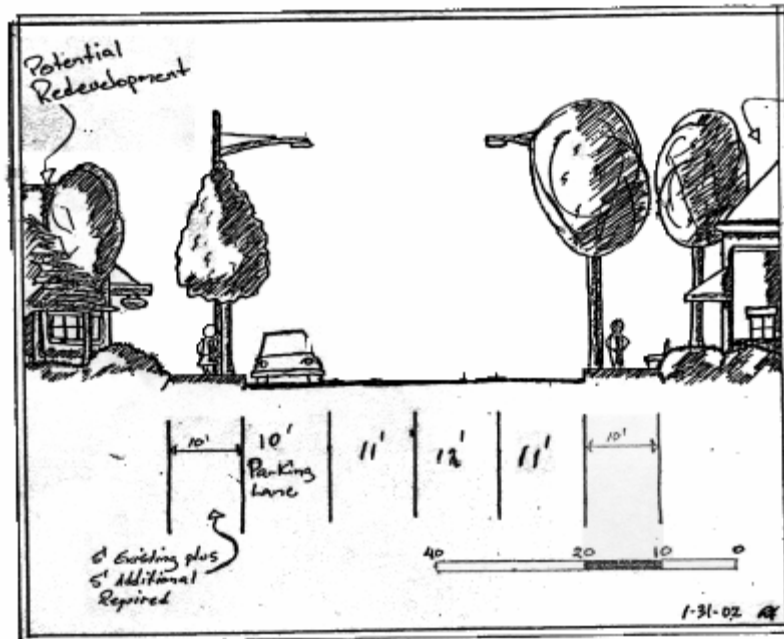


East Main Street Design Strategy



Prepared by:
Community Development Department

City of Sumner

May 16, 2002

Amended March 2006

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INTRODUCTION

The City of Sumner Comprehensive Plan sets forth a vision for Sumner that maintains its “small town” character. To develop this vision the City has zoning and development regulations that guide and dictate the kind of growth desired. In 2002 the East Main Design Strategy was adopted and then amended in 2003. The Strategy sets forth an alternative for the development of East Main Street and what the character of that area will ultimately be. How does the City shape development so that it is consistent with the small town character of Sumner? What types of regulations and development guidelines must be in place to make this happen? The purpose of the East Main Street Design Strategy is to present an alternative for future development that accomplishes the following objectives:

- To create an area that is safe and friendly to pedestrians while accommodating the automobile; and
- To maintain or increase existing business activity.

East Main Street Defined

East Main Street as discussed here is the portion of Main Street from Lewis Avenue to approximately 658 ft. west of 160th Avenue East. The section of East Main Street starting from this point to 160th Avenue east and beyond to the Sumner-Tapps Highway will be designed based on the *East Sumner Neighborhood Plan, March 2001* and *Comprehensive Plan*. See Figure 4.a, 4.b and 4.c for the boundary of the East Main Street area.

BACKGROUND

The plans that relate to the vision and future development of East Main Street include the Community Character Strategy, Sumner Comprehensive Plan, and Urban Design Concept Plan. A summary of each of these documents is presented below in chronological order. Finally, there are documents that implement these plans through specific standards, regulations and funding---the Zoning Code, Design and Development Guidelines and the Capital Facilities Plan.

Sumner Comprehensive Plan

The Sumner Comprehensive Plan is the guiding document that contains the vision statement, goals, and policies for how Sumner is to grow and develop. The plan addresses land use, utilities, transportation, community character, the environment and parks and recreation.

Comprehensive Plan Land Use Designations

The Comprehensive Plan contains a Land Use Designation Map that will ultimately dictate the type of zoning that property will have over time. The East Main Street area contains three land use designations: General Commercial, Central Business District, Medium Density Residential, High Density Residential, and Low Density Residential. These are discussed in greater detail in the Zoning section on page 2.

Community Character Strategy

The Community Character Strategy was prepared by A. Nelessen Associates, Inc. for the City of Sumner in May 1993, and amended and adopted on April 4, 1994. This Strategy documents the findings of the Community Character Workshops, and uses ideas from the workshops on how to maintain and improve Sumner's character. Recommendations and implementation strategies are provided for Downtown, East Main Street, the Eastside Urban Village, West Sumner, various districts and neighborhoods, and Employment Centers. The document also establishes a basis for a community linkage network between the various parts of the community. The Community Character Element chapter of the 1994 Comprehensive Plan is based upon this referenced document, and utilizes many of the Community Design Principles and Implementation Strategies.

In the Community Character Strategy, redevelopment and retrofitting of East Main Street was considered critical based on input from the community. This redevelopment included Main Street-type commercial and mixed-use buildings. Mixed-use buildings contain both commercial and multi family housing. Another part of the vision was to have pedestrian nodes, or areas with a pedestrian focus, such as courtyards and intersections. The pedestrian nodes would be connected with transit service along the boulevard. Infill multi-family housing, at medium densities, was one of the development forms favored at citizen workshops developing the Community Character Strategy.

