



The City of Sumner looks forward to welcoming members of the public to its meetings in-person, but until further notice will continue to conduct its meetings 100% virtually, using the ZOOM platform. The public is invited to attend using the ZOOM meeting access information below:

Please click the link below to join the webinar:

<https://sumnerwa-gov.zoom.us/j/81498749805>

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Or Telephone: 1 253 215 8782

Webinar ID: 814 9874 9805

CALL TO ORDER

Roll Call: Bitetto, Brown, Hamilton, Hayden, Hochstatter, Neuman and Reed

REGULAR BUSINESS

1. Main Street Visioning Plan Update
2. American Rescue Plan Act Committee Update

CITY ADMINISTRATOR REPORT

AGENDA SETTING

1. Council Committee Meeting Calendar
2. Council Agenda Calendar

EXECUTIVE SESSION

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: Main Street Visioning Plan Update**CATEGORY:** Information Only

BUDGET IMPACT:

Expenditure Required: None

Within Budget Allocation: N/A

ATTACHMENTS:

1. Main Street Visioning Plan (Draft)
2. Main Street Visioning Presentation

STAFF CONTACT: Ryan Windish, Community Development Director

SUMMARY BACKGROUND:

Staff will provide an update on the Main Street Visioning Plan which was developed in partnership with University of Washington Tacoma (UW-T). Between Fall 2020 and Spring 2021 the students in the Urban Design Studio class, in collaboration with a local Advisory Committee, created a Main Street Visioning Plan showing how the City can be enhanced, providing improvement to Main Street, between Traffic Avenue and Wood Avenue, in Downtown Sumner. The goal of the project was to continue to provide for the community by creating an equitable environment, safety, increase the quality of life in the downtown, and increase economic development. The City Council was briefed on the progress of the plan in December 2020, April 2021 and June 2021.

Staff has completed a draft Main Street Visioning Plan incorporating the UW-T Final Report and a prioritization of projects to be completed. The first priority is improvements to the streets around Heritage Park and to expand the park. The streets would be designed like a plaza or "woonerf" improving the walking experience, and being more set up for events.

The improvements to Heritage Park include purchasing the property at 902 Kincaid Ave, a building and parking lot, to include the entire block.

The City has been in initial contact with the owner and completed an appraisal of the property which appraised for \$850,000. Staff is recommending purchasing the property using REIT funds and proceeds from the sale of the library site. Staff is seeking direction on whether to move forward with this purchase at this time.

The Main Street Visioning Plan and implementation priorities will be in front of the City Council for adoption on December 6, 2021.

COUNCIL COMMITTEE/STUDY SESSION: July 26, 2021 and November 22, 2021**MEETING/STUDY SESSION DATE:** 11/22/2021**COMMITTEE RECOMMENDATION:** Study Session**STAFF RECOMMENDATIONS/MOTION:**

None at this time.

DRAFT

Main Street Visioning Plan

November 2021



EXECUTIVE SUMMARY

Introduction

The Main Street Visioning Plan is an extension and detailed effort that further implements and defines policy direction for the Town Center Plan that was adopted in December 2018. The Town Center Plan is under separate cover and establishes a form based code, and a transit oriented design that emphasizes residential development around the Sounder transit center and commuter rail station and the historic downtown.

The Main Street Visioning Plan provides a more detailed vision for three main areas of the historic downtown along Main Street from Traffic Avenue to Wood Avenue and one to two blocks north and south. The three primary elements of the plan are as follows:

1. Pedestrian amenities and improvements to the *Main Street corridor*
2. *Activation and design of the alleys* within this area for events, vendors, and businesses
3. Expansion and enhancements to Reuben Knoblauch *Heritage Park* and the adjacent streets as a “woonerf” to better serve events, food trucks, and pedestrians.

Overall, the Visioning Plan will advance the City’s goals for equity, economic development, quality of life in downtown, transportation, and mobility, safety, and infrastructure upgrades.

Planning Process and Engagement

The City of Sumner partnered with the University of Washington-Tacoma (UWT) Urban Design Studio Class to develop a Main Street Visioning Plan guided by planning consultants. The planning the project spanned the entire academic year beginning in Fall 2020 and a final report was completed in Summer 2021 (See Appendix 1).

The planning process took place during the Covid-19 worldwide pandemic and therefore in-person meetings, workshops, and public engagement was restricted to virtual and online formats. To provide much needed guidance and feedback an Advisory Committee was created that was made up of business owners, residents, Planning Commissioners, Design Commissioners and City staff. The Advisory Committee met numerous times throughout the process to provide direction and make crucial decisions on the plan. The public was able to engage through an interactive project website on “Sumner Connects” where material, video recordings of minutes, and draft documents were posted for review and comment by the public.

The students reported to Council at the end of each quarter.

Project Timeline:

- **November 17, 2020:** Main St. Visioning Day 1
- **November 18, 2020:** Main St. Visioning Day 2
- **November 19, 2020:** Main St. Visioning Day 3
- **November 20-December 15, 2020:** Main St. Visioning-Comments
- **December 14, 2020:** City Council Presentation
- **January - March 2021:** Design Concept Alternatives
- **February 10-20, 2021:** Public Comments on the Alternatives
- **April 12, 2021:** City Council Presentation
- **June 14, 2021:** Final Concept Design Presentation
- **July 26, 2021:** City Council discusses priorities

Main Street Visioning Map:



Related Plans and Context

Town Center Plan, 2018: The Main Street Visioning Plan falls within the boundaries of the Town Center Plan area that was adopted in December 2018 and included increased residential opportunities, height and housing density increases and a form-based code. The form-based code included design standards unique to

the Town Center, updated street cross-sections and designs and planned amenities. The Main Street Visioning Plan further refines and expands on these original concepts, goals, and policies.

Ryan House Adaptive Reuse Plans: The Ryan House is located at 1228 Main Street and is on the National Register of Historic Places. The house was the original home of George Ryan, the city's first Mayor. The City has owned the property since it was originally deeded by the Ryan family for a public park and/or library in 1926. It operated as the town library until 1979. The building is occupied by the Sumner Historical Society and has functioned as a museum for many years. In 2019 the City completed a feasibility study and schematic design report considering renovations, remodels, and reuse of the structure for more community oriented spaces. These plans included landscaping and amenities consistent with the Main Street Visioning Plan. The Ryan House will connect to the southern alley corridor.

Main Street Visioning Plan Implementation Priorities

The Main Street Visioning Plan has three primary focus areas: Heritage Park and the surrounding streets; designing 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. The priorities are summarized as follows:

Priority I. Heritage Park

Reuben Knoblauch Heritage Park was completed in the 1990s replacing a former gas station on the triangle shaped block that is now a center for community activities, summer concerts and a focal point for the downtown area. The Visioning Plan reimagines this area and surrounding streets as a plaza that expands into the nearby roadways. The plaza acts as the main destination and event hub. The south alleys and Main Street would converge at the Heritage Park area.

Heritage Park will have a new community building that will provide indoor and protected outdoor space for community events. The plan envisions the removal of the existing building to the south and the expansion of the park to accommodate a new building with stage, concessions, and restrooms.

Surrounding street/alleys around Heritage Park will become a "woonerfs" which will indicate to vehicle users to slow down within the area improving safety and usability. A "woonerf" means "living street" in Dutch and is a popular street design in the Netherlands and Europe. The street typically has

zero curbs, decorative pavement design such as bricks or cobbles, and is open to cars, but pedestrians have the right-of-way.

Heritage Park Context Map:



Heritage Park Conceptual Plan Facing South:



The goal of the expansion is to activate more spaces for the local community to support outdoor activities such as summer concerts, local events, food trucks, vendors and Farmer's markets. Traffic calming measures and temporary street closures will prioritize pedestrians, creating a safer environment for the community to use.

Re-envisioning this space is consistent with the Town Center Plan, which anticipates an increase in residents and foot traffic in the area and creates more usable open space. The vision for the park is to reorient it to the south from the north and level the space to make it more versatile and flexible for a variety of activities.

Detailed park design, community engagement, and development will occur as funding and planning becomes available in the future.

Heritage Park Conceptual Plan Facing North:



Priority II. Alley Activation

The alley ways within the downtown are seen as an underutilized resource. Development of the alleys north and south of Main Street will provide safe and desirable alternate connections throughout all of the historic downtown area, adding capacity and engaging existing properties adjacent to Main

Street in a new way. New crosswalks to each alleyway will provide improved east-west corridors through downtown, making it easier to walk safely around downtown.

Additionally, green infrastructure will be implemented where feasible such as rain gardens and permeable pavements that would be beneficial for aesthetics and usability. Most important, the alleys will be alternative event spaces for markets, shopping, food trucks and other elements that can be programed without closing Main Street reducing business and traffic impacts. Businesses will have the opportunity to create second storefronts and entrances attracting customers from the adjacent parking. The utilitarian aspects of the alleys for refuse collection, parking, delivery vehicles will need to be part of the overall design to retain functionality.

Alley Activation Context Map



The UWT students provided a number of design ideas from around the world for activation of the alleys with archways, seating, store fronts, and event space. These types of uses were enhanced by careful design for paving, lighting, landscaping, and parking.

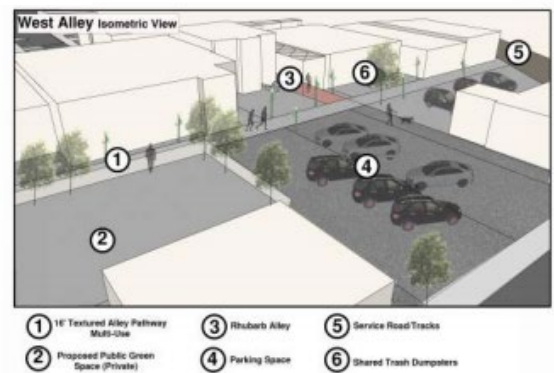
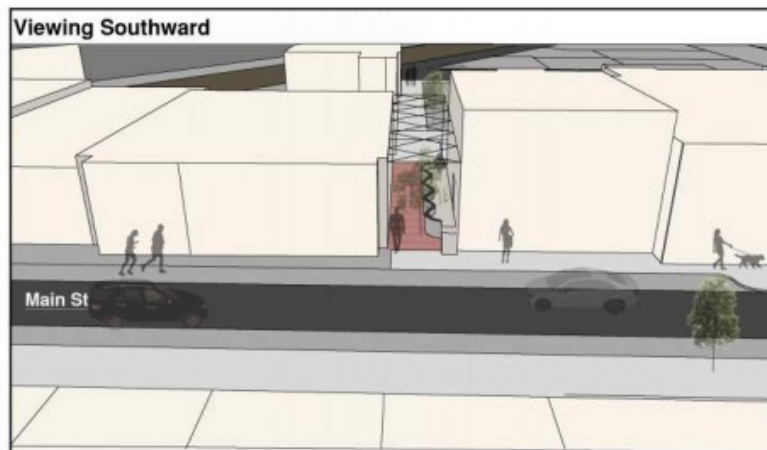
There are a total of 3 alleyways propose for being activated and are shown below. Rhubarb Alley is an existing alley with seating and a drop down stage and other aesthetic amenities and connects to the northern most alley.

The north alley runs east-west from the railroad tracks to Wood Avenue and would provide an alternative pedestrian connection to the Sumner High School to the east.

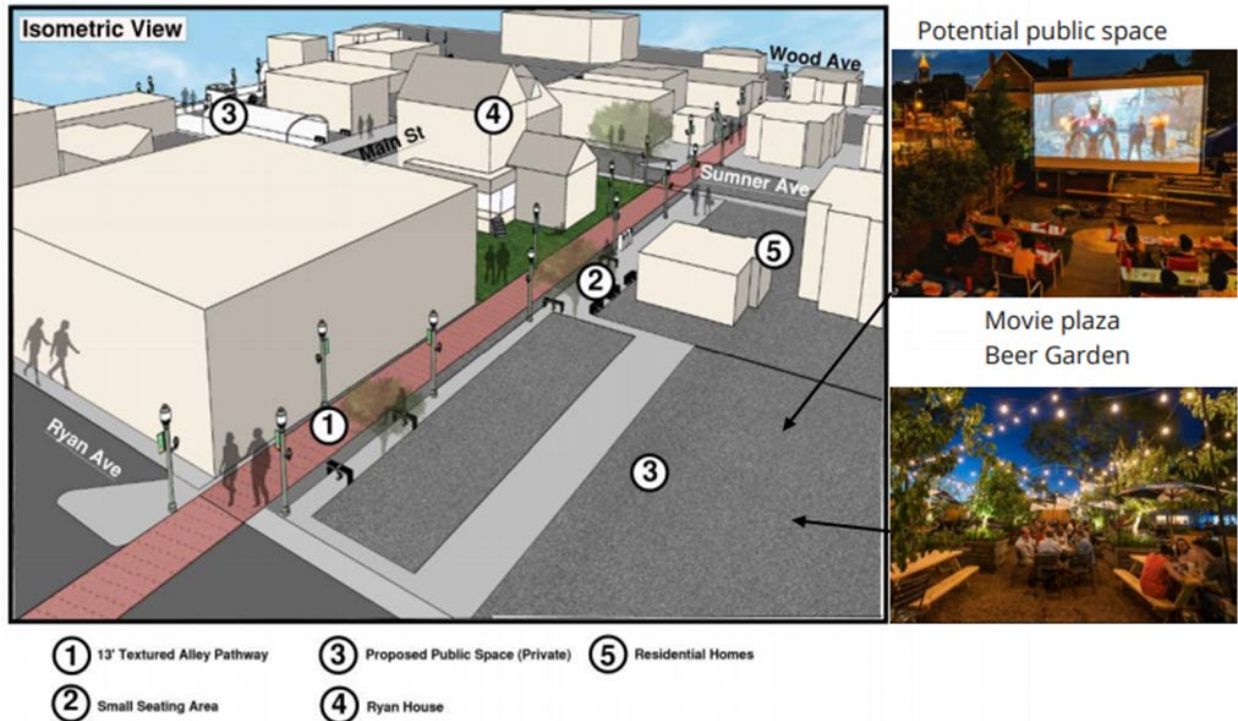
The south alley would connect from Heritage Park east through public parking and the Ryan House Park and then terminates at Wood Avenue. When completed this southern alley connection could be programmed for events, provides an attractive alternative route to Main Street and connects two downtown focal areas.

Finally, the north-south alley that is located between Ryan Avenue and Alder Avenue and could connect the north alley to the south alley. There are a mix of public and private properties that this design would involve with the final vision being enhanced outdoor seating areas and food truck parking.

Rhubarb Alley and Design Inspiration



South Alley and Design Inspiration



Priority III. Main Street Corridor

The vision for the Main Street corridor between Traffic Avenue and Wood Avenue provides an improved, consistent, and revitalized streetscape to the most important corridor in the Town Center. Main Street is the backbone of the design, with key connections to all areas of the site, and with a focus on mobility. The future enhancement of Main Street include: wider sidewalks, curb bulbs, green infrastructure such as rain gardens (where feasible), and gateway elements. The goal of this project is to create more walkable and safer streets and improve the overall aesthetic without compromising the functional aspects of the corridor.

The overall street width is 36 feet including the curb-bulbs. Gray stamped concrete will be added to the sidewalks. Additionally, there will be more greenery planted along the Main Street, and existing street trees will be replaced with an overall street tree plan. On-street parking (8-foot wide spaces for parallel parking) will remain but be better controlled to improve pedestrian visibility while still providing key parking spaces for nearby businesses. The gateway will be constructed in order to emphasize the historic significance and character of the neighborhood.

Main Street Facing East:



I. SUMMARY OF PRIORITIES

Priorities	Reasoning	Timeline	Notes
Heritage Park/Woonerf on Kincaid & Cherry Avenues (1A)	A waterline replacement project will require construction and repaving on Kincaid and additional money toward designing the street and Cherry Avenue would complete a woonerf/plaza in this area. Potential funding source is American Cares Act (ARPA) to complete this project.	Summer 2022	Conceptual re-design of Heritage Park will be part of the first phase of installing woonerf style streets on Kincaid and Cherry Avenues. The Main Street Vision shows removing the gazebo in the front, and adding new elements and features. Changed the green space to a flat surface for more activities.
Heritage Park/Construction (1B)	Detailed park design, property acquisitions, and construction would be dependent on available funding, etc.	TBD	Detailed re-design and construction of Heritage Park will come after Summer 2022 project and will take time to design, fund, and construct.
Alley Activation	Improvement to the alleys and city owned parking lots will take less time and cost than improvements to Main Street. The return on investment is considerable given that alley activation will provide event space without closing Main Street; enhances walkability and	TBD (Dependent on Funding/Grants, etc.)	Alley activation will include a number of new elements such as pavement, stormwater, lighting, landscaping and changes to parking. All of this will required communication and coordination with businesses on implementation, design, and construction. From a tourism and business perspective, it would be a unique feature in our downtown promoting interest and visitors.

	provides a second entrance to businesses and improves safety.		
Main Street Corridor	Planning, designing, and funding improvements to the Main Street Corridor will require the most expense and time to complete.	TBD (Dependent on Funding/Grants, etc.)	Curb extensions and bulbs to create safer crosswalks. Vehicular two- way street will be kept the same. Add more greenery and green infrastructure is planned. Construction will be disruptive to downtown businesses.

APPENDICES

Appendix 1: Final Report: Main Street Visioning, Sumner, WA-School of Urban Studies University of Washington Tacoma

The Final Report was prepared by the students and contains a summary of the work completed over three academic quarters that included products around: 1) analysis of existing conditions; 2) design development and ideas; and 3) final design focusing on the three priority areas.

Appendix 2: Resolution No. XXXX Adopting the Main Street Visioning Plan and Implementation Priorities

Final Report

Main Street Visioning

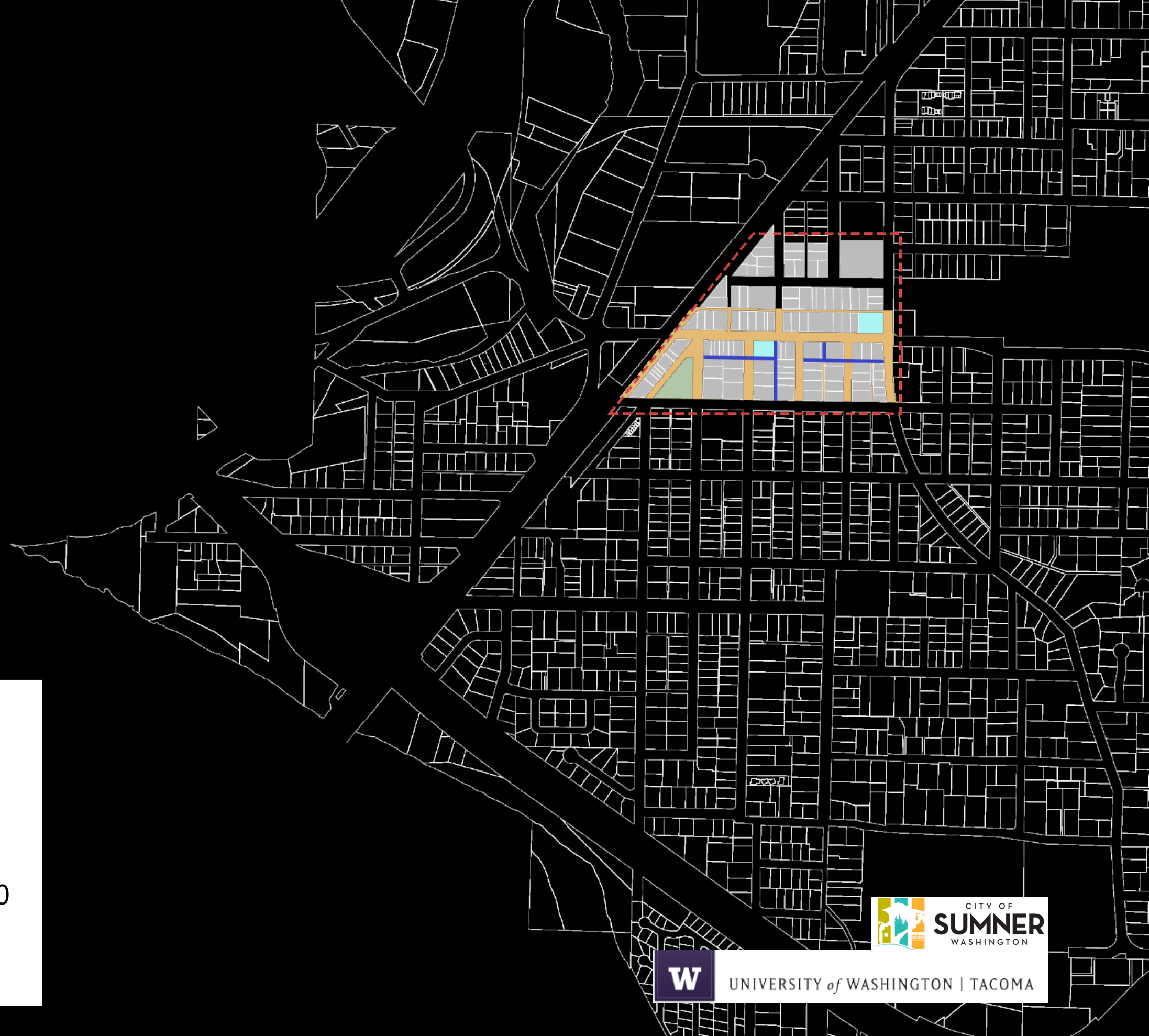
Sumner, WA

School of Urban Studies

University of Washington Tacoma

Urban Design Studios 440, 450, 460

Summer 2021



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Project Introduction

The City of Sumner has developed a partnership with University of Washington Tacoma. Students in the Urban Design Studio class created a Main Street Visioning Plan showing how the City can be enhanced, providing improvement to Main Street, between Traffic Avenue and Wood Avenue, in Downtown Sumner. The goal of the project was to continue to provide for the community by creating an equitable environment, safety, increase the quality of life in the downtown, and increase economic development.



MAIN STREET VISIONING PLAN SCOPE OF WORK

Overview
The City of Sumner desires to develop a Visioning Plan that identifies a range of enhancements to Main Street, between Traffic Avenue and Wood Avenue, in Downtown Sumner. The Visioning Plan will examine enhancements to Main Street in the context of existing projects and developments and the Town Center Plan. It will advance the City’s goals for equity, economic development, quality of life in downtown, transportation, and mobility, safety, and infrastructure upgrades.

The Main Street Visioning Plan will also include extensive stakeholder outreach to support a community-based design. The COVID-19 pandemic and Governor’s Safe Start phasing has created limitations on in-person meetings so community outreach will be mostly virtual.

- Stakeholder outreach will include the following:
- a) Facilitation of an advisory group of invited stakeholders
 - b) A multiday virtual design charrette with presentations
 - c) Coordination with the following groups:
 - a. Arts Commission
 - b. Planning Commission
 - c. Design Commission
 - d. Main Street Advisory Group
 - d) Website and Social Media and publications will be managed by the City:
 - a. City Website
 - b. Instagram
 - c. Facebook
 - d. Articles and Flyers

The major tasks of the project include project management, documenting existing conditions, public engagement and concept design. The project will begin in September 2020 and be completed by June 2021.

Task 1 – Management / Coordination / Administration September 2020-June 2021—Academic Year

- 1.1 The UW-T will provide continuous project management for the project duration (9 months).
 - 1.2 The UW-T shall review all student products and make sure that they meet UW-T’s professional standards.
- Assumptions:
- 9-month duration (3 academic quarters)
- Deliverables:
- Mid-quarter progress presentations or reports and end of the quarter reports (matching academic mid-term and final presentations)

Task 2 – Visioning Process and Reports September 2020-December 2020—Fall Quarter

- 2.1 The UW-T will provide a draft existing conditions summary to identify the project context, physical conditions, land use, property ownership, access, right-of-way, transportation, existing projects and private developments, and other factors that will inform the concept vision design for the corridor. As indicated below, all related information will be provided by the City and assembled/synthesized by students. Any additional information, provided by the advisory and stakeholder groups, will be added as necessary. The UW-T will provide a summary of findings.
- 2.2 Following a review of the draft summary of findings by City staff, the student team will update the existing conditions summary for the final deliverable.

- Assumptions:
- The City will provide project data and base maps including parcels, streets, and base maps of key streets in

Scope of Works

the project area showing the public right-of-way (ROW), driveways, streets, utilities, and sidewalks.

Deliverables:

- Draft Existing Conditions Summary will be presented during the Design Charette Nov 17th - Nov 22nd.
- Comments from stakeholders and the public will be collected during the Design Charette week.
- Comments from the City should be provided during the Design Charette week.
- Final Existing Conditions Summary will be presented during the City Council meeting on December 14th (by the end of the quarter).

Task 3 – Initial Public Engagement—Vision Elements September 2020-December 2020—Fall Quarter

3.1 Schedule of engagement events:

- a. Kick-off Meeting and Site Tour (Oct 6th 2.00 - 4.00): Students, City staff, engineering firm, and Main Street Advisory Group representative(s) will meet virtually to review the project scope, schedule, deliverables, a data and mapping request, and an outline of the Public Engagement Plan. The meeting will also include a review and discussion of project goals and a virtual site tour of the project area to inform the Existing Conditions Summary. The MSAG will share a summary of the role of the Advisory Group, identify project goals, existing conditions, issues, problems, and opportunities. This may also be an opportunity to meet with other key stakeholders such as elected officials or key property owners.
- b. Main Street Advisory Group focus group session (Oct 15th 2.00 – 3.30pm): Students will facilitate focus group discussions among key stakeholder groups to support the development of the Existing Conditions Summary. Students will develop a program with City staff for the focus group discussions including key questions.
 - i. Main Street Advisory Group: The City will provide a list of members for the advisory group and contact information for each member.
 - ii. Representatives from Boards and Commissions will join this session if possible.
 - iii. Students will compile a summary of the role of the

Advisory Group, schedule, identify project goals, existing conditions, issues, problems, and opportunities.

c. Design Charrette (Nov 17th - 22nd): Students will present a draft of existing conditions, issues and opportunities, case study analyses and best practices. Students will facilitate a well-designed virtual charrette for the City of Sumner. The design charrette is an opportunity for students to engage with the community and key stakeholders over consecutive synchronous and asynchronous sessions, in order to develop concepts based on community input. Invited groups will provide feedback.

