

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

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON, ADOPTING THE SUMNER-PACIFIC MANUFACTURING/ INDUSTRIAL CENTER SUBAREA PLAN IN COMPLIANCE WITH THE STATE GROWTH MANAGEMENT ACT AND THE PUGET SOUND REGIONAL COUNCIL REGIONAL GROWTH STRATEGY AND AMENDING THE CITY OF SUMNER COMPREHENSIVE PLAN.**

**WHEREAS**, the City of Sumner’s Comprehensive Plan was 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 subsection (2)(a)(i) allows for amendments to be considered more frequently than once per year when initially adopting a subarea plan and when cumulative impacts are addressed by appropriate environmental review; and

**WHEREAS**, the Sumner-Pacific Manufacturing Industrial Center Subarea Plan clarifies, and supplements, jurisdiction-wide comprehensive plan policies on land use, environment, and economic development; and

**WHEREAS**, the cumulative impacts of the proposed plan have been addressed by appropriate environmental review under chapter 43.21C RCW through the issuance of a Determination of Non-Significance and expanded State Environmental Policy Act (SEPA) checklist on June 6, 2018 that cumulatively reviewed the Manufacturing/Industrial Center Subarea Plan, and considered the City’s prior non-project environmental impact statements that evaluated the City’s Comprehensive Plan industrial designations and policies; and

**WHEREAS**, the proposed Sumner-Pacific Manufacturing/Industrial Center Subarea Plan was sent to the Washington State Department of Commerce on May 17, 2018 per RCW 36.70A.106 for a 60-day review and no comments were received; and

**WHEREAS**, the Planning Commission held a duly-advertised public hearing on June 7, 2018 on the Sumner-Pacific Manufacturing/Industrial Center Subarea Plan; and

**WHEREAS**, the Planning Commission on June 7, 2018 approved with a unanimous vote a recommendation that the City Council adopt the Sumner-Pacific Manufacturing/Industrial Center Subarea Plan into the Comprehensive Plan; and

**WHEREAS**, the City received public and agency comment during the SEPA process, and considered the comments and proposed clarifications and revisions to the proposed subarea plan; and

**WHEREAS**, City Council held a duly advertised public hearing on July 16, 2018 and held subsequent study sessions to deliberate and discuss alternatives; and

**WHEREAS**, the City Council has found the proposed Sumner-Pacific Manufacturing/Industrial Center Subarea Plan to be consistent with the Growth Management Act, VISION 2040 Multi-county planning policies, and Pierce County Countywide Planning Policies; and

**WHEREAS**, the City Council desires to adopt the Sumner-Pacific Manufacturing/Industrial Center Subarea Plan in order to ensure a coordinated approach to development in the Sumner-Pacific Manufacturing/Industrial Center and to achieve the overall goals of the comprehensive plan.

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

**Section 1.** That Section 1, of Ordinance No. 2645, adopted June 4, 2018, and the 2017 Comprehensive Plan are hereby amended consistent with Exhibit A attached hereto and incorporated by reference.

**Section 2.** That the 2018 Sumner-Pacific Manufacturing/Industrial Center Subarea Plan, Exhibit B, attached hereto and incorporated by reference is hereby adopted, and is considered a full element and chapter of the Sumner Comprehensive Plan.

**Section 3.** Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or invalid for any reason, 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 or its application to other persons or circumstances.

**Section 4.** This ordinance shall become effective five (5) days after its passage, approval and publication as provided by law.

Passed by the City Council and approved by the Mayor of the City of Sumner, Washington, at a regular meeting thereof this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

\_\_\_\_\_  
Mayor Bill Pugh

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Clerk Michelle Converse

\_\_\_\_\_  
City Attorney Andrea Marquez

*First Reading:* 07/16/2018

*Date Adopted:*

*Date of Publication:*

*Effective Date:*

## Exhibit A Comprehensive Plan Amendments

### INTRODUCTION, page 8

#### Amend to include:

#### 2018 Sumner-Pacific Manufacturing Industrial Center Subarea Plan Adoption

Ordinance No. XXXX, 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.*

### INTRODUCTION, page 10

#### Amend to include:

- Sumner-Pacific Manufacturing/Industrial Center Subarea Plan. Prepared by BERK Consulting for the City of Sumner, July 2018. The Plan details existing land use, transportation, environmental, economic, and market conditions, a shared vision, and goals, policies and objectives for the Sumner-Pacific Manufacturing Industrial Center, which have been incorporated in this Comprehensive Plan.