Urban Design Concept Plan

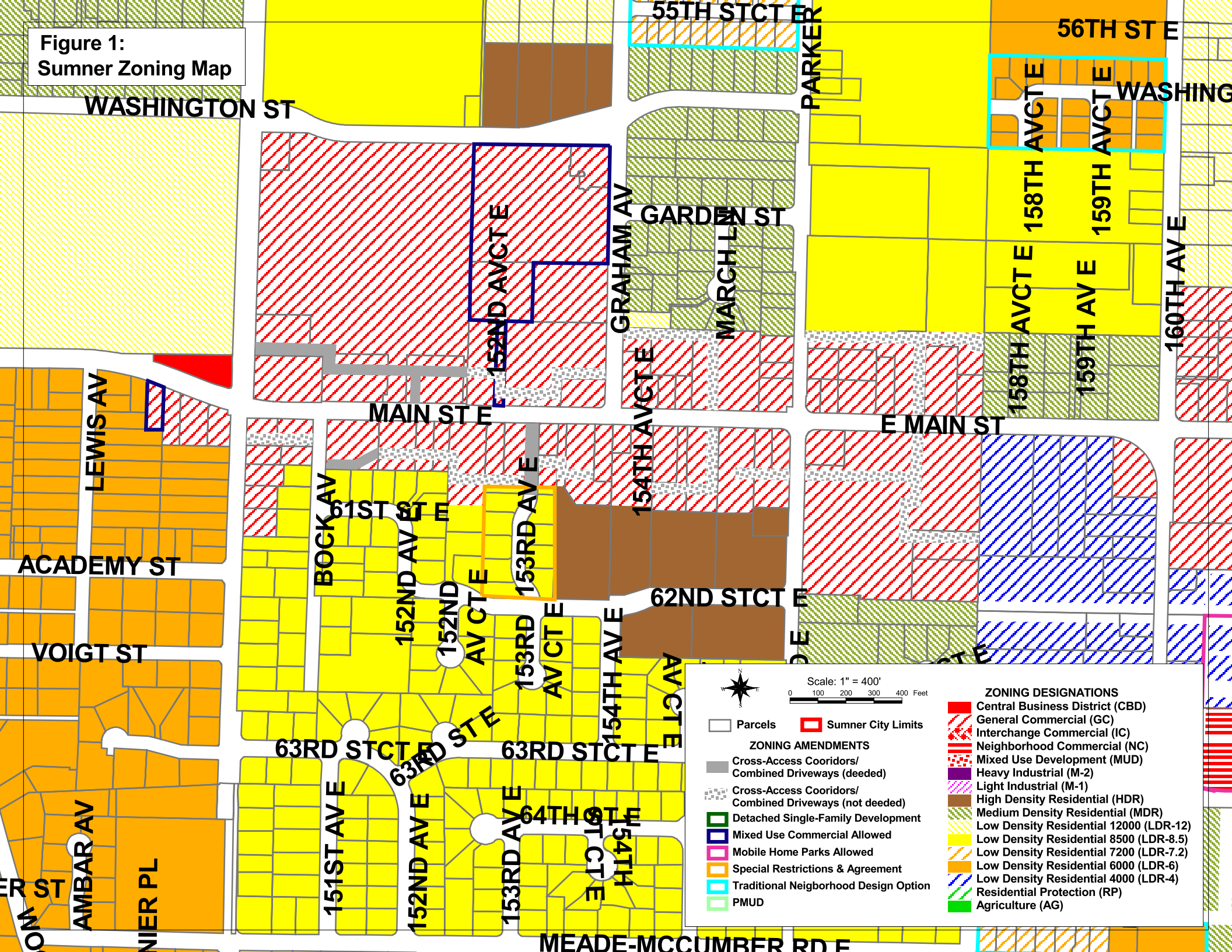
The Urban Design Concept Plan was prepared by Dennis Tate Associates and Kasprisin Pettinari Design and adopted by the City Council in 1995. The purpose of the Urban Design Concept Plan is to define the design elements that will reinforce the small town character and pedestrian scale of Sumner and describe the necessary public improvements that will link the downtown retail core with future public facilities. These elements include gateways to the City, pedestrian linkages throughout the City, building scale and character, signage, and streetscape elements in various neighborhoods of Sumner. The Urban Design Concept Plan discusses specifically the "East Main commercial corridor", or, as discussed here, East Main Street. This Plan sets forth the following elements for this area:

- To remain predominately an auto-oriented General Commercial District with potential for mixed use and adjacent high density residential uses
- 44 foot cross-section with landscaped median and left turn pockets
- Limited curb cuts
- Continue streetscape elements from Downtown
- Low-monument signs
- Provide connection between Downtown and East Sumner neighborhood

Zoning Code

Title 18 of the Sumner Municipal Code is the primary regulations that govern land use and land development in the City. The Zoning Code regulates development in a number of ways including land uses, housing density, building setbacks from property lines, height, parking, and landscaping. Amendments to the Zoning Code are being proposed to implement the East Main Street Design Strategy.