- i. Groups to join the review (suggested):
 1. Main Street Advisory Group
 2. Representatives from Boards and Commissions
 3. Engineering firm(s)
 4. Key stakeholders
- ii. Students will compile a summary of the feedback including clarifications of existing conditions, issues and opportunities, case study analyses and best practices.
- d. A typical design charrette includes the following activities:
 - i. Opening Event (Nov 17th 2.00 - 4.00pm): The opening event will include a presentation from students about the project. Existing Conditions Summary, and issues and opportunities to spur thinking about the project. The presentation will be followed by a moderated Q&A with interactive project boards. Session will be recorded.
 - ii. Open House (Nov 18th - asynchronous all day): A recording of student presentation and visual boards from the previous day's session will be made available for online viewing and input on City's platform. The public will be invited to review the progress and provide additional input.
 - iii. Design Time Event (Nov 19th 2.00 - 4.00pm): Students will present best practices and initial design concepts. The presentation will be followed by an interactive feedback session with stakeholders to provide input on best practices and design ideas. Session will be recorded. The public will be invited to join the virtual session, learn about the project and provide input. If they are unable to attend the virtual event or have specific input they'd liked to provide asynchronously, the public can participate during the subsequent Open House.
 - iv. Open House (Nov 20th - 22nd - asynchronous days):

A recording of student presentation and visual boards from the previous day's session will be made available for online viewing and input on City's platform. The public will be invited to review the progress and provide additional input.

e. City Council Presentations (Dec 14th, 6pm): Students will attend and present - if possible - (optional: recording of student presentation will show) a summary of their final report at a City Council meeting. Students will record feedback & reactions in a short summary text. Feedback will be incorporated in subsequent Winter quarter.

3.2 Media: The UW-T will provide content for a range of social media to be implemented by the City, including:

- a. Social Media: Facebook, Instagram
- b. City website
- c. Examples of content:
 - i. Site analysis diagrams
 - ii. Issues and opportunities diagrams
 - iii. Case study and best practice images by others (no copyright, not for publication)
 - iv. Design concept graphics
 - v. Videos of presentations of existing conditions, best practices, and initial design ideas (visions)

Assumptions:

- UW-T will provide the virtual Design Charette space (digital boards and zoom webinar).
- City to provide the virtual Open House space and all the associated advertisements.
- City Website – UW-T students will provide content.
- Social Media. City will post images provided by students.

Deliverables:

- Existing Conditions Report: summary of information and feedback from the Main Street Advisory Group, City staff, commissions and boards, stakeholders, and the public. The report will include a summary of the existing conditions, case studies and best practices, and stakeholder input (focus group, Design Charrette, Open house - public input) and initial design concepts.

Design process & Community Engagement

The design process began Fall of 2020 with the involvement of an Advisory Committee made up of business owners, residents, Planning Commissioners, Design Commissioners and City staff. The Advisory Committee met numerous times throughout the process and the material from the Main Street Visioning Plan were available on the City of Sumner website.

Main Street Advisory Group:

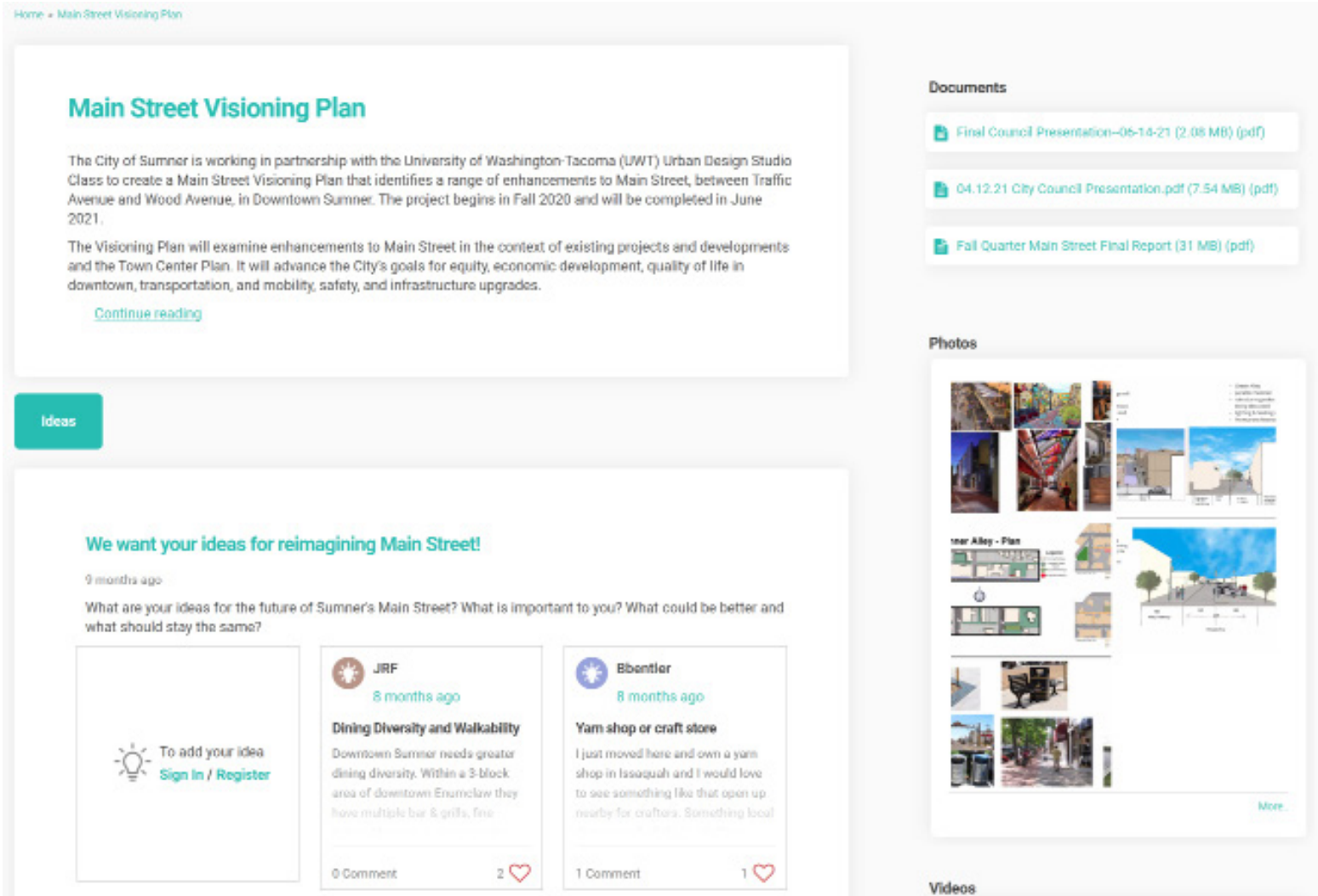
Jill Starks, CEO Sumner Main Street Assoc.
Maina Tanay, Sumner-Bonney Lake School District
Paul Green, Azure Green
Derek Barry, Community Services Manager
Kelly Locke, member of the public
Scott Waller, Associate Planner
Joleen (Peterson) Jones, JMJ Team
Micheal Kosa, Associate Engineer
Michael Hochstatter, Arts Commision Chair
Autumn Gildon, The Attic & Hansen Place
Kim Straight, Holiday Inn Express
Brian Franchini, Franchini Design Group
Dean Burke, Travel Tacoma
Paul Fuese, KPG
Cheryl Ebsworth, Apex Engineering
Holly Williams, KPG
Lora Butterfield, Planning Commissioner
Ryan Windish, Community Development Director

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November 17, 2020: Main St. Visioning Day 1
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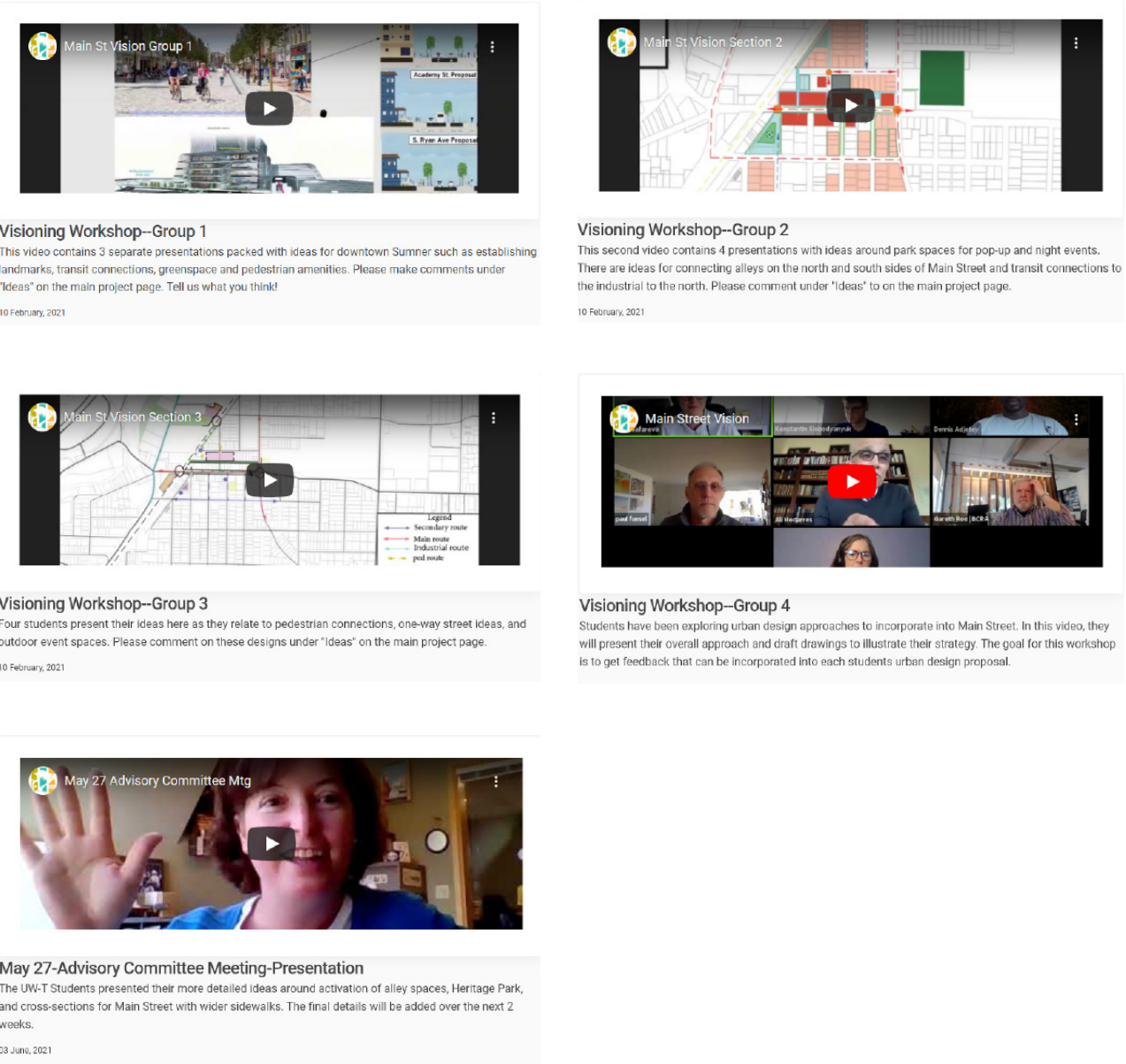
Digital Community Engagement

Main Street Visioning Plan website



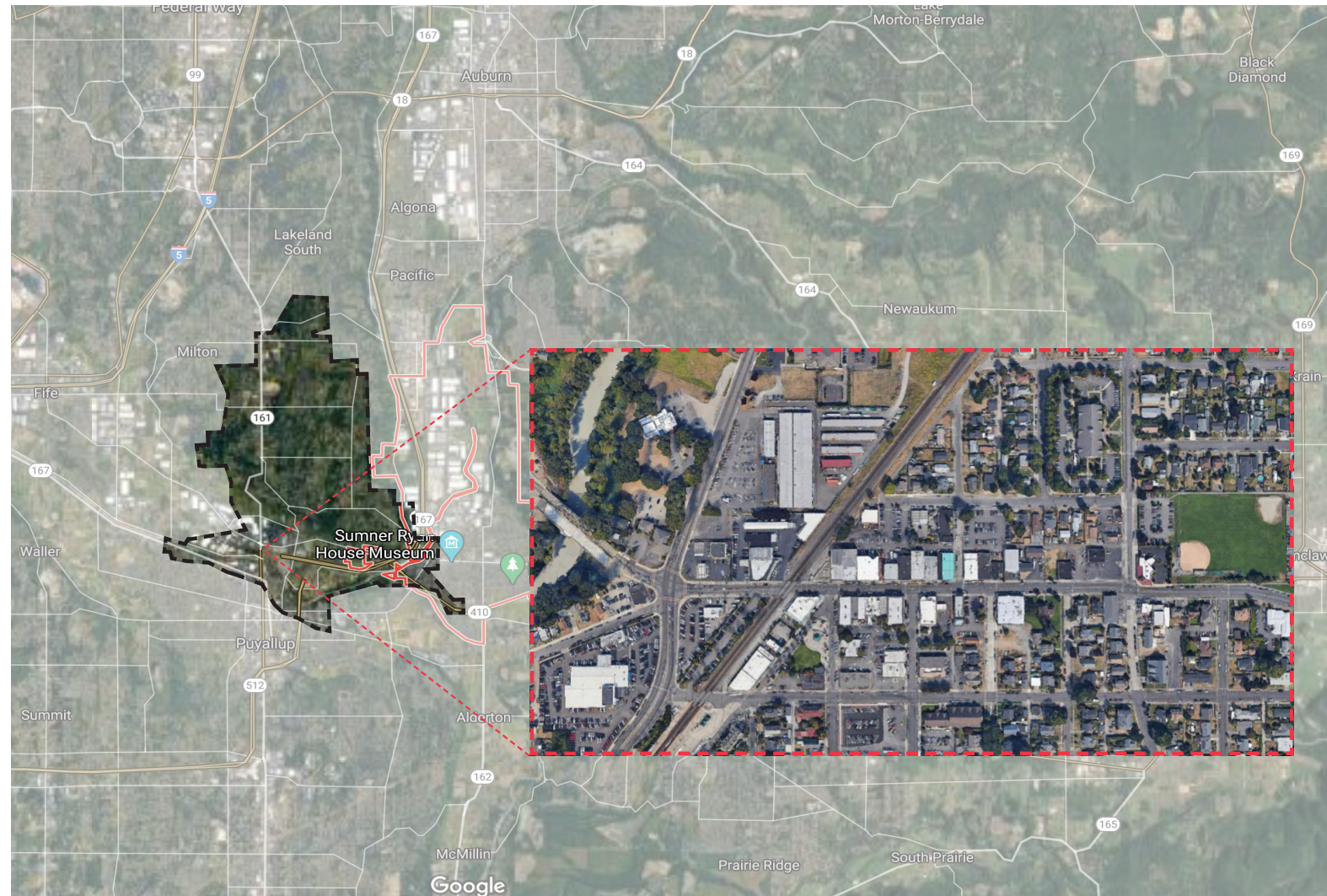
Screenshot of digital community engagement platform, that was available on Sumner Connects, City of Sumner website: www.sumnerwa.gov

Live stream videos of engagement events



Screenshots of digital community engagement recordings, available on: <https://connects.sumnerwa.gov/main-street-visioning-plan/widgets/28850/videos/2355>





02 Analysis of Existing Conditions

Historic Buildings

Main findings: Many (historic) buildings are 100-160 years old
Mix of historic and modern buildings in Downtown (and public/private ownership)
Opportunities:Downtown Sumner could become a Historical District.
Guided tours could reach others using various modes of transportation
Including cyclists using Valley Ave E & Fryar Ave

Historic Buildings

Main St

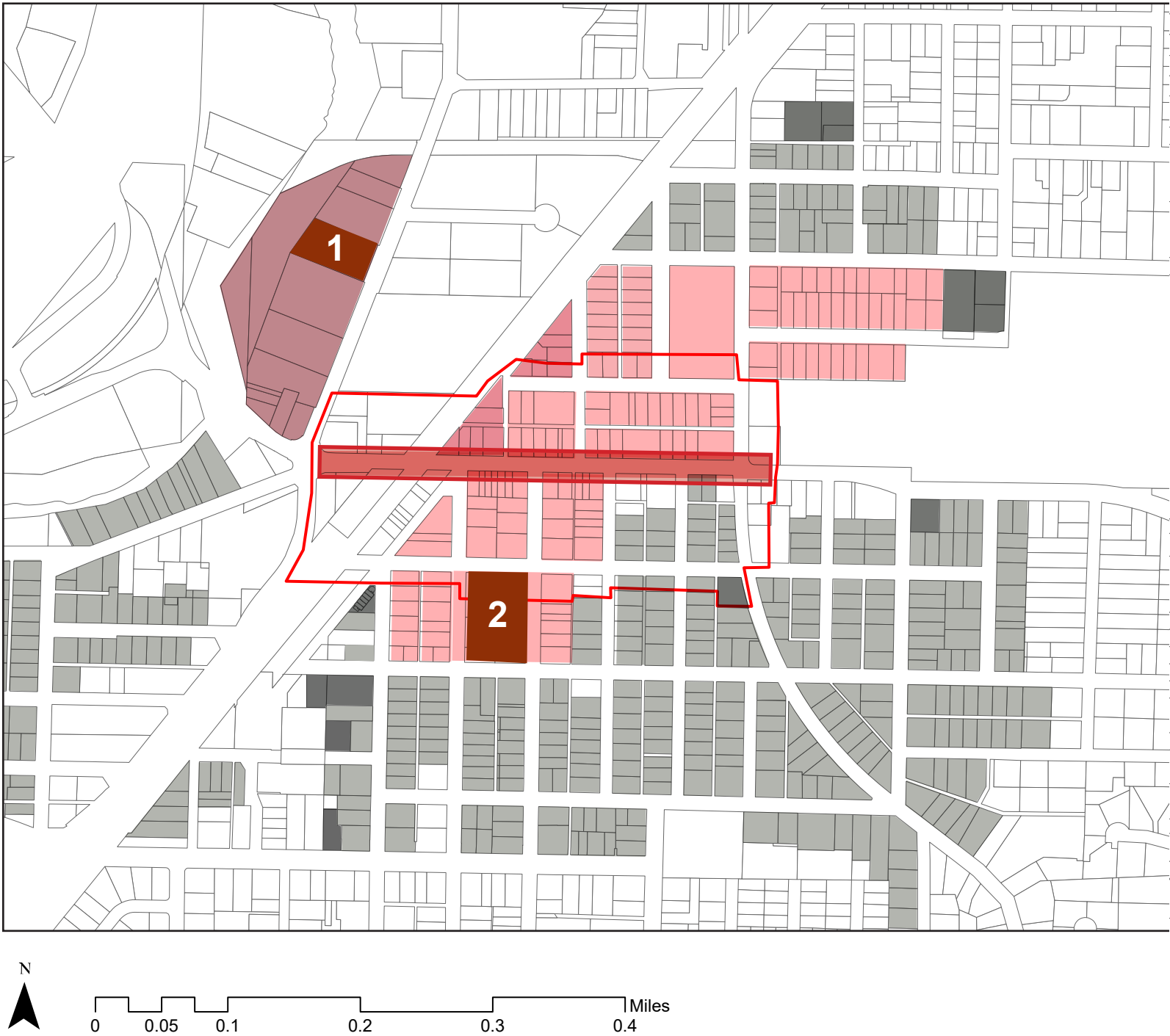
Bike Lane

Railroad



Note:
6--Bridge Street Bridge was replaced in 2019.
26--Sumner School burned in 1928 but is current site of Sumner-Bonney Lake School District Central Office.

Future Development



1



1228 Fryar Avenue

- 6-stories
- 123 units
- Structured parking
- Ground floor commercial
- 1 acre

2



Red Apple Market Site

- 184 housing units
- 300 + parking spaces
- Angled parking on Maple St.
- Ground floor Commercial
- 3-4 stories
- 2 acres

Zoning: Future Development

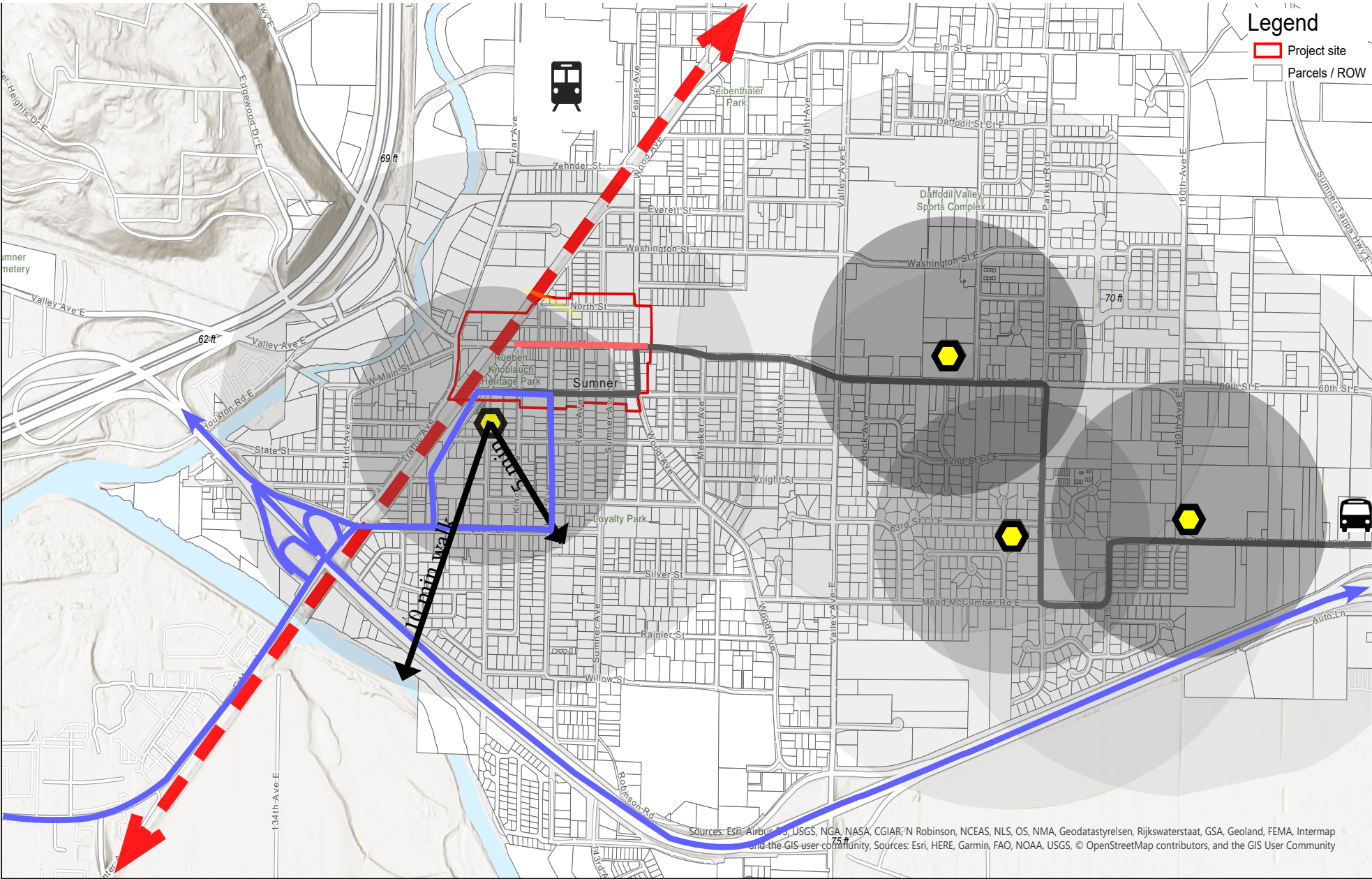
- Housing
- Single-family
 - Multi-family
 - Mixed-use (Approved/Under Construction)
- Mixed-Use
- 4 Story
 - 5 Story
 - 6 Story

Public Transit Accessibility

This map shows the rail route and rail station. Also, there is the former bus routes and bus stop with pedestrian sheds (5 & 10 minute walk).The city does plan to bring back bus routes so there will be opportunities to make of that.

Public Transit Accessibility

- Sounder Bus Routes
- Former Bus Routes
- Project Site Pedestrian
- Shed Bus Stop

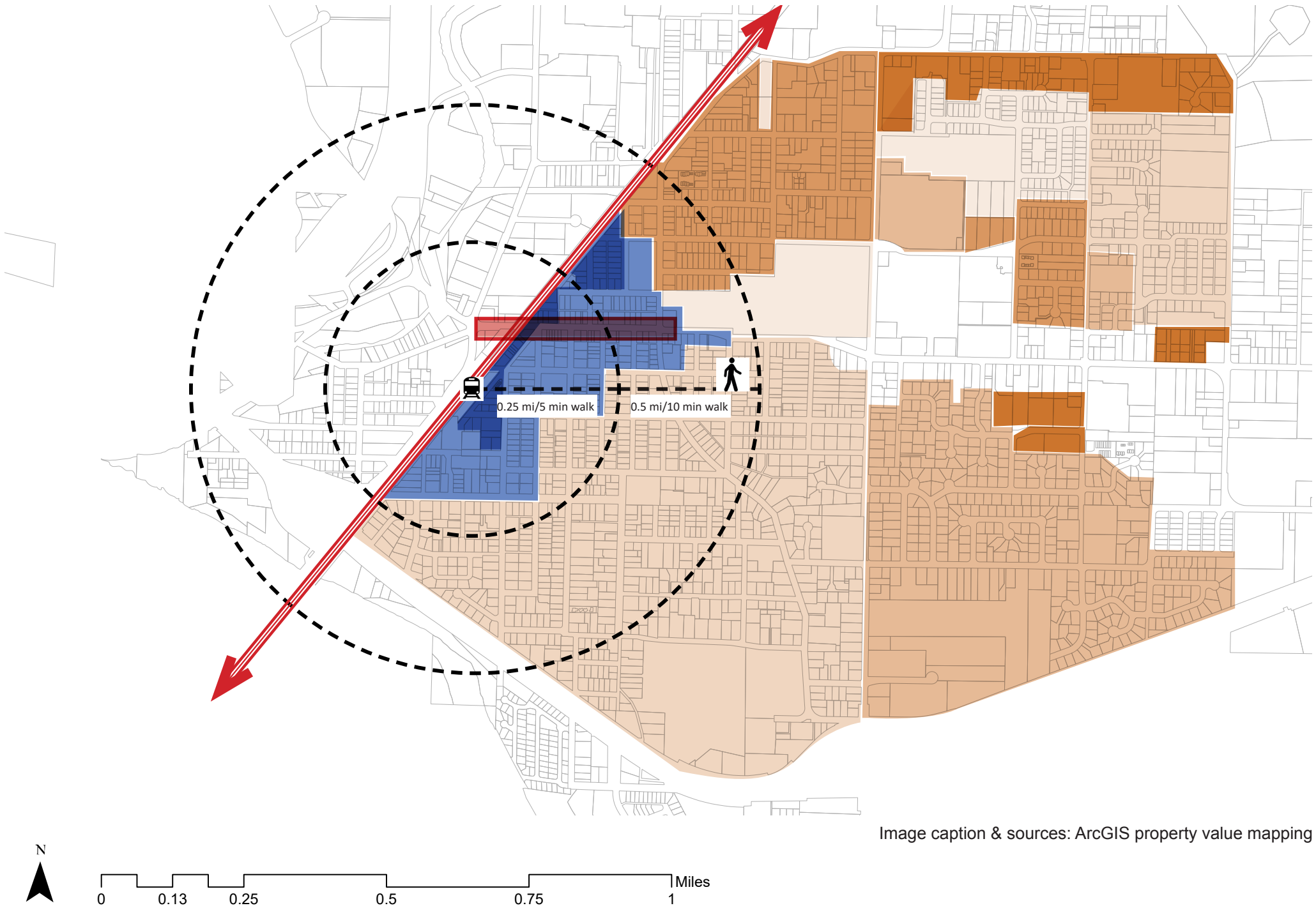


Housing Density

The idea of improving and increasing residential development has been mentioned in many of the stakeholder meetings for downtown Sumner. The overall concept is good and through my research I notice that there is a risk of displacement and development issues for current residential families.