### VISION STATEMENT, page 19

#### Amend Economic Development section as follows:

#### ECONOMIC DEVELOPMENT

In 2035, small businesses are supported and nurtured throughout the community. Essential business services are found within walking distance of most neighborhoods. Our City policies and strategies provide opportunities for businesses which conform to our small town atmosphere.

A viable, economically stable business community is promoted which is distinct and separate from light industry and other light manufacturing and commercial areas. Planned industrial and commercial areas are encouraged and should utilize landscaping and other forms of buffering to ensure compatibility with surrounding neighborhoods and limit noise, lighting, and traffic. Employment in manufacturing is promoted and encouraged over warehouse distribution for quality jobs and reduced truck traffic. The north end has become a burgeoning, modern manufacturing and industrial center of regional significance, that accommodates growth and redevelopment while integrating environmental sustainability. Through lasting partnerships with educational institutions, business interests, and developers the city has a well trained workforce for industry and manufacturing.

Downtown and the main commercial core of the City are enhanced with pedestrian amenities, landscape, streetscape, and other improvements which complement the efforts of Downtown businesses to create a coherent theme. These improvements play a major role in linking Downtown with West Sumner and East Main Street and help create a unified and seamless

whole. New buildings along Main Street, both in the Downtown but also East Main Street, are built in close relation to the street with parking to the rear of buildings creating a place that is more welcoming to walking and interaction. Sumner, partnering with other organizations, sponsors and promotes events in the downtown creating economic interest and improved business climate.

**LAND USE SUB-ELEMENT, page 25:  
Amend Goal 1 and policies as follows:**

1. *Provide for orderly development within the Sumner community.*
  - 1.1 Ensure that appropriate transitions so that more intensive uses do not adversely impact adjacent uses.
    - 1.1.1 Maintain the design guidelines and ordinances to achieve compatible and attractive new residential, commercial, and industrial uses.
    - 1.1.2 Maintain zoning and subdivision regulations to ensure adequate setbacks, landscaping, and buffering are required where land use conflicts and impacts may occur.
  - 1.2 Encourage infill development on vacant properties with existing public services and public utilities, and new development in areas with existing or planned public facilities.
    - 1.2.1 Review existing capital facility plans and update them as necessary to ensure compatibility with land use plans.
    - 1.2.1 Review and develop incentive based programs that would facilitate the development of vacant properties to leverage economic development potential.
  - 1.3 Through the Land Use Plan and Community Character Element, strive to balance residential, commercial, industrial and public land uses.
    - 1.3.1 Annually review development regulations to remove unnecessary requirements and to balance environmental protection, public participation, and housing and economic development goals.
  - 1.4 Where appropriate, prepare subarea plans to implement the Land Use and Community Character Elements and ultimately integrate these plans into the Comprehensive Plan as a whole. Subarea plans shall specify in more detail the allowable uses, design themes, buffering, and protection of sensitive areas and resources.
  - 1.5 Integrate existing neighborhood plans and design strategies into the

Comprehensive Plan.

- 1.6 Implement the land use map and accompanying designation descriptions as presented in the section titled "Land Use Designations" and Figure 3 titled "Comprehensive Plan Land Use Map" through the adoption and maintenance of the Zoning Map.
- 1.7 Ensure new development is consistent with the policies of this Plan through implementation of regulations, programs, and project specific review.
- 1.8 Coordinate with adjacent jurisdictions and Pierce County through joint planning to ensure service provision and development is consistent with the goals of this Plan.
  - 1.8.1 In accordance with the Countywide Planning Policies promote and participate in joint planning of unincorporated lands within the Sumner Urban Growth Boundary as shown on Figure 3.
  - 1.8.2 Request joint planning of lands immediately adjacent to the City limits and the Sumner Urban Growth Boundary including land south of SR-410 and along SR-162. See Figure 1.
  - 1.8.3 Joint planning would be completed prior to any modification of the Sumner Urban Growth Boundary and following review of growth demands and capacity.
- 1.9 Consider annexing unincorporated lands addressed in the Sumner Comprehensive Plan and located within the Sumner Urban Growth when initiated by a private party and in order to resolve service conflicts and avoid creating unincorporated "islands".
- 1.10 Ensure newly annexed lands are zoned in conformance with the Sumner Comprehensive Plan Land Use Plan Map.
  - 1.10.1 A subarea plan should be required prior to any large annexation of the Urban Growth Area or request for expansion of the Urban Growth Areas to ensure that newly annexed areas are compatible with and do not adversely affect rural land uses.
- ~~1.11 Pursue a regional designation of the Sumner Pacific MIC by the Puget Sound Regional Council and amend the boundary of the MIC as necessary to meet industrial growth and demand.~~
- ~~1.12 In cooperation with the City of Pacific, support the preservation and growth of the Sumner Pacific MIC by encouraging the concentration of high intensity manufacturing and industrial uses, planning for expected levels of growth and~~