**Figure 1:
Sumner Zoning Map**



Zoning

Along the East Main Street corridor there are variety of zones that are intended to create the kind of mixed-use, small town character that is envisioned in the Comprehensive Plan (See Figure 1 on page 3). Approximately 80% of the frontage on East Main Street is zoned General Commercial, the rest is zoned Medium Density Residential. Properties approximately a block to the north and south of the General Commercial zoning is a mix of Low Density Residential and High Density Residential districts.

General Commercial zoning is intended to provide for retail and commercial services that serve a larger market area around Sumner. It is intended to accommodate uses such as shopping centers, malls and offices. Such commercial developments usually rely on the automobile as their principal source of access. In the General Commercial zone multi-family residential development is allowed at a density of 25 dwelling units to the acre.

The Central Business District provides a focal point for the City and provides for retailing and other commercial services in a fashion that preserves and enhances the pedestrian scale and character of development in the downtown area. Small and medium independent shops and offices are typical to this district. Primary uses include retail businesses, professional offices, hospitals, medical clinics, hotels, theaters, restaurants, personal service shops, multi-family dwellings above ground floor commercial uses, and public/semi-public buildings. Secondary uses include automotive service stations, convenience stores, utilities subject to compatibility criteria, and light manufacturing, assembling, and repairing. The Central Business District also functions as a “town center” because of its central location as a transit hub, the pedestrian scale and character, and the types of services provided.

The Medium Density Residential zone is intended to allow for developments of residential uses up to 15 dwelling units per acre. The Design and Development Guidelines provide for a number of configurations and options for this type of development such that they fit into their surroundings. Also, professional office buildings are allowed as a conditional use provided they meet appropriate criteria.

Design and Development Guidelines

The Design and Development Guidelines were prepared at the same time by the same author as the Urban Design Concept Plan. They were adopted in 1995 and have proven to be a very effective tool in shaping new development such that it meets the goals of the Comprehensive Plan. The Design and Development Guidelines were amended to include the industrial development in 1999. The Design and Development Guidelines offer specific standards for commercial development, multi-family development, and industrial development. There is also a section pertaining to the design of stormwater ponds to increase their aesthetic and environmental appeal. All new construction and alterations that increase the floor area of the structure by more than a minimal amount are required to be reviewed by the Design Commission. The Design Commission has seven members with a variety of professional backgrounds in architecture, engineering, landscape architecture, and design. They make recommendations to the Director of Community Development who ultimately renders a decision on projects. The Design Commission often works closely with developers in seeing that new development meets the standards of the Design and Development Guidelines.

The East Main Street frontage is predominately zoned General Commercial. The Design and Development Guidelines have requirements that are intended to shape the development along East Main Street consistent with the vision. For example, parking is to be located to the side or the rear of the buildings, there is a maximum 25-foot setback from the corners and buildings must have entrances facing the street. Also there are limits on the size of “blank walls” that offer little or no pedestrian interest. Other elements such as benches, awnings, etc. are also encouraged or required.

2006 AMENDMENTS

The amendments in 2006 included expanding the boundaries of the East Main Street Design Strategy area to include General Commercial and Central Business District zoned properties west of Valley Avenue to Lewis Avenue. The reason for this change has to do with the desire to make this area consistent in character, especially at the intersection, with properties developing across the street. The Valley/Main intersection is a “gateway” intersection in the Urban Design Concept plan and therefore prominent and of special importance. Development here sets the tone and character of the remaining sections of the street.

A public hearing was held before the Planning Commission on February 2, 2006. The Planning Commission passed on a recommendation to approve the request to the City Council. The City Council held a public hearing on March 6, 2006 and approved Ordinance No. 2166.

PUBLIC INVOLVEMENT

To develop the background documents, there was a considerable amount of public involvement and participation and the City continues to look to citizens for direction. Since the adoption of the Urban Design Concept plan there hasn’t been a concerted effort by the City to make any changes to the streetscape on East Main. Recognizing this, the City Council took steps recently to begin designing these improvements. The following is a summary of the process over the last year and a half.

Medians Public Hearing

In June 2000, the City prepared a scale drawing of East Main Street with proposed locations for a planted median down the middle of the street with limited curb cuts and left-hand turn lanes. The concept plan also showed proposed new crossroads and alleys to access adjacent parcels. This concept plan went before the City Council and property owners were invited to attend a public hearing to provide comments. The concept plan did not benefit from extensive public process and was not supported by the majority of the business and property-owners. In response to this, the Council directed City staff to talk with the property owners to discuss their concerns and consider options.