Issues: The most notable issues for the site is the concentrated density on Main Street, will develop a strain for affordable housing. As Main Street and the area around the site improves, there is a possibility that the property value would go up which remove the affordable housing pockets within downtown which results in residential displacement. These pockets of affordable housing show how many locations are at risk of displacement. There is a risk where new development has the potential to increase market rates properties which results in locations of affordable housing being removed and people displaced.

Opportunities: In facing this issue, we just need to keep in mind that there are areas at risk for displacement. This is an opportunity to realize that these new projects should incentivize development that accommodates low-income residential housing.



Housing density

- D6 Mix-use
- D5 Mix-use
- D4 S-F
- D3 S-F
- D2 S-F

Roads & vehicular access

The majority of the downtown roads have a low speed limit (25 mph). Based on observations of google maps, we noticed high traffic volume occur during the day 11am - 6pm on Maple street and on Main street (affected street segments shown in orange outline).

Road widths in the downtown area are generally wide (50 - 60 ft) which offers opportunity for parallel parking on both sides or an opportunity for incorporating wides sidewalk to activate commercial uses along main east - west corridors. Main street and Maple street are the only east-west connections across the railroad in the downtown area. Roads adjacent to Heritage park currently carry traffic in one direction only (one-way roads shown in dashed lines).

Road speed limits

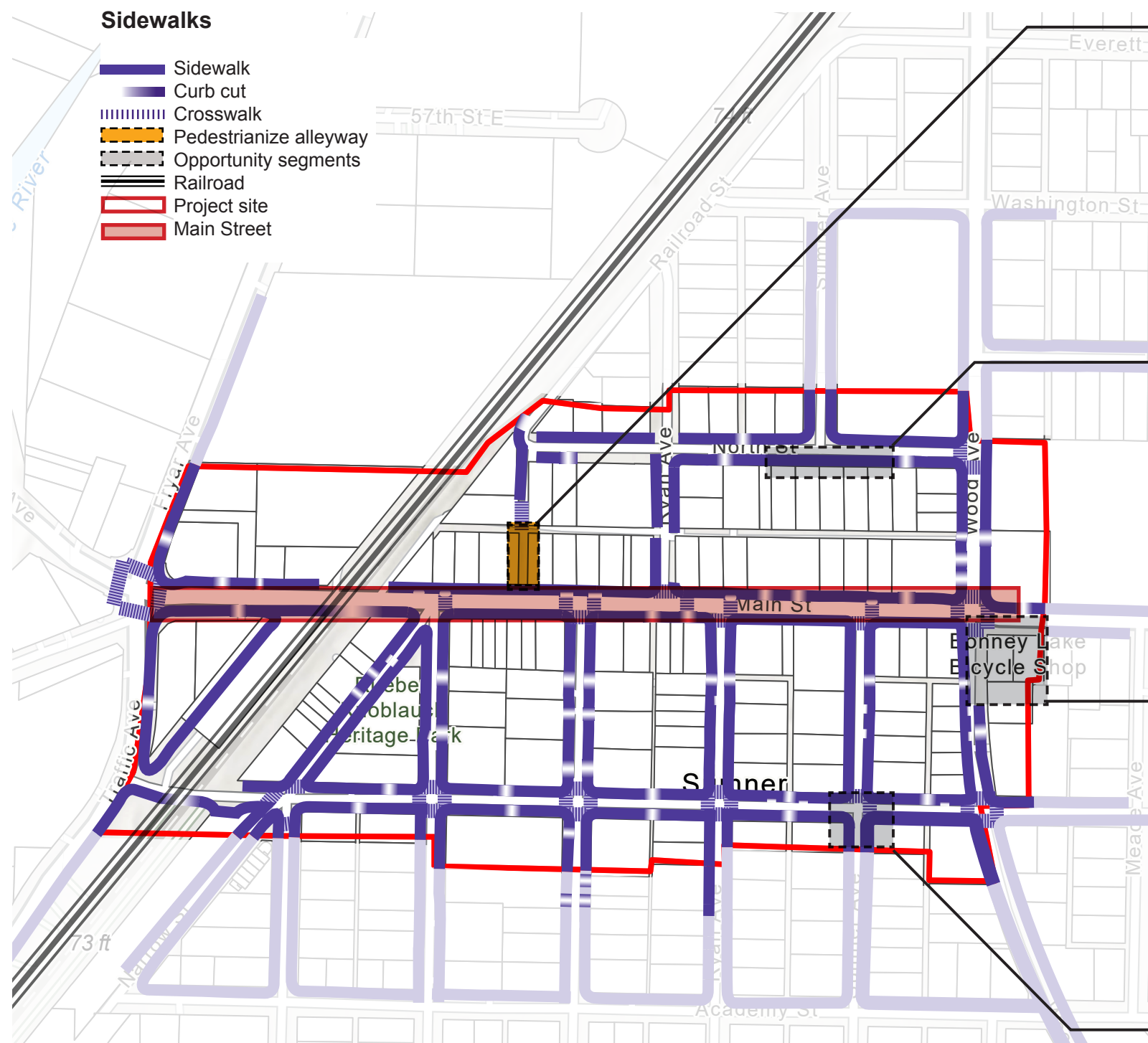
-  Gas Station
-  25 mph
-  25 mph 'high traffic'
-  35 mph
-  60 mph
-  Main Street



Road widths & types

-  10 -12 ft one way
-  40 - 50 ft
-  50 - 60 ft
-  50 - 60 ft one way
-  60 ft collector
-  Main Street





Pedestrian Accessibility

The project site is well connected with existing network of sidewalks, road crossings, and curb cuts. We identified several opportunity segments (shown in gray dashed outlines) for sidewalk improvements. One alleyway connected to the Main Street has been successfully pedestrianized and programmed with seating and planting (shown in orange, and on photograph on top).

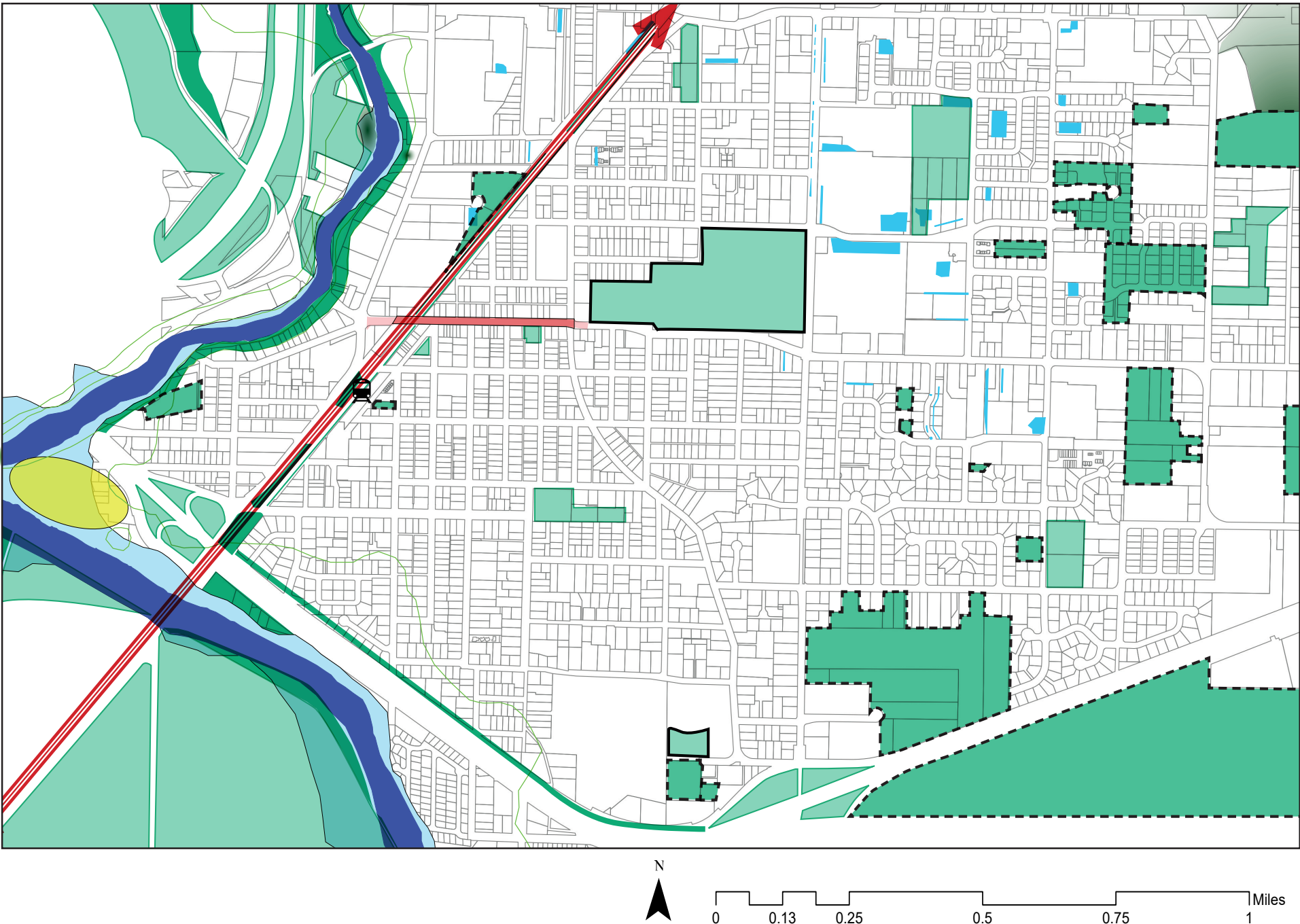
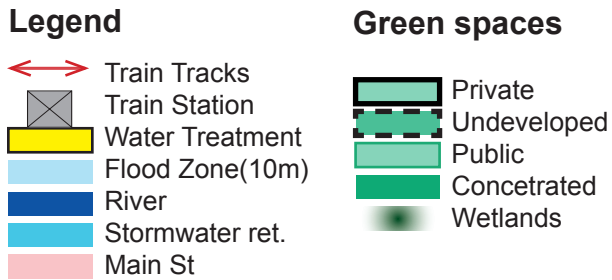
Green & Blue Infrastructure

This data shows the distribution and types of existing green and blue elements (ie. parks, sports fields, rivers, creeks, etc.) in and around the Main Street site. Two main green spaces within the site are Heritage park and the Ryan House. The Ryan house, is accessible to the public, but enclosed. The present site is primarily impervious surfaces, such as the streets and alleys surrounding Main Street.

Within Downtown Sumner, there are numerous green spaces, the closest ones to the site are Loyalty park to the south east, and the Sumner High School field on the eastern edge of the site. The topography of Downtown Sumner is mostly flat and has downward slop that redirect rain water down the riverbank. The areas with noticeable slope are located south along the Puyallup river.

The Puyallup River and White river are the largest sources of water in proximity to the site. Stormwater retention has various locations to the north and northeast of the site. Green and blue spaces are not connected. Our initial analysis shows that establishing physical connetions between existing green spaces could allow these spaces to act as infrastrucutre. Undeveloped land has also be identified for its potential to be utilised to improve pedestrian flow and green infrastrucutre functions.

Natural green spaces like the riverbank and the nearby wetlands could be elevated as destinations within a green infrastructure. The proximity of the site to the river provides and opportunity to createa a unique pathway that connects Main Street and Downtown Sumner to the rest of the region.



Parking Surfaces

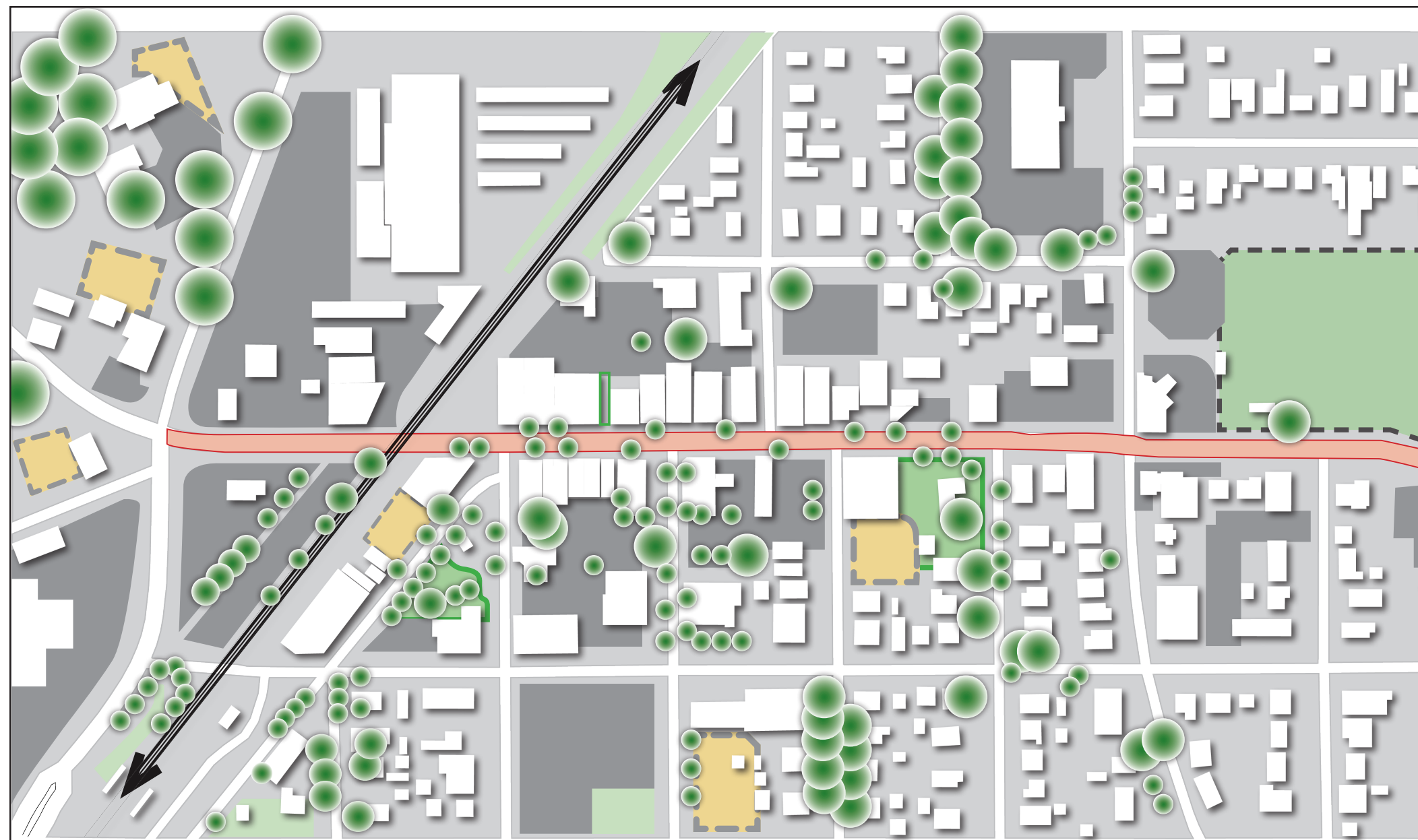
Parking

Main Street is made up of impervious parking surfaces. There are opportunities to intergrate green elements in these areas to improve the visual appeal of these spaces. Opportunities to replace existing parking may activate these spaces, and improve pedestrian experience.

Pervious and Impervious

Street trees are used to soften impervious spaces (Parking lots, Sidewalks, etc.). Areas of concentrated vegetation are clustered but not connected

Opportunity: Placement of street trees and vegetation can improve walking experience. Connections between green spaces in the site and throughout the city

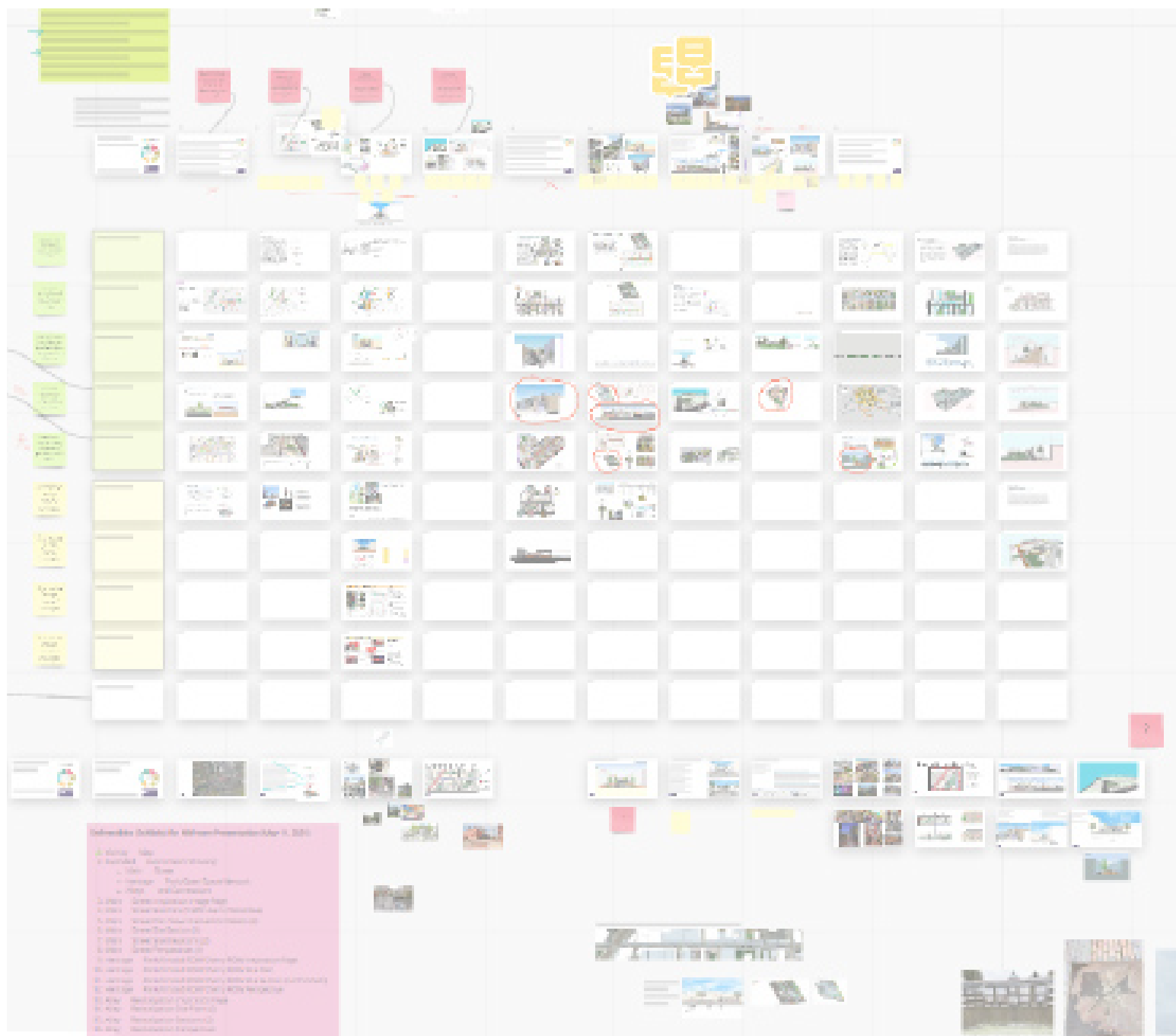


Parking & Surfaces

- Street Trees
- Impervious
- Parking (Impe.)
- Parking (Per.)
- Undeveloped
- Public
- Private
- Main Street

Image caption & sources: ArcGIS property value mapping



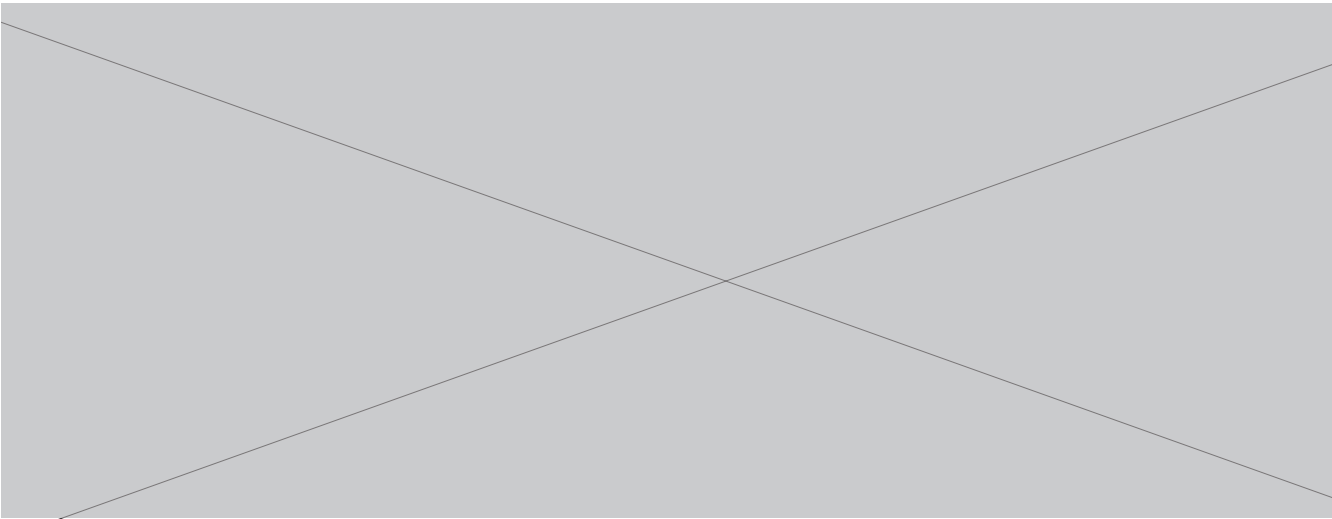
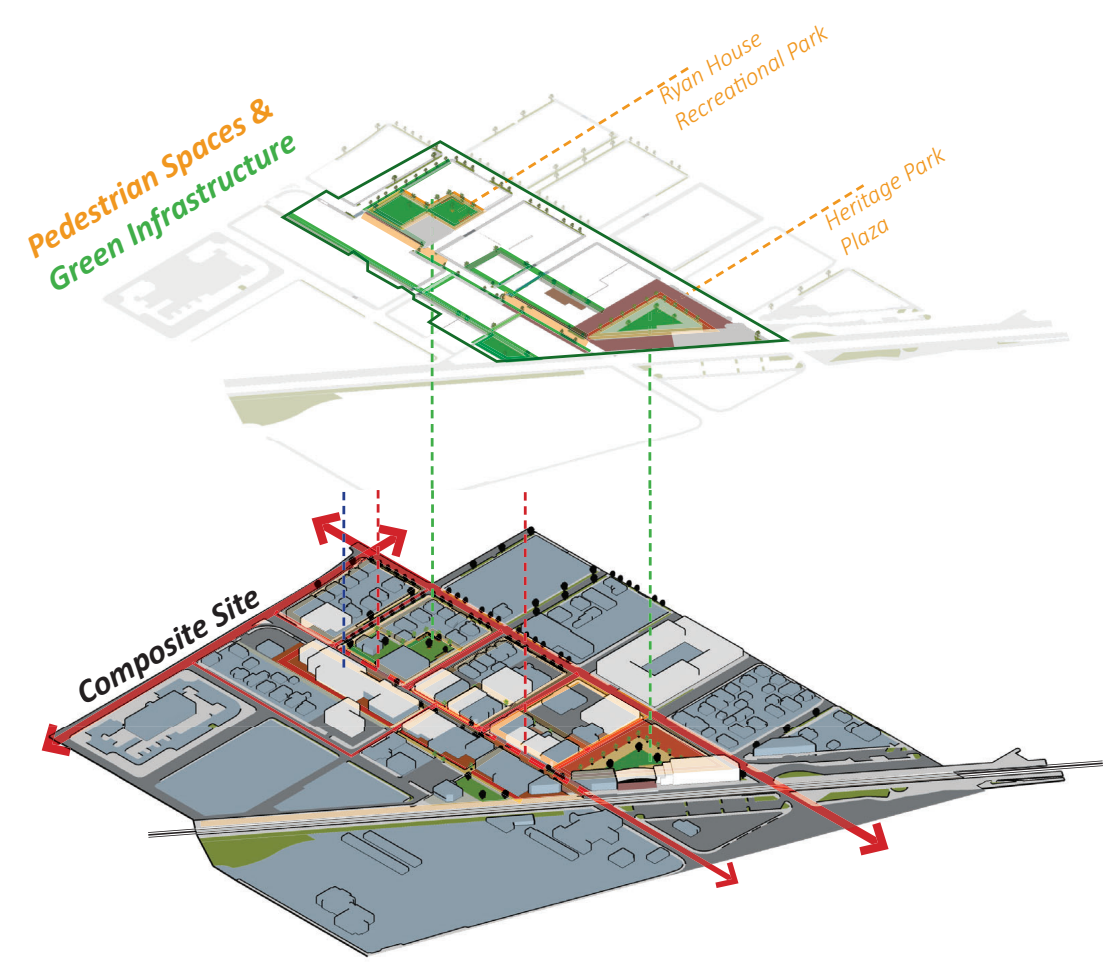


