbacks*	
A Primary Street	10' min
B. Secondary Street	10' min
Main Street	See DG 1.1.3(a)
Side: common lot line/	5' min
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

Building Mass	0' min
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	
D. Ground floor elevation	0' min/ 2' max
E. Ground story, floor to floor	13' min
F. Upper story: floor to floor	9' min
Entrance facing primary	required
Building Elements Allowed	
Awning/canopy	◆
Balcony	◆
Forecourt	◆
Gallery	repealed
Porch	n/a
Stoop	n/a

Setback	
I. Primary/ side street	0' min/ 10' max
Clear Pedestrian Zone	
J. sidewalk	6' min
Street Tree/ Furniture Zone*	
K. Street tree/ furniture zone depth	6' min
Tree 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.

Chapter 8. Landscape Screening and Site Lighting

Chapter 8.	Landscape Screening and Site Lighting.....	8-1
8. 1.	Applicability.....	8-2
8. 2.	Structural Screening Requirements.	8-5
8. 3.	Walls and Fences.....	8-7
8. 4.	Site Lighting Applicability	8-7
8. 5.	Site Lighting Standards.....	8-8

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.
- B. Refer to the Sumner design and development guidelines for Town Center (chapter 1) for all commercial and mixed-use development. Where landscaping is required for multi-family development, refer to chapter 3 of the Design and Development guidelines.
- 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.

4. Parking Lot Landscaping Applicability

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 and Development Guidelines chapter 1 for location and design requirements.](#)

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.

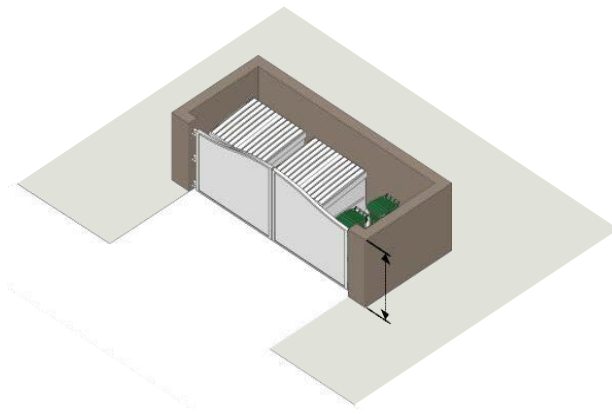
Curbing

Curbing, when provided, must have openings to allow drainage to enter and percolate through landscaped area.

8. 2. Structural Screening Requirements.

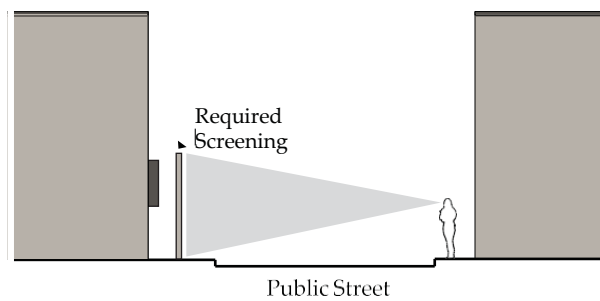
1. Service Areas

- 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.



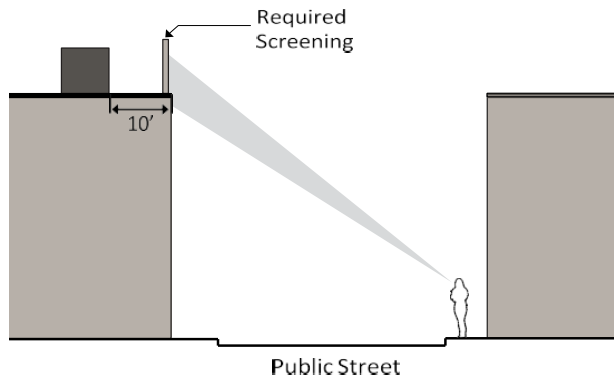
2. Wall-Mounted Equipment

- 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

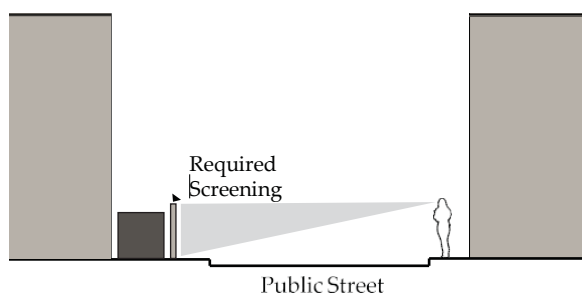
- A. Roof-mounted equipment must be set back at least 10 feet from the edge of the roof.



- 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:

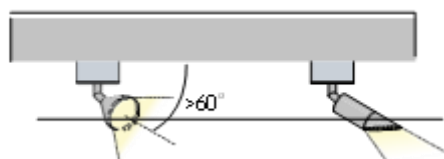
- A. Cobra-head-type fixtures having dished or drop lenses or refractors, which contain sources that are not incandescent;
- B. Temporary searchlights and other high-intensity narrow-beam fixtures; and
- C. Light sources that lack color correction or do not allow for uniform site lighting.

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.
- 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.



5. Overhead Utilities

All new developments must follow 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

6. Vehicular Canopies

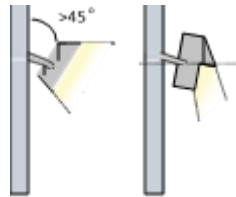
Lighting under vehicular canopies must be less than 24 maintained footcandles and be designed to prevent glare off-site. Acceptable lighting designs include the following:

A. Recessed

Recessed fixture incorporating a lens cover that is either recessed or flush with the bottom surface of the canopy;

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.

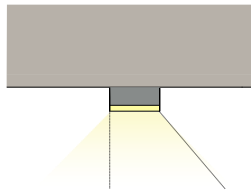


B. Shielded

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.

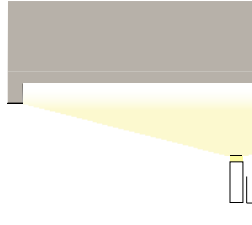
C. Surface Mounted

Surface mounted fixture incorporating a flat glass that provides a cutoff design or shielded light distribution; or

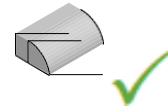
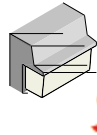


D. Indirect

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.

SUBJECT: Ordinance No. 2941 - Town Center Planned Action Ordinance

CATEGORY: Ordinance

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. Ordinance No. 2941 - Town Center Planned Action Ordinance

STAFF CONTACT: Chrissanda Walker, Associate Planner

SUMMARY BACKGROUND:

The purpose of this meeting is for Council to take action on Ordinance No. 2941 — a Planned Action Ordinance for the Town Center Subarea plan.

Ordinance No. 2941 repeals and replaces the 2018 Planned Action Ordinance No. 2668, the previously adopted Planned Action for the Town Center Plan area. With the effort in 2018, the City of Sumner adopted the Town Center Plan, including the Town Center Code SMC 18.29, and a form-based code designed to guide higher-density mixed-use development, including buildings up to six stories. Upon completion of an Environmental Impact Statement (EIS), the City adopted Planned Action Ordinance (PAO) No. 2668 on December 3, 2018, which allows qualifying development to proceed under established thresholds and mitigation measures. The Town Center Plan 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, necessitates the need to update the Town Center Plan and amend the Planned Action Ordinance to extend the planning horizon to 2044. Staff presented to Planning Commission at a study session on May 1, 2025 and completed an environmental review (SEPA-2025-0005) on the Town Center plan update, with a decision and Notice to Adopt issued on August 20, 2025. The Planning Commission followed with a public hearing on September 11, 2025, and on October 2, 2025, voted 3-2 on a recommendation for the City Council to approve this amendment. Adoption of Ordinance No. 2941 will take effect on January 1, 2026.

COUNCIL COMMITTEE/STUDY SESSION: Staff presented to Council at the Study Session on October 13, 2025. City Council followed with a public hearing on November 3, 2025 and held a study session on November 17, 2025 to discuss public comments and remaining Council questions.

MEETING/STUDY SESSION DATE:

COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:

Move to approve Ordinance No. 2941 to repeal the 2018 PAO and replace with this updated Town Center Planned Action Ordinance.

ORDINANCE NO 2941

AN ORDINANCE OF THE CITY OF SUMNER, WASHINGTON, AMENDING THE 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, in 2018, the City developed a subarea plan titled the Town Center Plan and Form Based Code and adopted the plan and code through Ordinance 2668, complying with the GMA (RCW 36.70A) to guide the development of the Town Center; and

WHEREAS, in 2025, the City revised both the Town Center Plan and Form Based Code through adoption of Ordinance Nos. 2939 and 2940, respectively, on January 01, 2026; and

WHEREAS, after extensive public participation and coordination with all affected parties, the City, as lead SEPA agency, has 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 on January 6 2025, and the Town Center Plan Update 2025 and SEPA Determination of Non-Significance on August 13, 2025 (collectively, “Planned Action SEPA”), which together identify the impacts and mitigation measures associated with planned development in the Planned Action Area; and

WHEREAS, the City desires to update its planned action for the Town Center Plan (“Planned Action”) in order to continue efficient permit processing and promotion of 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 an updated planned action 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 1. Adoption. Ordinance 2668, which adopted a planned action for the Town Center Subarea Plan, is repealed and replaced with Exhibit 1, which is attached and incorporated by reference.

Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and the Code Reviser are authorized to make the necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state, or federal laws, codes, rules, or regulations.

Section 3. Severability. If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction; such decision shall not affect the validity of the remaining portions of this ordinance. If the provisions of this ordinance are found to be inconsistent with other provisions of the Sumner Municipal Code, the provisions of this ordinance shall control.

Section 4. Effective Date. This ordinance shall be in full force and effect on January 1, 2026.

Section 5 Implementation. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation.

Passed by the City Council and approved by the Mayor of the City of Sumner, Washington, at a regular meeting thereof this 24th day of November, 2025.

Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

First Reading:
Date Adopted:
Date of Publication:
Effective Date:

EXHIBIT 1

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 EIS 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 EIS meets the requirements of a Planned Action EIS 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 EIS; 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 EIS 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 EIS, 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 SEIS and the Sumner Comprehensive Plan Update 2024 Final 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 SEIS 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 EIS 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 SEIS and the Sumner Comprehensive Plan Update 2024 Final EIS, January 2025. 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 EIS, 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 EIS:

(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 EIS 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 <u>2020-2044</u>	
Use	<u>Periodic Update and Town Center Plan Update</u>
New Housing Units	<u>1,245</u>
New Employment (Jobs)	<u>430</u>

- (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 EIS; 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. Planned Actions would not alter the cumulative range of growth in PM Peak Hour Trips cumulatively studied in the Transportation Master Plan, 2025, Exhibit 4-6.

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

Based on the City of Sumner travel demand model and land use plan for each Alternative. Source: Transpo 2025

- (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 EIS would not qualify as a Planned Action Project.
- (5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, 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 EIS 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 EIS;
 - (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 EIS.

- (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 EIS, 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 EIS.
- (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 EIS regarding the type and amount of development and associated impacts and with the mitigation measures and improvements planned for the Planned Action Area.
- 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 (subsection 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 EIS.
- C. Under some elements of the Planned Action EIS, 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. The City will address public agency actions through implementation of its Comprehensive Plan and required monitoring per RCW 36.70A.130(9), consistency with Countywide Planning

Policies as well as periodic reviews of its Comprehensive Plan (RCW 36.70a) and Shoreline Master Program (RCW 90.58).

EXHIBIT A SUMNER TOWN CENTER PLANNED ACTION AREA

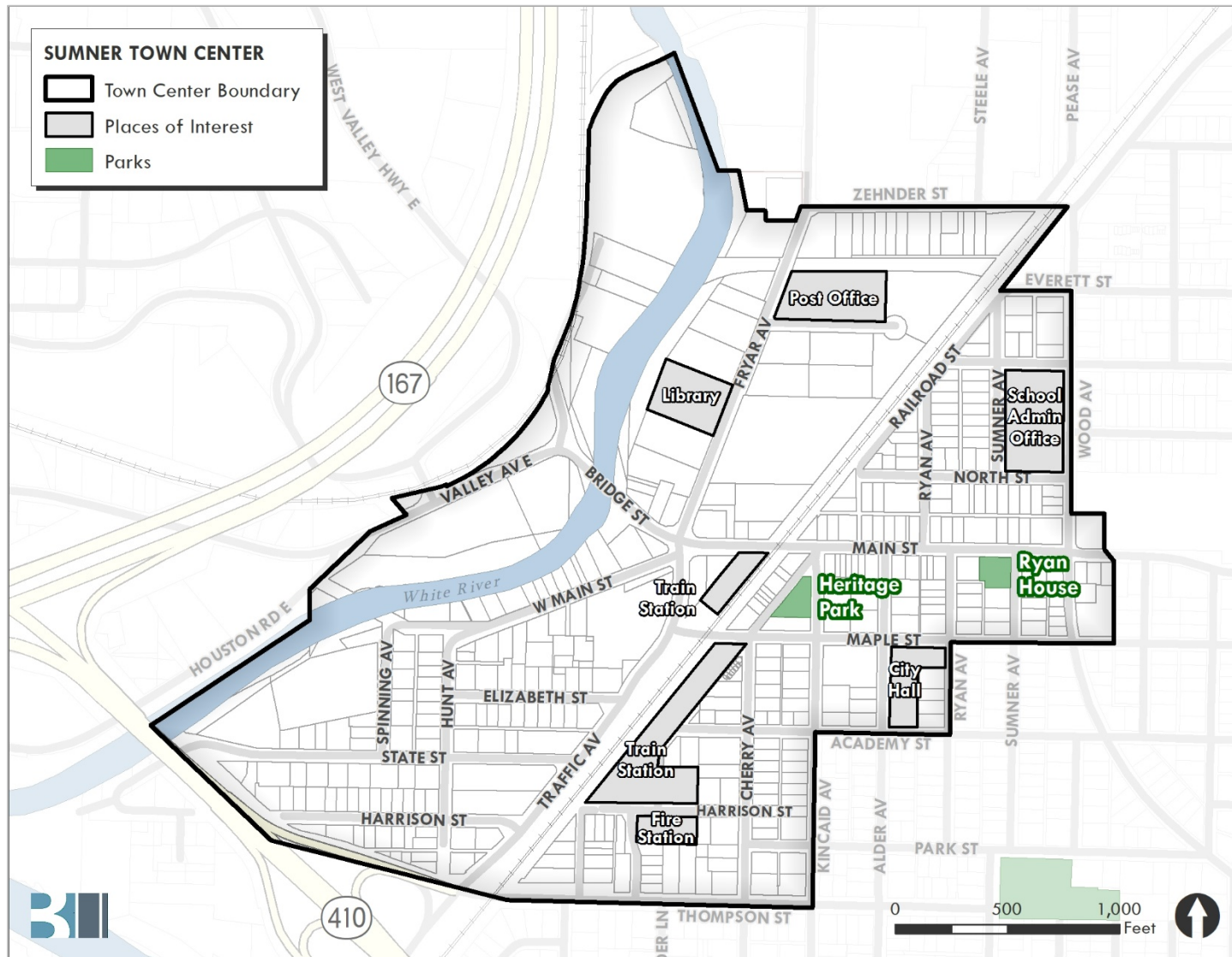


EXHIBIT B MITIGATION MEASURES

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 EIS, 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 EIS 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 EIS. 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 EIS. 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 EIS 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 EIS and those not included in the Planned Action EIS.

ATTACHMENT B-1

Mitigation Required for Development Applications

INTRODUCTION

The Planned Action EIS 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 EIS. 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 EIS 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.
- The following mitigation measure shall be in effect until such time as the City adopts and implements its Greenhouse Gas Reduction sub-element of the Comprehensive Plan due in 2029. 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.

Reduction Measures	Comments
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.
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.

Reduction Measures	Comments
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.
- Greenhouse gas emissions mitigation shall be in compliance with the City of Sumner Vehicles Miled Traveled and GHG Reduction Plan (Resolution No.: 1793).

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

Measure Number	Title	Description	Range of Effectiveness
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)
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			

Measure Number	Title	Description	Range of Effectiveness
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.

Historic and Cultural Resources (2010 EIS; 2018 Scoping Checklist; Sumner Comprehensive Plan Update 2024 Final EIS, January 6, 2025)

- The city will request consultation with the State Department of Archeology and Historic Preservation (DAHP) for demolition or construction projects on sites located in the 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 archeological 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:
 - 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, and Town Center Plan 2025 DNS)

- The City shall require implementation of street sections and multi-modal priorities required in the Town Center Plan, 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 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)

- 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 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 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 EIS 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 EIS and those not included in the Planned Action EIS.

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: • 2018 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. • 2018 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 2018 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 2020 (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 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:	

Topic	Regulation/Commitment
Law Enforcement	The Sumner Police department enforces various City regulations such as Title 9 Criminal Code and Title 10 Vehicles and Traffic.
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 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 2020 Water System Plan Revisions. • The City manages its water system under Sumner Municipal Code Title 13, Public Services.

Topic	Regulation/Commitment
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 2916, the City collects a SEPA park and trail mitigation fee
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.

SUBJECT: Ordinance No. 2942 - Southeast Urban Growth Area Map Amendment

CATEGORY: Ordinance

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. Ordinance No. 2942 - Southeast Urban Growth Area Map Amendment

STAFF CONTACT: Brayden Shannon, Associate Planner

SUMMARY BACKGROUND:

Ordinance No. 2942 amends the City Comprehensive Plan Map. This amendment is in response to a private Comprehensive Plan Map amendment application and will impact 14 parcels located in the city's Southeast Urban Growth Area along 166th Ave E. The amendment involves redesignating 13 parcels from Low-Density Residential - 2 (LDR2) and one parcel designated Interchange Commercial (IC), into 10 Medium-Density Residential (MDR) parcels and 4 Interchange Commercial parcels. This map amendment addresses inconsistencies with adjacent Pierce County zoning and increases overall housing capacity, fully described under the MA-02 proposal. A Mitigated Determination of Non-significance was issued on August 7, 2025, under SEPA-2025-0003. The Planning Commission held a public hearing on September 11, 2025, and on October 2, 2025, voted 4-1 on a recommendation for the City Council to approve this map amendment.