Small Group Meetings

In June and July 2001 City staff met in small groups of property and business owners along East Main Street in an effort to generate a conglomeration of ideas, suggestions, and concerns. At

the meetings, a questionnaire was provided to guide the discussions. Community Development staff facilitated the meetings. Those present were: Leonard Bauer, Director; Ryan Windish, Senior Planner; Robyn Eastwood, Intern and Raechelle Turner, Intern.

The frequent comments at these meetings for improving pedestrian safety were:

1. Provide stoplights at Parker Road and at 160th Avenue.
2. Extend the sidewalk from QFC down to 160th.
3. Favorable responses for crosswalks at various intersections and some mid-blocks.
4. A need for greater visual connection with the Downtown through lighting designs, flower baskets, etc.
5. There was moderate interest in shared driveways if they didn't result in lost parking.

Issues of concern included:

1. Objections to the placement of medians throughout East Main Street.
2. Who will pay for funding any improvements to East Main Street? It was pointed out that many of the property owners are still paying on a local improvement district (LID) assessment for widening the street several years ago.
3. Need for some businesses to have adequate truck access and circulation. Any improvements should not adversely constrain delivery truck access.

Public Workshops

On October 2, 2001 the City held a public workshop to assist in the development of the strategy and discuss different alternatives. Notice was sent to all property owners along East Main Street, adjacent residences and businesses and published in the paper. Approximately 30 people attended the meeting including property-owners, citizens, City Council members and key staff members. The four alternatives considered were:

1. Current Urban Design Concept Plan
2. On-street parking
3. Pedestrian Islands/bike lanes
4. Funded Projects

Illustrations were presented with street cross-sections and plan views for all but the Funded Projects alternative. This enabled workshop participants to view the ideas, see photos of other places with similar design, and to become more familiar with what it means to be pedestrian friendly and what current requirements are for development.

Attendee Survey

Surveys were provided at the workshop and Appendix A contains a summary of these results. Both the drawings and survey were displayed in City Hall from October 5-25th. Basically, there was no clear support for any one alternative, but most of the surveys tended toward alternatives 3 or a combination of alternatives 1-3.

The clearest indication may be the comparison between the answers to two questions: "How likely are you to walk on East Main Street today?" and, "How likely would you be to walk on

East Main Street if your preferred alternative were completed?” The highest response to the first question was “Not Likely” with the highest response to the second question being “Very Likely”. This demonstrates a clear desire by attendees of the workshop to have a safer place to walk, and shop in the future.

Because the surveys and comments at the meeting did not clearly point to one alternative, it seemed appropriate to consider combining these elements. The Preferred Alternative presented here is a combination of these elements.

A second workshop was held on November 15, 2001 to discuss the Preferred Alternative and collect further questions and considerations. There was discussion about the sidewalk construction and when that would be required, median locations, fire access and safety and dedication of parking and access. These comments have been incorporated into this final draft.

The Planning Commission held a public meeting on December 6, 2001 and held two work sessions on the document in January 2002. The results of the comments gathered at these meetings are included in this latest draft.

Planning Commission Public Hearings

The Planning Commission held a public hearing on the strategy on February 7, 2002 with a follow up study session at their regular meeting on March 7, 2002. The public comments received at the public hearing are summarized as follows:

- Concerns about the location of combined driveways and implications on future development of property
- Questions about how East Main Street links to the downtown
- Concerns about Fred Meyer’s traffic impacts to East Main Street
- Concerns about closing existing driveways
- Questions about traffic safety with on-street parking
- Dedication of property for sidewalk and thresholds for tenant improvements
- Objections to wider sidewalks
- Questions about dedication of parking lots and combined driveways and costs
- Comments suggesting widening of East Main Street for future traffic volumes
- Comments stating developers should have to pay for improvements, not tax payers
- Concerns about what it means to have a parking lot designated on property

At the March meeting the Planning Commission discussed providing incentives to property owners for dedicating parking areas to the City. This is discussed in detail on page 18.

The Planning Commission unanimously recommended approval of the East Main Street Design Strategy and implementing ordinances on April 4, 2002. The Majority opinion of the Planning Commission is attached as Appendix C.

Citizen Comments

Appendix B contains two letters from property owners commenting on the East Main Street Design Strategy.

PREFERRED ALTERNATIVE

The preferred alternative refines the elements and eliminates some. The main difference is the removal of medians and bike lanes and inclusion of on street parking.

Figures 2 and 3 on pages 12 and 13 illustrate the design elements that are discussed below and make up the Preferred Alternative.