~~related infrastructure improvements, and through zoning restrictions on incompatible land uses, such as large retail uses, high concentrations of housing, and non-related office uses.~~

~~1.13 Ensure at least 80% of property within the MIC has planned future land use and current zoning designations intended for industrial and manufacturing uses. Compatible non-industrial uses may be allowed within a limited portion of the MIC, provided they must be sited, designed, and conditioned to mitigate potential conflicts with current and potential future industrial users.~~

~~1.14 In cooperation with the City of Pacific, promote the creation of 20,000 jobs in the Sumner Pacific Manufacturing/Industrial Center by 2040.~~

**COMMUTER RAIL/REGIONAL TRANSIT SUB-ELEMENT, page 31:  
Amend Goal 1 and policies as follows:**

*1. Support regional transit connections in the Sumner Planning Area.*

1.1 Collaborate when possible with Sound Transit, Pierce County and surrounding cities to do joint planning on future services concerning the commuter rail and transit system.

1.2 Work with local property owners to encourage the development of commercial and residential uses compatible with the commuter rail station.

1.3 Ensure that the commuter rail station does not have an unreasonable adverse impact on the residential character of the neighborhood.

1.4 Consider and pursue opportunities for an increased pedestrian connection to the West Sumner Neighborhood and the Downtown business core such as a pedestrian overpass across the railroad tracks.

1.5 Continue to explore the parking options and access options for the commuter rail station that are compatible with the surrounding land uses, safe, convenient, and attractive. Address options for location of future parking for expanded service over time.

1.6 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.

1.7 Promote and pursue the use of underutilized parking lots throughout the City as potential remote sites for commuter rail station parking.

- 1.8 Seek alternatives to the expansion of a stand-alone parking garage in the Town Center.
- 1.9 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.
- ~~1.10 Work with transit agencies to improve the frequency and location of transit service between high density residential areas and the MIC, provide connections between the rail stations and the MIC, and encourage transit ridership through efforts such as prioritizing pedestrian improvements near transit stops and outreach efforts to industrial employers.~~
- 1.11 Request, as part of any future expansion of the commuter rail station parking and access, that Sound Transit partner with the City and other entities to provide funding and support for improvement of the interchange on SR410 and Traffic Avenue.

**ECONOMIC DEVELOPMENT ELEMENT, page 50**  
**Amend Goal 2 and policies to read as follows:**

*2. Provide the necessary infrastructure, protections against incompatible uses, support facilities and services to attract and maintain a high quality manufacturing and industrial center and to make the City a desirable place to live, work, and do business.*

- 2.1 Partner with educational providers to explore higher education opportunities within the city.
- 2.2 Partner with education and employment organizations and businesses to help ensure an adequate and trained labor pool.
- 2.3 Encourage cultural activities such as visual, literary and performance art that involve the community and create a regional identity.
- 2.4 Plan for adequate residential and commercial land to support a substantial work force and reduce worker commute times.
- 2.5 In conjunction with transit providers, encourage an adequate transit system to serve the employment centers to allow connections to the transit centers within and outside the City and ensure transit access for those coming to work in the city.
- 2.6 Encourage adequate child day care and adult care facilities to support a diverse work force.
- 2.7 Work with Pierce County and other cities and towns to ensure that economic development strategies are carried out consistently.

- 2.8 Coordinate economic development policies and activities with other Comprehensive Plan Elements.
- 2.9 Monitor demographic trends to ensure City policies and direction correspond.
- 2.10 Organize City government to provide a business contact or other mechanism to ensure businesses have easy and reliable communication with City officials and leadership
- ~~2.11 Obtain regional manufacturing/industrial center (MIC) designation for the Sumner Pacific industrial area by 2018 and promote the efficient use of this land for these purposes.~~
- ~~2.12 Ensure coordinated and effective policies, regulations, and economic development efforts are in place to foster continued growth of a viable regional manufacturing and industrial center, consistent with Pierce County and Puget Sound Regional Council requirements.~~