The purpose of this meeting is for Council to take action on Ordinance No. 2942. Adoption of Ordinance No. 2942 will take effect on January 1, 2026.

COUNCIL COMMITTEE/STUDY SESSION: Staff presented this amendment to Council at a Study Session on October 13, 2025. City Council followed with a public hearing on November 3, 2025, and held a Special Study Session on November 17, 2025, to discuss public comments and remaining Council questions.

MEETING/STUDY SESSION DATE: 11/17/2025

COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:

Move to approve Ordinance No. 2942 amending the City Comprehensive Plan Map.

**ORDINANCE NO. 2942
CITY OF SUMNER, WASHINGTON**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUMNER,
WASHINGTON, AMENDING THE SUMNER COMPREHENSIVE PLAN MAP
RELATED TO THE ZONING DESIGNATION OF ELEVEN PARCELS LOCATED IN
THE SOUTHEAST URBAN GROWTH AREA.**

WHEREAS, the City of Sumner's Comprehensive Plan was originally adopted by Ordinance No. 1625 on April 4, 1994 to comply with the Growth Management Act, addressing land use, community character, transportation, regional planning, the environment, open-space and parks, capital facilities and utilities; and

WHEREAS, the Washington State Growth Management Act, per RCW 36.70A.130 and the Sumner Municipal Code 18.56.147 allows for annual amendments of the Comprehensive Plan, development regulations, and other supporting plans and documents; and

WHEREAS, the City considered the following amendments to the Comprehensive Plan and made up the annual amendments docket for 2025: 1) MA-01- Comprehensive Plan Amendment - Town Center Plan Update; 2) MA-02 – Southeast Urban Growth Area (SE UGA) Redesignation from LDR-2 to MDR and IC; 3) MA-03 – 30th Street East Redesignation/Rezone from LDR-2/LDR-8.5 to M-1; and 4) TA-04-Text Amendment– Sumner-Bonney Lake School District Capital Facilities Plan and update to the City of Sumner Capital Facilities Plan; and

WHEREAS, the City of Sumner established a public participation plan pursuant to RCW 36.70A.130(2)(a) and provided notice to all persons requesting notice of a comprehensive plan amendment update and provided opportunity to comment; and

WHEREAS, the City held a duly noticed public hearing with the Planning Commission on September 11, 2025, and several public meetings including April 15, 2025, June 10, 2025, and September 30, 2025; and Council public hearing on November 3, 2025; and

WHEREAS, in compliance with the State Environmental Policy Act (SEPA) RCW 43.21c and WAC 197-11, the City of Sumner issued a Mitigated Determination of Non-Significance (MDNS) for the Southeast UGA map amendments (MA-02) and the proposal had a 14-day comment period; and

WHEREAS, the 2025 Comprehensive Plan amendments, including the Southeast UGA map amendments, and MDNS were sent to the Washington State Department of Commerce on September 9, 2025 per RCW 36.70A.106 for a 60-day review; and

WHEREAS, the City of Sumner established a public participation plan pursuant to RCW 36.70A.130(2)(a) and provided notice to all persons requesting notice of a comprehensive plan amendment update and provided opportunity to comment; and

WHEREAS, on October 2, 2025 a majority of the Planning Commission approved a recommendation that the City Council adopt the Southeast UGA map amendments; and

WHEREAS, the City Council has found the various 2025 Comprehensive Plan amendments to be consistent with the Growth Management Act, VISION 2050 multi-county planning policies, and Pierce County Countywide Planning Policies; and

WHEREAS, the City Council held a duly advertised public hearing on November 3, 2025 and held a study session on October 13, 2025 and on November 17, 2025 to deliberate and discuss alternatives; and

WHEREAS, the Southeast UGA map amendment and other 2025 Comprehensive Plan amendments are consistent with the goals and policies of the Comprehensive Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. That Figure 9 of the City of Sumner Comprehensive Plan, Comprehensive Plan Map, is amended as shown in Exhibit A, which is attached hereto and incorporated by reference.

Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and the Code Reviser are authorized to make the necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state, or federal laws, codes, rules, or regulations.

Section 3. Severability. If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction; such decision shall not affect the validity of the remaining portions of this ordinance. If the provisions of this ordinance are found to be inconsistent with other provisions of the Sumner Municipal Code, the provisions of this ordinance shall control.

Section 4. Effective Date. This ordinance shall be in full force and effect on January 1, 2026.

Section 5. Implementation. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation.

Passed by the City Council and approved by the Mayor of the City of Sumner, Washington, at a regular meeting thereof this 24th day of November, 2025.

Mayor

ATTEST:

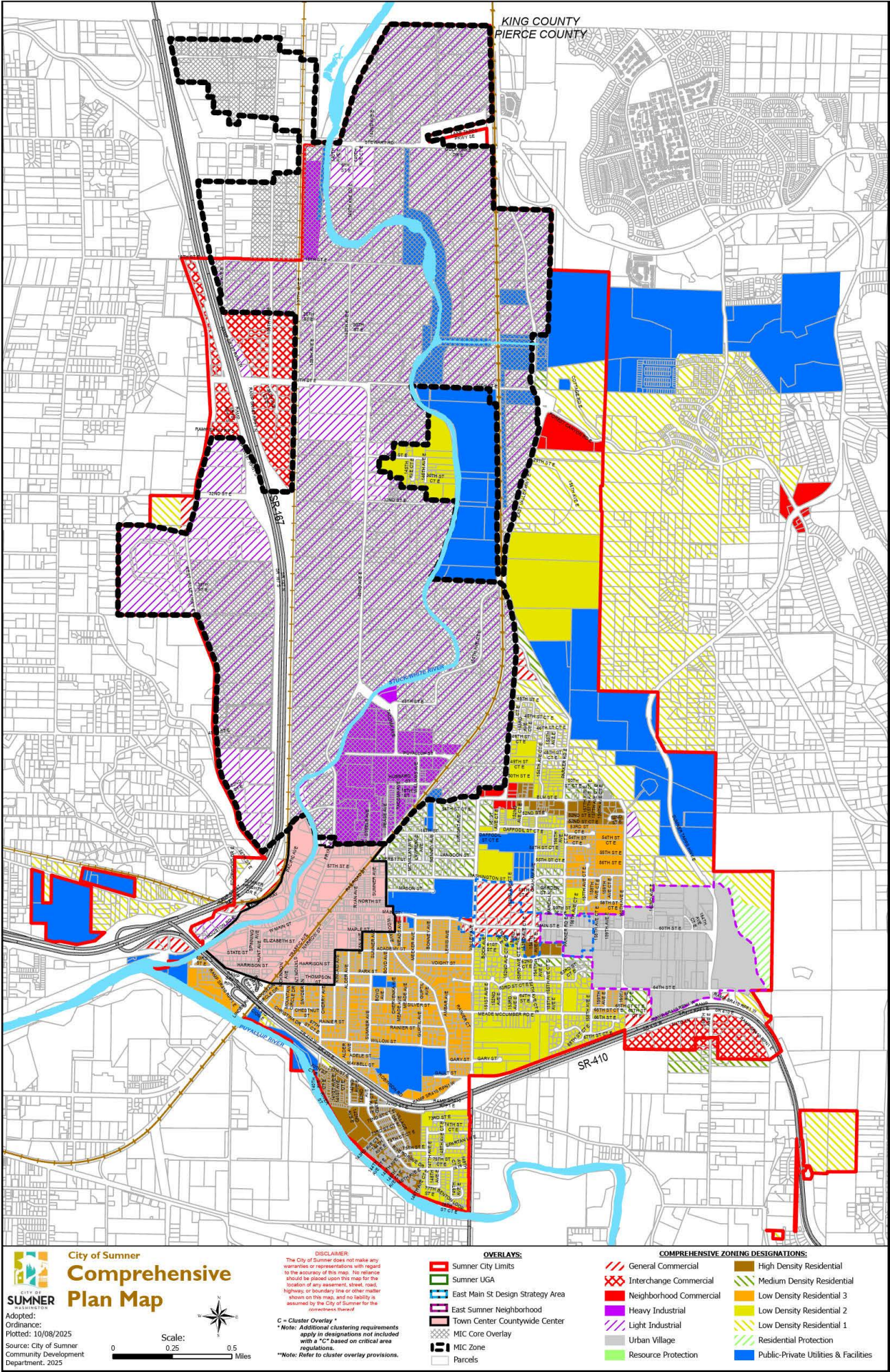
APPROVED AS TO FORM:

City Clerk

City Attorney

First Reading:
Date Adopted:
Date of Publication:
Effective Date:

Exhibit A: Proposed 2025 Comprehensive Plan Map amendment (MA-02)



FOOTNOTE: Changes occur in SE UGA. If ADOPTED, add adoption date January 01, 2026; Ord. 2942

SUBJECT: Ordinance No. 2943 - 30th Street Map Amendment

CATEGORY: Ordinance

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. Ordinance No. 2943 - 30th Street Map Amendment
-

STAFF CONTACT: Chrissanda Walker, Associate Planner

SUMMARY BACKGROUND:

Ordinance No. 2943 amends the Comprehensive Plan Map and the Zoning Map to rezone parcel (APN: 0420124027), located on 30th Street CT E. This Map Amendment reviewed under docket item MA-03, is an applicant-initiated proposed rezone from Low-Density Residential (LDR-8.5) to Light Industrial (M-1) zone of approximately 3.31 acres located on 30th Street Ct E. Upon completion of environmental review (SEPA-2025-0002), a Mitigated Determination of Non-significance (DNS) was issued on August 18, 2025. The Planning Commission held a public hearing on September 11, 2025, and on October 2, 2025, voted unanimously on a recommendation for the City Council to deny this map amendment. Refer to the staff report dated October 13, 2025 for this proposal (MA-03), which provides Council evaluation of alternatives, public comments and includes the Planning Commission recommendation and their Majority Opinion.

The purpose of this meeting is for Council to take action on Ordinance No. 2943, amending the zoning of a parcel on 30th Street Ct E (APN: 0420124027) from low-density residential into light-industrial. Adoption of Ordinance No. 2943 will take effect on January 1, 2026.

COUNCIL COMMITTEE/STUDY SESSION: Staff presented recommendations to Council at the Study Session on October 13, 2025. City Council followed with a public hearing on November 3, 2025, and held a study session on November 17, 2025, to discuss public comments and any remaining Council questions.

MEETING/STUDY SESSION DATE:

COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:

Move to discuss and vote upon Ordinance 2943 amending the Comprehensive Plan Map and the city Zoning Map.

**ORDINANCE NO. 2943
CITY OF SUMNER, WASHINGTON**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUMNER,
WASHINGTON, AMENDING THE SUMNER COMPREHENSIVE PLAN MAP
RELATED TO THE ZONING DESIGNATION OF A SINGLE PARCEL LOCATED ON
30TH STREET COURT EAST.**

WHEREAS, the City of Sumner's Comprehensive Plan was originally adopted by Ordinance No. 1625 on April 4, 1994 to comply with the Growth Management Act, addressing land use, community character, transportation, regional planning, the environment, open-space and parks, capital facilities and utilities; and

WHEREAS, the Washington State Growth Management Act, per RCW 36.70A.130 and the Sumner Municipal Code 18.56.147 allows for annual amendments of the Comprehensive Plan, development regulations, and other supporting plans and documents; and

WHEREAS, the City considered the following amendments to the Comprehensive Plan and made up the annual amendments docket for 2025: 1) MA-01- Comprehensive Plan Amendment - Town Center Plan Update; 2) MA-02 – Southeast Urban Growth Area (SE UGA) Redesignation from LDR-2 to MDR and IC; 3) MA-03 – 30th Street Court East Redesignation/Rezone from LDR-2/LDR-8.5 to M-1; and 4) TA-04-Text Amendment– Sumner-Bonney Lake School District Capital Facilities Plan and update to the City of Sumner Capital Facilities Plan; and

WHEREAS, the City of Sumner established a public participation plan pursuant to RCW 36.70A.130(2)(a) and provided notice to all persons requesting notice of a comprehensive plan amendment update and provided opportunity to comment; and

WHEREAS, the City held a duly noticed public hearing with the Planning Commission on September 11, 2025, and several public meetings including April 15, 2025, June 10, 2025, and September 30, 2025; and Council public hearing on November 3, 2025; and

WHEREAS, in compliance with the State Environmental Policy Act (SEPA) RCW 43.21c and WAC 197-11, the City of Sumner issued a Mitigated Determination of Non-Significance (MDNS) for the 30th Street East Redesignation (MA-03) and the proposal had a 14-day comment period; and

WHEREAS, the 2025 Comprehensive Plan amendments, including the 30th Street East map amendment, and MDNS were sent to the Washington State Department of Commerce on September 9, 2025 per RCW 36.70A.106 for a 60-day review; and

WHEREAS, the City of Sumner established a public participation plan pursuant to RCW 36.70A.130(2)(a) and provided notice to all persons requesting notice of a comprehensive plan amendment update and provided opportunity to comment; and

WHEREAS, the Planning Commission on October 2, 2025 recommended against the City Council adopting the 30th Street CT East map amendment; and

WHEREAS, the City Council has found the various 2025 Comprehensive Plan amendments to be consistent with the Growth Management Act, VISION 2050 multi-county planning policies, and Pierce County Countywide Planning Policies; and

WHEREAS, the City Council held a duly advertised public hearing on November 3, 2025 and held a study session on October 13, 2025 and on November 17, 2025 to deliberate and discuss alternatives; and

WHEREAS, the 30th Street East map amendment and other 2025 Comprehensive Plan amendments are consistent with the goals and policies of the Comprehensive Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Figure 9 of the City of Sumner Comprehensive Plan, the Comprehensive Plan Map, is amended as shown in Exhibit A, which is attached hereto and incorporated by reference.

Section 2. The Mayor shall, pursuant to Sumner Municipal Code Chapter 18.06, amend the official Zoning Map and the districts' boundaries to reflect the changes shown in Exhibit B.

Section 3. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and the Code Reviser are authorized to make the necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state, or federal laws, codes, rules, or regulations.

Section 3. Severability. If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction; such decision shall not affect the validity of the remaining portions of this ordinance. If the provisions of this ordinance are found to be inconsistent with other provisions of the Sumner Municipal Code, the provisions of this ordinance shall control.

Section 4. Effective Date. This ordinance shall be in full force and effect on January 1, 2026.

Section 5. Implementation. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation.

Passed by the City Council and approved by the Mayor of the City of Sumner, Washington, at a regular meeting thereof this 24th day of November, 2025.

Mayor

ATTEST:

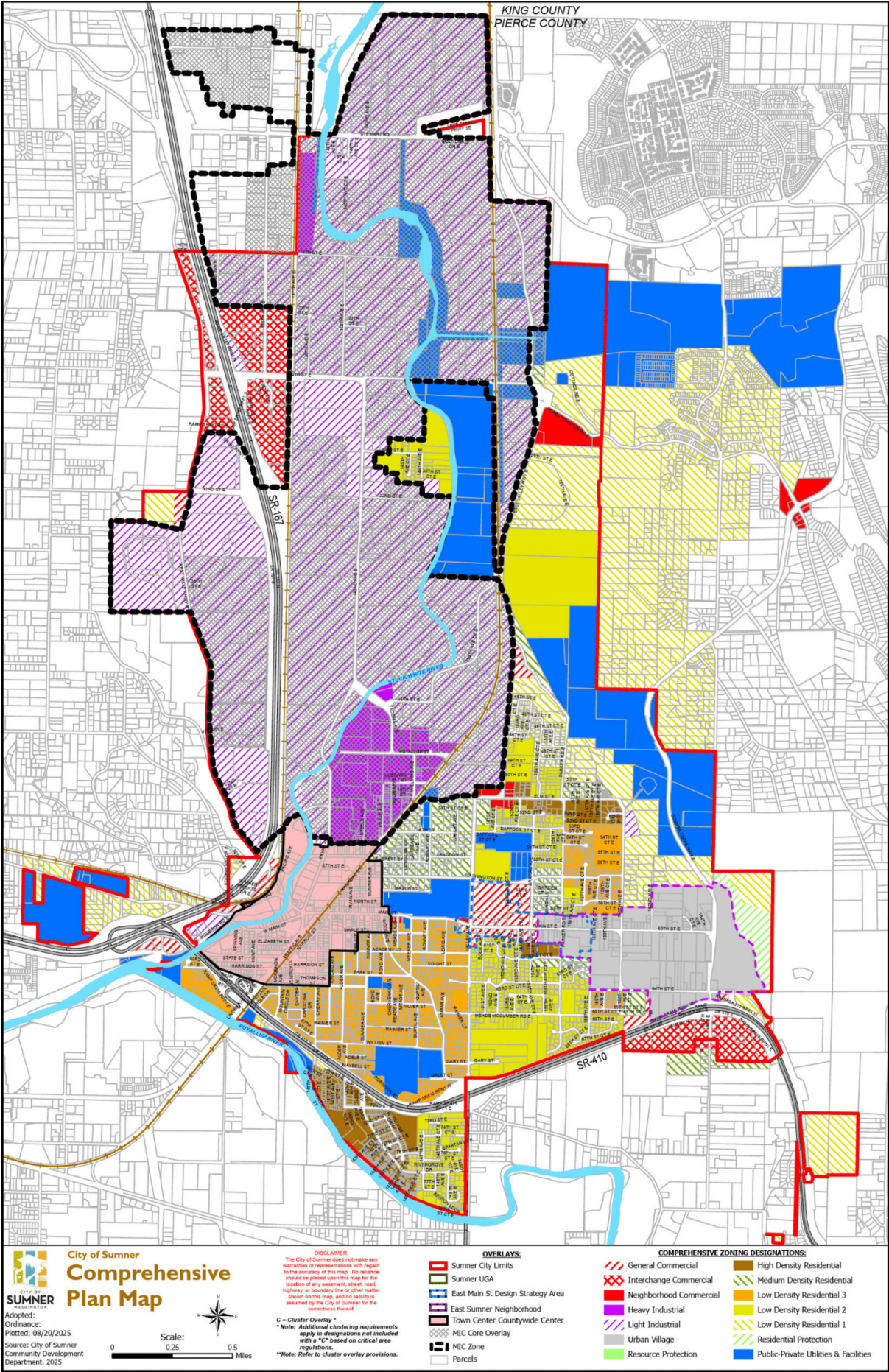
APPROVED AS TO FORM:

City Clerk

City Attorney

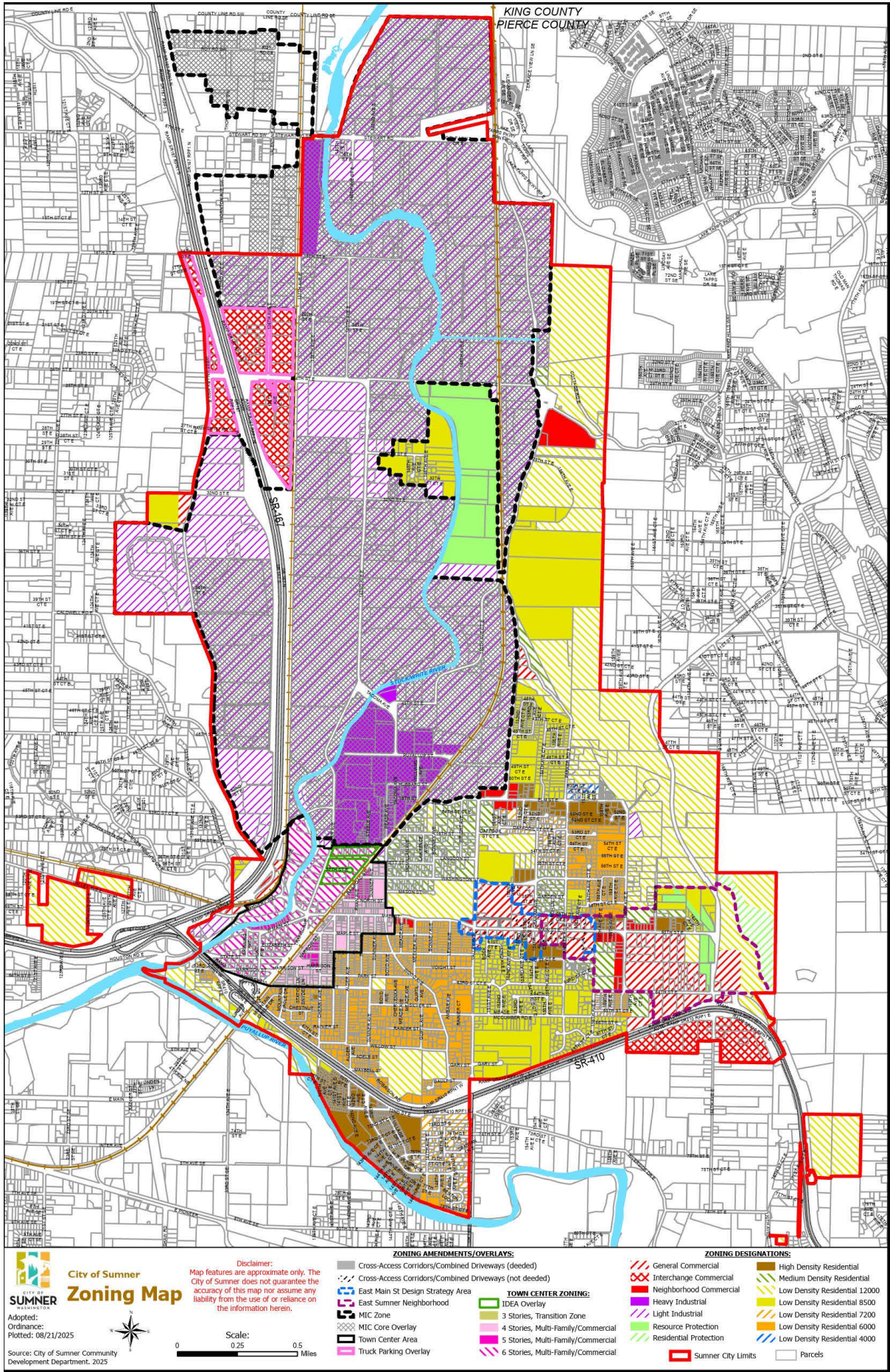
First Reading:
Date Adopted:
Date of Publication:
Effective Date:

Proposed 2025 Comprehensive Plan Map amendment



FOOTNOTE: Changes shown for MA-02 & MA-03. If ADOPTED, add adoption date January 01, 2026; Ord. 2942 & Ord 2943

Proposed 2025 Zoning Map Amendment



NOTE: Changes shown for MA-01 & MA-03. If ADOPTED, add adoption date January 01, 2026;
Ord. 2940 & Ord 2943

SUBJECT: Ordinance No. 2944 - Capital Facilities Plan Amendment — Sumner
Bonney Lake School District Capital Facilities Plan Update

CATEGORY: Ordinance

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. Ord. No. 2944 Capital Facilities Plan Amendment/Sumner Bonney Lake School District update

STAFF CONTACT: Chrissanda Walker, Associate Planner

SUMMARY BACKGROUND:

Ordinance No. 2944 amends the City Capital Facilities Plan (CFP) and the city Comprehensive Plan to be consistent with the school board-approved Sumner-Bonney Lake School District (SBLSD) Capital Facilities Plan, approved November 2024. The SBLSD Capital Facilities Plan covers project costs, impact fees, enrollment, and capacity over the next 20 years. The updated Capital Facilities Plan includes additional information on future capital facilities improvements such as the Sumner High School Master Plan and Daffodil Valley Elementary School improvements. A Determination of Non-significance was issued on August 7, 2025, under SEPA-2025-0008. The Planning Commission held a public hearing on September 11, 2025, and on October 2, 2025, voted unanimously for the City Council to approve this amendment.

The purpose of this meeting is for Council to take action on Ordinance No. 2944, a text Amendment to the Capital Facilities Plan. Adoption of Ordinance No. 2944 will take effect on January 1, 2026.

COUNCIL COMMITTEE/STUDY SESSION: Staff presented findings to Council at the Study Session on October 13, 2025. City Council followed with a public hearing on November 3, 2025, and a special study session on November 17, 2025, was held to address any remaining Council questions.

MEETING/STUDY SESSION DATE: 11/17/2025

COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:

Approve Ordinance 2944 amending the Comprehensive Plan by including the updated Sumner Bonney Lake School District Capital Facilities Plan.

**ORDINANCE NO. 2944
CITY OF SUMNER, WASHINGTON**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUMNER,
WASHINGTON, ADOPTING AMENDMENTS TO THE COMPREHENSIVE PLAN
PERTAINING TO THE SUMNER-BONNEY LAKE SCHOOL DISTRICT CAPITAL
FACILITIES PLAN AND ADOPTING AMENDMENTS TO THE SUMNER CAPITAL
FACILITIES PLAN.**

WHEREAS, the City of Sumner’s Comprehensive Plan was originally adopted by Ordinance No. 1625 on April 4, 1994 to comply with the Growth Management Act, addressing land use, community character, transportation, regional planning, the environment, open-space and parks, capital facilities and utilities; and

WHEREAS, the Washington State Growth Management Act, per RCW 36.70A.130 and the Sumner Municipal Code 18.56.147 allows for annual amendments of the Comprehensive Plan, development regulations, and other supporting plans and documents; and

WHEREAS, the City considered the following amendments to the Comprehensive Plan and made up the annual amendments docket for 2025: 1) MA-01- Comprehensive Plan Amendment - Town Center Plan Update; 2) MA-02 – Southeast Urban Growth Area (SE UGA) Redesignation from LDR-2 to MDR and IC; 3) MA-03 – 30th Street East Redesignation/Rezone from LDR-2/LDR-8.5 to M-1; and 4) TA-04-Text Amendment– Sumner-Bonney Lake School District Capital Facilities Plan and update to the City of Sumner Capital Facilities Plan; and

WHEREAS, the City of Sumner established a public participation plan pursuant to RCW 36.70A.130(2)(a) and provided notice to all persons requesting notice of a comprehensive plan amendment update and provided opportunity to comment; and

WHEREAS, the City held a duly noticed public hearing with the Planning Commission on September 11, 2025, and several public meetings including April 15, 2025, June 10, 2025, and September 30, 2025; and Council public hearing on November 3, 2025; and

WHEREAS, in compliance with the State Environmental Policy Act (SEPA) RCW 43.21c and WAC 197-11, the City of Sumner issued a Mitigated Determination of Non-Significance (MDNS) for the capital facilities plan amendments (TA-04) on August 07, 2025. The proposal had a 14-day comment period; and

WHEREAS, the City of Sumner established a public participation plan pursuant to RCW 36.70A.130(2)(a) and provided notice to all persons requesting notice of a comprehensive plan amendment update and provided opportunity to comment; and

WHEREAS, the Planning Commission on October 2, 2025 unanimously approved a recommendation that the City Council adopt the amendments to the Comprehensive Plan regarding the school district capital facilities plan and the amendments to Sumner’s Capital Facilities Plan; and

WHEREAS, the City Council has found the updated Sumner Capital Facilities Plan and various 2025 Comprehensive Plan amendments are consistent with the Growth Management Act, VISION 2050 Multi-county planning policies, and Pierce County Countywide Planning Policies; and

WHEREAS, the City Council held a duly advertised public hearing on November 3, 2025 and held a prior study session on October 13, 2025 to deliberate and discuss alternatives; and

WHEREAS, the updated Sumner Capital Facilities Plan and 2025 Comprehensive Plan amendments are consistent with the goals and policies of the Comprehensive Plan; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. That the update to Sumner’s Capital Facilities Plan, attached as Exhibit “A”, and incorporated by reference, is hereby adopted.

Section 2. That the City of Sumner Comprehensive Plan section 1, “Introduction,” subsection “Related Documents” is amended to read as follows:

“**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”.

Section 3. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and the Code Reviser are authorized to make the necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state, or federal laws, codes, rules, or regulations.

Section 4. Severability. If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction; such decision shall not affect the validity of the remaining portions of this ordinance. If the provisions of this ordinance are found to be inconsistent with other provisions of the Sumner Municipal Code, the provisions of this ordinance shall control.

Section 5. Effective Date. This ordinance shall be in full force and effect on January 1, 2026.

Section 6. Implementation. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation.

Passed by the City Council and approved by the Mayor of the City of Sumner, Washington, at a regular meeting thereof this 24th day of November, 2025.

Mayor

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

First Reading:
Date Adopted:
Date of Publication:
Effective Date:

Exhibit A- Capital Facilities Plan

City of Sumner

Capital Facilities Plan

January 6, 2025



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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.

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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

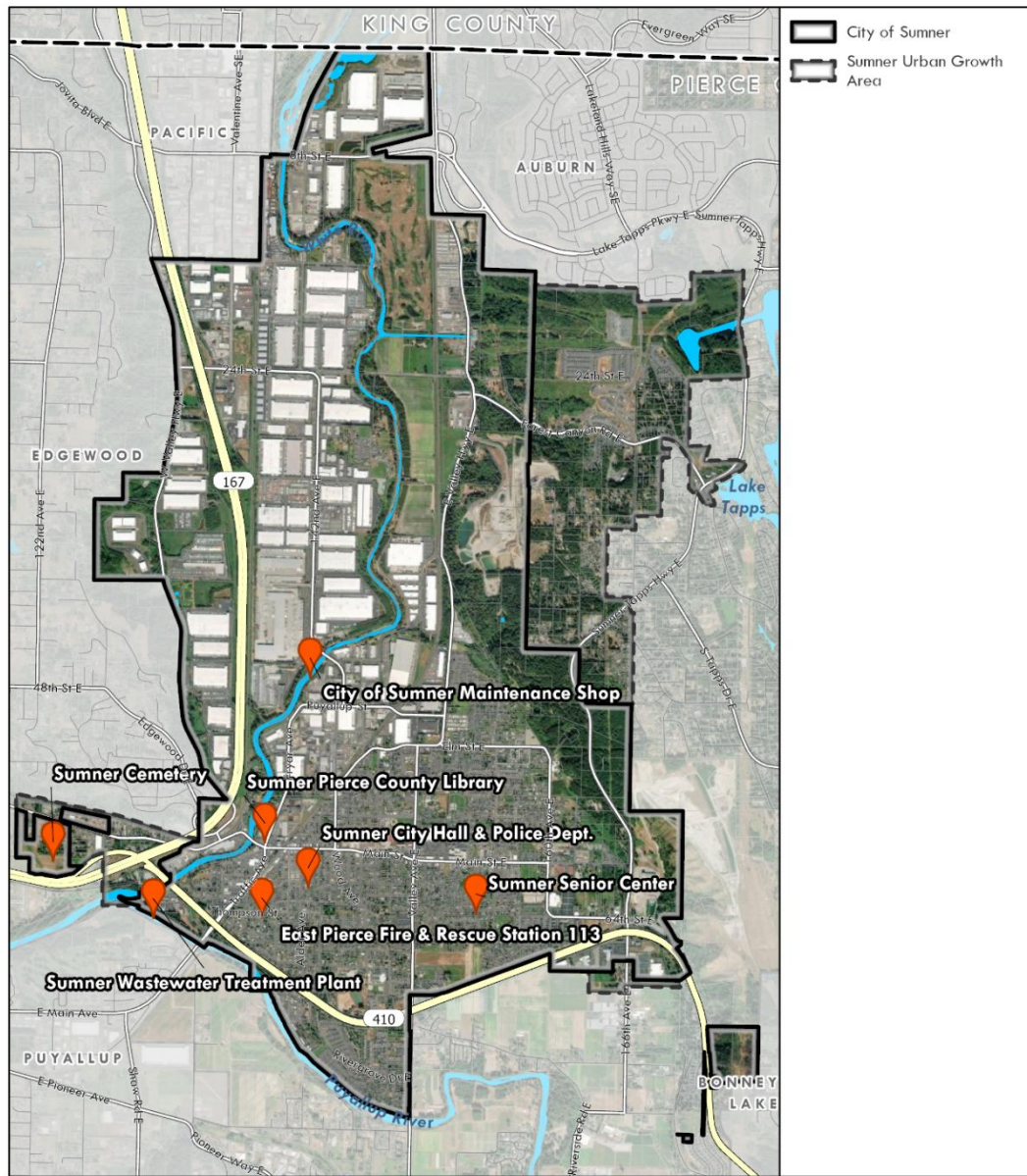
This chapter contains a summary of capacities and locations for existing capital facilities owned by the City of Sumner, East Pierce Fire & Rescue (EPFR), and the school districts.

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



CITY OF SUMNER

General Government Facilities

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



Map Date: January 2024

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 service¹ 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.

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-shrunk.pdf>.

Public Works Shop Facilities

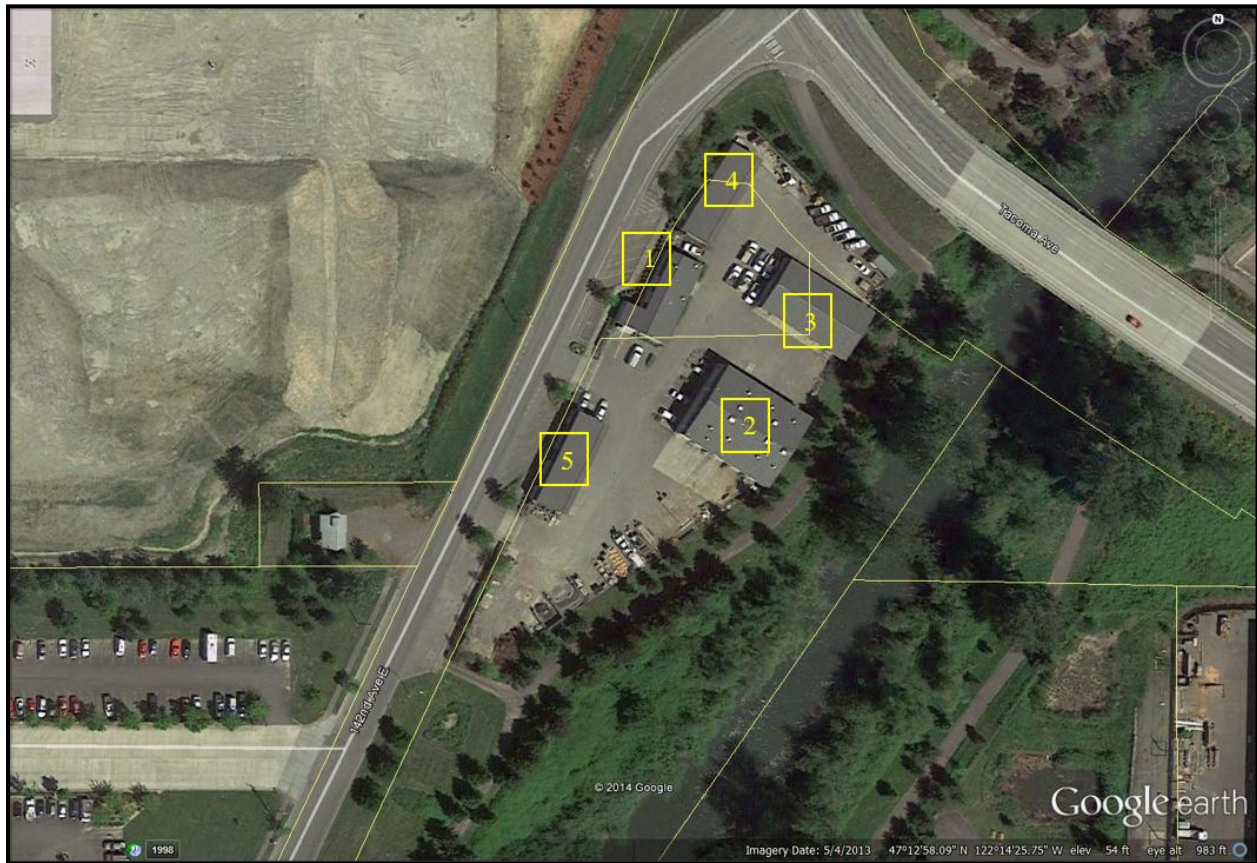
The existing Public Works shops are located at 4711 142nd Ave E (see Figure 3-2) on approximately 8.35 acres. The shops were constructed in 2000. This facility is made up of five buildings totaling 17,136 square feet (see summary in Table 3-2). A new Public Works Operations Facility located on 29th Street 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.