Key Elements:

- Mid-block Crosswalk/Pedestrian Islands
- Combined and Shared Driveways
- Cross-access Corridor and Joint Parking
- Short Medians (eliminated)
- Sidewalk Improvements
- Parking Setback Increased
- Striped Bike lanes (eliminated)
- Maximum Building Setbacks
- No Curb Bulbs
- Downtown Design Elements
- Low-Monument Signs
- Stoplights at Intersections
- On-street parking
- Stormwater Facilities

Mid-block Crosswalk/Pedestrian Islands

Pedestrian islands are areas constructed in the middle of the street that provide a place of refuge for pedestrians who are crossing the street. The islands typically have some landscaping, can be raised above street grade, and contain signage. Two mid-block crosswalk/pedestrian islands are proposed at the following locations and shown in Figure 4b on page 15:

- One near the terminus of the north/south walkway that crosses the Fred Meyer site on the east. This will be dependent upon the location of a new street or the combined driveway to the east.
- One east of the QFC shopping center across from the Timberland Apartments.

Generally mid-block crosswalks are not popular with insurance providers or traffic engineers due to the greater potential for accidents because the driver is not always aware of a crosswalk. However when there is a warranted safety hazard (as with the lack of crosswalks near QFC) and the crosswalk is adequately signed, lighted, and designated, they can be designed to the satisfaction of both entities. Prior to installation the City will need to check with the Washington City Insurance Authority (WCIA) regarding liability of a mid-block crosswalk.

Combined and Shared Driveways

Shared Driveways

The current standard in the Design and Development Guidelines limits curb cuts on large parcels to a maximum of 25 feet of driveway width for every 150 feet of street frontage. Also, where feasible, adjacent properties should share driveways. Shared driveway locations would be determined through the planning process and constructed as development occurs.

Combined driveways

Combined driveways, as discussed here, are those that will act as major entrances to more than one property or business. They will be a minimum of 30 feet in width and most will contain painted or textured crosswalks. They essentially will be located mid-block and will be served by a continuous 2-way left turn lane. Proposed locations are:

- At the Sumner Animal Hospital/Washington Market (Location 1)
- At El Charro and Sumner Motor Inn shared driveway (Location 2)
- West entrance to QFC parking lot on East Main Street (Location 3)

Sumner Animal Hospital/Washington Market (Location 1)

This combined driveway location is a through street located on the south side of East Main Street and roughly following the property-line separating properties located at 15228 and 15306 East Main Street and continuing south to 62nd Street Court East (See Figure 4a, page 14). This street creates an additional cross-street connection, provide greater vehicular circulation and pedestrian connection to surrounding neighborhoods, and finally, provides greater access to General Commercial properties. Since this is constructed, the entrance to the Washington Market on the north side of East Main Street would be relocated as redevelopment occurs.

At El Charro and Sumner Motor Inn shared driveway (Location 2)

In this location a combined driveway will be created by moving the existing driveway that is shared by the El Charro restaurant and the Sumner Motor Inn to be directly across from the western most entrance of Smithco Meats to the north. The southern combined driveway will serve the restaurant and motel, with restricted access to right in/out on the remaining driveway. On the north, the property served by the combined driveway will include Smithco Meats, the law office building and properties zoned General Commercial east of Graham Avenue. There is potential for a parking area behind the existing 500 Sales, Co. pawnshop that could be connected through to Graham Avenue.

West entrance to QFC parking lot on East Main Street (Location 3)

The location of this combined driveway on the south will be the existing QFC shopping center entrance; the northern combined driveway will be directly across the street. The southern combined driveway will serve the existing shopping center, bank, and in the future potentially the property at the corner of Parker Road and East Main Street. The combined driveway to the north will potentially serve all the property zoned General Commercial east of Parker Road.

It is anticipated that combined driveways will be constructed as new development occurs and that they would ultimately connect to cross-access corridors and be open to the public through an easement or dedication to the City.

Interim Access Arrangements

There will likely be instances where a property is developing and the combined driveway is not completed. In this case, properties that are not located adjacent to a combined driveway may develop using the existing driveway until such time that the combined driveway is constructed. At that time they will be required to close the existing drive or restrict its movement and finish landscaping/parking or the building. In the case that a parcel develops adjacent to a parcel that contains a cross-access corridor and direct access to East Main Street, but not a combined driveway, the newly developing parcel will be required to utilize the adjacent parcel's existing access. The newly developing parcels existing access would then be closed. This will incrementally reduce the number of driveways until the combined driveways are completed.

Reduced Corner Lot Access

Corner lots often have two access points, one on East Main Street and one on a side street. When it is feasible future development will be required to close the access on East Main Street and use only the side street access. This will remove an existing driveway approach that would likely interfere with the left hand turn lanes at the intersections and reduce the number of curb cuts along the street.