03 Design Development

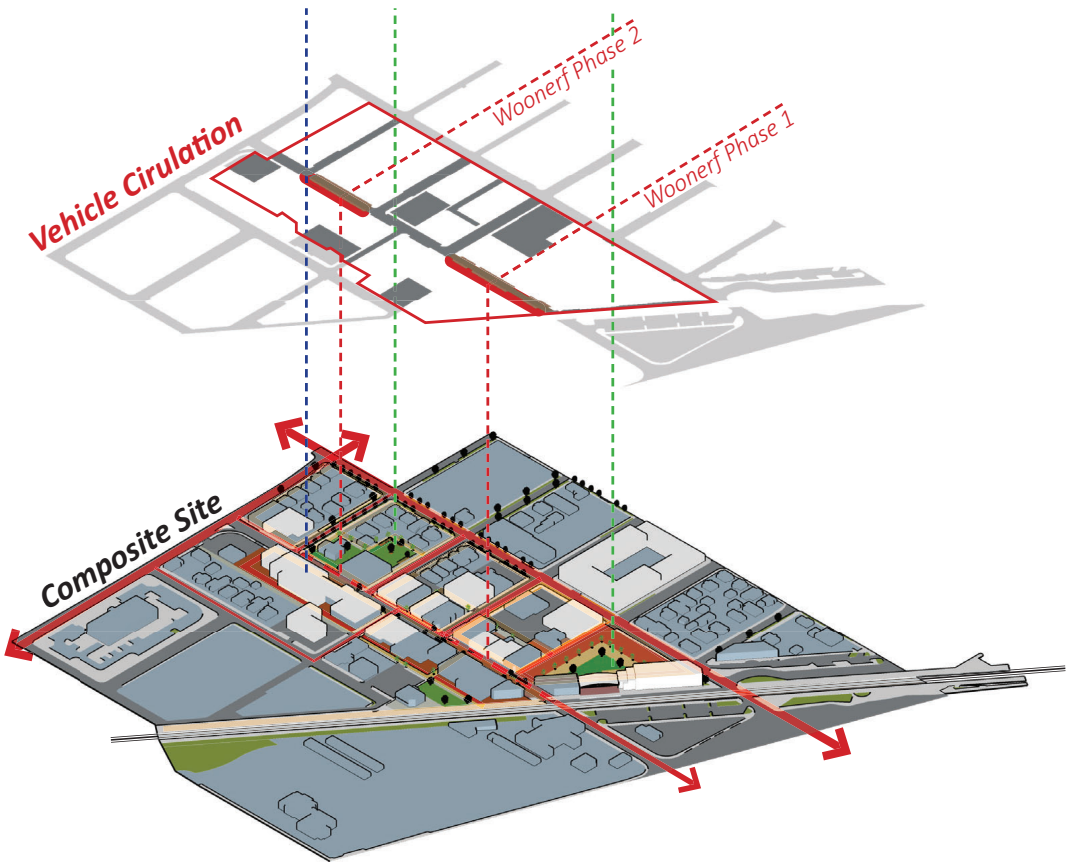
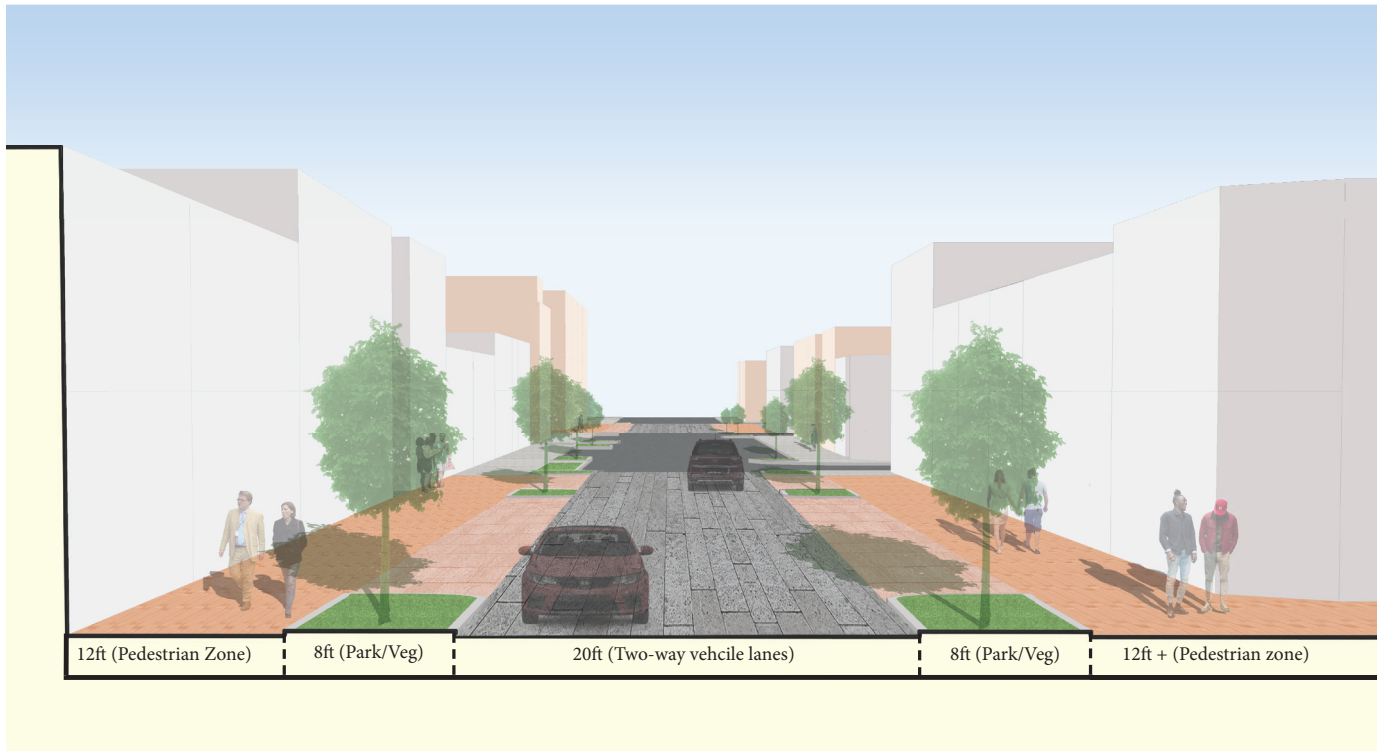
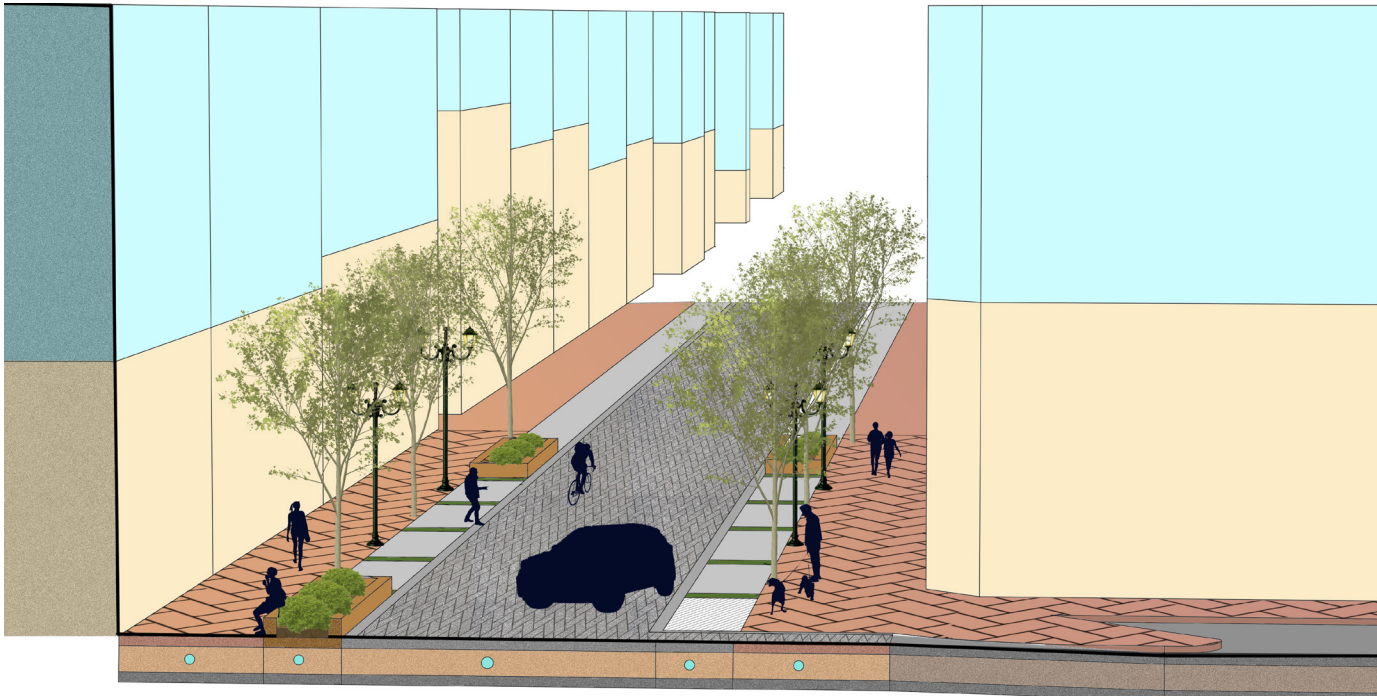
Expanding Public Green Space

Ryan House Garden Park

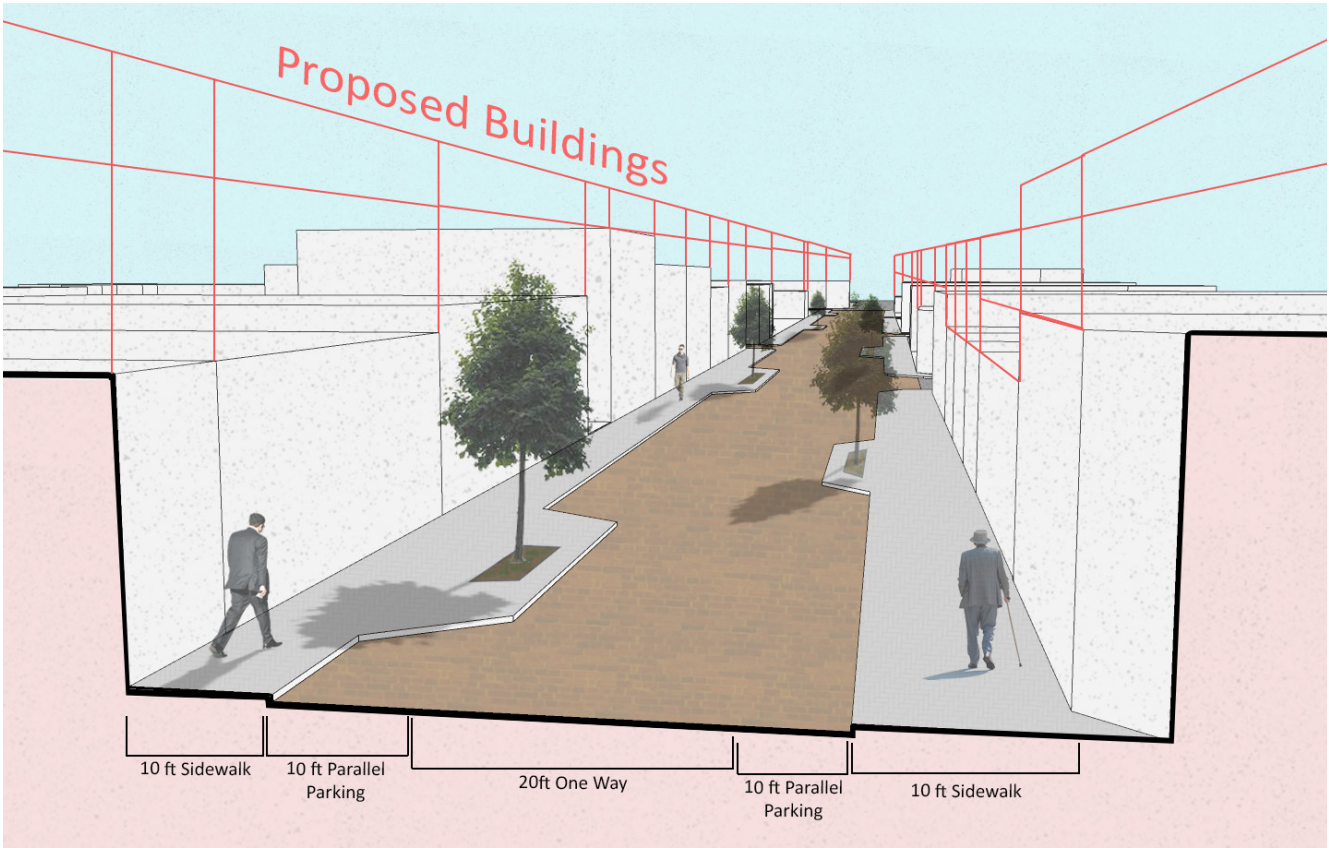
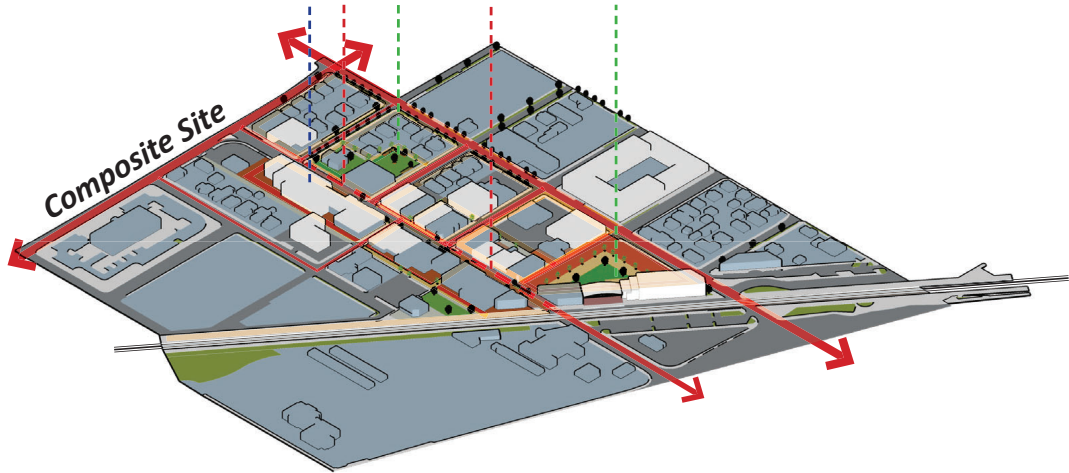
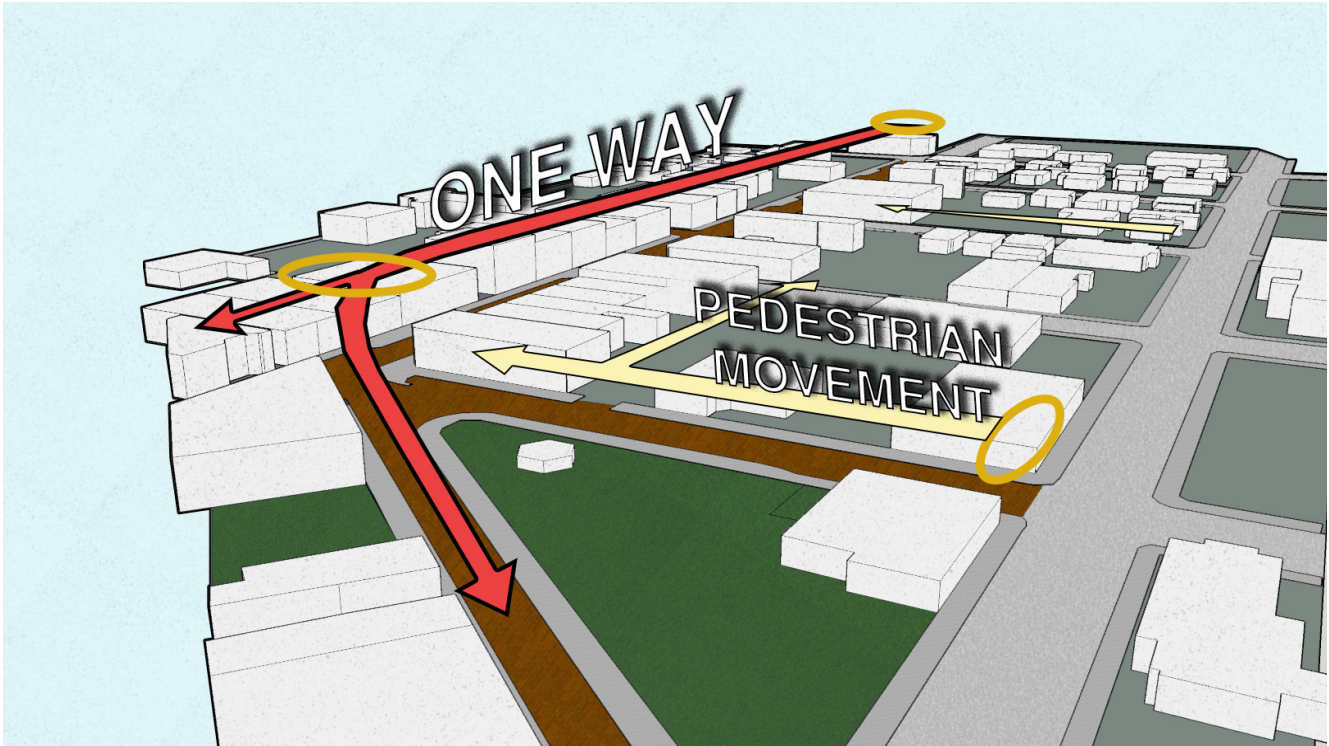
The redesigned Ryan House Garden Park, is a public park and rest space. The Park has a clear sight line along the proposed green alleys. The redesign expands on the existing Ryan House space, and creates pedestrian paths that improve mobility through the site.



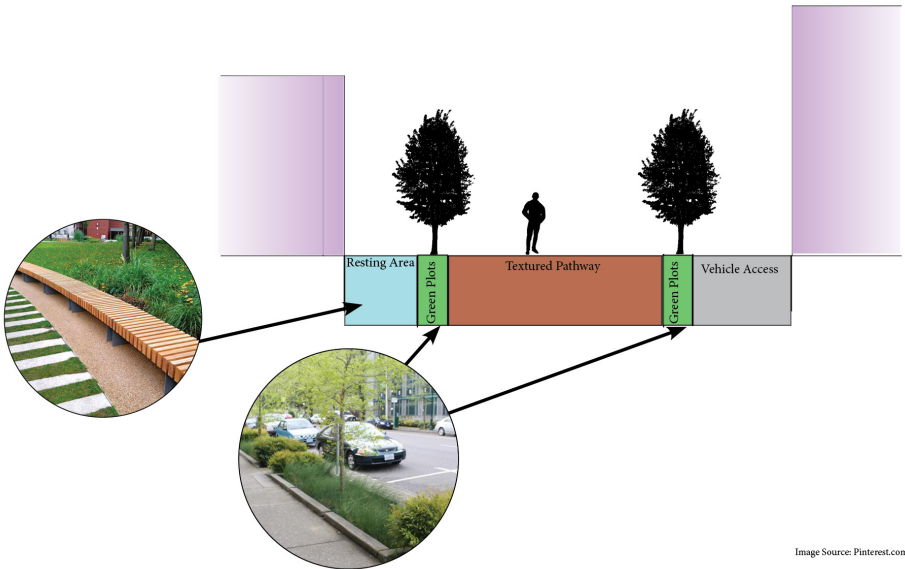
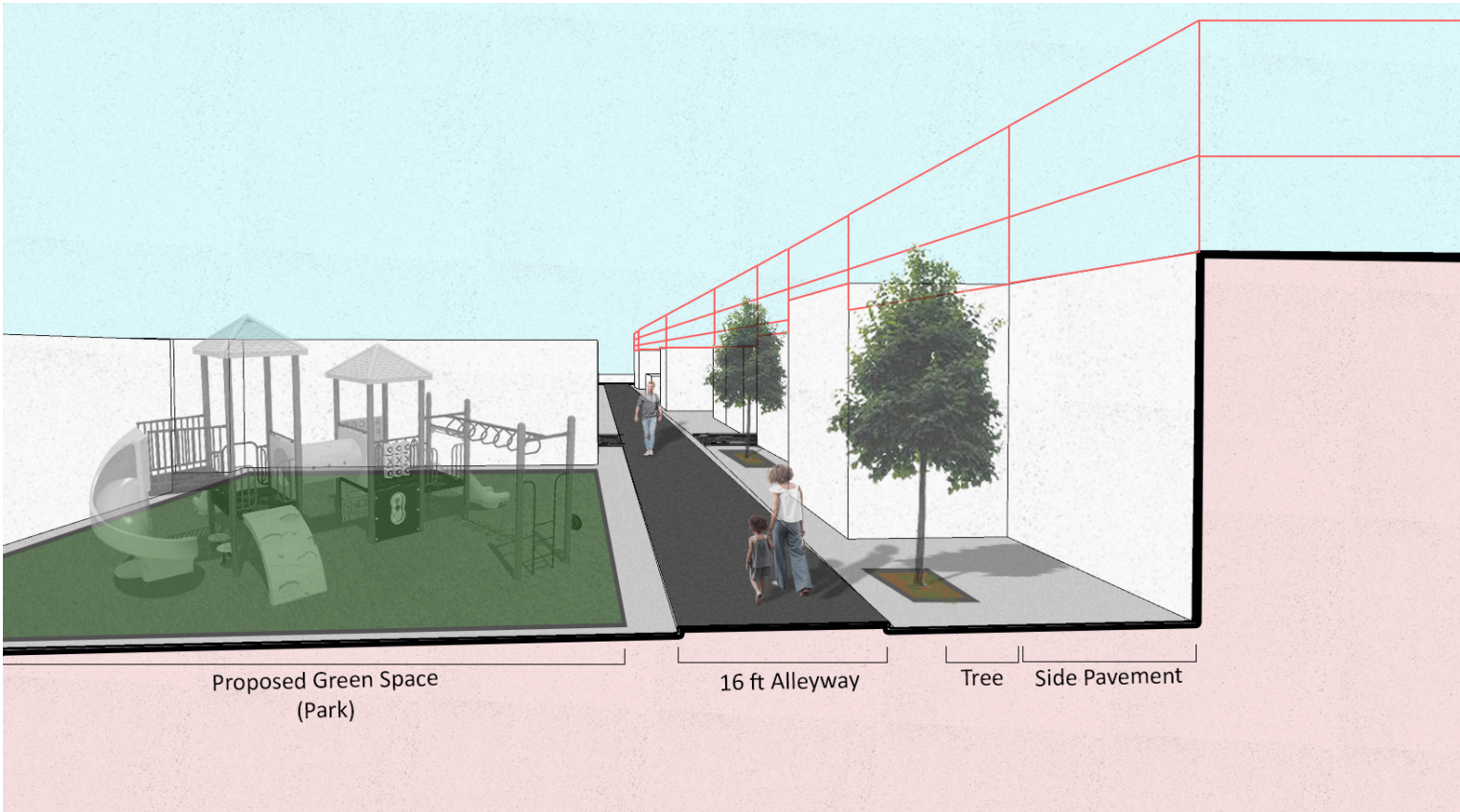
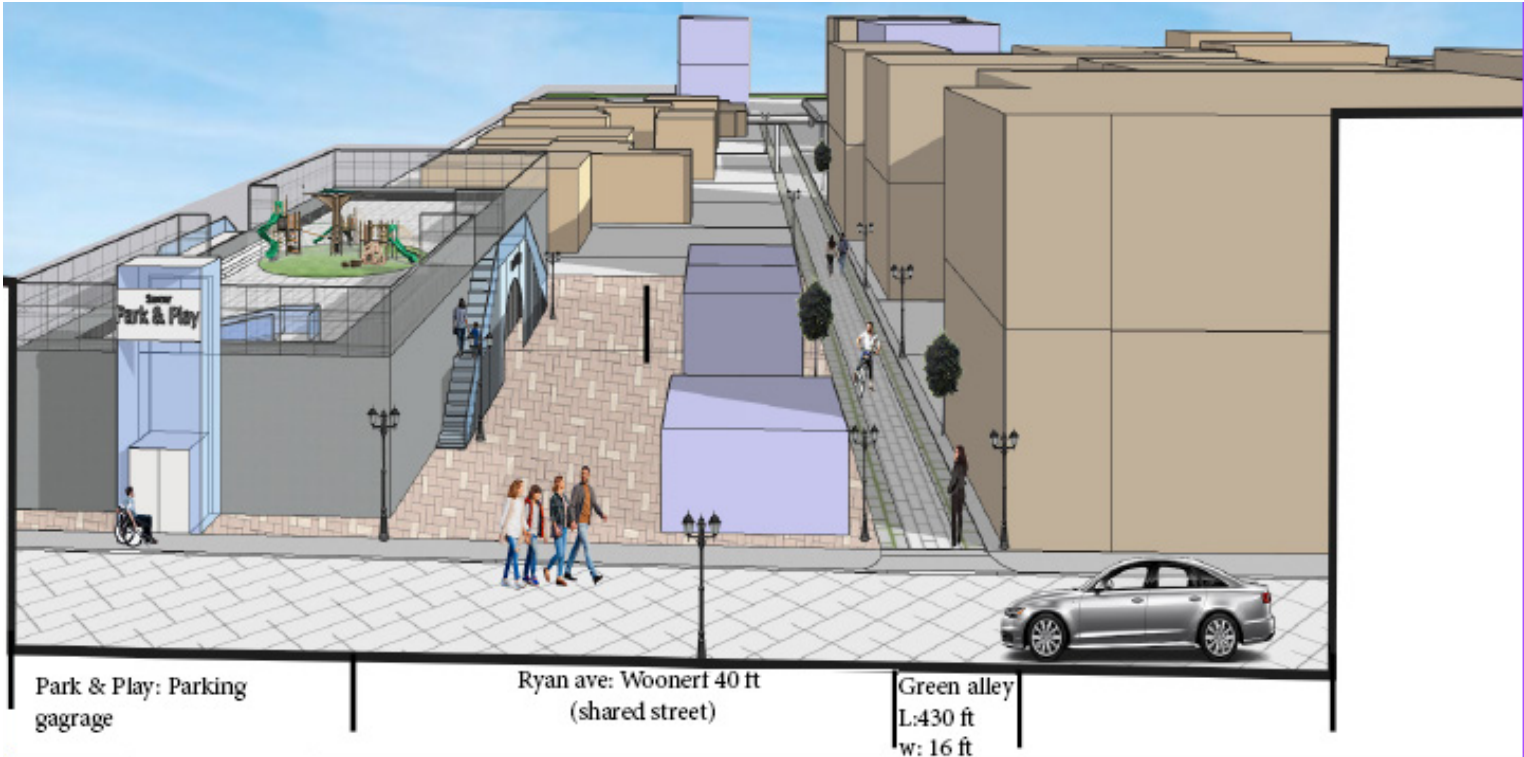
Woonerf on Main St



One way street



Activated Alleyways



Place Making & Character

Rails-with-trails provides diversity within the space. Some trails are located next to a railroad with a high frequency of faster trains, while others are located near low frequency, low speed trains. Rails-with-trails are safe and accessible for everyone - cyclists, runners, pedestrian, families, and elderly who need a safe place to get out and walkd their dogs. This project woudl give wellness and vitality for the community, and introduce new possibility for trail-network development.