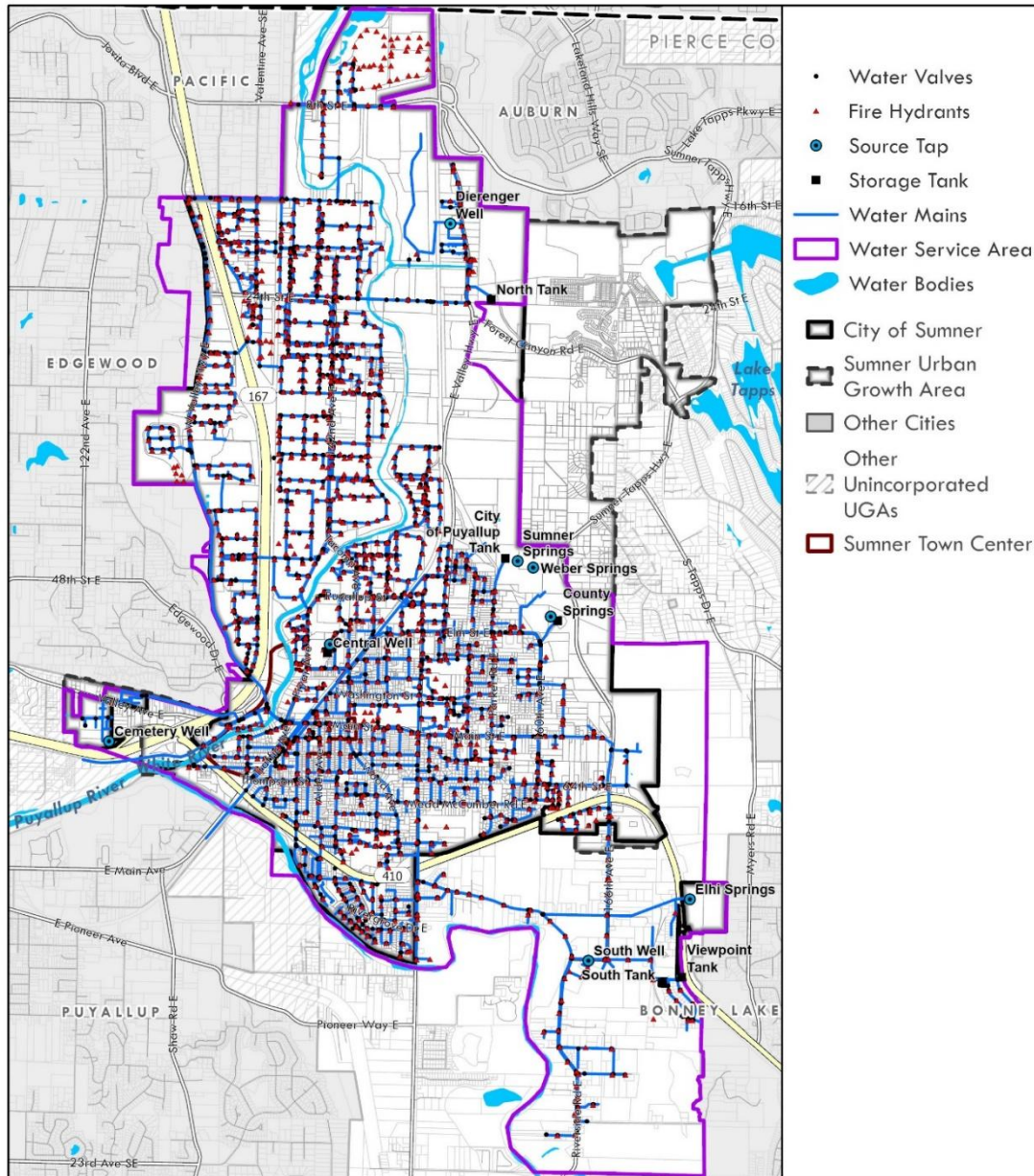
Water System Source

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

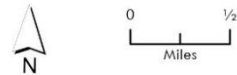


CITY OF SUMNER

Water Utility & Infrastructure Area

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

Source: City of Sumner Water System Plan, 2020



Map Date: November 2023

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.

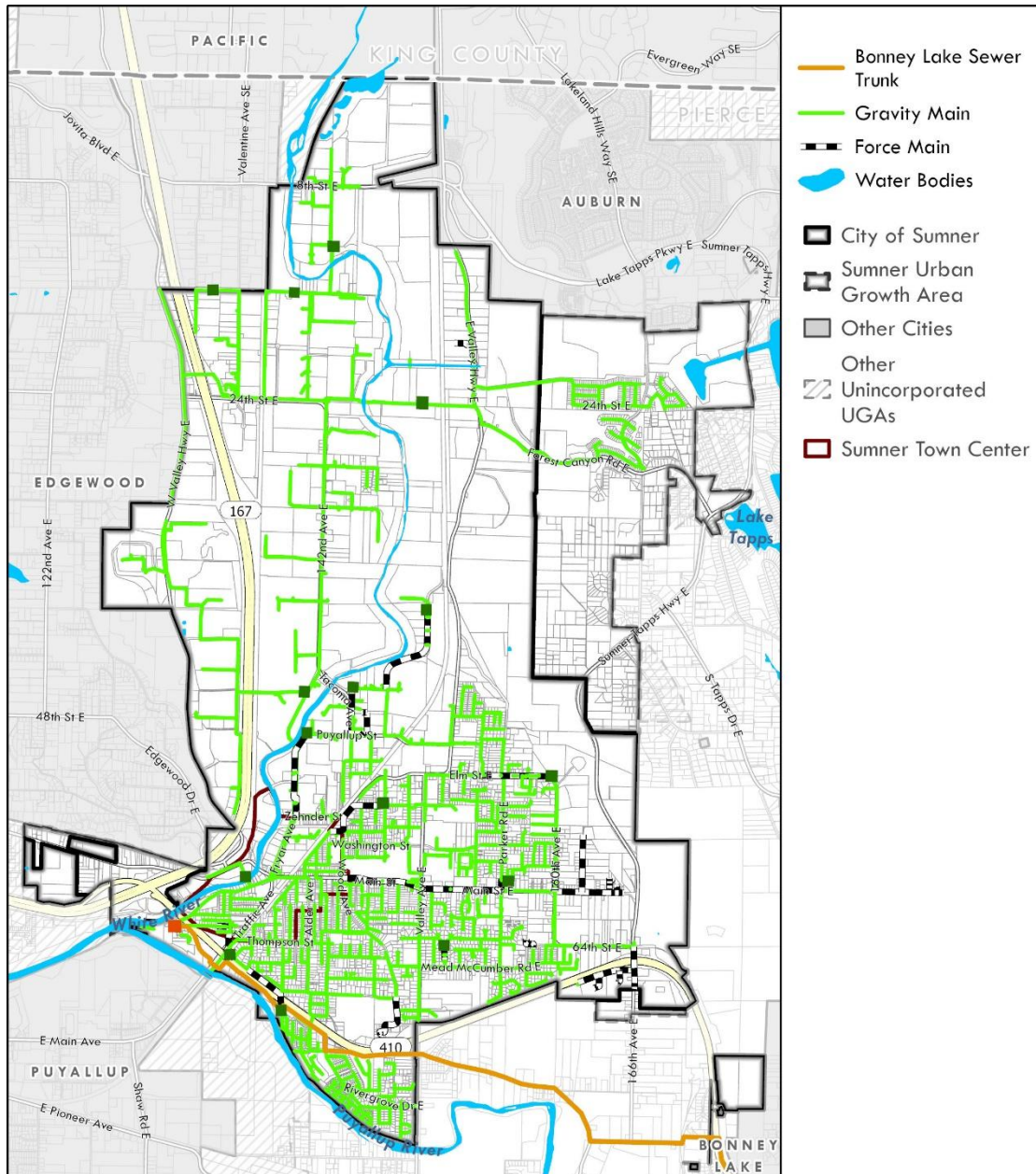
Table 3-6: Pump Station Characteristics

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



CITY OF SUMNER Sewer System

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: November 2023

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 (BOD₅) 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 BOD₅: 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.

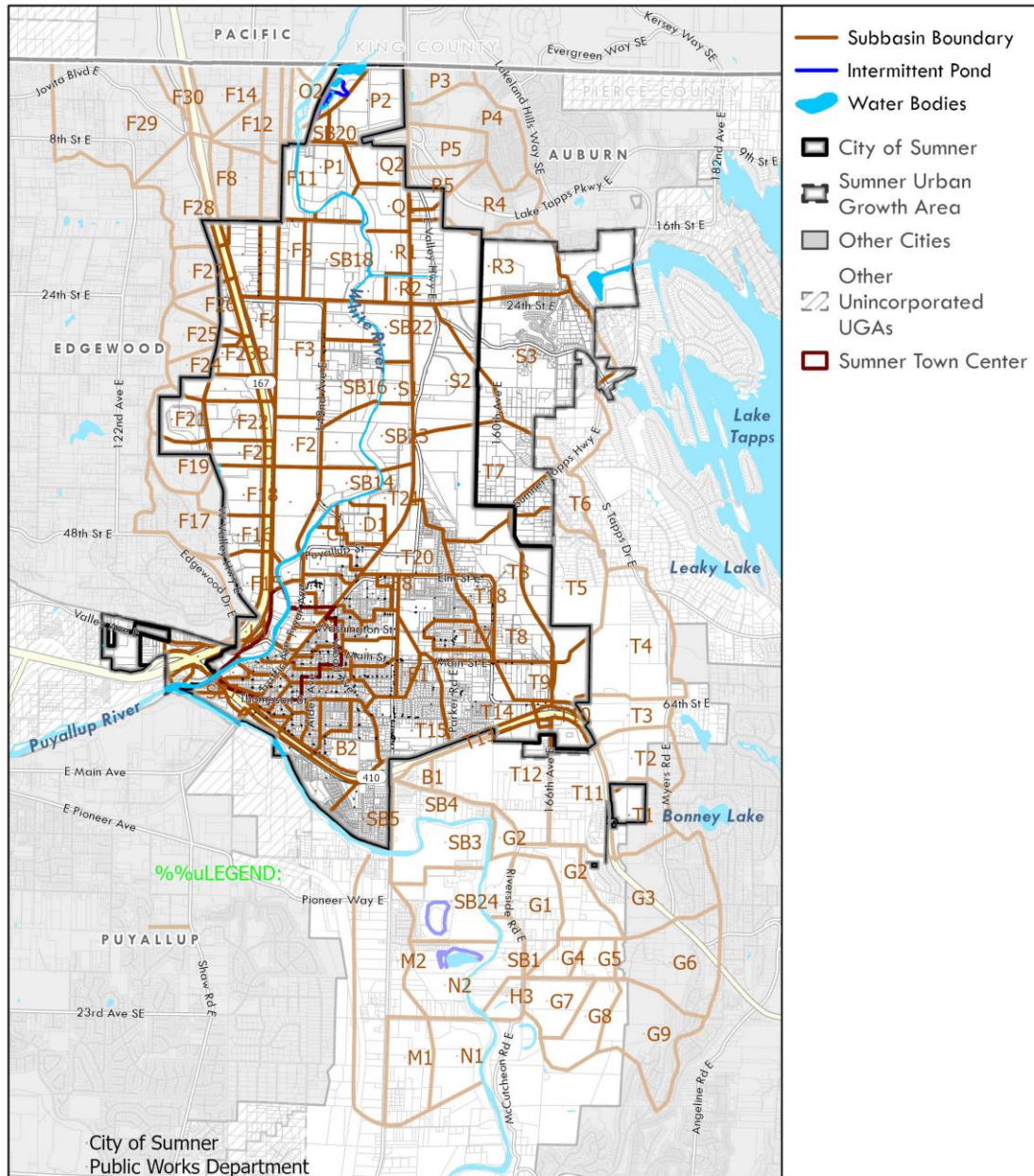
The Sumner Stormwater Comprehensive Plan was completed in 2011 and projects capacity infrastructure needs within the City's stormwater system based on changes in state and federal water quality regulations, stormwater retention and detention standards, and other parameters that have an effect on the 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

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.

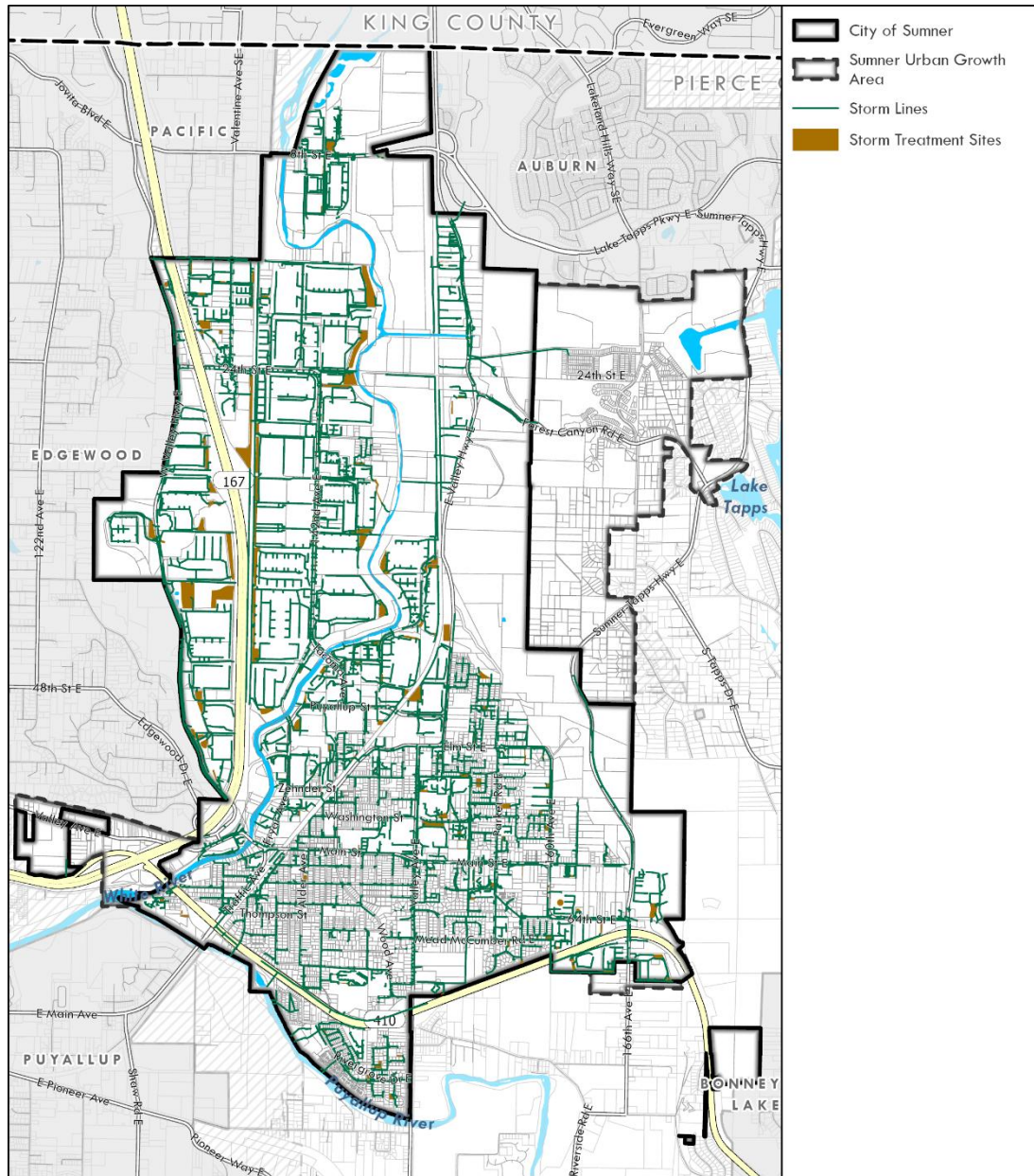
The 2004 Stormwater Comprehensive Plan identified stormwater capital improvement projects from the 1992 Stormwater Comprehensive Plan that had been completed, which projects were no longer needed, that needed to be carried forward, and additional projects that were needed. A Stormwater Comprehensive 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



CITY OF SUMNER

Stormwater Drainage Facilities

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



Map Date: January 2024

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*).