Funding of Combined Driveways

Regardless of the timing of the construction of the combined driveway, all parcels utilizing the combined driveway would be required to pay a proportionate share towards the cost of construction. The range of alternatives include:

- A private agreement established between property owners;
- A private/public agreement;
- Latecomers agreement if combined driveways dedicated to the city; and
- Mitigation fees paid to the City at the time of development.

Private Agreement

If at such time that a group of property owners wishes to construct a combined driveway for the mutual benefit of those properties, they could enter into a private agreement to share the cost of these improvements. The City would require dedication of a public access easement at the combined driveway location.

Private/Public Agreement

This would be an agreement between property owners and the City for dedication of an access easement and partial funding of the improvements. Costs would be paid up front by the benefiting properties.

Latecomers Agreement

The combined driveway would be constructed by the first property that would take access from the combined driveway. A latecomers agreement would be required on succeeding properties benefiting from the combined driveway at such time that the properties begin to take access

from the combined driveway. The City administers latecomer's agreements and costs are repaid to the property owner for the expense of construction. This would require dedication of the combined driveway to the City.

Mitigation Fees

Mitigation fees can be collected when a project exceeds certain thresholds triggering environmental review under the State Environmental Policy Act (SEPA). These conditions can be in the form of mitigation fees to offset impacts to traffic. These mitigation fees would be required for the property to pay their proportionate share for the combined driveway.