**COMMUNITY CHARACTER ELEMENT, page 65**

**Amend Goal 8 and policies to read as follows:**

- 8. *Promote the development of a Manufacturing/Industrial Center and insure integration and compatibility of this area with adjacent neighborhoods and encourage pedestrian and transit connectivity and access.*
- ~~8.1 Support the preservation and growth of the MIC by encouraging the concentration of manufacturing and industrial uses, working with funding partners to provide critical infrastructure, and through zoning restrictions on incompatible land uses.~~
- ~~8.2 Require landscape buffers between the MIC and adjacent neighborhoods to reduce noise, light and glare, and visual impacts.~~
- ~~8.3 Streetscape design for new projects should enhance multimodal transportation, safety, freight mobility and aesthetics in the MIC.~~
- ~~8.4 Implement parking standards in the MIC that encourage the efficient use of land and concentration of compatible use and promote manufacturing uses.~~
- ~~8.5 Identify and implement infrastructure improvements which enhance the economic viability and attractiveness of the MIC, address impacts on surrounding neighborhoods, and stimulate growth of new and existing manufacturing and industrial businesses.~~

**PARKS AND OPEN SPACE ELEMENT, page 66**  
**Amend Goal 1 and policies to read as follows:**

1. *Provide and maintain a safe, attractive, enjoyable, and diverse park system that meets the needs of the City's residents, businesses and visitors.*
  - 1.1 Maintain the City's improved parks in conditions which are safe, attractive and available during as much of the year as possible.
    - 1.1.1 Use equipment, landscaping, and design which reduces long-term maintenance costs and increases safety for park users.
    - 1.1.2 Use signage and other means to notify people of general park rules.
    - 1.1.3 Make regular safety inspections of park facilities for potential safety and maintenance problems.
  - 1.2 Make maintenance of existing City park facilities the highest priority for general fund park monies.
  - 1.3 Provide a diversity of park facilities.
    - 1.3.1 Provide park facilities, including trails, picnic areas, play equipment and recreation facilities which are accessible to the disabled.
    - 1.3.2 Make the park facilities available to residents and visitors alike. Differential costs may be imposed for park users from out-of-town.
    - 1.3.3 Include in City park designs, facilities for the employees of ~~the industrial and~~ commercial areas.
    - 1.3.4 Make a wide variety of park and recreation facilities available to meet the desires of special needs and interest populations.
    - 1.3.5 In future updates to the Parks and Open Space Plan consider the following uses: dog park, nature center, obstacle courses, and water play features (spray park).

**TRANSPORTATION ELEMENT, page 94**  
**Amend Goal 5 and policies to read as follows:**

5. *Develop and expand an integrated system of public transportation alternatives and demand management programs to provide mobility alternatives and reduce the need to expand the general capacity of arterials and collector streets in the City.*

5.1 Continue working with Sound Transit to expand and enhance bus transit service to regional destinations and to serve growing areas of Sumner. Key connections that should be considered for new or expanded service include:

- Between Sumner and Auburn/Kent/Green Valley employment centers;
- To connect Lakeland Hills residential area to Sumner and regional transit service;
- To serve travel between Sumner, Bonney Lake, and Cascadia development area;
- To serve travel within Sumner and connections to the commuter rail station;
- ~~Between the Sumner MIC and local and regional areas of high density residential development; and~~
- ~~To serve travel within Sumner and connections to the commuter rail station and the MIC.~~

5.2 Continue working with Sound Transit, WSDOT, and local agencies to enhance access to the regional commuter rail system and Sumner’s commuter rail station.

5.3 Preserve existing railroad rights-of-way within the City’s Urban Growth Area and connections to the national rail system.

5.4 Support construction of improved pedestrian and bicycle connections with local and regional transit service. Work to provide transit stops and shelters along arterials. Additionally, work to provide bike lockers and facilities at transit connections.

5.5 Support WSDOT and transit providers in implementing the regional plan for HOV lanes on SR 167 and SR 410, consistent with the State Highway Systems Plan.

5.6 Support and coordinate with Sound Transit and WSDOT on the development of an expanded regional park-and-ride system to support use of alternative transportation modes in the Sumner area. Seek to provide tax credits or other incentives for allowing public parking on private property.

5.7 Enhance safety and operations of rail service (freight and passenger) through grade separation of roadways or improving at-grade crossings

5.8 Promote programs that reduce the demands on the transportation system through the following strategies:

- Encourage the use of HOV programs – buses, carpools, and vanpools – through both private programs and under the direction of Pierce Transit and Sound Transit;

- Promote flexible work schedules allowing the use of transit, carpools, or vanpools;
- Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to work part- or full-time at home or at an alternate work site closer to home;
- Encourage employers to provide TDM measures in the work place through such programs as preferential parking for HOVs, improved access for transit vehicles, and employee incentives for using HOVs; and
- Implement the provisions of the State Commute Trip Reduction Act.