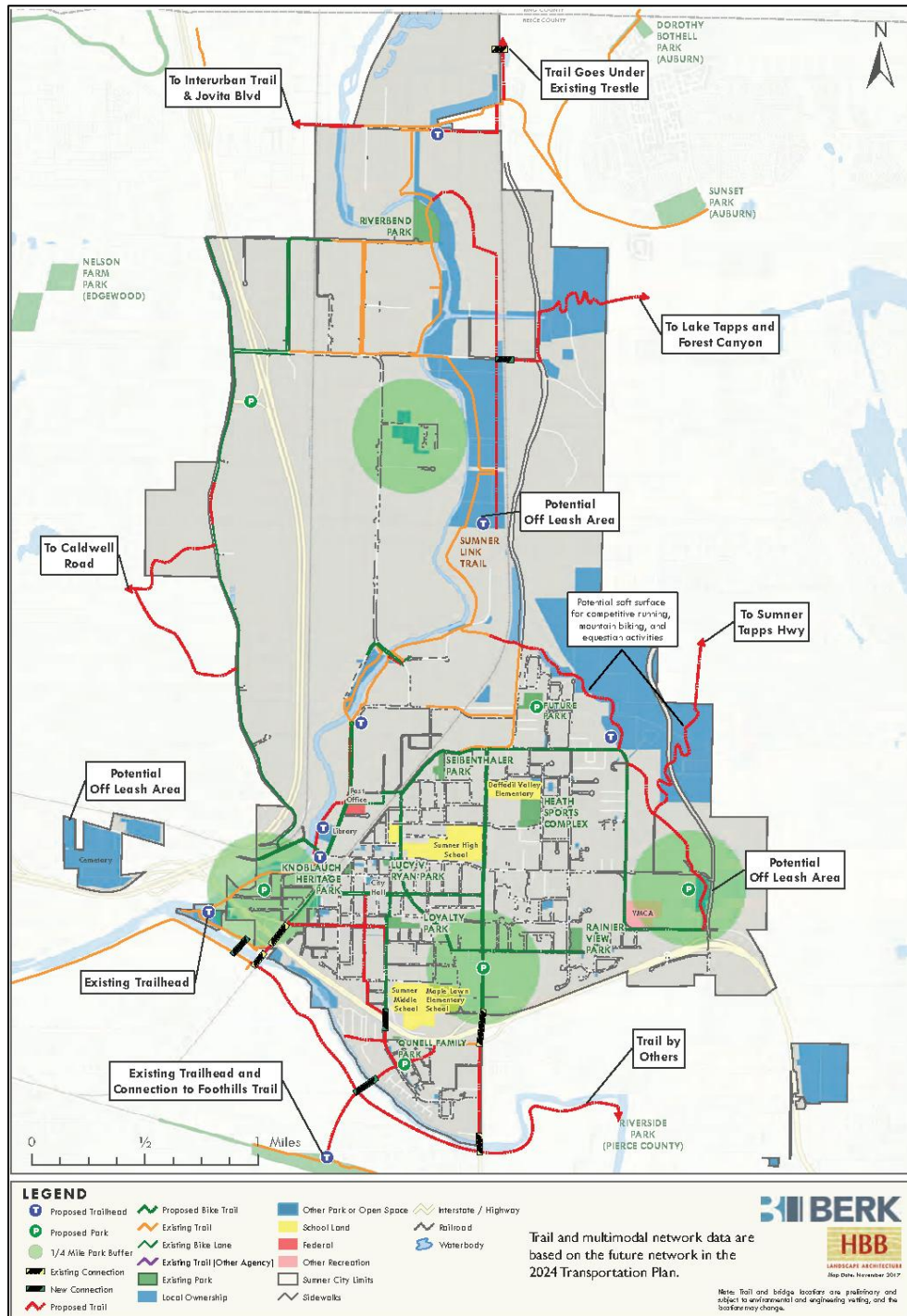
Table 3-7: Summary of City Park Spaces

Park Areas and Facilities	Acres
<i>Developed Local Parks</i>	<i>9.8</i>
Rainier View Park	3.9
Loyalty Park	3.3
Seibenthaler Park	2.3
<i>Undeveloped Local Parks</i>	<i>4.5</i>
Bennett Property	4.2
Qunell Family Park	0.3
<i>Special Facilities</i>	<i>1.1</i>
Reuben A. Knoblauch Heritage Park	0.8
Lucy V. Ryan Park*	0.4
<i>Regional Parks</i>	<i>7.0</i>
Bill Heath Sports Complex	7.0
<i>Linear Parks Along Sumner Link Trail</i>	<i>16.7</i>
Total City Parks Acreage	38.8
<i>Open Space Areas</i>	<i>33.5</i>
<i>Trails</i>	<i>5.5 miles</i>
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:

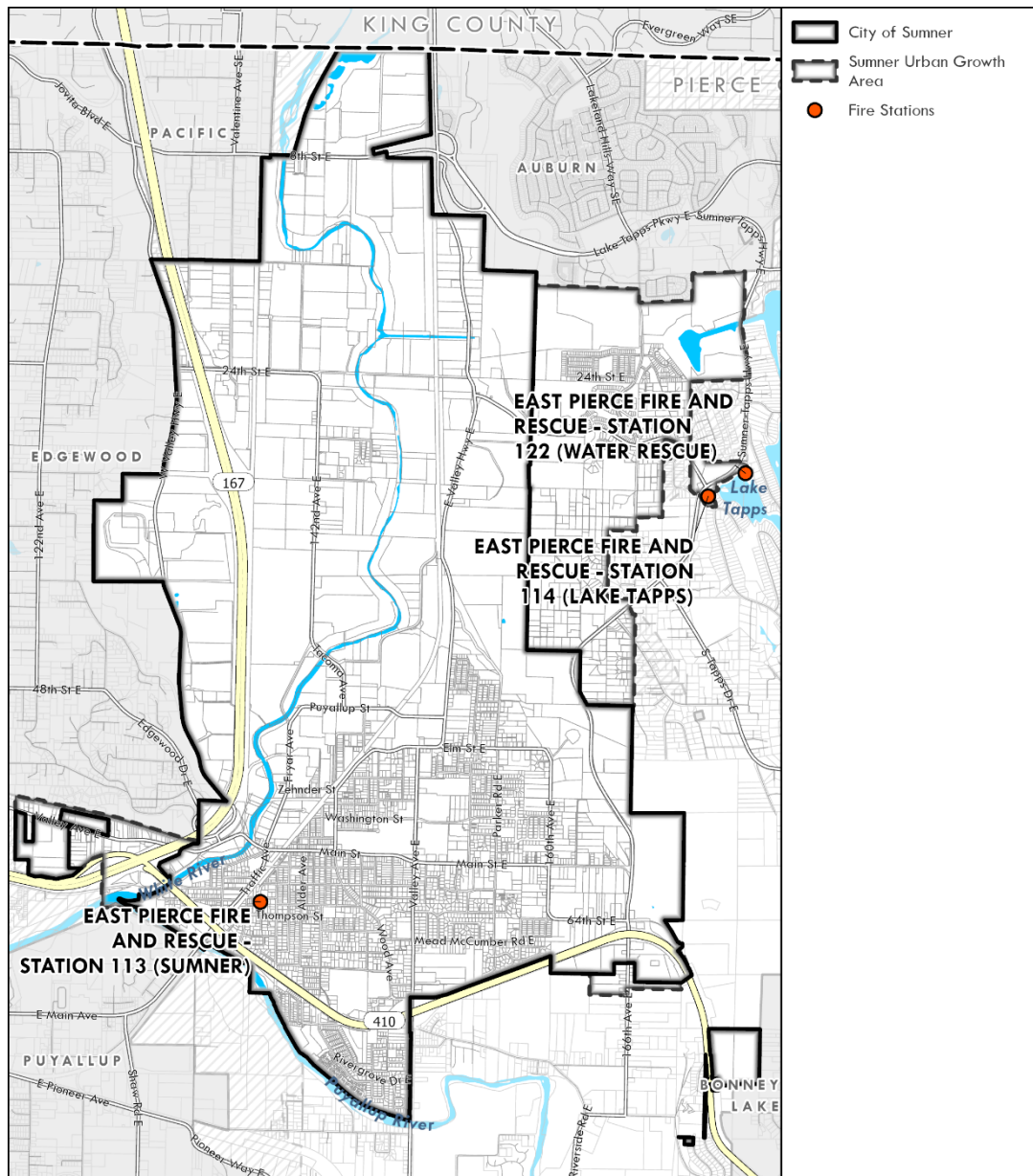
- 1 fire engine
- 1 medic unit

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.

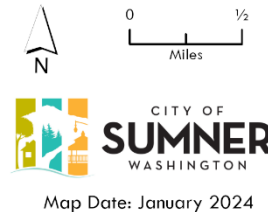
(Source: EPFR Capital Facilities Plan)

Figure 3-9: Fire Facilities



CITY OF SUMNER Fire Stations

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 capacity². 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

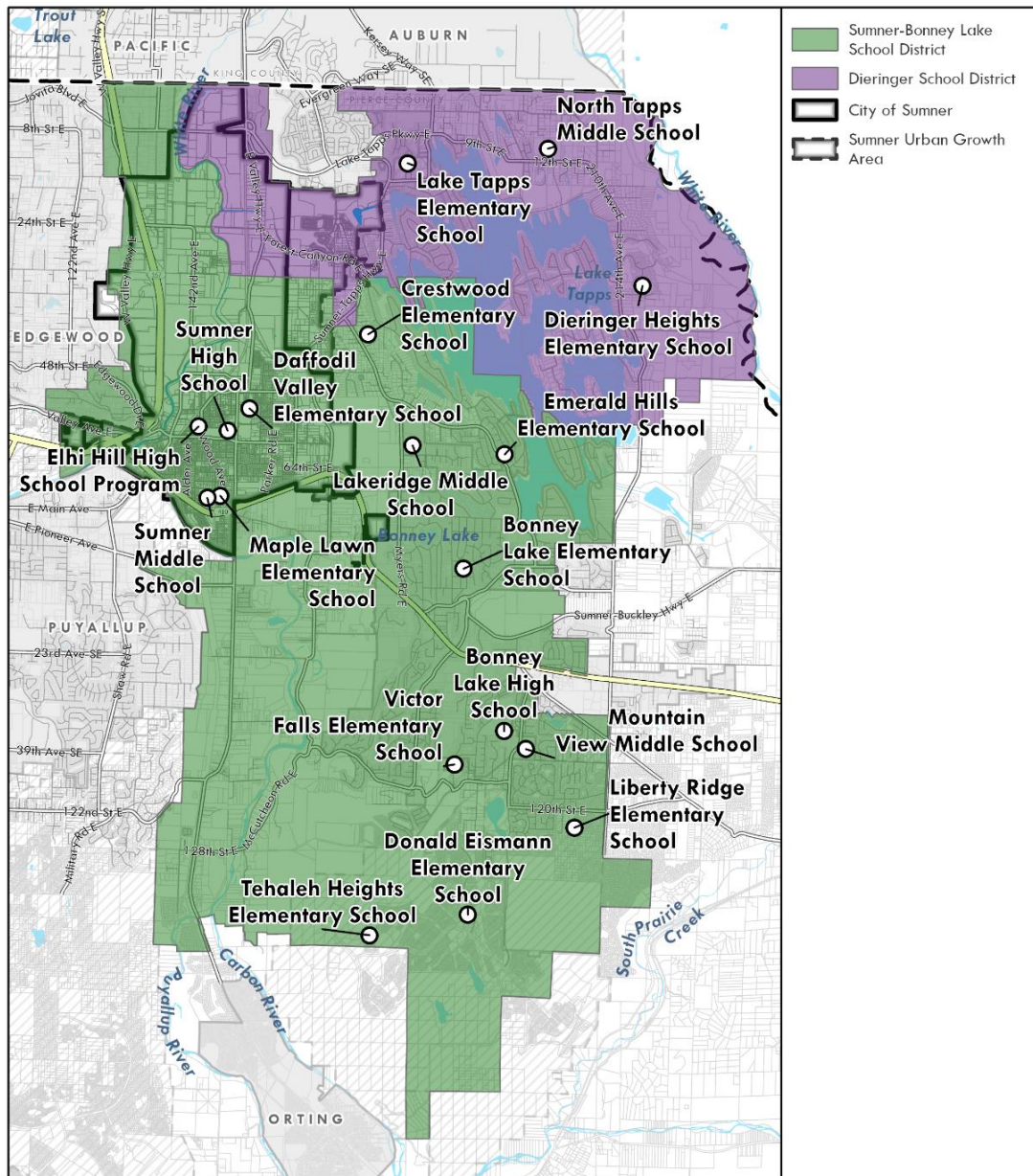
* Elhi Hill is a program offered to high school students who need services beyond the traditional school day.

[^]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



CITY OF SUMNER
Public Schools

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.

3.9 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

Roadway	Classification	Jurisdiction	# of Travel Lanes	Posted Speed Limit	Parking?	Sidewalks?	Bicycle Facilities
West Valley Highway	Minor Arterial	Sumner	2 to 4	35 mph	No	Yes	No
Sumner-Tapps Highway	Minor Arterial	Sumner	2	45 mph	No	No	No
Cannery Way (formerly Bridge Street)	Minor Arterial	Sumner	2	25 mph	No	Yes	No
Valley Avenue E	Minor Arterial	Sumner	2	25 mph	No	No	No
160th Avenue E	Minor Arterial ⁴	Sumner	2	25 mph	Yes	No	No
Sumner Heights Drive	Collector	Sumner	2	25 mph	No	Yes	No
Alder Avenue	Collector	Sumner	2	25 mph	Yes	Yes	No
Wood Avenue	Collector	Sumner	2	25 mph	Yes	Yes	No
158th Avenue E	Collector	Sumner	2	25 mph	No	Yes	No
Parker Road	Collector	Sumner	2	25 mph	No	Yes	No
East-West Roadways							
SR 410	Freeway	WSDOT	4	55 mph	No	No	no
24th Street E	Minor Arterial	Sumner	2 to 5	35 mph	No	Yes	No
Main Street	Minor Arterial	Sumner	2	25 mph	Yes	Yes	No
Stewart Road	Principal Arterial	Sumner	2-5	35 mph	No	Yes	No
Puyallup Street	Minor Arterial	Sumner	2	25 mph	No	Yes	No
Forest Canyon Road	Minor Arterial	Sumner	2	25 mph	No	No	No

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

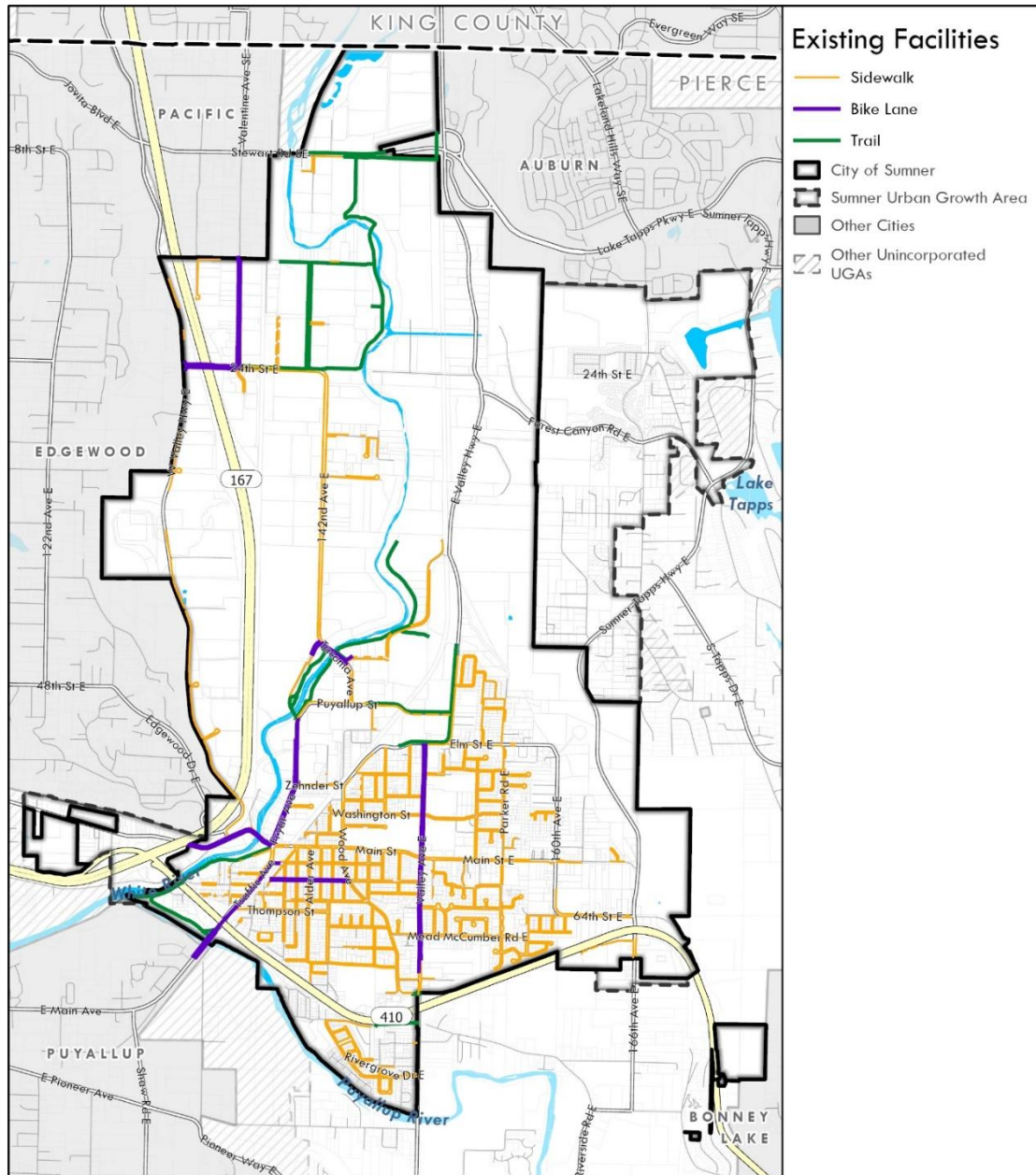
4. Collector north of Main Street E

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



CITY OF SUMNER

Existing Non-Motorized Facilities



0 1/2
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: February 2024

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 officers 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
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.

Incident Type	Low Risk	Medium Risk	High Risk

Source: EPFR Unit and Response Benchmarks, 2023 <https://www.eastpiercefirer.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)	90 th Percentile	Total Incidents	% Achieving Benchmark
Turn out times	2:00	2:32	12,653*	74%
Travel Time 1 st 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 <u>2024-2025</u> Enrollment (Students)	Percent Over/Under Capacity
Sumner High School	<u>1,830</u> 1,260	<u>1,947</u> 1,844	<u>.6%</u> 46%
Sumner Middle School	722	<u>681</u> 681	-6%
Daffodil Valley Elementary	481	<u>525</u> 492	<u>9%</u> 0.2%
Maple Lawn Elementary	454	<u>632</u> 634	<u>39%</u> 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	<u>0.3722</u> -0.403	<u>0.1712</u> -0.095
Middle School	<u>0.0980</u> -0.140	<u>0.0721</u> -0.043
High School	<u>0.1151</u> -0.099	<u>0.1892</u> -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

	<u>Current</u> <u>Enrollment</u>	<u>2024</u> <u>2021</u>	<u>2025</u> <u>2022</u>	<u>2026</u> <u>2023</u>	<u>2027</u> <u>2024</u>	<u>2028</u> <u>2025</u>	<u>2029</u> <u>2026</u>	Change
Daffodil Valley Elementary	<u>347</u>	<u>333</u> 430	<u>320</u> 449	<u>323</u> 456	<u>310</u> 451	<u>313</u> 448	<u>313</u> 450	<u>-34</u> +23
Maple Lawn Elementary	<u>521</u>	<u>490</u> 569	<u>484</u> 637	<u>463</u> 624	<u>487</u> 618	<u>468</u> 611	<u>471</u> 614	<u>-50</u> +57
Sumner Early Learning Center	<u>197</u>	<u>134</u>	<u>135</u>	<u>133</u>	<u>138</u>	<u>139</u>	<u>139</u>	<u>-58</u>
Sumner Middle School	<u>681</u>	<u>738</u> 725	<u>735</u> 702	<u>724</u> 708	<u>734</u> 741	<u>756</u> 773	<u>769</u> 796	<u>+88</u> +84
Sumner High School	<u>1,947</u>	<u>1,828</u> 1594	<u>1,910</u> 1661	<u>1,888</u> 1741	<u>1,815</u> 1768	<u>1,817</u> 1760	<u>1,802</u> 1772	<u>-145</u> +212

<u>Current</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	Change
<u>Enrollment</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	

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
<i>Elementary School</i>	413
<i>Middle School</i>	156
<i>High School</i>	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
<i>Elementary School</i>	3
<i>Middle School</i>	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.