COMBINED DRIVEWAY
PLAN VIEW

FIGURE 2

PLAN VIEW

Rear Parking

Parking

Potential
Redevelopment

Potential
Redevelopment

SHARED DRIVE

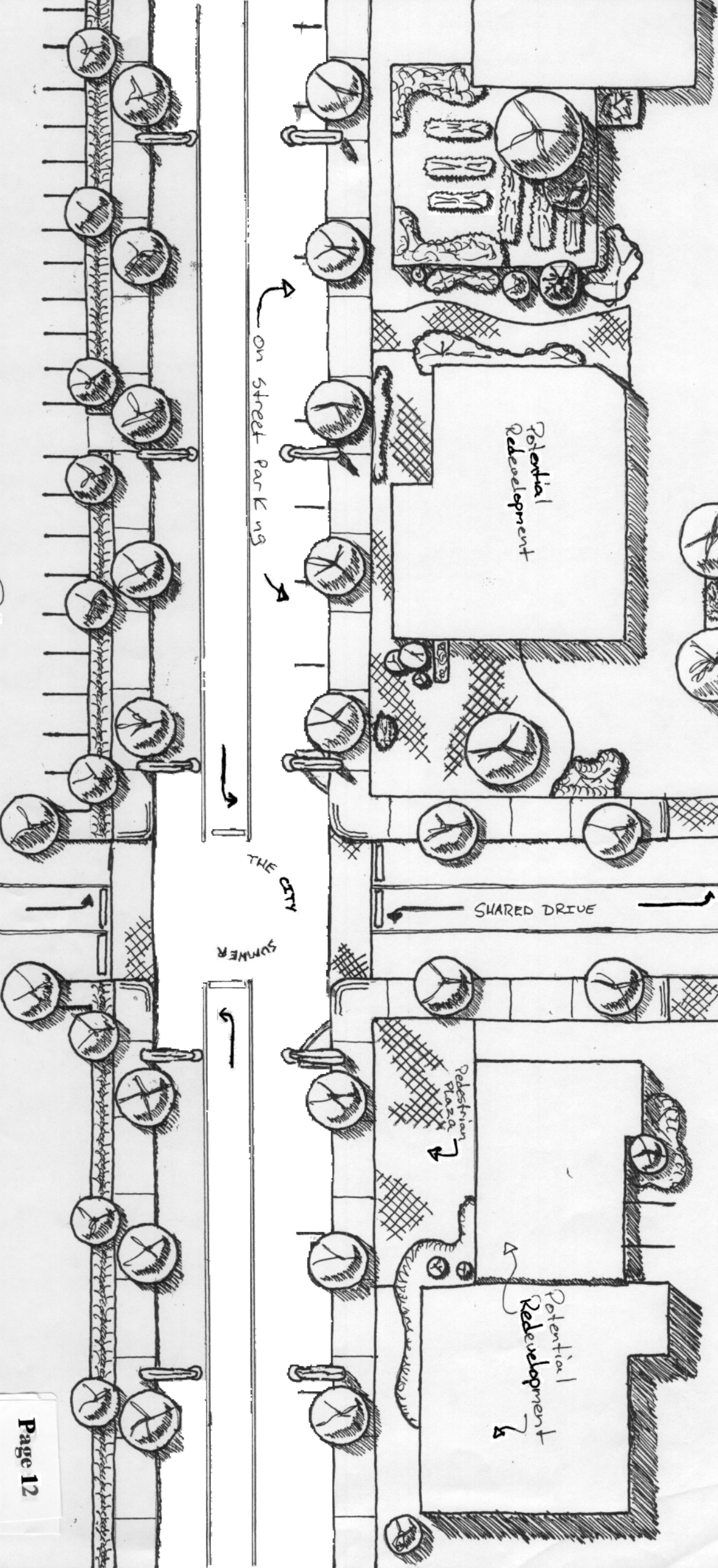
Pedestrian
Plaza

On street parking

THE CITY

SUMMER

Existing QFC Lot

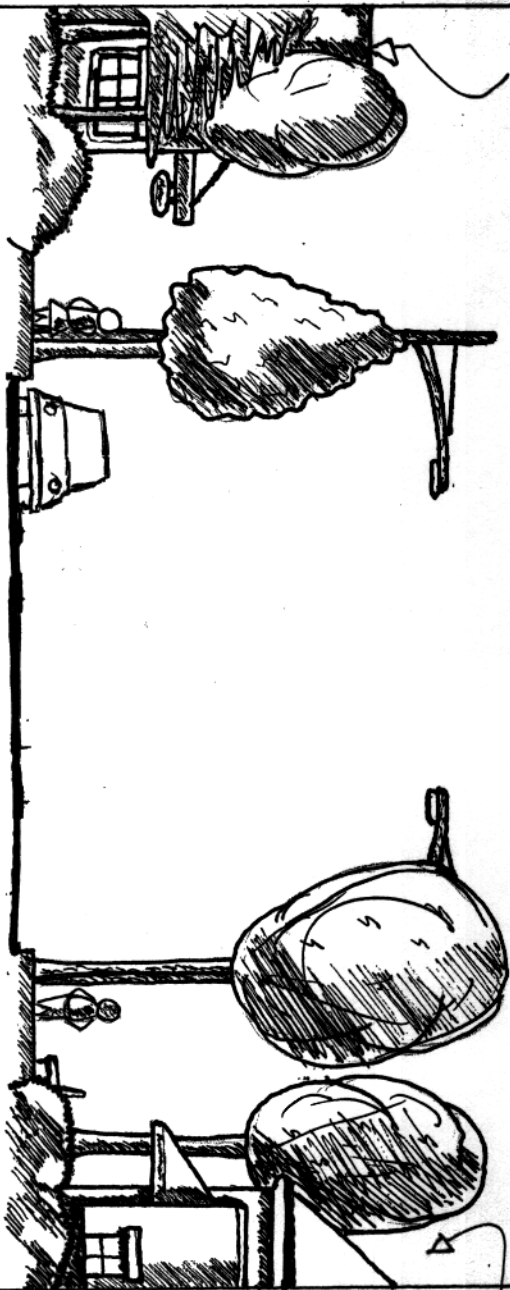


SECTION VIEW

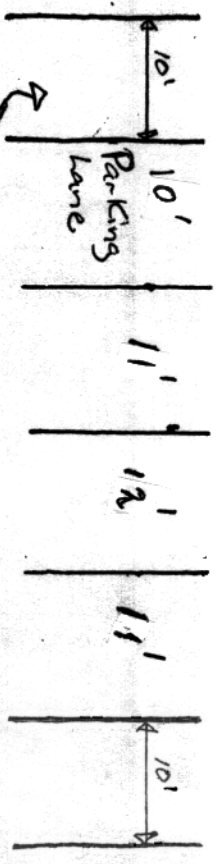
MID-BLOCK CROSSWALK/ PEDESTRIAN ISLAND

(View as standing at location X on Figure at right.)