5.9 Ensure mobility for all residents within the UGA, including the elderly and persons with disabilities by providing an accessible and affordable transportation system.

The City of Sumner will ensure that its transportation system meets the requirements outlined in the Americans with Disabilities Act (ADA). The City will apply design standards that respond to the needs of persons who are elderly, disabled, or have other special needs. The City will identify existing transportation facilities and locations that are not accessible or usable by such persons and will improve such facilities. The City will encourage public and private transportation operators to fit the special needs of such persons.

**TRANSPORTATION ELEMENT, page 97**  
**Amend Goal 7 and policies to read as follows:**

7. *Implement the transportation plan to meet the needs of the community in an orderly manner based on community and regional priorities, benefits, and cost allocation.*

7.1 Prioritize City improvement projects and participation in State and regional projects based on the following objectives:

- Transportation safety of all modes;
- Maintenance and preservation of existing transportation system facilities;
- Upgrade or expand facilities needed to support growth within Sumner and maintain transportation concurrency;
- Expand facilities and services to improve connectivity of the transportation system; and
- Environmentally beneficial.

7.2 Fund and implement the Transportation Plan based on the relative benefits to various user groups. Funding programs that will be considered by the City include:

- State and Federal grant programs;
- Development mitigation;

- Local city transportation and general tax funds;
- Local Improvement Districts (LIDs);
- Expanded business license fees; and
- Other local option taxes fees that are currently allowed or that may be available in the future.

7.3 Continue to develop partnerships with WSDOT, Pierce County, Sound Transit, and local agencies to define and fund improvement projects and programs in the Transportation Plan.

7.4 Ensure that new growth pays a proportionate share of the costs of transportation facilities needed to support growth. New development may contribute to the costs of needed improvements through:

- SEPA-based mitigation
- TIFs
- Frontage Improvements
- LIDs
- Other means allowed by State and local law

7.5 Ensure that the annual Six-Year Transportation Improvement Program (TIP) is financially feasible, leverages available City Funds, and is consistent with the priorities of the Transportation Plan.

The TIP used by the City to implement TIPs. It is used by the PSRC in developing the Regional TIP for major system elements. The TIP is used to program use of city funding.

A financially balanced Six-Year TIP is needed to evaluate the adequacy of the transportation system through concurrency. The TIP also establishes the framework for development review under SEPA.

The annual update of the TIP is also used to reevaluate project priorities based on changes in the availability of funding or development activity.

7.6 If probable funding falls short of meeting the identified needs of the plan, the City will review and update the Plan, as needed. The City will reassess improvement needs, priorities, level of service standards, and the land use plan.

GMA requires that the Transportation Element of the Comprehensive Plan balance transportation improvement needs with the land use plan, level of service standards, and available funding. The current plan identifies adequate funding, but relies in part on grants, potential development mitigation, and formation of local improvement districts. If, over time, these options do not provide adequate funding, the City will need to reassess its Plan.

- 7.7 Approve major land use changes only when those proposals accompany specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs based on concurrency, access, safety, and alternative travel modes.
- 7.8 Continue planning for transportation facilities within Sumner and its UGA on a continuing basis meeting changes in land use decisions.
- ~~7.9 Obtain regional designation as a manufacturing/industrial center to increase access to state and federal transportation improvement grant funding.~~

**TRANSPORTATION ELEMENT, page 99**  
**Amend Goal 8 and policies to read as follows:**

- ~~8. Maintain the Sumner-Pacific MIC as a primary hub for regional goods movement and as a gateway to national and overseas markets. Support the integrated development and operation of trucking and rail terminals to enhance the freight transportation system and strengthen the Cities' economic base. Consider the needs for delivery and collection of goods at local businesses by truck. Develop a permit program, improvement district, or other revenue source to ensure ongoing maintenance and repair of infrastructure impacted by commercial freight and related businesses.~~
- ~~8.1 Identify and address areas within the MIC or connecting corridors where efficient truck access and circulation is hindered by infrastructure gaps and inadequate design; ensure future transportation improvements address the needs of large trucks, including (but not limited to) turning lanes, acceleration lanes and climbing lanes.~~
- ~~8.2 Support priority funding for strategic transportation investments that improve freight mobility within and to the MIC.~~
- ~~8.3 Design non-motorized facilities with the MIC in a manner that minimizes potential conflicts with trucks and trains to allow for the safe and efficient movement of both freight and people.~~

**Exhibit B 2018 Sumner-Pacific Manufacturing Industrial Center Subarea  
Plan**