Rail-trails are public paths that are built from a railroad corridor that is no longer active, while rails-with-trails are public paths that parallel railroad corridors that are still active. This utilize more of the innactive spaces around the transit station and enhance the HUB design and urban blocks with legibility.



Source image: <https://development.asia/insight/enhancing-urban%E2%80%93rural-connectivity-through-transport-hubs>



People's Canopy Folded



People's Canopy Partial Street Coverage



Night Time

People's Canopy

Location: Lancashire, England, United Kingdom

Designer/firm: people's Architecture Office

Year: 2015

Description:

People's Canopy exemplifies the support of social infrastructures on the streets as a means to support the wide range of events that happen downtown. The canopy's ability to retract and expand makes good use for different times and locations also provide the needs for pedestrian such as weather coverage. The People's Canopy has the ability to be transported with ease because of the use of volunteer and citizen cycling to move it around, like a small parade of canopies. The canopy can also act a barricade because of its size and color that makes a significant indicator that a certain location is closed off for pedestrian use.

Issues address:

- Traffic issues occur through events instead of directing around it.

Opportunities:

- Provide safety and security during events.
- Allow events to go towards the night-life.
- Size and color is a good indicator of a barricade.





04 Final Design

Spring Quarter 2021

The final design was based on community engagement and discussion during the design development phase. The final design project includes three main elements:

1. Heritage Park/Woonerf
2. Alley Activation
3. Main Street Corridor

The design goal of these spaces is to provide adaptability as a key feature. The three focus areas act as connections to major destinations within the site.

Urban Design Framework

Our three main focus areas for the site are Main Street, Heritage Park, and the alleys north and south of Main Street, including Rhubarb Alley.

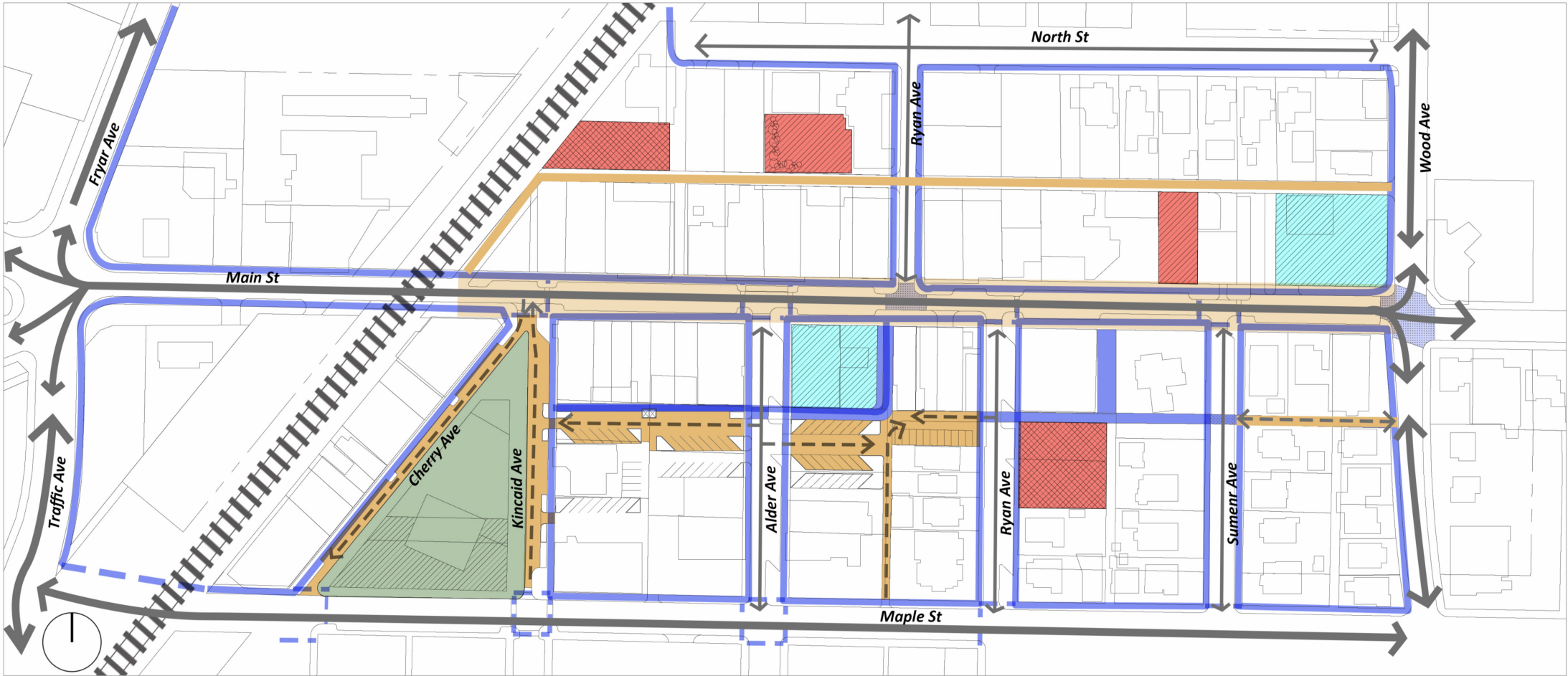
We designed these spaces with adaptability as a key feature. The three focus areas act as connections to major destinations within the site.

Heritage Park has been redesigned as a woonerf plaza. The plaza acts as the main destination and convergence point. The south alleys have also been turned into a woonerf, keeping the needed parking and allowing for flexible use of space, and for the ability to close the alleys down and prohibit vehicles to improve pedestrian mobility. Main Street is the backbone of our design, with key connections to all areas of the site, and with a focus on mobility.

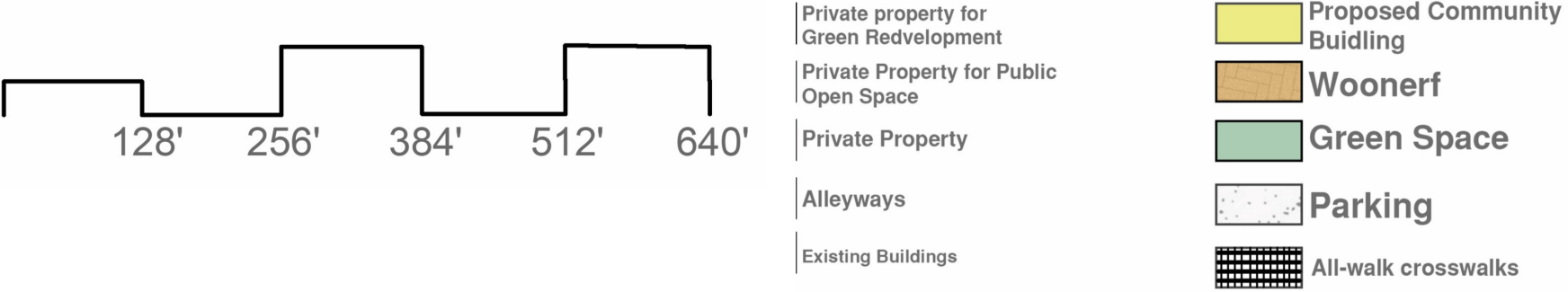
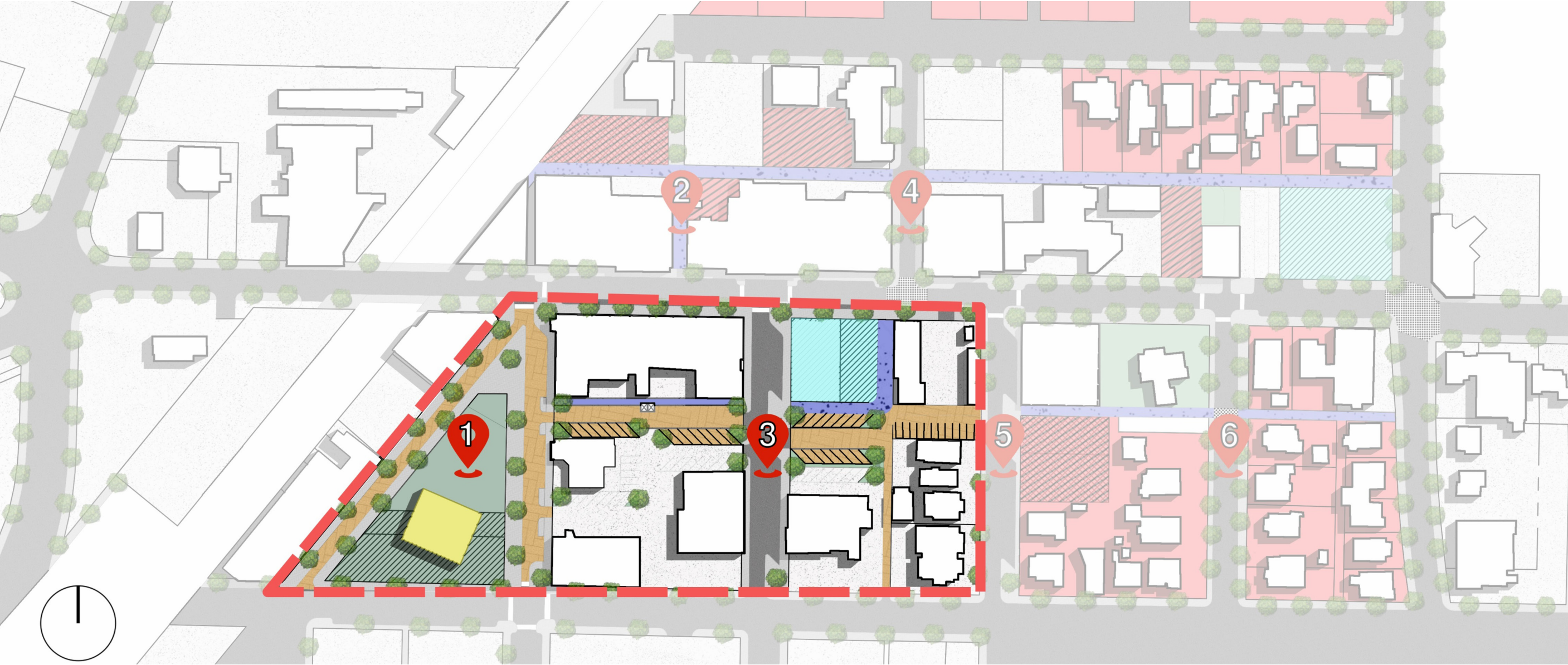
Enhance pedestrian movement and safety while also maximizing parking spaces for businesses.

Introducing curb extensions and bulbs to create crosswalks.

Vehicular two-way street will be kept the same in Main Street so traffic volume could be as lively as ever.

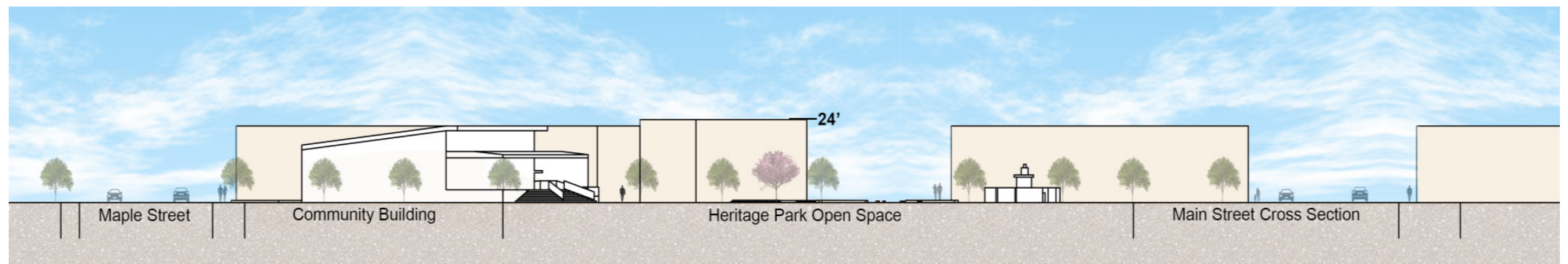
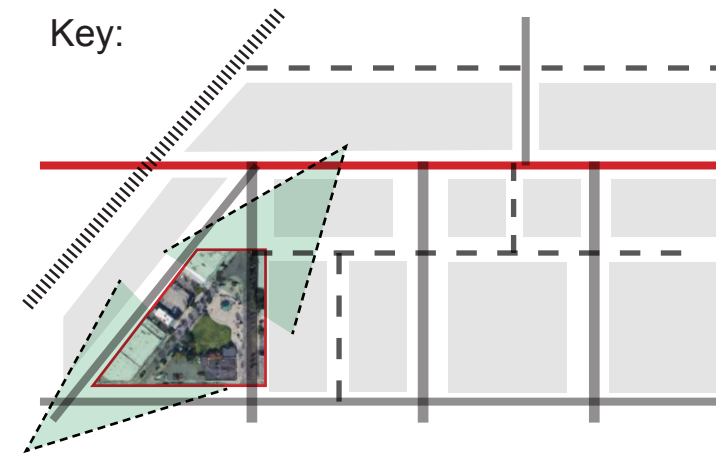


Priority I. Heritage Park

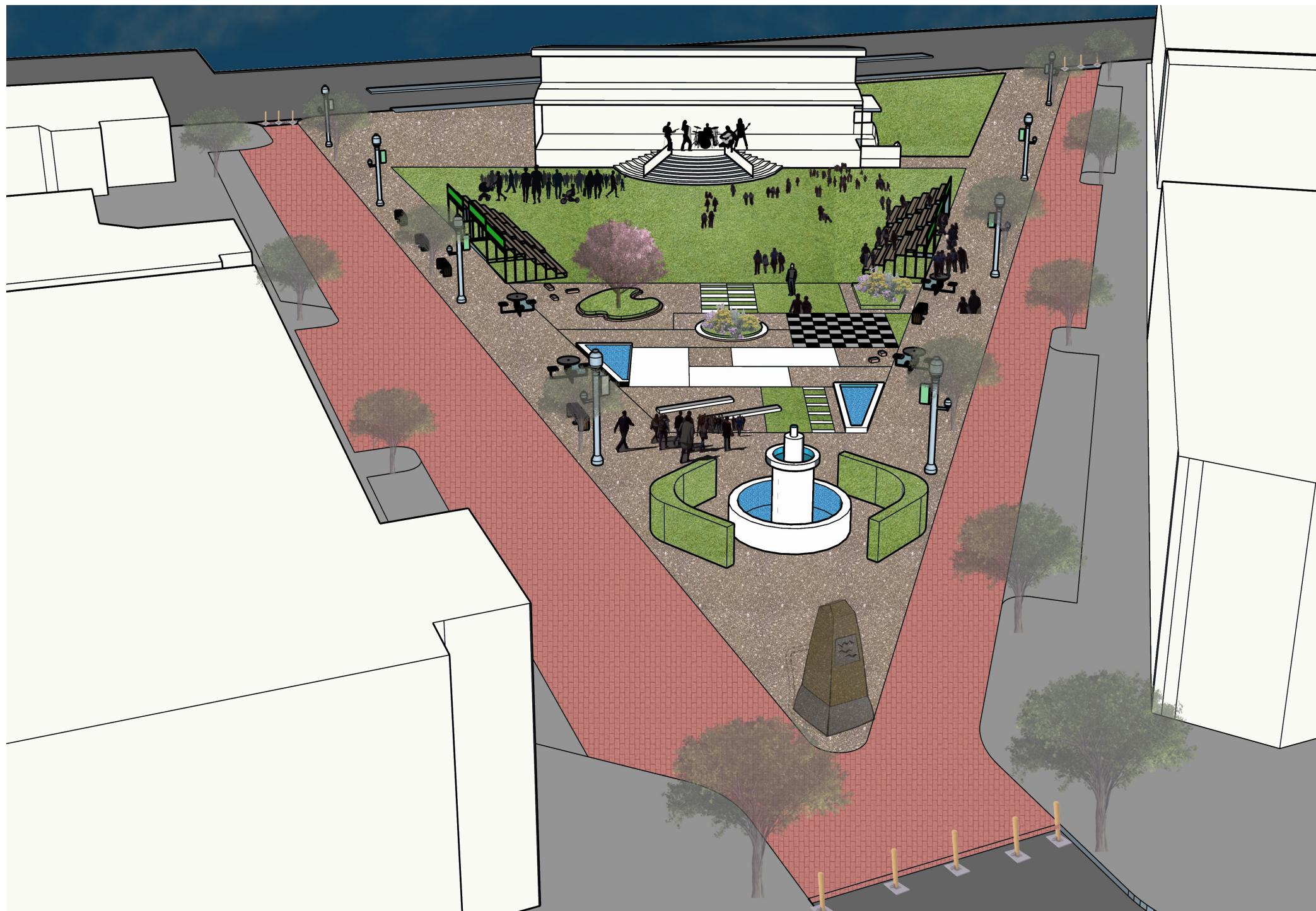




3D Proposal View from SW



Section through the Heritage Park proposal



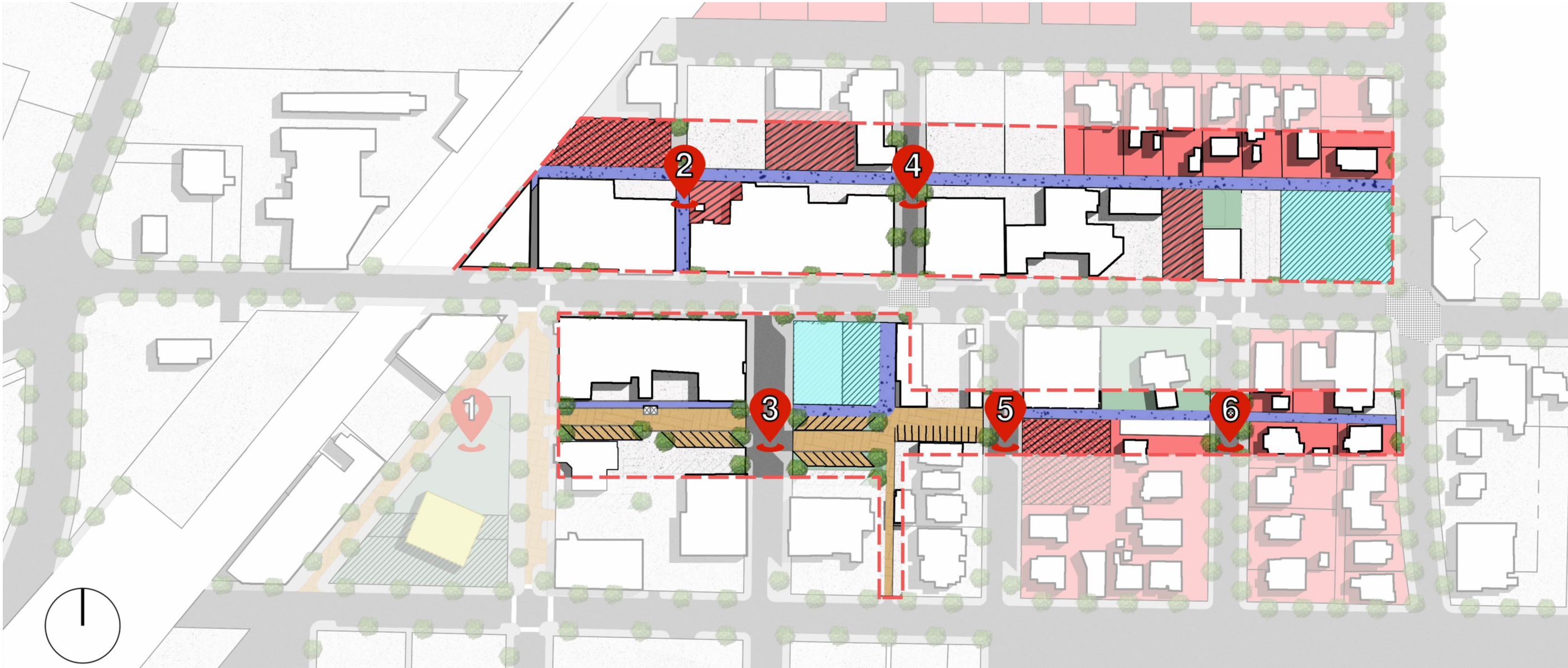
3D view of Heritage Park from NE

Priority I. Heritage Park

Heritage Park area has been re-envisioned as a plaza that expands into the nearby roadways. The plaza acts as the main destination and event hub. The south alleys and Main Street would converge at the Heritage Park area.

The Park will have a new community building that will provide indoor and protected outdoor space for the expansion of the park to accommodate a new building with stage, concessions, and restrooms. Surrounding street/alleys around Heritage Park will become a “woonerfs” which will indicate to vehicle users to slow down within the area improving safety and usability. The goal of the expansion is to activate more spaces for the local community to support outdoor activities such as local events, food trucks, vendors and Farmer’s markets. Traffic calming measures and temporary street closures will prioritize pedestrians, creating a safer environment for the community to use. Re-envisioning this space is consistent with the Town Center Plan, which increases the amount of residents and foot traffic in the area and creates more usable open space.

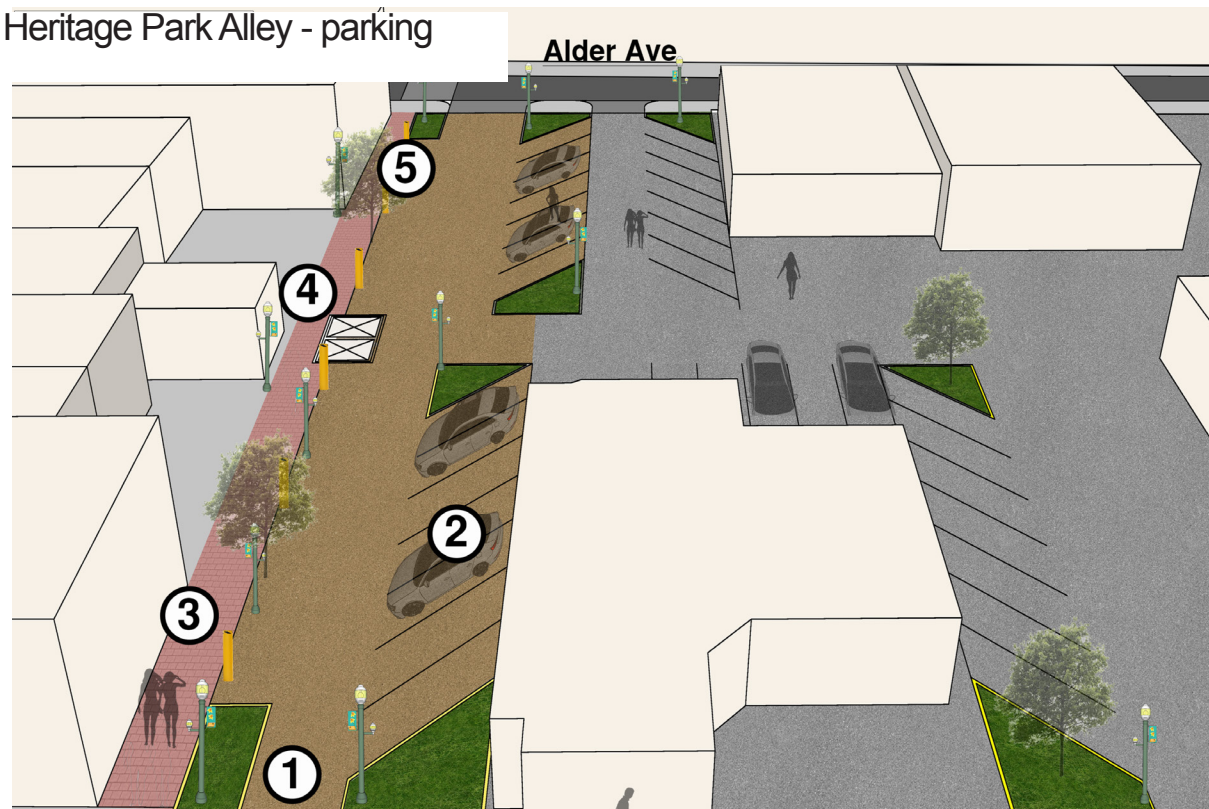
Alley Activation Site Plan



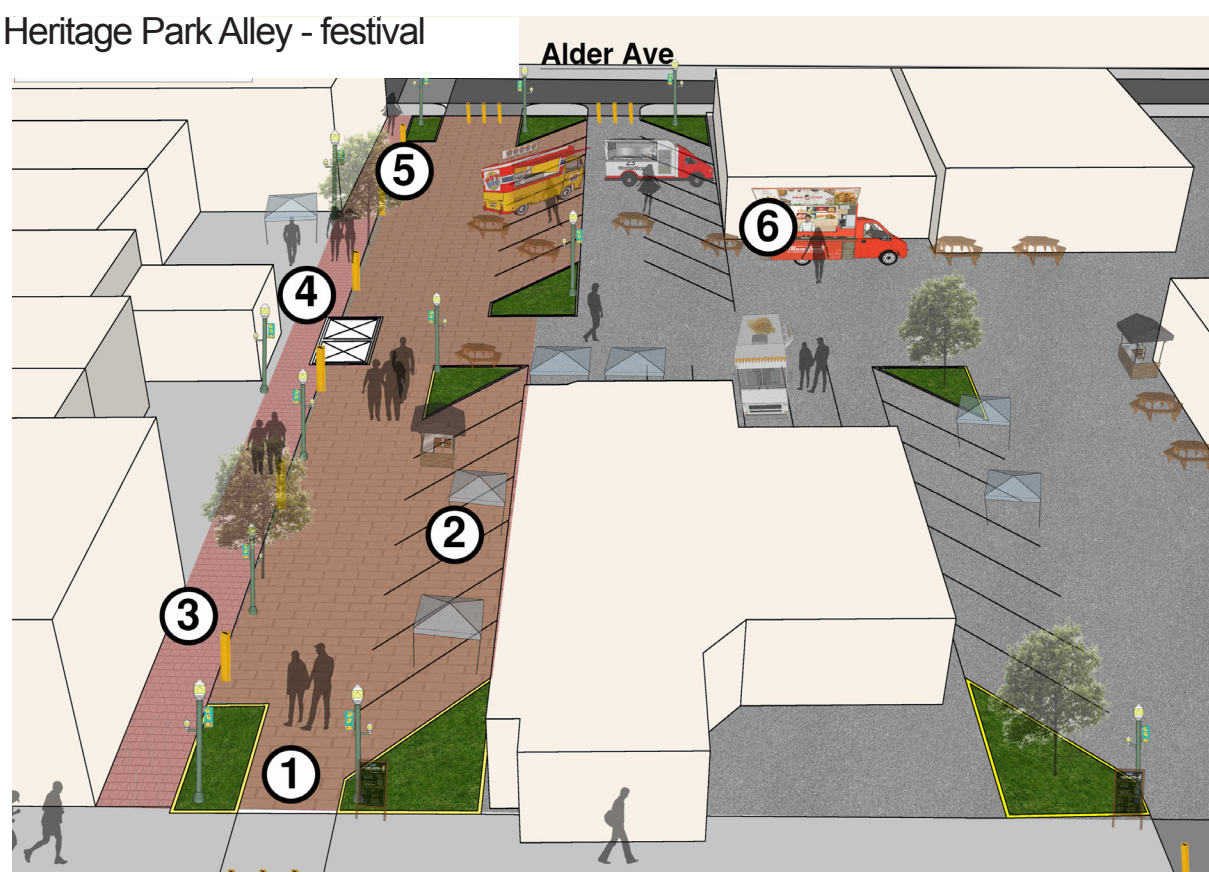
Legend

- | | |
|--|---|
|  Private property for Green Redevelopment |  Proposed Community Building |
|  Private Property for Public Open Space |  Woonerf |
|  Private Property |  Green Space |
|  Alleyways |  Parking |
|  Existing Buildings |  All-walk crosswalks |