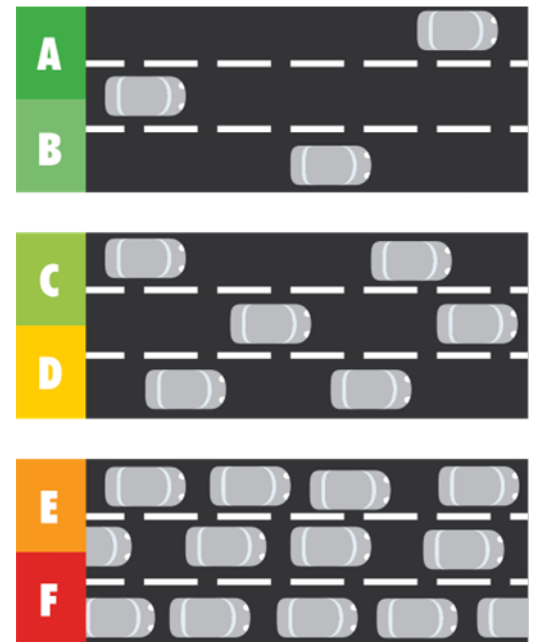


Figure 4-1: Illustration of Vehicle LOS

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	-

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
Sumner-Tapps Highway E/SR 410 WB Ramp	D	F	61	WB	A	7	0.54
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

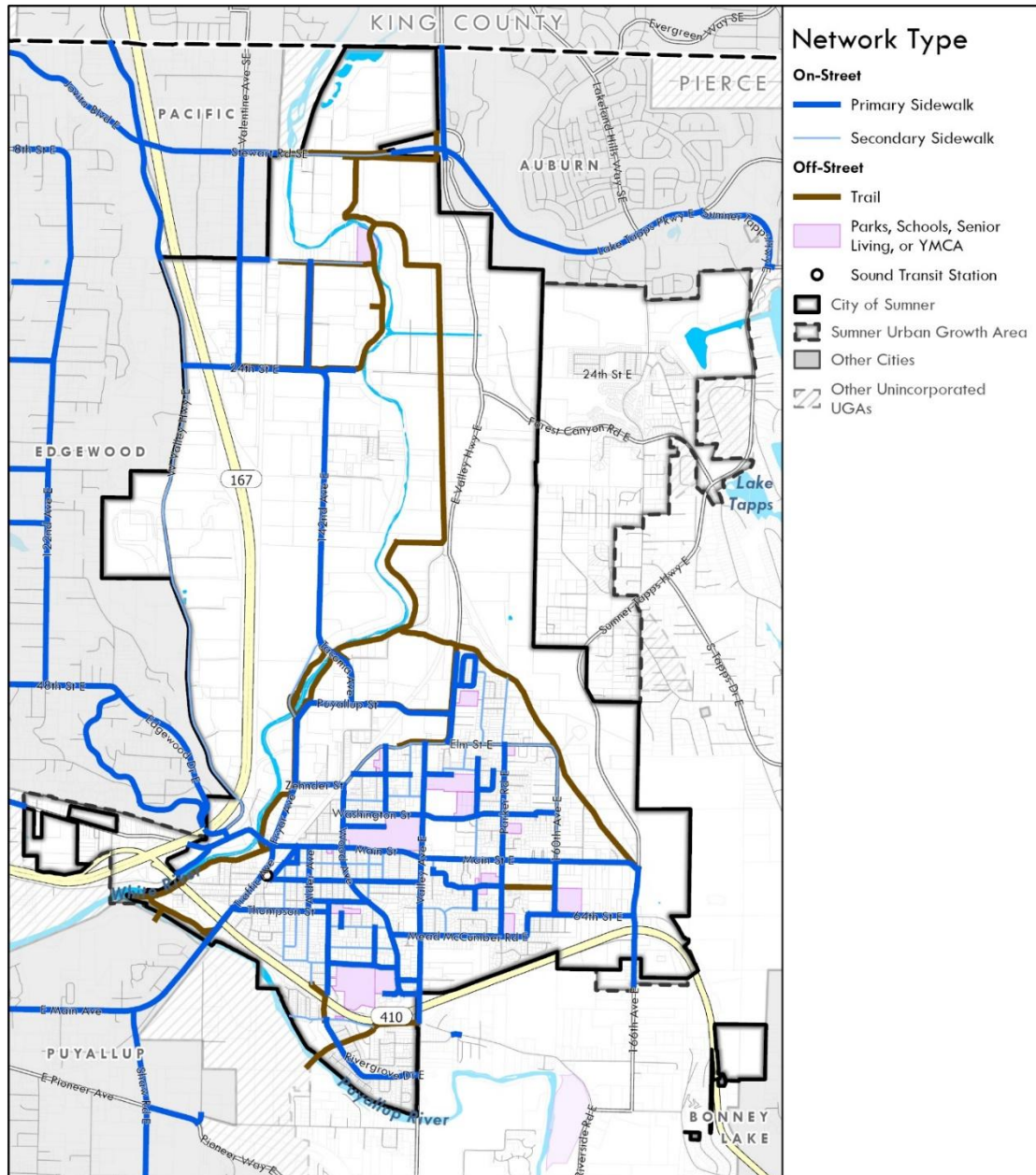
future pedestrian network meets standard. There are some key connections to trails south of SR 410 that are missing as well as corridors such as Elm Street and 160th Avenue E that have missing sidewalks. The long-term project list identified in the Transportation Plan Chapter 5 would implement the orange 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



CITY OF SUMNER

Future Pedestrian Network



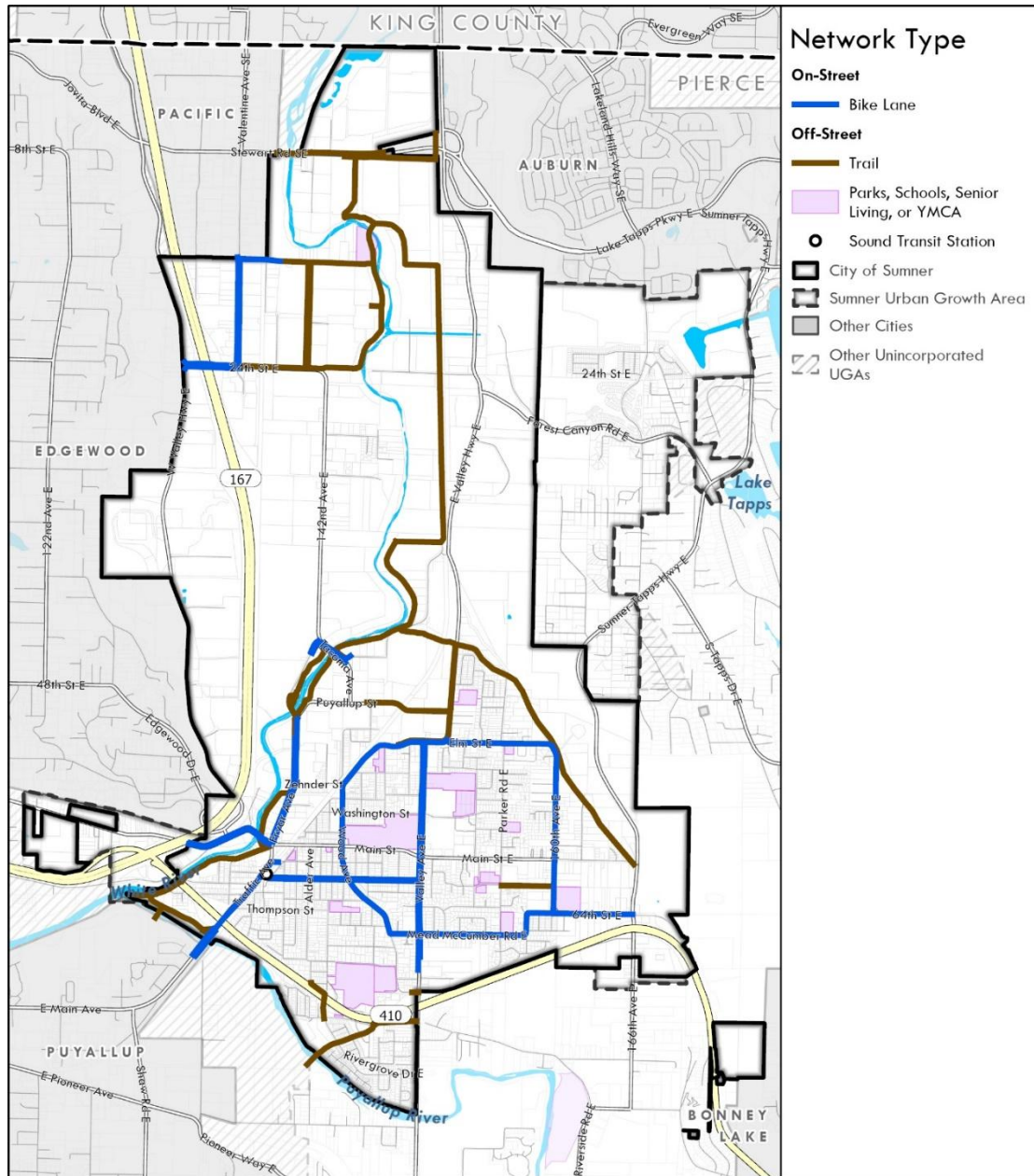
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Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.

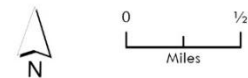
Map Date: February 2024

Source: City of Sumner, 2024; Transpo, 2024.

Figure 4-4: Future Bicycle Network



CITY OF SUMNER
Future Bike Network

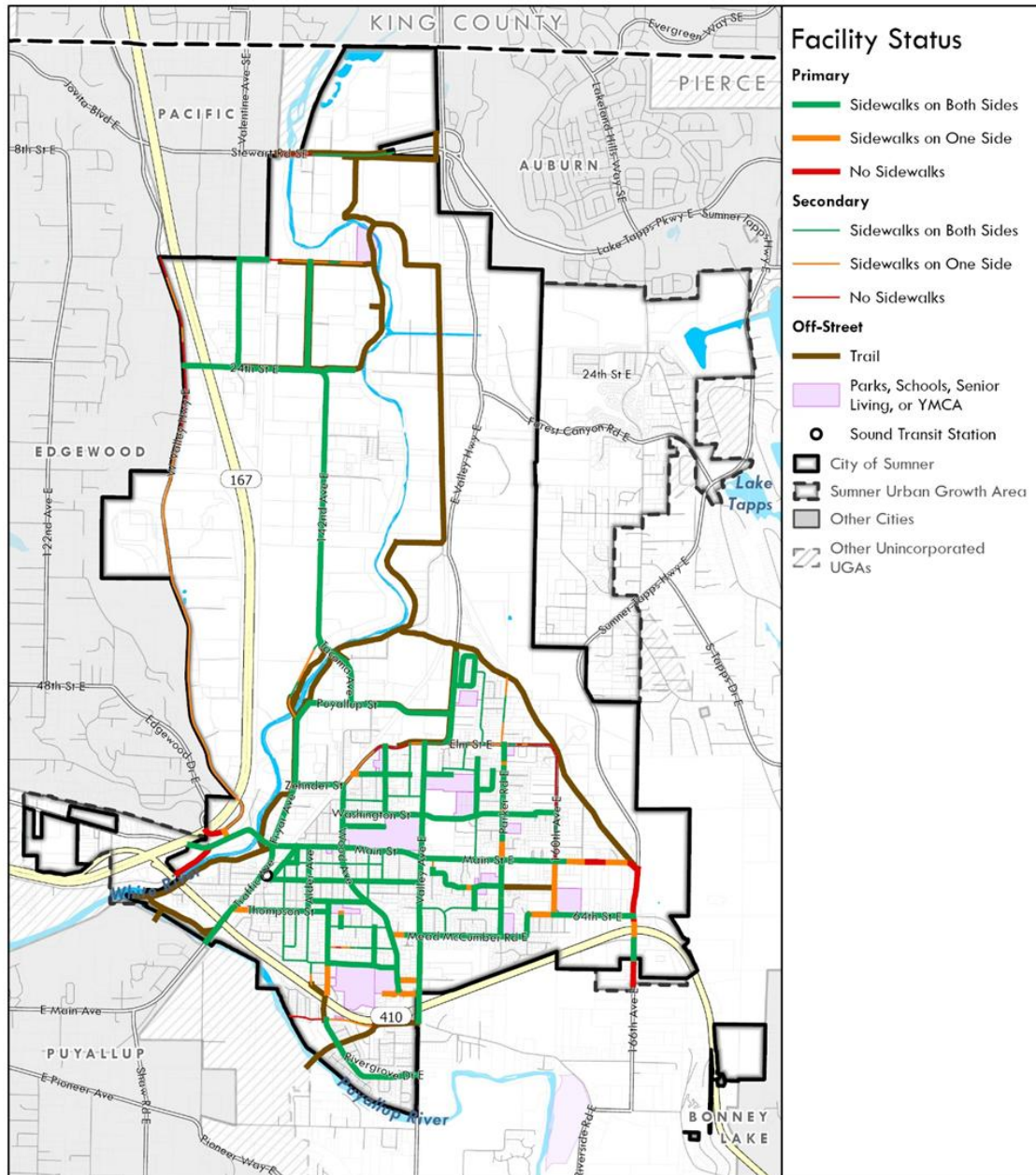


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Map Date: February 2024

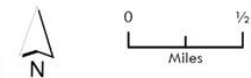
Source: City of Sumner, 2024; Transpo, 2024.

Figure 4-5: Future Pedestrian Level of Service



CITY OF SUMNER

Future Pedestrian Level of Service

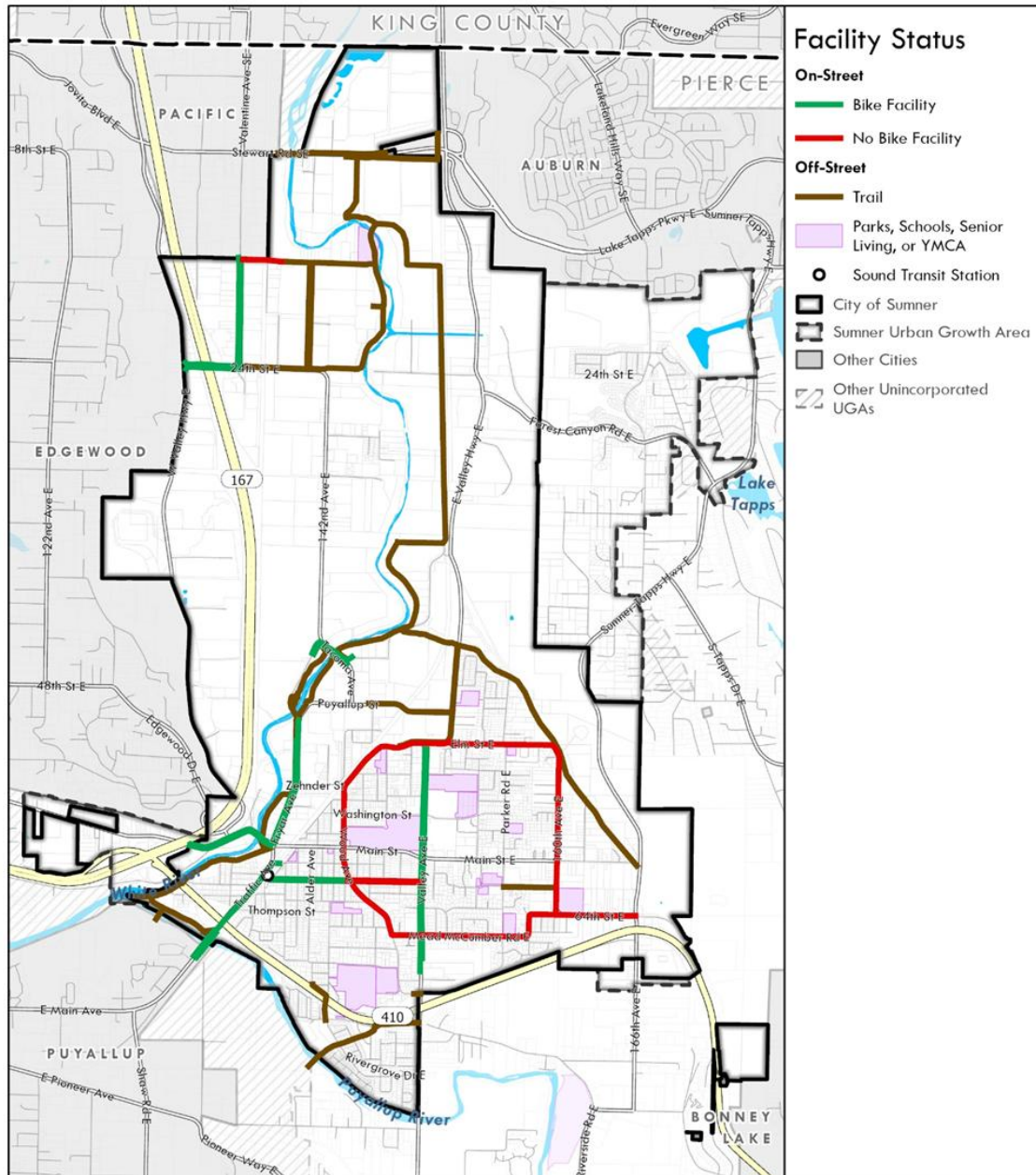


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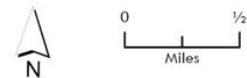
Map Date: February 2024

Source: City of Sumner, 2024; Transpo, 2024.