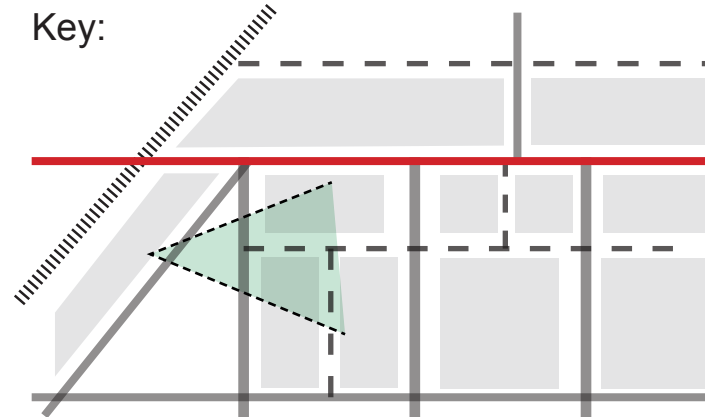
Heritage Park Alley - parking



Heritage Park Alley - festival



Key:



- ① 16' Textured Pathway
- ② Parking
- ③ Sidewalk
- ④ Shared Waste Disposal
- ⑤ Service Road
- ⑥ Foodtruck location

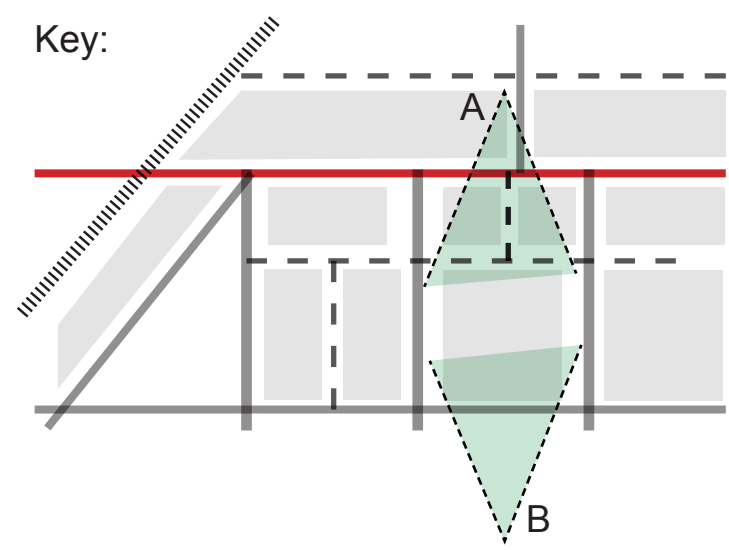
Priority II. Alley Activation

Development of the alleys north and south of Main Street will provide safe and desirable alternate connections throughout all of Main Street area, adding capacity and engaging existing properties adjacent to Main Street in a new way. New crosswalks to each alleyway will provide improved east-west corridors through downtown, making it easier to walk around downtown. Additionally, green infrastructure will be implemented such as rain gardens and permeable pavements that would be beneficial for aesthetics and usability. The alleys will also be alternative event spaces for markets, shopping, food trucks and other elements that can be programed without closing Main Street avoiding business and traffic impacts.

Activated Alleyways (south)

Design ideas for activating and connecting alleys:

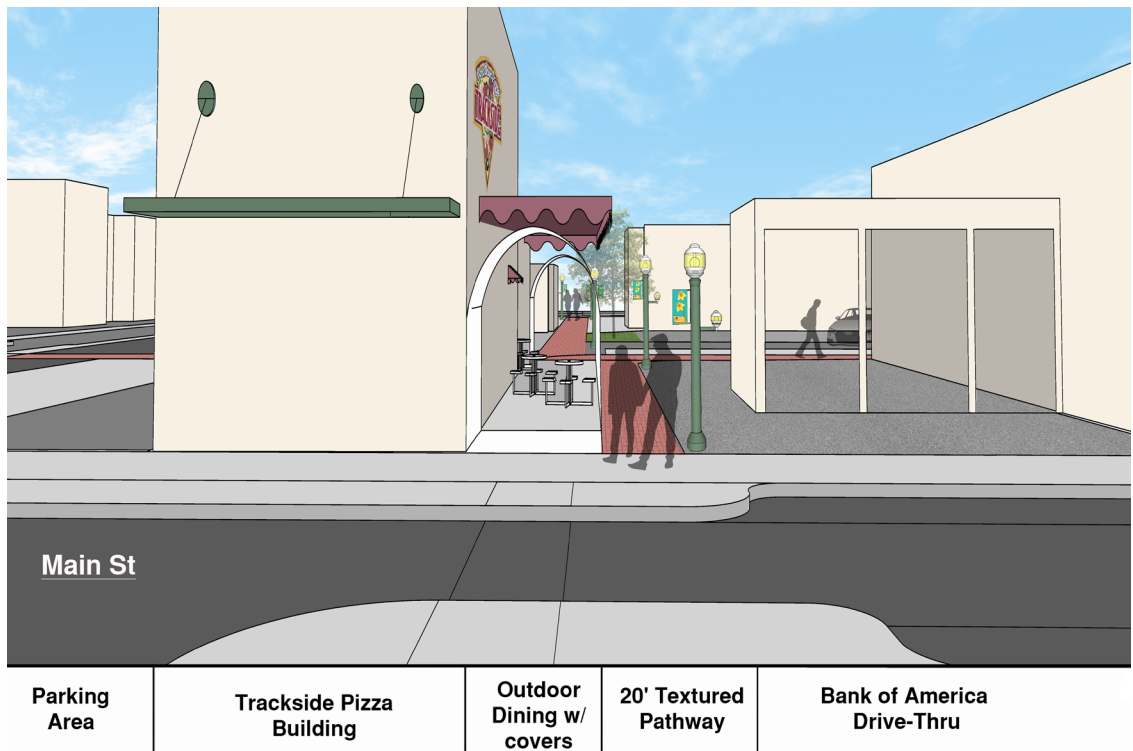
- Woonerf concept for all alleyways
- Maintain/increase vehicle parking opportunities
- Back-in, angled parking
- Gathering spaces
- Seating
- Lighting
- Spaces for food-trucks and temporary vendors
- Artwork, banners, murals
- Distinct paving texture and materials
- Graphics or other pavement designs
- Enclosed garbage and recycling storage
- Space for programming with events and activities



South Alley (view A)

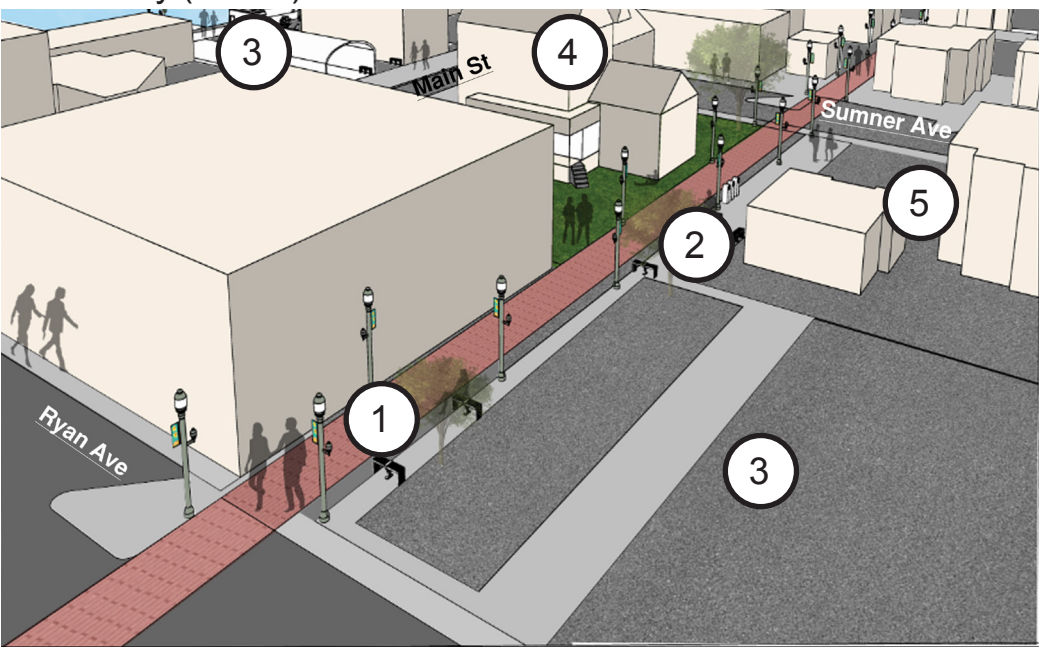


South Alley (view B)



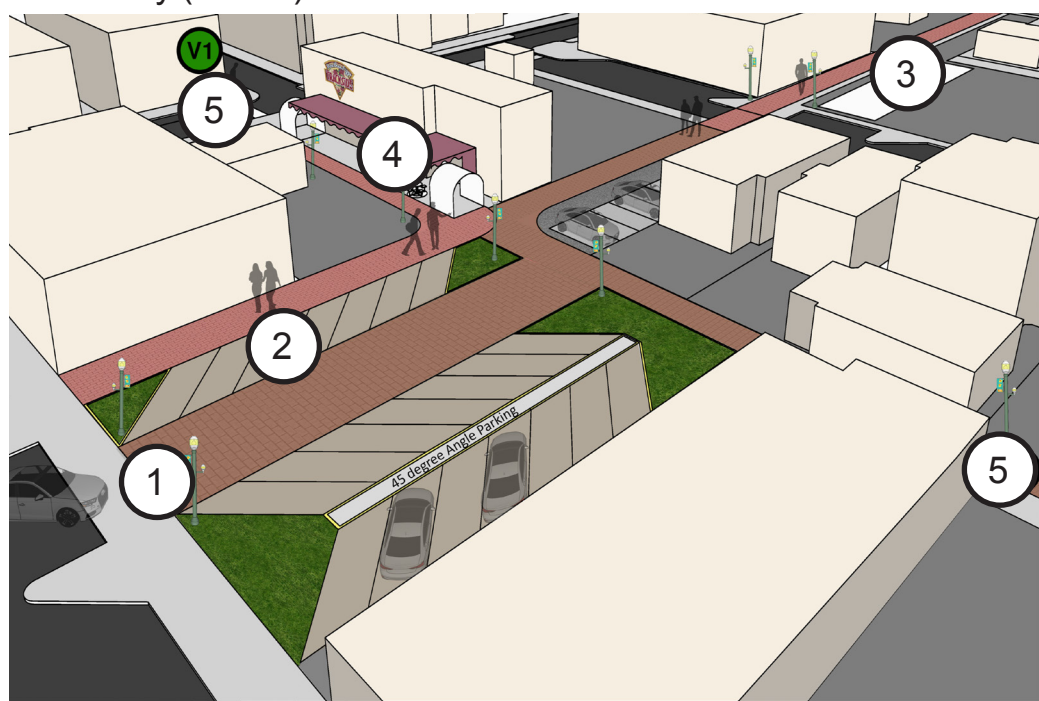
Activated Alleyways (south - east)

South Alley (view A)



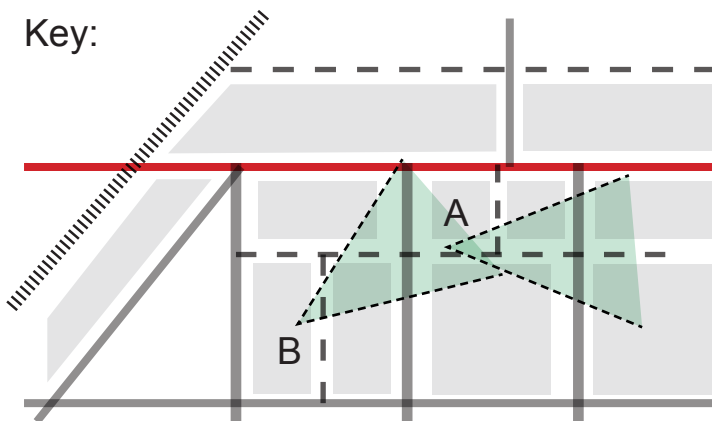
- ① 13' Textured Alley Pathway
- ② Small Seating Area
- ③ Proposed Public Space (Private)
- ④ Ryan House
- ⑤ Residential Homes

South Alley (view B)



- ① 26' Stamped Pathway Multi-Use
- ② 18' Angled Parking
- ③ Proposed Public Space (Private)
- ④ Trackside Pizza & Outdoor Seating
- ⑤ Perspective Views

Key:



Visiting the North and South Alleys, you would find the location accessible both by people and vehicles. It is a road that will allow vehicles to park and unload deliveries for the business'. Since the north alleys width is way smaller than the south one, the atmosphere will be a little more pedestrian friendly where a farmers market feeling is welcome. Provided there will be seating arrangements and other amenities to relax, stroll, and enjoy the experiences in them. The vision for the alley's was to create a network of paths through and around main street and neighboring streets. Except all alley's are different in order to benefit the area it's located in and nearby businesses, in the the south alley's that will run from heritage park through Ryan house and end on wood ave will be styled as a woonerf. The reason for the woonerf is to provide a shared street for both pedestrians and vehicles, the alley near heritage park has opportunities for events A Woonerf alley connection through the south side of Main street

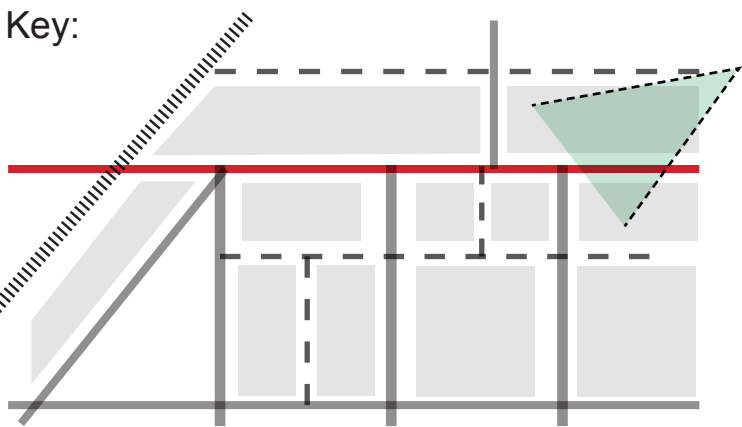
- ① 13ft Textured Pathway
- ② Seating area
- ③ Public space
- ④ Ryan House
- ⑤ Housing
- ⑥ Shared Waste Disposal

- Enhance activity near Ryan house and to connected neighborhoods
- The center alley provides a flow for pedestrian and parking space
- Material is stamp concrete
- Lighting, trees and seating will be along the pathway

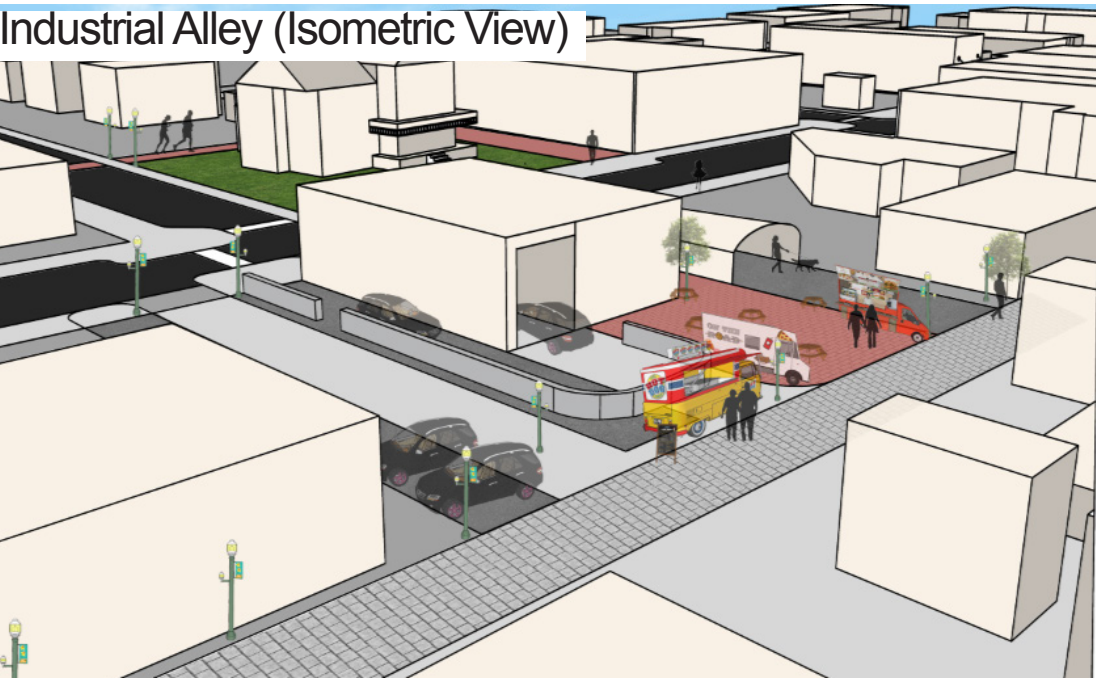
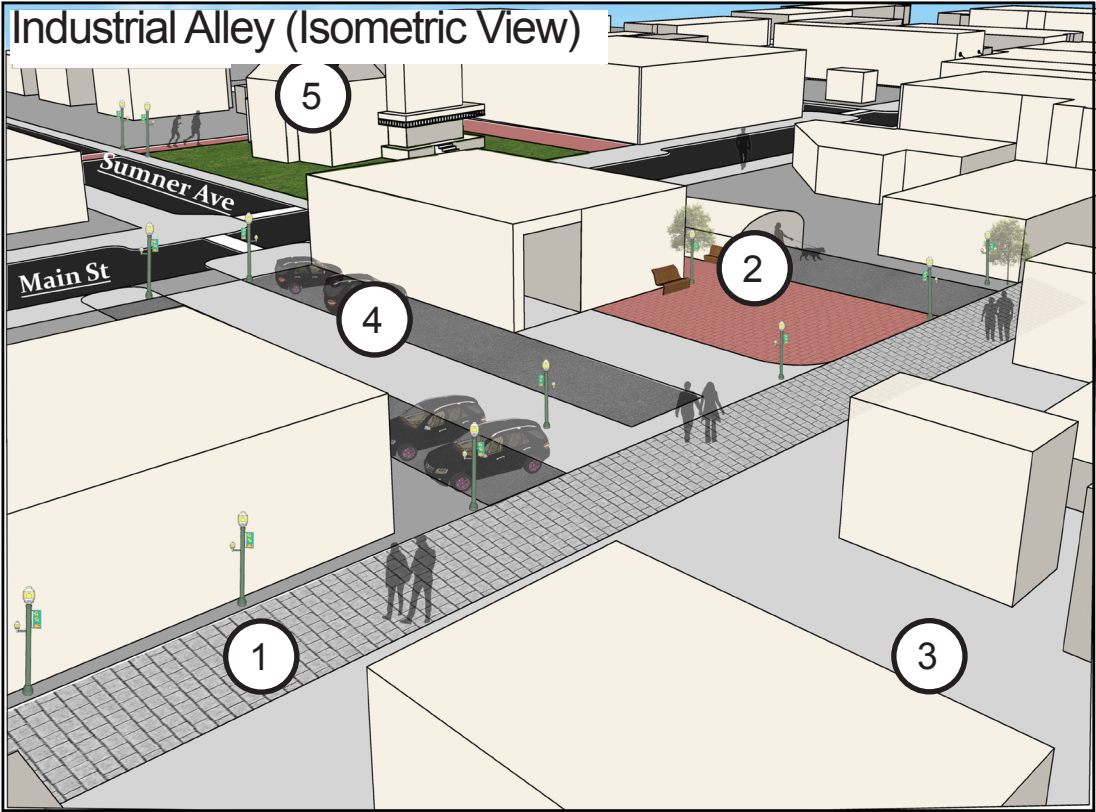
Activated Alleyways (north - east)

The north alley will have permeable material styled as stamp-concrete to imitate brick. The rhubarb alley will also be redesigned to provide restaurant seating and lights to create a Scenery and a touch of nightlife. The main goal for these alley's is to reshape the ideas of what alley's represent and to enhance pedestrian accessibility through any part of the city in a safe manner. We also propose that all alley's will use elements of green infrastructure with street trees and rain gardens to improve the permeability within these spaces along with street lighting along the entire path and potential art that enhances creativity and represent the city.

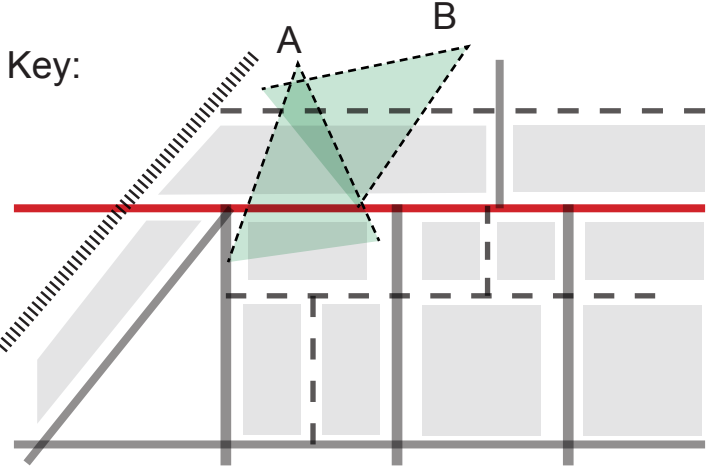
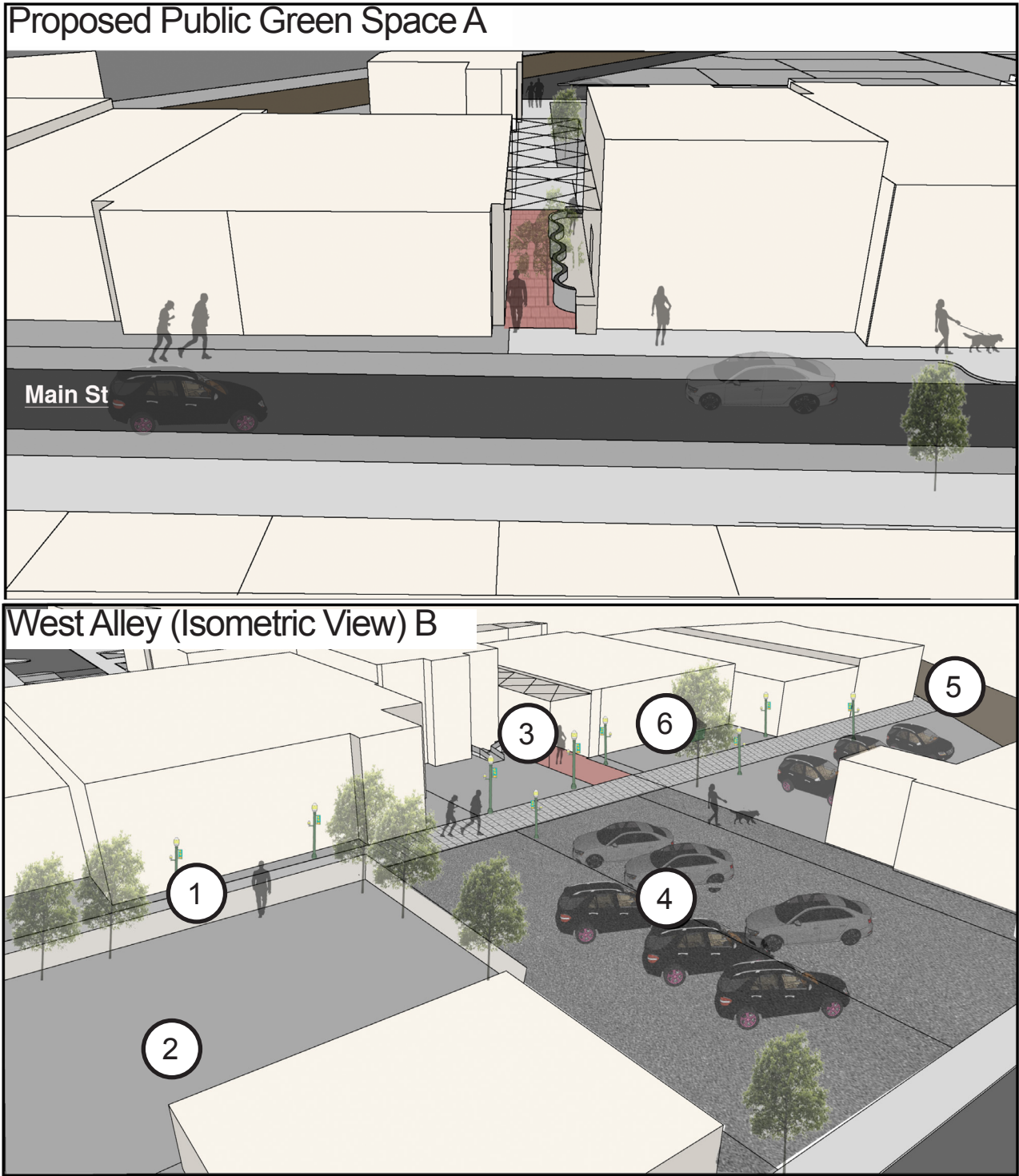
- Provides re-developed space within the alley expands pedestrian accessibility
- Encourage businesses to be open to the alley by providing seating
- Lighting along the pathway and within Rhubarb alley



- ① 16' Textured Alley Pathway Multi-use
- ② Proposed Public Space (Private)
- ③ Residential Homes
- ④ Parking Space
- ⑤ Ryan House



Activated Alleyways (north - west)



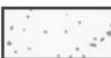
- ① 16' Textured Alley Pathway Multi-use
- ② Proposed Public Green Space (Private)
- ③ Rhubarb Alley
- ④ Parking
- ⑤ Service Road/Tracks
- ⑥ Shared Waste Disposal

The alleyways to the north and south of Main Street are a potential opportunity to provide additional pedestrian connections to existing open spaces. The student's were directed to look at how to transform the existing alleys into areas that can provide a safe, calm, and comfortable refuge for pedestrians, provide increased pedestrian connectivity and additional public or private gathering spaces - at the same time maintaining the current business and utilitarian functions provided in these rights-of-way. Pedestrian activation of the alleys can transform traditional alleys into shared spaces that prioritize the use of the space for pedestrians and open space – often by claiming street space to create enhanced and active places for landscaping and seating. This is often at the detriment of the typical important utility and delivery activities. The repurposing of the existing alleys had to take into consideration the current uses and functions that these spaces provide to the businesses in Downtown Sumner. The alley to the north of Main Street provides parking and delivery access for many of the businesses that front on Main Street. This is also where most of the businesses have located their garbage and recycling receptacles. The alleys to the south of Main Street not only provide utility and delivery locations for the adjacent businesses, but also provide a significant amount of public parking. The proposed designs for repurposing the alleys included special paving, lighting, seating, opportunities for food-trucks and pop-up venues like farmers markets or other community events. The students have purposely introduced design elements to indicate that pedestrians have a priority across the full width of the alley right-of-way, while at the same time maintaining important utilitarian functions.

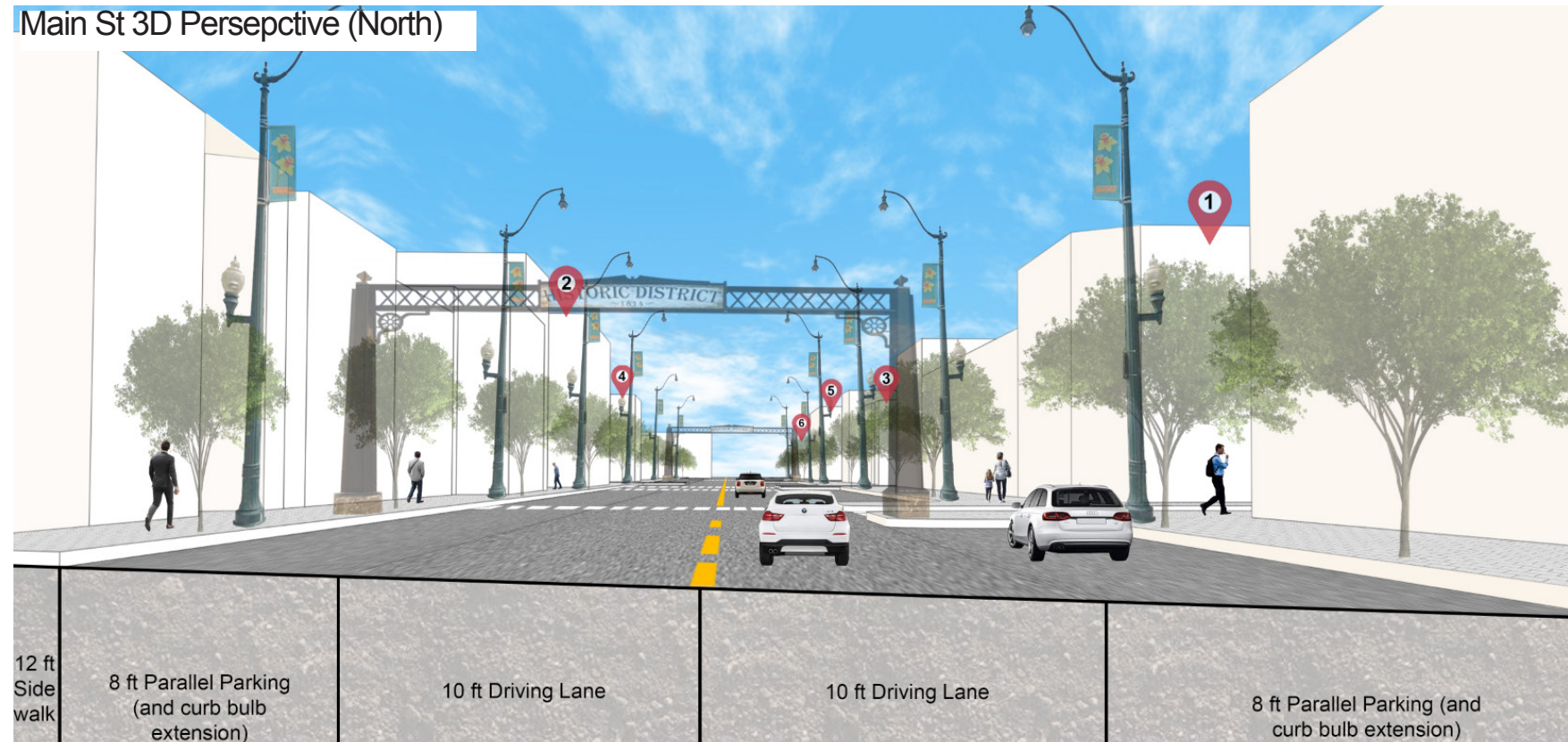
Site plan



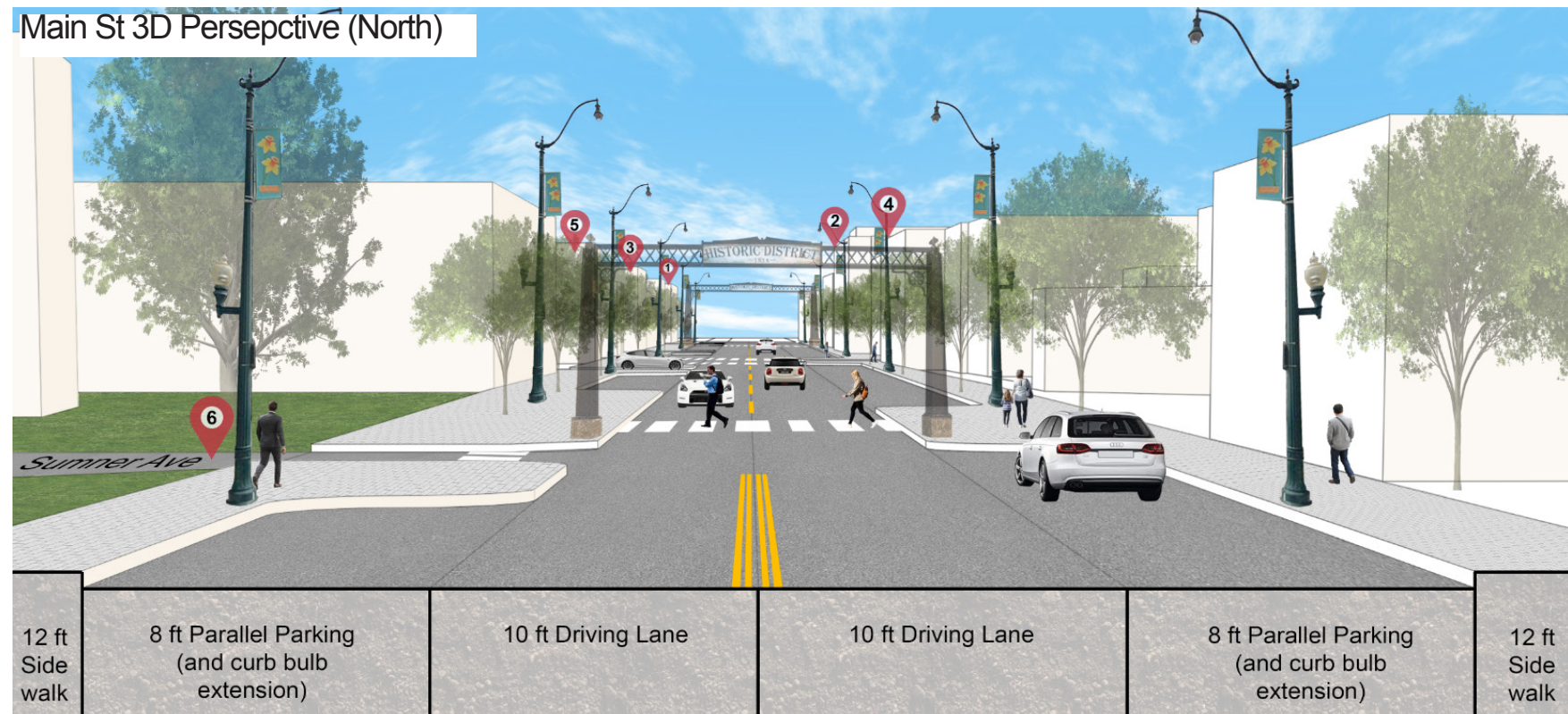
Legend

- | | |
|--|---|
|  Private property for Green Redevelopment |  Proposed Community Building |
|  Private Property for Public Open Space |  Woonerf |
|  Private Property |  Green Space |
|  Alleyways |  Parking |
|  Existing Buildings |  All-walk crosswalks |

Main St 3D Persepctive (North)



Main St 3D Persepctive (North)



Priority III. Main Street Corridor

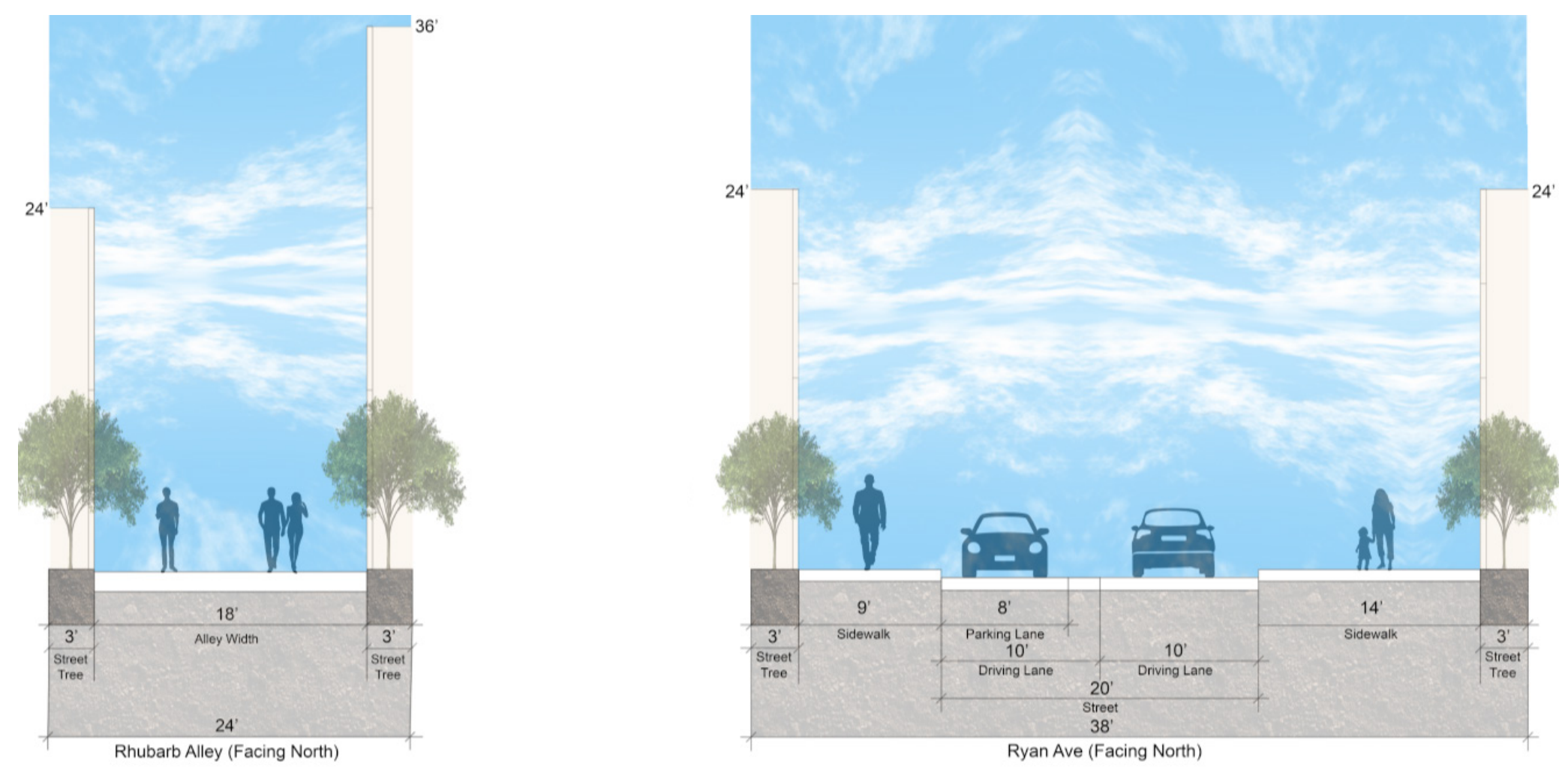
Our vision for Main Street is to enhance the quality of life in Main Street by increasing the adaptability of the space. Main Street serves as a primary connection to major destinations within the site boundaries, and we intend to provide a design that is engaging and brings the community together. On the Main Street itself, the space would use permeable surfaces that have a stamped-concrete pattern. The trees along Main Street would be changed from red to green in order to provide contrast from the red buildings. To maintain a sense of historic importance we propose placing gateways along both sides of Main Street.

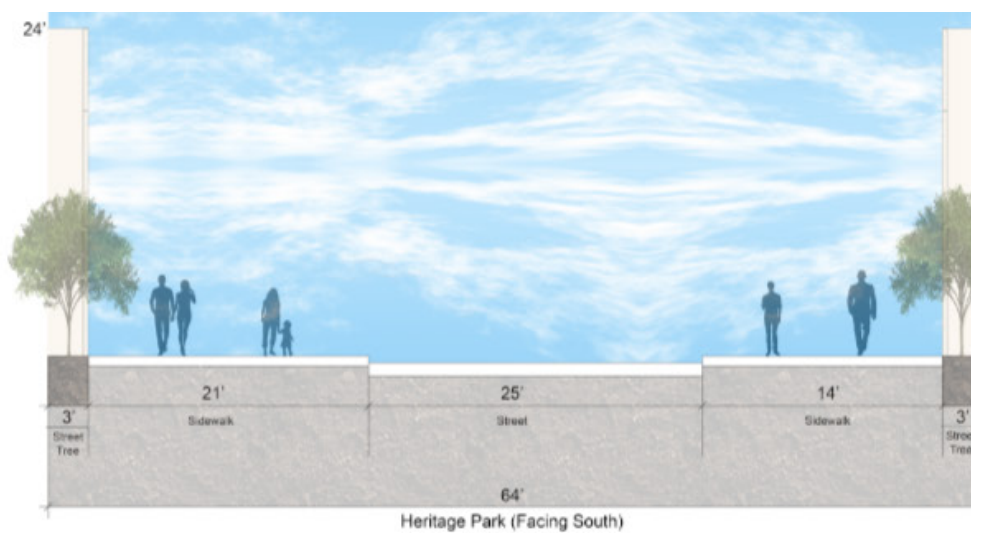
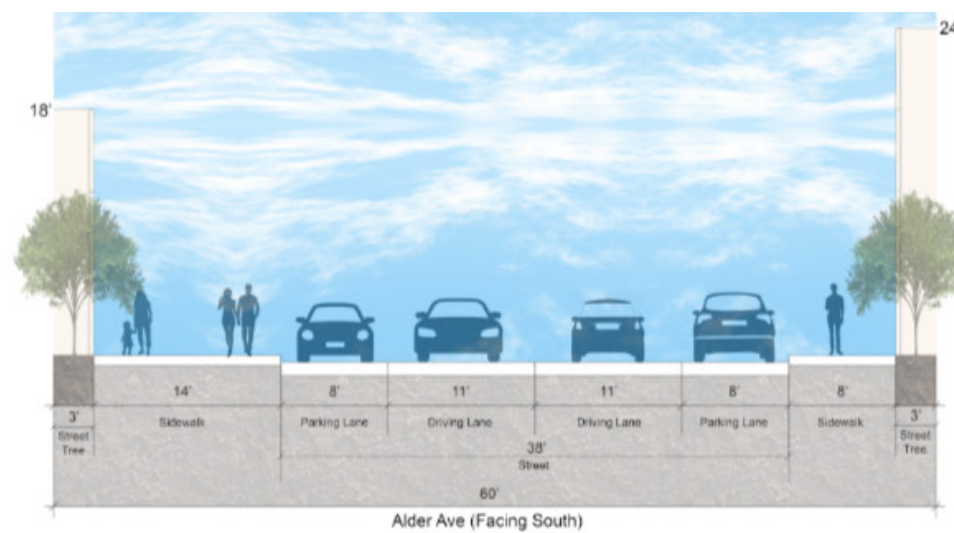
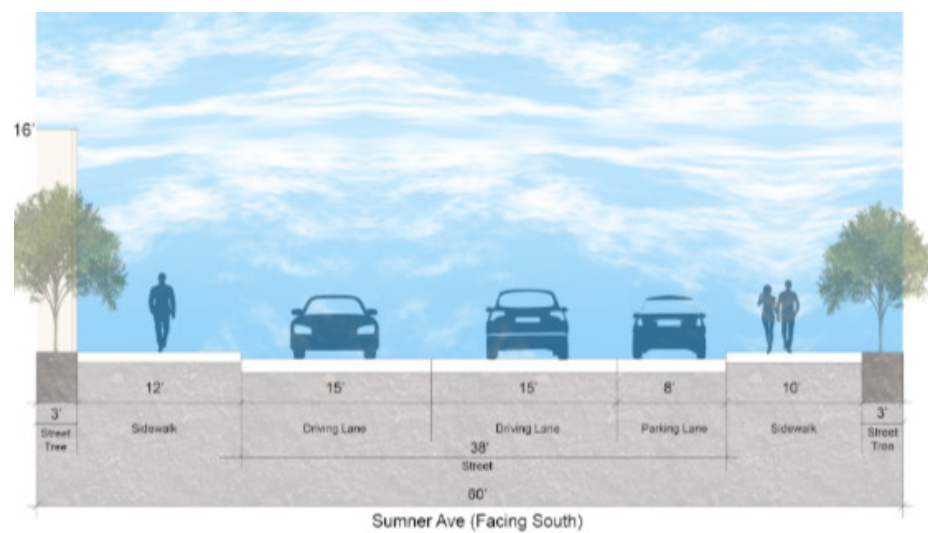
Curb bulbs are extended to improve pedestrian safety at intersections and crosswalks.

Vehicular circulation is designed to maintain the current density of traffic, while increasing the ability of Main Street to host events. We propose widened the sidewalks to create a safer walking experience for pedestrians, and to give business owners the opportunity to draw in new customers with enhanced store front attractions.

- Street space is 36 feet Including curb-bulbs
- Gray stamped concrete on sidewalks
- Green trees throughout Main Street
Incorporate on-street parking (8-foot spaces for parallel parking)
- Gateway on Main Street emphasizes historic significance

Street Section





Appendix 2: Draft Resolution

RESOLUTION NO. XXXX CITY OF SUMNER, WASHINGTON

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON, ADOPTING THE 2021 MAIN STREET VISIONING PLAN AND IMPLEMENTATION PRIORITIES.

WHEREAS, the City of Sumner Lodging Tax Advisory Committee (LTAC) voted to fund a partnership between the University of Washington-Tacoma to develop a Main Street Visioning Plan to provide conceptional options for future growth and improvements the downtown Sumner that would promote events, and overnight visits and tourism; and

WHEREAS, the Main Street Advisory Group is made up of community stakeholders from a variety of backgrounds and interests: Jill Starks, CEO Sumner Main Street Assoc. (business, events, design), Azure Green (engineering and development), Kelly Locke (Citizen). There were three total meetings where the design of the Main Street was discussed, and workshops were conducted (February 9, March 16, and March 18); and

WHEREAS, the Main Street Visioning Plan examines enhancements to Main Street in the context of existing projects and developments and the goals of the Town Center Plan; and

WHEREAS, it will advance the City's goals for equity, economic development, quality of life in downtown, transportation, and mobility, safety, and infrastructure upgrades; and

WHEREAS, adaptability is the main feature in the design of the Main Street Visioning Plan. The three focus areas act as connections to major destinations within the site; and

WHEREAS, the Plan is divided into three priorities: Heritage Park, Alleys Activation, and the Main Street Corridor; and

WHEREAS, Heritage Park area would be redesigned and the streets adjacent become a woonerf plaza which optimizes the space for pedestrians, events, and food trucks. The plaza acts as the main destination and convergence point; and

WHEREAS, the goal of the expansion of Heritage Park is to introduce a new community building that will provide indoor and protected outdoor space for community events and concerts; and

WHEREAS, for the Alleys Activation, the south alleys have also been planned for a woonerf, keeping the needed parking and allowing for flexible use of space, and for the ability to close the alleys down and prohibit vehicles to improve pedestrian mobility and host community events; and

WHEREAS, Main Street is the backbone of our design, with key connections to all areas of the site, and with a focus on mobility including widened sidewalks, gateway entrances, and curb bulbs; and

WHEREAS, the Main Street Visioning Plan is consistent with the City's Comprehensive Plan, and Town Center Plan in that it enhances the livability, mobility, and general character of the downtown.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON, AS FOLLOWS:

Section 1. The City Council hereby adopts the Main Street Visioning Plan, 2021 and Project Priorities as shown and attached hereto in Exhibit A.

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 necessary corrections to this resolution, including but not limited to the correction of clerical errors; or references to other local, state, or federal laws, codes, rules, or regulations.

ADOPTED AND APPROVED this _____day of _____, 2021.

Mayor William Pugh

ATTEST:

Michelle Converse, CMC

APPROVED AS TO FORM:

City Attorney Andrea Marquez



Main Street Visioning Plan

CITY COUNCIL STUDY SESSION

NOVEMBER 22, 2021

RYAN WINDISH, COMMUNITY DEVELOPMENT DIRECTOR



Objectives

- Review elements of and priorities for the Main Street Visioning Plan
- Introduce the detailed Heritage Park Woonerf Design
- Timelines and schedules

Background

- The City of Sumner has developed a partnership with University of Washington Tacoma.
- Students in the Urban Design Studio class created a Main Street Visioning Plan September 2020 to June 2021
- The goal of the project was to continue to provide for the community by creating an equitable environment, safety, increase the quality of life in the downtown, and increase economic development.
- The design process involvement of robust Advisory Committee made up of business owners, residents, Planning Commissioners, Design Commissioners and City staff. The Advisory Committee met numerous times throughout the process and the material from the Main Street Visioning Plan were available on the City of Sumner website.
- Sumner Connects Page received over 1000 visits, with 552 informed and 24 engaged.

Timeline

- **November 17, 2020:** Main St. Visioning Day 1
- **November 18, 2020:** Main St. Visioning Day 2
- **November 19, 2020:** Main St. Visioning Day 3
- **November 20-December 15, 2020:** Main St. Visioning-Comments
- **December 14, 2020:** City Council Presentation
- **January - March 2021:** Design Concept Alternatives
- **February 10-20, 2021:** Public Comments on the Alternatives
- **April 12, 2021:** City Council Presentation
- **June 14, 2021:** Final Concept Design Presentation
- **July 26, 2021:** City Council Priorities Discussion

Three Main Elements

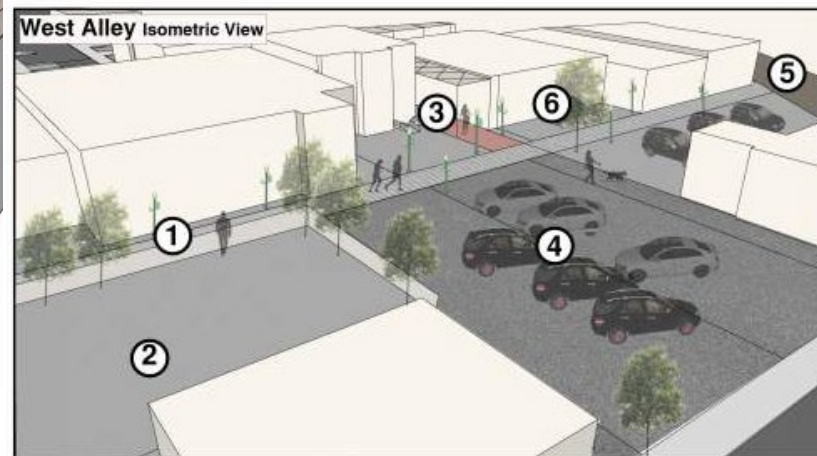
Heritage Park



Main Street Corridor



Alley Activation



- ① 16' Textured Alley Pathway Multi-Use
- ② Proposed Public Green Space (Private)
- ③ Rhubarb Alley
- ④ Parking Space
- ⑤ Service Road/Tracks
- ⑥ Shared Trash Dumpsters

Heritage Park Site Plan

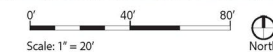




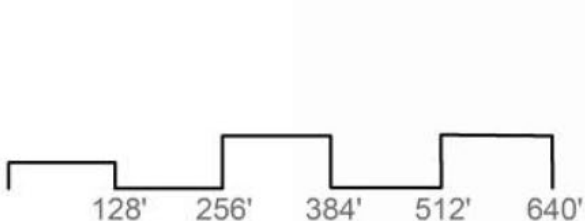
Heritage Park

- Re-envisioned as a plaza that expands into the nearby roadways
- The south alleys and Main Street would converge at the Heritage Park area.
- Provide more event spaces for the community
- The goal is to remove the existing building to the south and the expansion of the park to accommodate a new building with stage, concessions, and restrooms.
- Surrounding street/alleys around Heritage Park will become a “woonerfs” which will indicate to vehicle users to slow down within the area improving safety and usability.