Figure 4-6: Future Bike Level of Service



CITY OF SUMNER
Future Bike Level of Service



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

Map Date: February 2024

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~~ Sumner-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. 8–162 nd 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, 106 th 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– 24 th 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 - 24 th and 142 nd 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 16 th	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 60 th Street East	High	\$100,000	2021
CIP No. 24 - SR 410/166 th Ave E I/C	Medium	\$4,427,000	2025
CIP No. 25 - Main Street and 160 th Ave	Medium	\$296,000	2023
CIP No. 26 - 62 nd St: 166 th Ave to 160 th Ave E	Medium	\$1,476,000	2022

Capital Improvement Project	Project Priority ¹	Total Cost Year 2019	Year of Completion
CIP No. 27 – Elm St: East Valley Highway to 160 th Ave East	Medium	\$1,063,000	2023
CIP No. 28 – Parker Road: 62 nd to 63 rd	Medium	\$114,765	2023
CIP No. 29 – Parker Road: Main to 50 th	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 Open 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
<i>Sport/Intersection Subtotal</i>			<i>\$16,875,000</i>
RW1	166th Avenue E Widening; SR 410 WB ramps to 64th St E (WSDOT SUM-24)	Widen to 4-5 lanes, includes new roundabouts at WB ramp and 64th Street E	\$19,000,000

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 line profiled striping, rumble strips, reflective markers on-pavement as appropriate to delineate roadside objects, channelization, guardrail/roadway shouldering, and street lighting	\$903,000
-	Stewart Road SW: Butte Avenue SE to 140th Avenue Court E4	Widen to 5 lanes including a center two-way left-turn lane	-
<i>Roadway Subtotal</i>			<i>\$38,803,750</i>
NM1	West Valley Highway Sidewalks	Complete missing sidewalk facilities on the east side between 16th Street E and SR 167 SB Ramps	\$1,000,000
NM2	16th Street E Ped/Bike	Construct ped/bike facilities between Valentine Avenue and 138th Avenue E	\$2,000,000
NM3	White River Restoration Tail	#9 Ditch to area north of 16th Street	\$3,000,000
NM4	Tacoma Avenue Trail	New trail facilities between the White River and 45th Street E	\$150,000
NM5	Salmon Creek Trail	New trail between current end at 149th Avenue E and Sumner-Tapps Highway E	\$3,000,000
NM6	Edgewood Drive Sidewalks	Complete missing sidewalk facilities between SR 167 and Sumner Heights Drive E	\$550,000
NM7	Fryar Avenue Trail (WSDOT SUM-17)	West Main Street to Puyallup Street	\$7,200,000
NM8	Zehnder Street/Elm Street Sidewalks	"Construct pedestrian and bike facilities. Bike lanes from Valley Avenue to Main Street Complete missing sidewalk facilities between Pease Avenue and Wright Avenue"	\$1,600,000
NM9	Academy Street Bike Facilities	Construct bike facilities between Wood Avenue and Valley Avenue E	\$800,000

Map ID ¹	Title and Location	Description	Project Cost ²
NM10	Wood Avenue/Meade McCumber Road	Construct bike facilities between Main Street E and Valley Avenue	\$1,800,000
NM11	62nd Street Court E Trail	Construct trail east of 62nd Street Court E between Parker Road and 160th Avenue E	\$1,000,000
NM12	Main Street E Sidewalks	Construct missing sidewalk facilities between 162nd Avenue E and Sumner-Tapps Highway E	\$575,000
NM13	Puyallup River Crossing	Over White River. Two-part project: 1. Study best location for trail crossing 2. Construct ped/bike trail crossing	\$4,000,000
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
		<i>Non-Motorized Subtotal</i>	\$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.

Intersection Improvement

- XX New Project
- XX Approved Project

Roadway Improvement

- New Project
- Approved Project

Non-Motorized Improvement

- New Project
- Approved Project

Parks, Schools, Senior Living, or YMCA

○ Sound Transit Station

City of Sumner

Sumner Urban Growth Area

Other Cities

Other Unincorporated UGAs

CITY OF
SUMNER
WASHINGTON

Map Date: February 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,

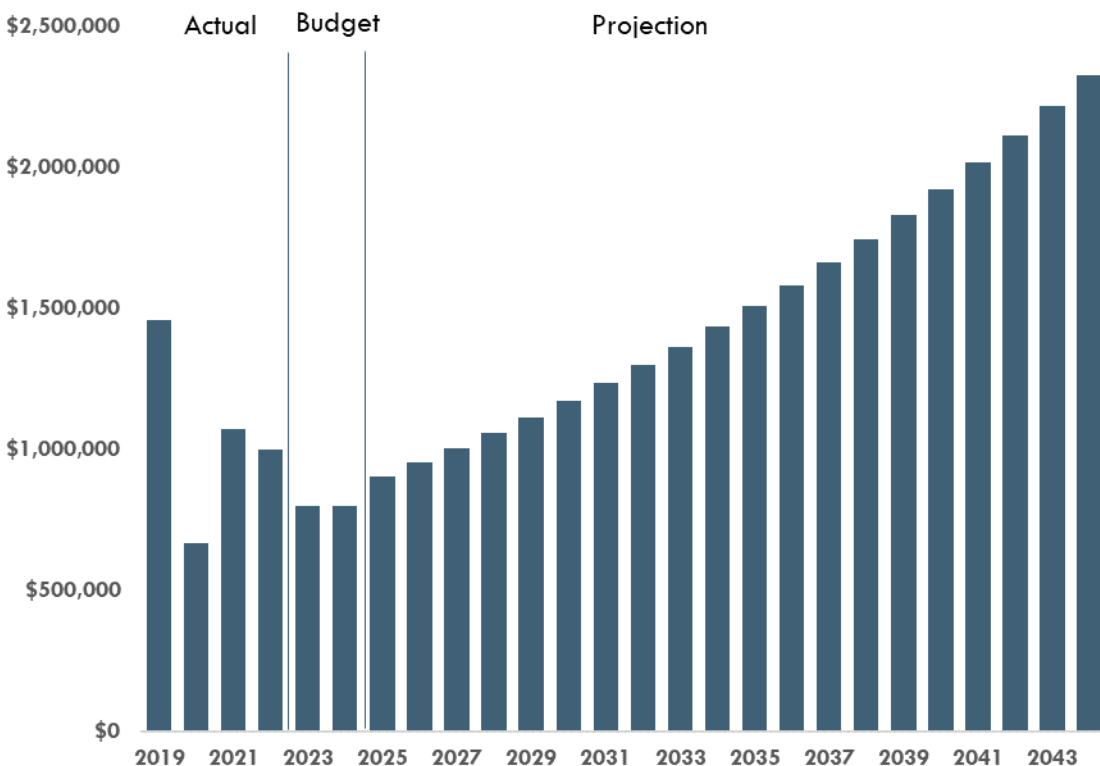
specifically, can only be levied by those cities and counties that are planning under GMA. For REET 2, the capital projects must be those specifically listed in [RCW 82.46.035\(5\)](#):

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

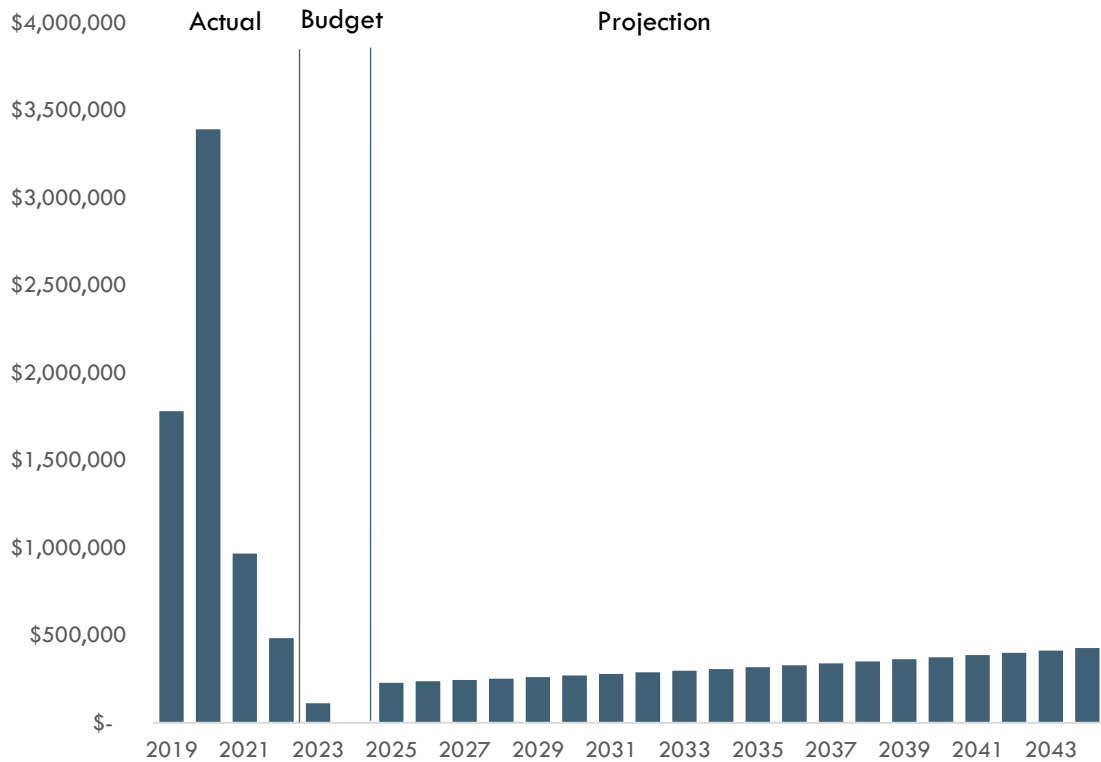
Transportation

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\$)

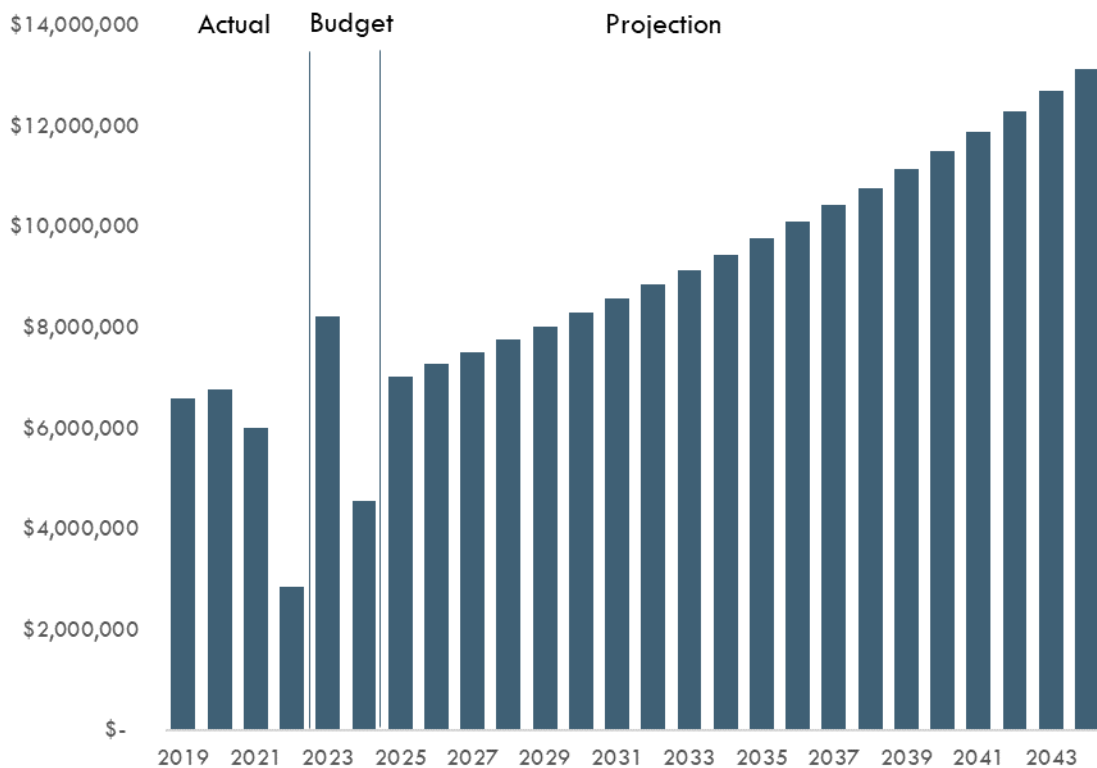


Notes: Projections shown above are designed to estimate expected cumulative revenues for the planning period; annual amounts shown above are not meant to reflect actual expected revenues in each specific year. Amounts are rounded to the nearest \$1,000. Future transportation impact fees are projected 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

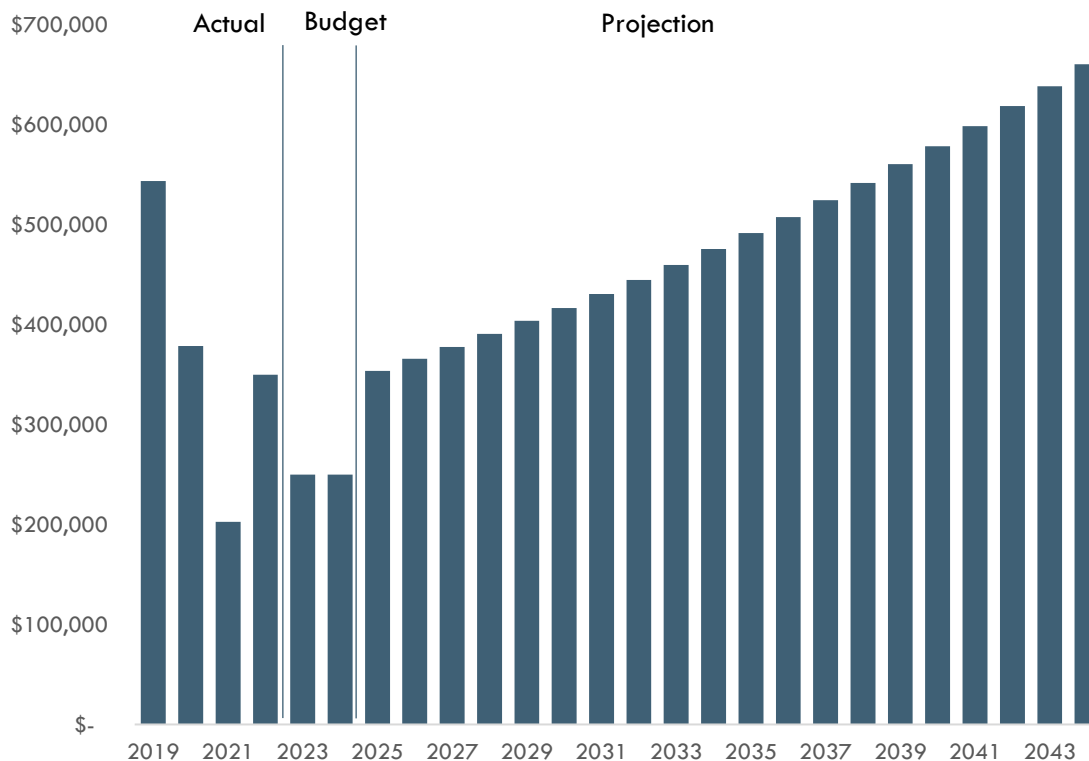
The City's Parks and Trails Capital Fund pays for parks and recreation capital projects. Funding sources for the Parks Capital Fund consist of REET 1 and 2, park impact fees, grants, and transfers in from operating funds.

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 (YOES\$)



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.

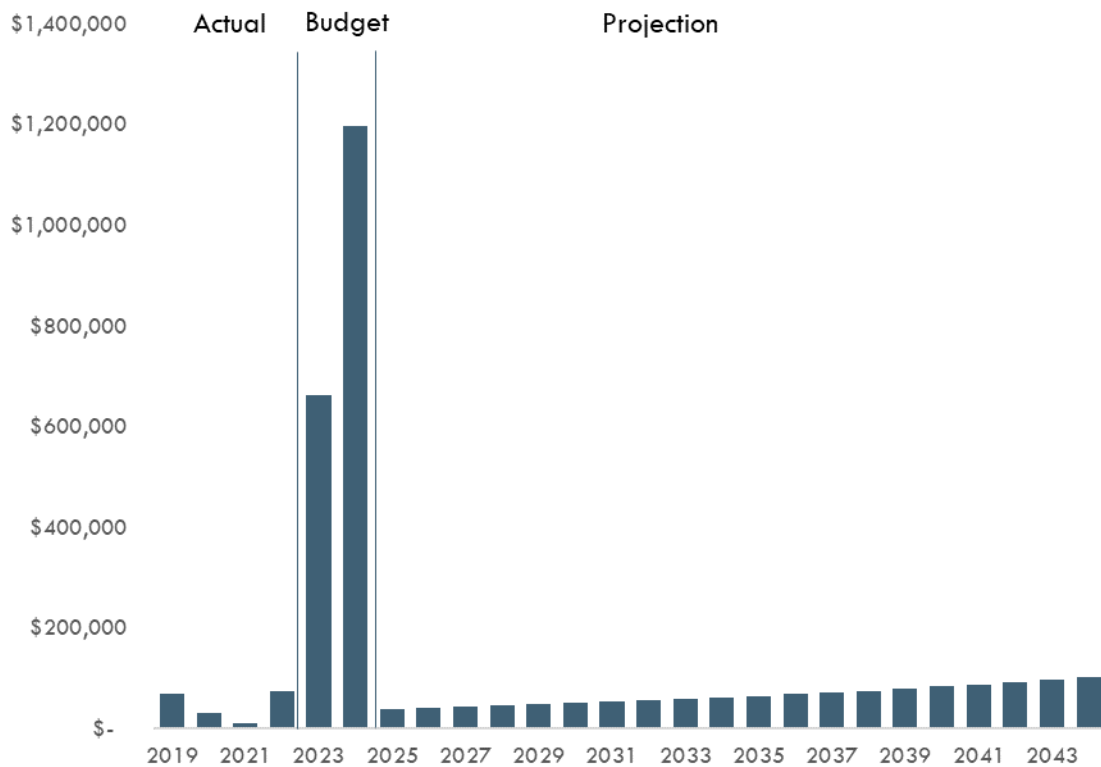
Sources: City of Sumner, 2023; City of Sumner 2023 - 2024 Biennial Budget; BERK, 2023.