Heritage Park Woonerf Summer 2022

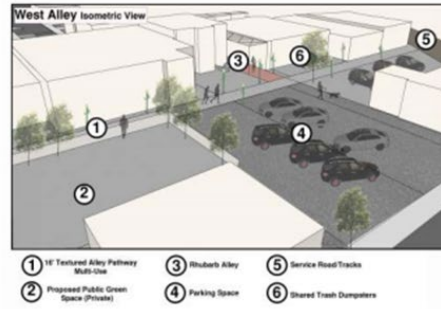


Alley Connection Site Plan

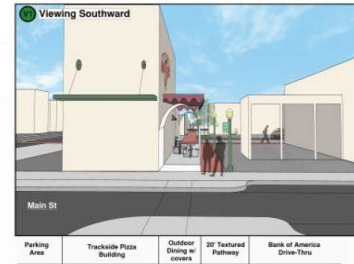
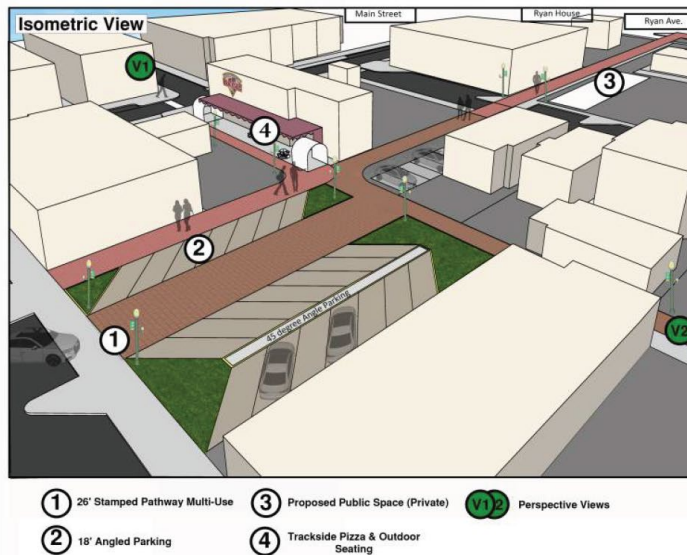


- Points of Interest**
- 1 Heritage Park (including Cherry Ave & Kinkaid Ave)
 - 2 Rhubarb Alley
 - 3 Alder Ave
 - 4 5 Ryan Ave
 - 6 Summer Ave

Legend	
	Private property for Green Redevelopment
	Private Property for Public Open Space
	Private Property
	Alleyways
	Existing Buildings
	Proposed Community Building
	Woonerf
	Green Space
	Parking
	All-walk crosswalks



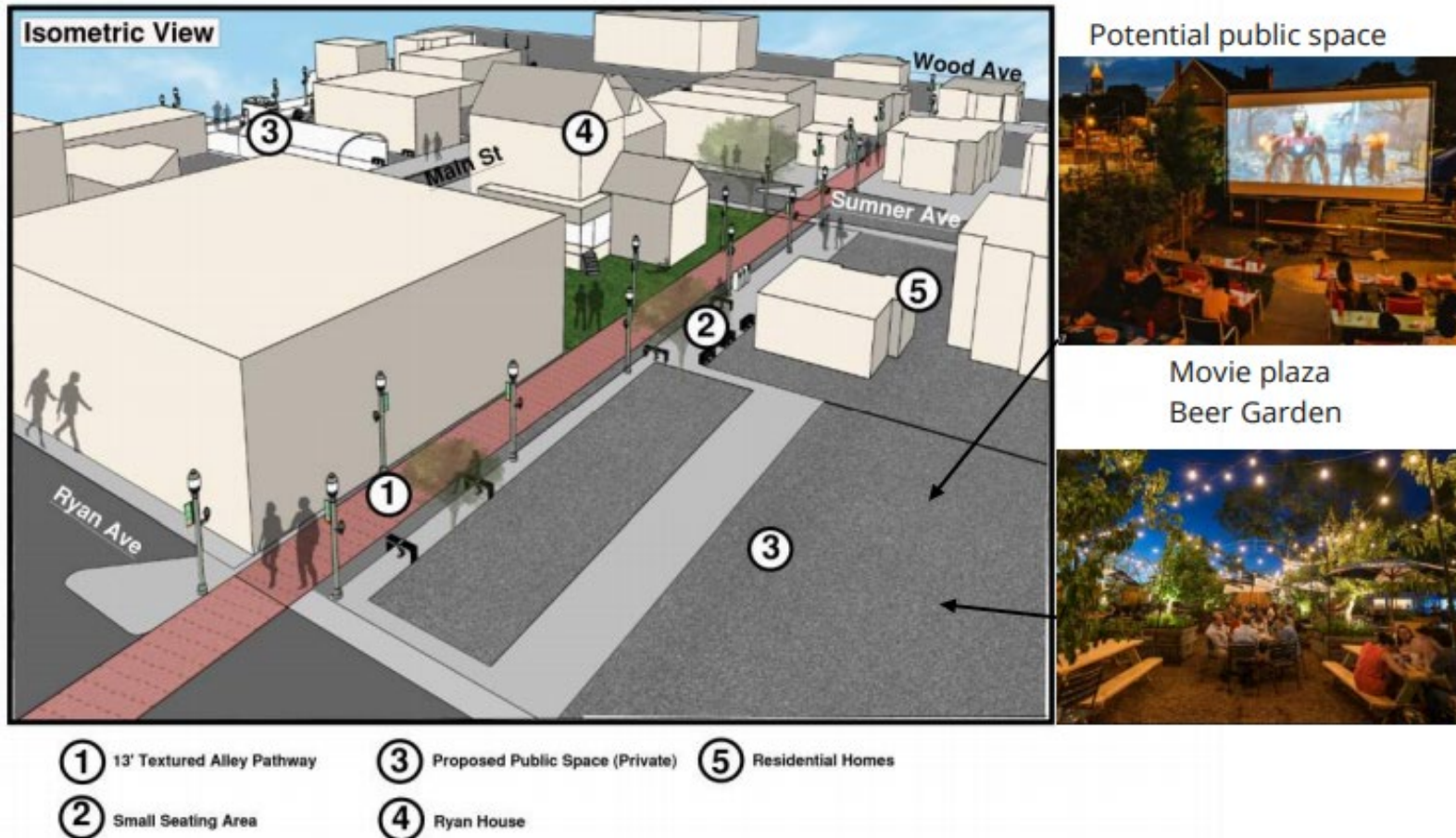
Central Alley Perspectives



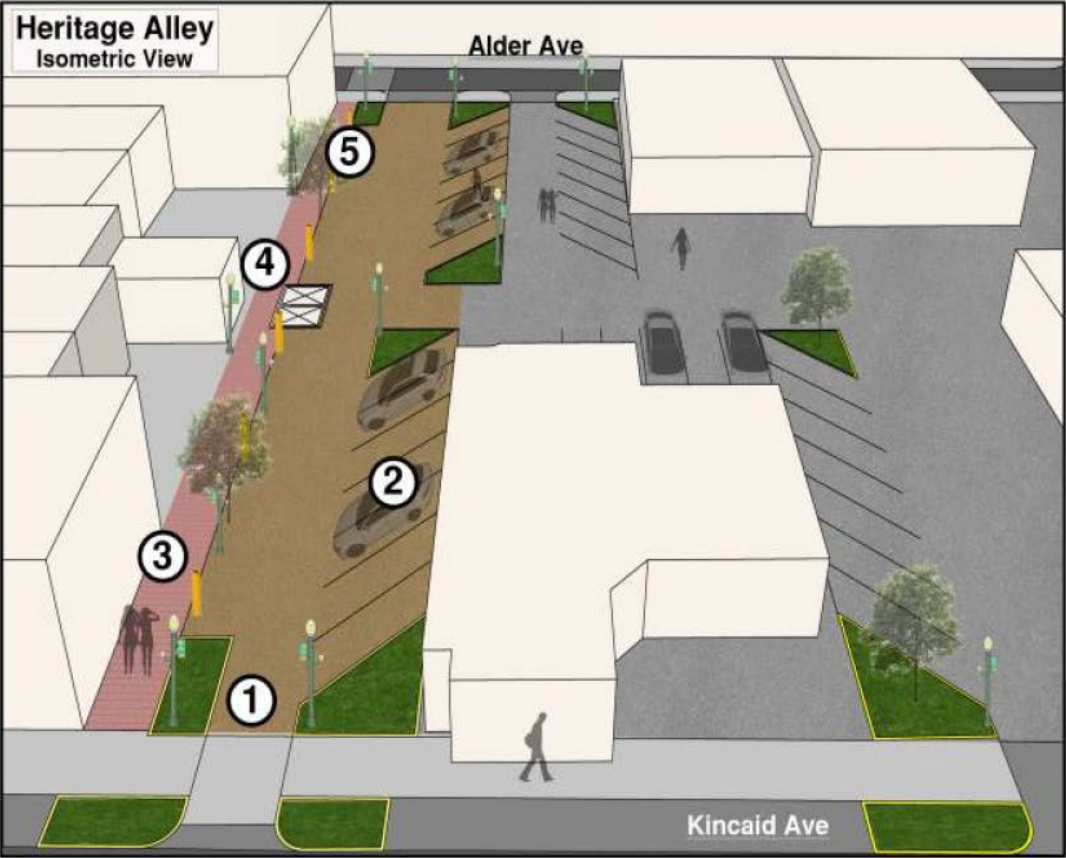
Alley Activation

- Development of the alleys north and south of Main Street will provide safe and desirable alternate connections.
- Alleys as alternative event spaces for markets, shopping, food trucks that can be programed without closing Main Street avoiding business and traffic impacts.
- Adds capacity for events and potential to engage adjacent businesses.
- Includes new crosswalks.
- Green infrastructure when feasible such as: rain gardens and permeable pavement.

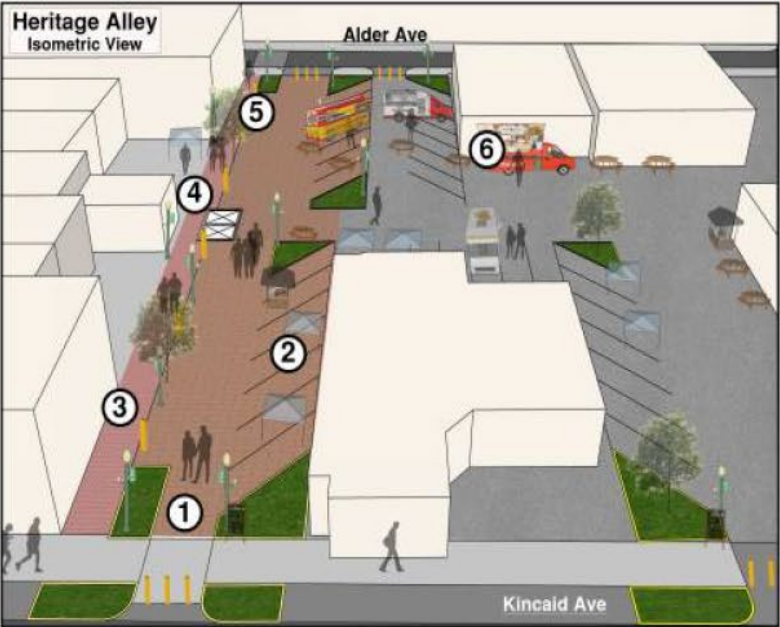
South Alley Activation



South Alley Perspectives



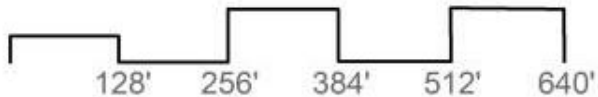
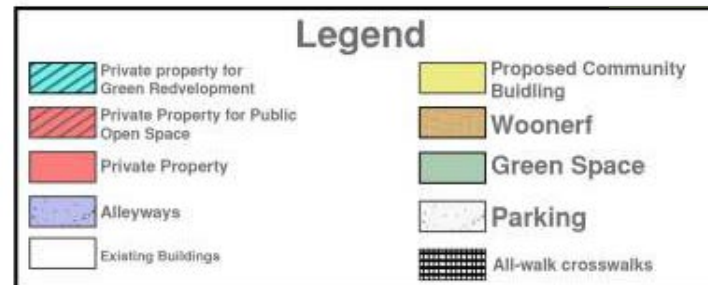
- ① 14' Woonerf Continuation One Way
- ② 18' Back-In Angled Parking
- ③ 10' Textured Alley Pathway
- ④ Shared Dumpster Bins
- ⑤ Parallel Parking



- ① 14' Woonerf Continuation One Way
- ② Farmers Market Tent Stalls
- ③ 10' Textured Alley Pathway
- ④ Shared Dumpster Bins
- ⑤ Parallel Parking
- ⑥ Food Truck Services



Main Street Site Plan



Main Street Corridor



- The overall street width is 36 feet including the curb-bulbs.
- Gray stamped concrete will be added to the sidewalks.
- Plant more greenery.
- On-street parking will remain but be better controlled to improve pedestrian visibility.
- The gateway will be constructed in order to emphasize the historic significance and character of the neighborhood.

Next Steps

- **December 6, 2021:** Action on Main Street Visioning Plan
- **February 2022:** Heritage Park Woonerf Design Complete-Go out to Bid
- **Sumner 2022:** Heritage Park Woonerf Construction

Staff Recommendations

Priorities	Reasoning	Timeline
Heritage Park/Woonerf on Kincaid & Cherry Avenues (1A)	A waterline replacement project will require construction and repaving on Kincaid and additional money toward designing the street and Cherry Avenue would complete a woonerf/plaza in this area. Potential funding source is American Cares Act (ARPA) to complete this project.	Summer 2023
Heritage Park/Construction	Detailed park design, property acquisitions, and construction would be dependent on available funding, etc.	TBD
Alley Activation	Improvement to the alleys and city owned parking lots will take less time and cost than improvements to Main Street.	TBD (Dependent on Funding/Grants)
Main Street Corridor	Planning, designing, and funding improvements to the Main Street Corridor will require the most expense and time to complete.	TBD (Dependent on Funding/Grants)



Questions?

SUBJECT: American Rescue Plan Act Committee Update

CATEGORY: Information Only

BUDGET IMPACT:

Expenditure Required: \$105,000

Within Budget Allocation: Yes

ATTACHMENTS:

1. Ordinance No. XXXX - Analysis
2. ARPA Funding Recommendations Dec 2021

STAFF CONTACT: Jason Wilson, City Administrator

SUMMARY BACKGROUND:

The American Rescue Plan Act (ARPA) committee reviewed several possible uses of ARPA funds and has recommended allocations that address immediate needs to respond to the pandemic. The proposed ordinance would allocate \$105,000 under the following ARPA categories:

Direct Response: \$80,000

Economic Impact: \$25,000

The attached staff report details the expenditures and applicability to ARPA fund guidelines.

If approved, the remaining ARPA balance is \$1,743,676 for future use. The ARPA continues to meet and discuss future allocation recommendations.

COUNCIL COMMITTEE/STUDY SESSION: ARPA Committee MEETING/STUDY SESSION DATE: 11/2/2021 COMMITTEE RECOMMENDATION: do-pass

STAFF RECOMMENDATIONS/MOTION:



DATE: November 22, 2021
TO: Mayor Pugh and Sumner City Council
FROM: City Administrator Jason Wilson
RE: Ordinance No. XXXX – ARPA Fund Allocation

If approved, Ordinance No. XXXX, would allocate \$105,000 of the City’s American Rescue Plan Act funds. The proposed ordinance is based on review and recommendation of the Council ARPA Committee. The allowed uses of ARPA funds are set forth by the United States Treasury Department’s Interim Final Rule (dated May 17, 2021). The Treasury Department also provided a Fact Sheet (dated May 10, 2021) and several iterations of a Frequently Asked Questions document (current as of July 19, 2021) that provides additional guidance on approved uses.

The purpose of this memo is to support the review process and the applicability of the United States Treasury Department’s Interim Final Rule and guidance documents. The staff analysis of the proposed uses considered in Ordinance No. XXXX was based on these documents. Future proposed uses will be evaluated on these documents as amended.

Supporting the public health response:

1. City Facility Improvements -- \$10,000
 - a. The previous ARPA allocation included \$85,000 to replace City Hall cubicles with standard height to reduce virus transmission between adjacent cubicles, and to provide for work areas that are conducive to a hybrid work from home environment. The final cost of that project exceeded the allocation by \$10,000. This proposal covers the remaining cost of the project.
 - i. Analysis: “A broad range of services are needed to contain COVID-19 and are eligible uses... Capital investments in public facilities to meet pandemic operational needs are also eligible, ... adaptations to public buildings to implement COVID-19 mitigation tactics.”¹

City Hall cubicles are built of several incompatible systems that have created varying heights and sizes. The current system does not provide protection via a physical barrier between the employee and employees in adjacent cubicles or those walking through common areas. Further, the current system is not conducive to a hybrid work environment. The need for flexible space for conducting hybrid meetings and shared workspaces will be critical to managing a hybrid work force.

¹ Section 2.1 of the US Treasury FAQ from July 19, 2021

2. Emergency Operations Center Upgrades -- \$70,000
 - a. Install hybrid meeting technology that allows for real time video participation for Emergency Operations Center (EOC) activations. Technology includes monitors, cameras, software, microphones and supporting network equipment. The EOC is also used for employee trainings. Installing hybrid technology would allow employee trainings to be conducted more safely by minimizing in person class sizes.
 - i. Analysis: “A broad range of services are needed to contain COVID-19 and are eligible uses... Capital investments in public facilities to meet pandemic operational needs are also eligible, ... adaptations to public buildings to implement COVID-19 mitigation tactics.”²

Addressing the negative economic impacts caused by the public health emergency:

1. Emergency Sheltering and Outreach -- \$25,000
 - a. The City has a number of individuals who are living unsheltered or semi-sheltered. These individuals’ ability to obtain gainful employment and secure housing has been negatively impacted by the pandemic. This allocation would provide two emergency shelter beds at the Tacoma Rescue Mission as well as provide weekly outreach to those in our community who are experiencing homelessness. The Tacoma Rescue Mission would help those at the emergency shelter as well as their community contacts seek additional housing and assistance services.
 - i. Analysis: “In assessing whether a household or population experienced economic harm as a result of the pandemic, a recipient may presume that a household or population that experienced unemployment or increased food or housing insecurity or is low-or moderate-income experienced negative economic impacts resulting from the pandemic.”³

“Assistance to households includes but is not limited to: food assistance; rent, mortgage, or utility assistance; counseling and legal aid to prevent eviction or homelessness; cash assistance; emergency assistance for burials, home repairs, weatherization, or other needs; internet access or digital literacy assistance; or job training to address negative economic or public health impacts experienced due to a worker’s occupation or level of training.”⁴

“This includes housing stability services that enable eligible households to maintain or obtain housing, such as housing counseling, fair housing counseling, case management related to housing stability, outreach to households at risk of eviction or promotion of housing support programs, housing related services for survivors of domestic abuse or human trafficking, and specialized services for individuals with disabilities or seniors that supports their ability to access or maintain housing...”

² Section 2.1 of the US Treasury FAQ from July 19, 2021

³ US Treasury Interim Final Rule, Section II.A.1 *Assistance to Households*

⁴ Section 2.5 of the US Treasury FAQ from July 19, 2021

Recipients may transfer funds to, or execute grants or contracts with, court systems, non-profits, and a wide range of other organizations to implement these strategies.”⁵

⁵ Section 2.21 of the US Treasury FAQ from July 19, 2021



CITY OF
SUMNER
WASHINGTON

ARPA FUNDING RECOMMENDATIONS

ROUND TWO

Background



- Estimated \$2 Billion in funding to Pierce Co.
- \$2.9 million to Sumner
- Generally must be spent by end of 2024
- Committee's goal: understand options with regional \$ for best use of local \$ for maximum impact in our community
- Keep in mind how to complement existing funding sources for best impact.

DIRECT RESPONSE

TOTAL: \$80,000

76% of Round One ARPA

25% of Total ARPA

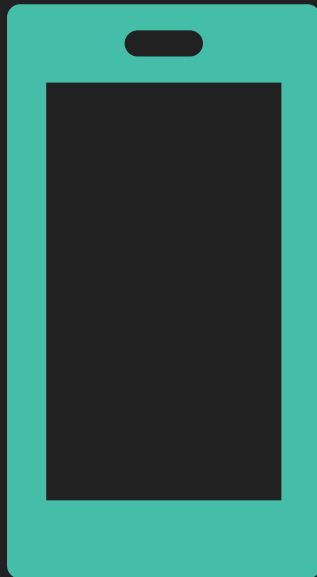
DIRECT RESPONSE



Facility Improvements to
address transmission risk &
support remote work

\$10,000

DIRECT RESPONSE



Hybrid EOC technology

\$70,000

ECONOMIC RESPONSE & RESILLIANCE

TOTAL: \$25,000

24% of Round Two

12% of ARPA Funding

ECONOMIC RESPONSE



Emergency Shelter and
outreach

\$25,000

Recap – ARPA Funding



- Round One: \$1,062,000
 - Round Two: \$105,000
 - Remaining: \$1,743,676

Other Funding



- Pierce County ARPA
- Sumner General Fund
- Sumner Occupancy Tax
- Sumner Utilities

Pierce County ARPA At Work

- A total of 336 applications from Sumner zip code (98390):
 - 202 submitted applications (pending)
 - 134 assigned to service providers (paid)
- Pierce County has PAID \$1,604,327.43 to properties in Sumner:
 - \$806.07 for internet bills
 - \$60,141.16 for utility bills
 - \$1,543,380.30 for rental payments
 - \$11,972.59 average payment per applicant covered to date
- Pierce County has rejected 5 households who applied for assistance from Sumner:
 - 2 for over income
 - 3 could not be contacted

DIRECT RESPONSE

TOTAL: \$715,000



Costs Associated with Response \$40,000



Air Filtering Improvements \$10,000



Facility Improvements \$95,000



Hybrid meeting/EOC technology \$270,000



HR Generalist \$300,000

ECONOMIC RESPONSE

TOTAL: \$350,000



Community Food Bank access to service \$35,000



Wayfinding Signs \$40,000



Kincaid/Cherry Design \$250,000



Emergency Shelter/Outreach \$25,000

INFRASTRUCTURE

TOTAL: \$102,000



Fiber Broadband Study \$20,000



Cybersecurity \$62,000



Sports Complex Restroom Improvements \$20,000

Total Allocations: \$1,167,000
Remaining: \$1,848,676



CITY OF
SUMNER
WASHINGTON

Questions?



CITY OF
SUMNER
WASHINGTON

NOVEMBER 2021

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6
6:00PM Regular Council Meeting (Virtual)	4:00PM Public Works Committee (Virtual) 6:00PM American Rescue Plan Act Committee	5:30PM Finance Committee (Virtual)	6:00PM Planning Commission (Virtual)		
8	9	10	11	12	13
6:00PM Study Session (Virtual)		6:30PM Design Commission (Virtual)	HOLIDAY – CITY HALL CLOSED 4:30PM Forestry/Parks Commission (Virtual)		
15	16	17	18	19	20
6:00PM Regular Council Meeting (Virtual)		5:00PM Public Safety (Virtual)	5:30PM Cultural Arts Commission (Virtual)		
22	23	24	25	26	27
6:00PM Study Session (Virtual)		5:00PM CD Committee (Virtual)	5:30PM Arts Commis (Virtual)	HOLIDAY – CITY HALL CLOSED	
29	30				

*Meeting dates and times may change. Please contact City Hall to confirm this information prior to any meeting you plan to attend. **These meetings are accessible to persons with disabilities.** For individuals who require special accommodations, please contact City Hall at (253) 299-5500, 24 hours in advance.*

Name: Michelle Converse, CMC

Title: City Clerk

City of Sumner
1104 Maple Street
Sumner, Washington 98390
Ph: (253) 299-5590 Fax: (253) 299-5509
Website: **www.sumnerwa.gov**

DECEMBER 2021

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4
		5:30PM Finance Committee (Virtual)	6:00PM Planning Commission (Virtual)		
6	7	8	9	10	11
6:00PM Regular Council Meeting (Virtual)	4:00PM Public Works Committee (Virtual) 6:00PM American Rescue Plan Act Committee (Virtual)	6:30PM Design Commission (Virtual)	4:30PM Forestry/Parks Commission (Virtual)		
13	14	15	16	17	18
6:00PM Study Session (Virtual)		5:00PM Public Safety (Virtual)			
20	21	22	23	24	25
CANCELLED 6:00PM Regular Council Meeting (Virtual)		5:00PM CD Committee (Virtual)		HOLIDAY – CITY HALL CLOSED	
27	28	29	30	31	
HOLIDAY – CITY HALL CLOSED	CANCELLED 6:00PM Study Session (Virtual)		CANCELLED 5:30PM Cultural Arts Commission (Virtual)	HOLIDAY – CITY HALL CLOSED	

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CITY COUNCIL AGENDA CALENDAR**Updated November 16, 2021**

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

Week of December 6 ee ‘drive-thru’ lunch December 15 th EE Recognition
--

DECEMBER 6 RCM

P Elected and Appointed Official Recognition (Jenkins, Causseaux, Hamilton, Pugh)
CA Resolution Justice Assistance Grant Acceptance
CA Bushore/Eagle Asphalt Asbestos Abatement - Change Order
CA Resolution No. XXXX – ILA with Puyallup Jail Services
UB Ordinance No. XXXX - Mid-Bi Budget Amendment
NB Resolution No. XXXX – Therapeutic Court Grant Acceptance
NB Appointment of Municipal Court Judge
NB Legislative Agenda
NB Resolution No. XXXX - Adoption of Main Street Visioning Plan
NB Ordinance No. XXXX – Authorizing Condemnation 14403 29th Street East

DECEMBER 13 SS**JANUARY 3 RCM**

Open meeting – call roll and then administer the Oath of Office - Mayor / Councilmembers

CA Sumner Tapps Guardrail Upgrade – Construction Contract
NB Deputy Mayor Selection
NB Committee Selection (good for 2 years)
NB Regional Committee Selection
NB Council Code of Conduct

JANUARY 10 SS

- Ryan House Update
- Multi Family Tax Exemption

JANUARY 18 RCM (Tuesday)

NB Ordinance No XXXX – SMC 2.112 Contract Approval Code Amendment
NB Resolution No. XXXX – Pierce County Lodging Tax Grant Acceptance
NB PSAR Grant Acceptance

JANUARY 24 SS

Joint cc & planning commission OPMA training

FEBRUARY 7 RCM

NB Ordinance No. XXXX No Mailbox Parking and Bike Lanes

FEBRUARY 14 SS

FEBRUARY 22 (Tuesday)

FEBRUARY 28 RCM

Pending

MISC.	MISC.	WHITE RIVER RESTORATION PROJECT
ROW Vacation Code Amendment		PH - Surplus Utility Property South of 24 th Street East
Community Float Discussion	Operations Facility Design Presentation Operations Facility Design Supplement Bond Issuance for Operations Facility	UB - Resolution No. XXXX - Surplus Utility Property South of 24 th St E
Body Worn Camera Update	Temporary Use Permit – Food Trucks	
Sign Code Update		BNSF Agreement
	Update electronic signatures code	CWA Agreement
CTR Ordinance Update	Sumner Fiber Optic Study	CA - Water Rights Cost Reimbursement Agreement
Development Agreement Code updates	Houston Road Annexation	