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 151 st Avenue	\$680,000	\$60,000	\$620,000										
D3 – Autoclave Meters and Vault	\$100,000		\$100,000										
D4 - Viewpoint Tank to 171 st 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 149 th 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 – 64 th & 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 (160 th) 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 (142 nd) 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.

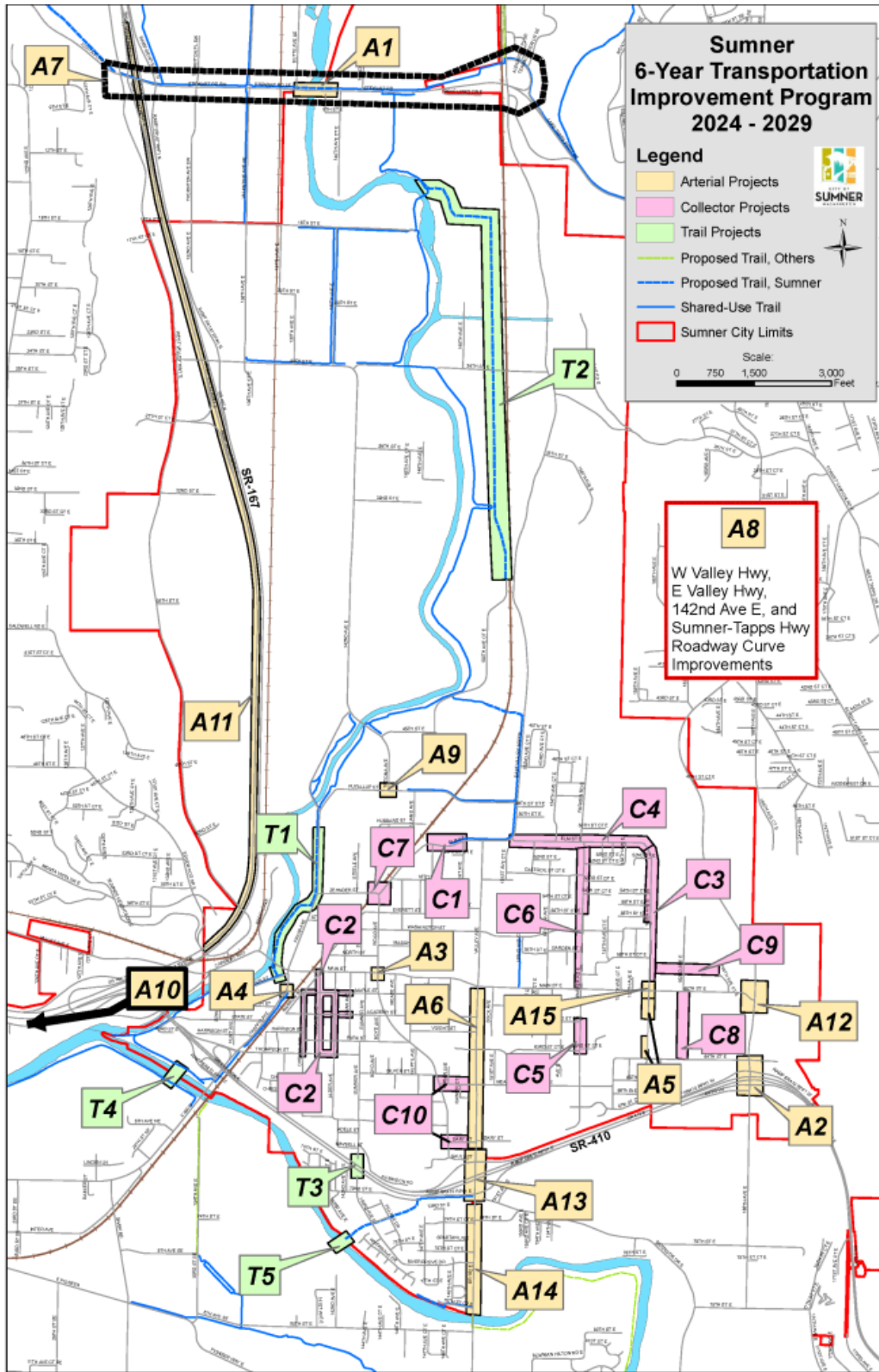
Table 10-1 6-Year CIP (2018-2024)							
CIP No.	Project	Type	Replacement	Upgrade	Expansion	Eligible for Connection Fee	Project Description
C-1	Collections Equipment	O&M		☒			▪ Purchase the following equipment: ○ ¾ Crew Cab ○ Utility truck replacement ○ 6" portable screw sucker pump ○ Camera van ○ Saw 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	64 th 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 (160 th) 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 (16 th 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 (16 th 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 (142 nd) 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



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: Complete
- 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

Future Projects	Budget								Revenue Streams		
		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

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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:							
((Acres x Cost per Acre) / Facility Capacity) x Student 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) x Student 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) x Student 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 Summary:				Single Family	Multiple Family		
Site Acquisition 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~~
- ~~• Zero lot line houses: Same as above~~

Appendix "F" City Council Final Ordinance [to be included after adoption]

SUBJECT: Ordinance No. 2952 - 2025 Compensation Schedule Amendment

CATEGORY: Ordinance

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. Ordinance No. 2952 - 2025 Compensation Schedule Amendment

STAFF CONTACT: Jeff Steffens, Deputy City Administrator

SUMMARY BACKGROUND:

The City recently ratified a collective bargaining agreement with the International Brotherhood of Teamsters Local 313 for a three-year term starting in 2025. This agreement included cost of living adjustments for this labor group and requires an amendment to our current 2025 Compensation Schedule. All proposed increases fall within current budget allocations.

COUNCIL COMMITTEE/STUDY SESSION:
--

MEETING/STUDY SESSION DATE:

COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:

A motion to adopt Ordinance No. 2952 - 2025 Compensation Schedule Amendment.

**ORDINANCE NO. 2952
CITY OF SUMNER, WASHINGTON**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON, AMENDING THE 2025 COMPENSATION SCHEDULE FOR EMPLOYEES REPRESENTED BY THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS LOCAL NO. 313.

WHEREAS, the City is required to adopt an annual Compensation Schedule; and

WHEREAS, the City has adopted a Compensation Philosophy to attract and retain top talent within budgetary constraints; and

WHEREAS, the City had previously established a 2025 Compensation Schedule for both represented and non-represented employees; and

WHEREAS, the City recently reached a labor agreement with the International Brotherhood of Teamsters Local No. 313; and

WHEREAS, the dollar amounts in Exhibit A represent amended compensation rates for those employees.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Adoption. The City of Sumner 2025 Compensation Schedule for non-represented employees and represented employees represented by the International Union of Operating Engineers Local No. 302, Teamsters Local No. 313 and the Police Guild Commissioned Officers and the Police Guild representing special commissioned and non-commissioned police employees attached hereto as Exhibit A, covering the period from January 1, 2025 through December 31, 2025, is hereby adopted.

Section 2. Severability. The provisions of this ordinance are declared separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section or portion of this ordinance or the invalidity of the application thereof to any person or circumstance shall not affect the validity of the remainder of the ordinance or the validity of its application to other person's circumstances.

Section 3. Effective date. This ordinance shall be effective five (5) days from and after its passage approval and publication as provided by law.

Section 4. Corrections by City Clerk or Code Reviser. Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state, or federal laws, codes, rules, or regulations.

Passed by the City Council and approved by the Mayor of the City of Sumner, Washington, at a regular meeting thereof this 24th day of November 2025.

Mayor Kathy Hayden

ATTEST:

APPROVED AS TO FORM:

City Clerk Michelle Converse, CMC

City Attorney Andrea Marquez

First Reading:

Date Adopted:

Date of Publication:

Effective Date:

Ordinance 2952
Non-Represented

Temporary and Seasonal Pay Grades - Hourly								
Classification	Typical Position Titles	Grade	Basis	Step 1	Step 2	Step 3	Step 4	Step 5
Temporary	Temporary Laborer	TMP1	Hourly	\$ 20.00	\$ 22.00	\$ 24.00	\$ 26.00	\$ 28.00
	Temporary Administrative	TMP2	Hourly	\$ 25.00	\$ 30.00	\$ 35.00	\$ 40.00	\$ 45.00
	Temporary Professional	TMP3	Hourly	\$ 55.00	\$ 60.00	\$ 65.00	\$ 70.00	\$ 75.00
Non-Exempt Pay Grades - Hourly / Period								
Classification	Typical Position Titles	Grade	Basis	Step 1	Step 2	Step 3	Step 4	Step 5
Labor	Custodial Technician	21	Hourly	\$ 25.71	\$ 27.18	\$ 28.75	\$ 30.40	\$ 32.14
			Per Period	\$ 2,056.80	\$ 2,174.40	\$ 2,300.00	\$ 2,432.00	\$ 2,571.20
Professional	Technician, Administrative Assistant, Specialist, Assistant Planner	31	Hourly	\$ 31.87	\$ 33.69	\$ 35.62	\$ 37.65	\$ 39.82
			Per Period	\$ 2,549.60	\$ 2,695.20	\$ 2,849.60	\$ 3,012.00	\$ 3,185.60
		32	Hourly	\$ 32.98	\$ 34.87	\$ 36.88	\$ 38.98	\$ 41.22
			Per Period	\$ 2,638.40	\$ 2,789.60	\$ 2,950.40	\$ 3,118.40	\$ 3,297.60
		33	Hourly	\$ 34.65	\$ 36.65	\$ 38.75	\$ 40.96	\$ 43.31
			Per Period	\$ 2,772.00	\$ 2,932.00	\$ 3,100.00	\$ 3,276.80	\$ 3,464.80
Technical	Administrator, Analyst, Assistant Engineer, Associate Planner, Building/Plans Inspector, Coordinator, GIS/CAD Specialist, IT Technician, Professional Standards Officer	41	Hourly	\$ 38.01	\$ 40.19	\$ 42.49	\$ 44.93	\$ 47.50
			Per Period	\$ 3,040.80	\$ 3,215.20	\$ 3,399.20	\$ 3,594.40	\$ 3,800.00
		42	Hourly	\$ 39.12	\$ 41.37	\$ 43.74	\$ 46.25	\$ 48.90
			Per Period	\$ 3,129.60	\$ 3,309.60	\$ 3,499.20	\$ 3,700.00	\$ 3,912.00
		43	Hourly	\$ 42.48	\$ 44.92	\$ 47.49	\$ 50.21	\$ 53.09
			Per Period	\$ 3,398.40	\$ 3,593.60	\$ 3,799.20	\$ 4,016.80	\$ 4,247.20
		44	Hourly	\$ 44.72	\$ 47.28	\$ 49.99	\$ 52.86	\$ 55.89
			Per Period	\$ 3,577.60	\$ 3,782.40	\$ 3,999.20	\$ 4,228.80	\$ 4,471.20
Exempt Pay Grades - Bi-Weekly (26 pay periods)								
Classification	Typical Position Titles	Grade	Basis	Step 1	Step 2	Step 3	Step 4	Step 5
Operations Managers	Building Official, Communications Director, Senior Planner, Superintendent, Operational Manager, Associate Engineer, Assistant Attorney, Project Manager, Project Lead, Lieutenant	61	Per Period	\$ 3,756.69	\$ 3,971.62	\$ 4,199.23	\$ 4,440.00	\$ 4,694.46
		62	Per Period	\$ 3,845.92	\$ 4,066.42	\$ 4,299.12	\$ 4,545.46	\$ 4,806.00
		63	Per Period	\$ 4,114.58	\$ 4,350.27	\$ 4,599.15	\$ 4,862.77	\$ 5,141.58
		64	Per Period	\$ 4,471.96	\$ 4,727.96	\$ 4,998.62	\$ 5,285.54	\$ 5,588.15
		65	Per Period	\$ 4,628.08	\$ 4,893.69	\$ 5,174.00	\$ 5,470.54	\$ 5,783.81
		66	Per Period	\$ 4,952.05	\$ 5,236.25	\$ 5,536.18	\$ 5,853.48	\$ 6,188.68
		67	Per Period	\$ 5,345.73	\$ 5,652.53	\$ 5,976.31	\$ 6,318.83	\$ 6,680.68
Deputy Director	Deputy Police Chief, Chief Financial Officer, Deputy City Attorney, City Engineer, PW Deputy Director	72	Per Period	\$ 5,768.62	\$ 6,099.12	\$ 6,448.38	\$ 6,817.88	\$ 7,208.73
		73	Per Period	\$ 6,305.42	\$ 6,666.35	\$ 7,048.58	\$ 7,452.58	\$ 7,879.35
Department Director	Judge (Part Time)	80	Per Period					\$ 3,330.58
	Department Director, City Attorney	81	Per Period					\$ 8,326.46
	Police Chief	82	Per Period					\$ 8,550.04
Executive	City Administrator	91	Per Period					\$ 9,052.85

CPI-U 3.8%
Teamsters 4.37%
Police Guild Commissioned 4%

Non-Rep 5%
Operating Engineers 4%
Police Guild Non-Commissioned 4%

Ordinance 2952
Represented

Non-Exempt Represented Pay Grades - Hourly / Period									
Classification	Typical Position Titles	Grade	Basis	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Union-IUOE	Operator In Training	Ww0	Hourly \$ 32.09	\$ 33.94	\$ 35.76				
			Per Period \$ 2,567.20	\$ 2,715.20	\$ 2,860.80				
	Operator 1 - Group 1	Ww1	Hourly \$ 38.42	\$ 40.61	\$ 42.95		\$ 45.41		
			Per Period \$ 3,073.60	\$ 3,248.80	\$ 3,436.00		\$ 3,632.80		
	Operator 2, Lab Technician - Group 2	Ww2	Hourly \$ 40.76	\$ 43.09	\$ 45.56		\$ 48.17		
			Per Period \$ 3,260.80	\$ 3,447.20	\$ 3,644.80		\$ 3,853.60		
	Operator 3, Lab Analyst - Group 3	Ww3	Hourly \$ 44.39	\$ 46.94	\$ 49.63		\$ 52.47		
			Per Period \$ 3,551.20	\$ 3,755.20	\$ 3,970.40		\$ 4,197.60		
	Operator 4, Lab Process Analyst - Group 4	Ww4	Hourly \$ 48.30	\$ 51.06	\$ 53.99		\$ 57.09		
			Per Period \$ 3,864.00	\$ 4,084.80	\$ 4,319.20		\$ 4,567.20		
	Chief Operator	Ww5	Hourly \$ 51.89	\$ 54.85	\$ 58.00		\$ 61.33		
			Per Period \$ 4,151.20	\$ 4,388.00	\$ 4,640.00		\$ 4,906.40		
	Industrial Electrician	EL1	Hourly \$ 48.30	\$ 51.06	\$ 53.99		\$ 57.09		
			Per Period \$ 3,864.00	\$ 4,084.80	\$ 4,319.20		\$ 4,567.20		
Union-Police Commissioned	Police Officer	PC1	Hourly \$ 44.28	\$ 46.49	\$ 48.83	\$ 51.30	\$ 53.87	\$ 56.66	
			Per Period \$ 3,542.40	\$ 3,719.20	\$ 3,906.40	\$ 4,104.00	\$ 4,309.60	\$ 4,532.80	
	Police Officer Detective	PC2	Hourly					\$ 59.50	
			Per Period					\$ 4,760.00	
Union-Police Support	Police Officer Sergeant	PC3	Hourly					\$ 67.42	
			Per Period					\$ 5,393.60	
	Animal Care Technician	PS0	Hourly \$ 16.66	\$ 18.72	\$ 20.80	\$ 22.88	\$ 24.96		
			Per Period \$ 1,332.80	\$ 1,497.60	\$ 1,664.00	\$ 1,830.40	\$ 1,996.80		
	Animal Control Shelter Assistant	PS1	Hourly \$ 25.14	\$ 26.58	\$ 28.10	\$ 29.72	\$ 31.43		
			Per Period \$ 2,011.20	\$ 2,126.40	\$ 2,248.00	\$ 2,377.60	\$ 2,514.40		
	Police Records Specialist 1, Animal Shelter Coordinator	PS2	Hourly \$ 30.13	\$ 31.80	\$ 33.58	\$ 35.46	\$ 37.47		
			Per Period \$ 2,410.40	\$ 2,544.00	\$ 2,686.40	\$ 2,836.80	\$ 2,997.60		
	Police Records Coordinator	PS3	Hourly \$ 35.78	\$ 37.15	\$ 38.57	\$ 40.06	\$ 41.60		
			Per Period \$ 2,862.40	\$ 2,972.00	\$ 3,085.60	\$ 3,204.80	\$ 3,328.00		
Union-Teamsters 4.3% - Retro to 1/1/2025	Community Service Officer	PS4	Hourly \$ 35.40	\$ 37.22	\$ 39.11	\$ 41.14	\$ 43.33		
			Per Period \$ 2,832.00	\$ 2,977.60	\$ 3,128.80	\$ 3,291.20	\$ 3,466.40		
	Animal Control Officer	PS5	Hourly \$ 34.15	\$ 35.90	\$ 37.75	\$ 39.70	\$ 41.78		
			Per Period \$ 2,732.00	\$ 2,872.00	\$ 3,020.00	\$ 3,176.00	\$ 3,342.40		
	Animal Control Supervisor	PS6	Hourly				\$ 48.89		
			Per Period				\$ 3,911.20		
	PW Operator 1, Groundskeeper 1, Mechanic 1	TM1	Hourly \$ 33.89		\$ 35.12		\$ 36.17		
			Per Period \$ 2,711.20		\$ 2,809.60		\$ 2,893.60		
	PW Operator 2, Groundskeeper 2, Meter Technician	TM2	Hourly \$ 40.07				\$ 43.99		
			Per Period \$ 3,205.60				\$ 3,519.20		
	Mechanic 2, Facilities Maint Tech 2	TM3	Hourly \$ 40.72				\$ 45.25		
			Per Period \$ 3,257.60				\$ 3,620.00		
	PW Shops Senior Operator	TM4	Hourly				\$ 45.25		
			Per Period				\$ 3,620.00		
	Cemetery, Fleet, Parks & PW Field Supervisors	TM5	Hourly \$ 48.23				\$ 52.46		
			Per Period \$ 3,523.36				\$ 3,832.15		

CPI-U 3.8%
Teamsters 4.3%
Police Guild Commissioned 4%

Non-Rep 5%
Operating Engineers 4%
Police Guild Non-Commissioned 4%