FIGURE 3

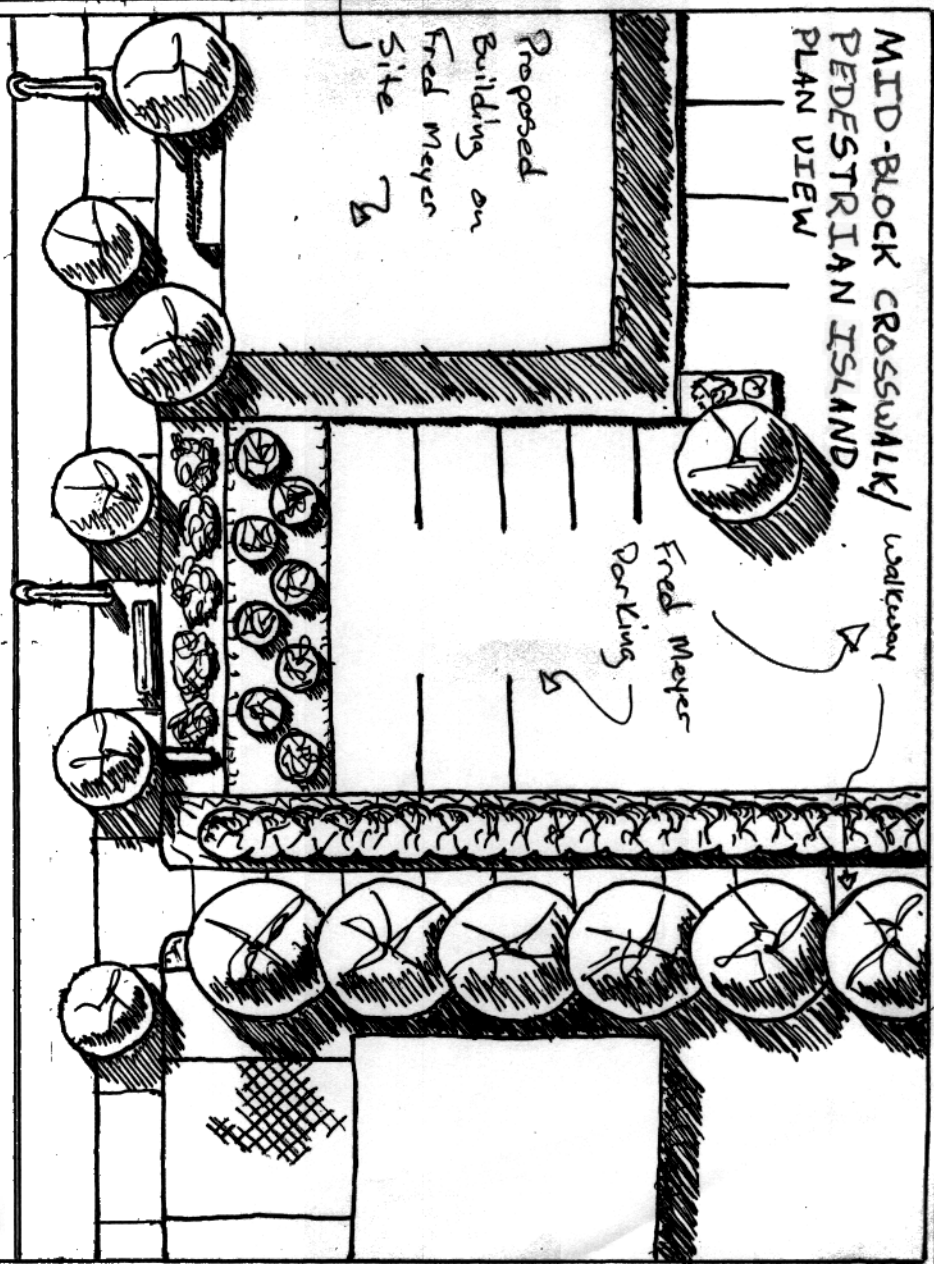


Potential Redevelopment



5' Existing plus 5' Additional Required

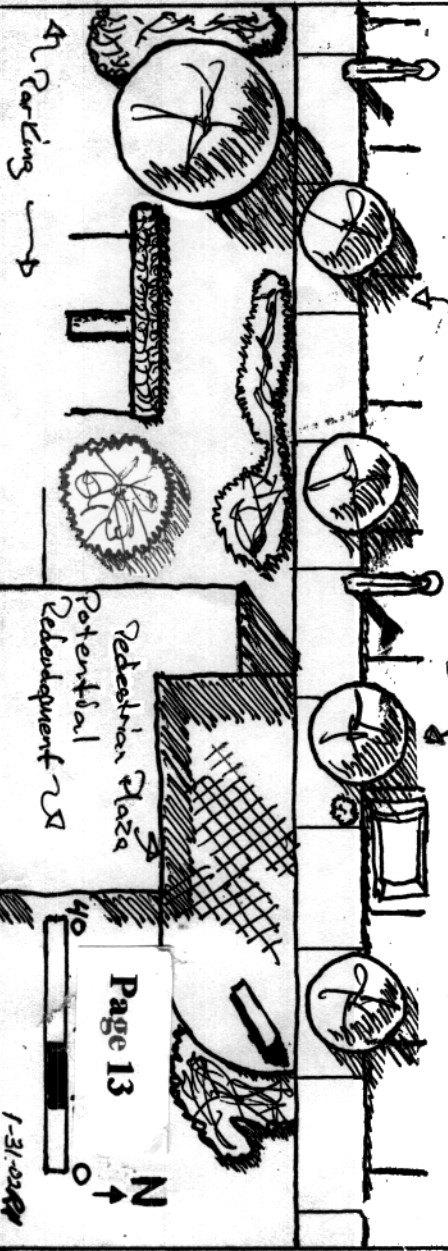
MID-BLOCK CROSSWALK/ PEDESTRIAN ISLAND PLAN VIEW



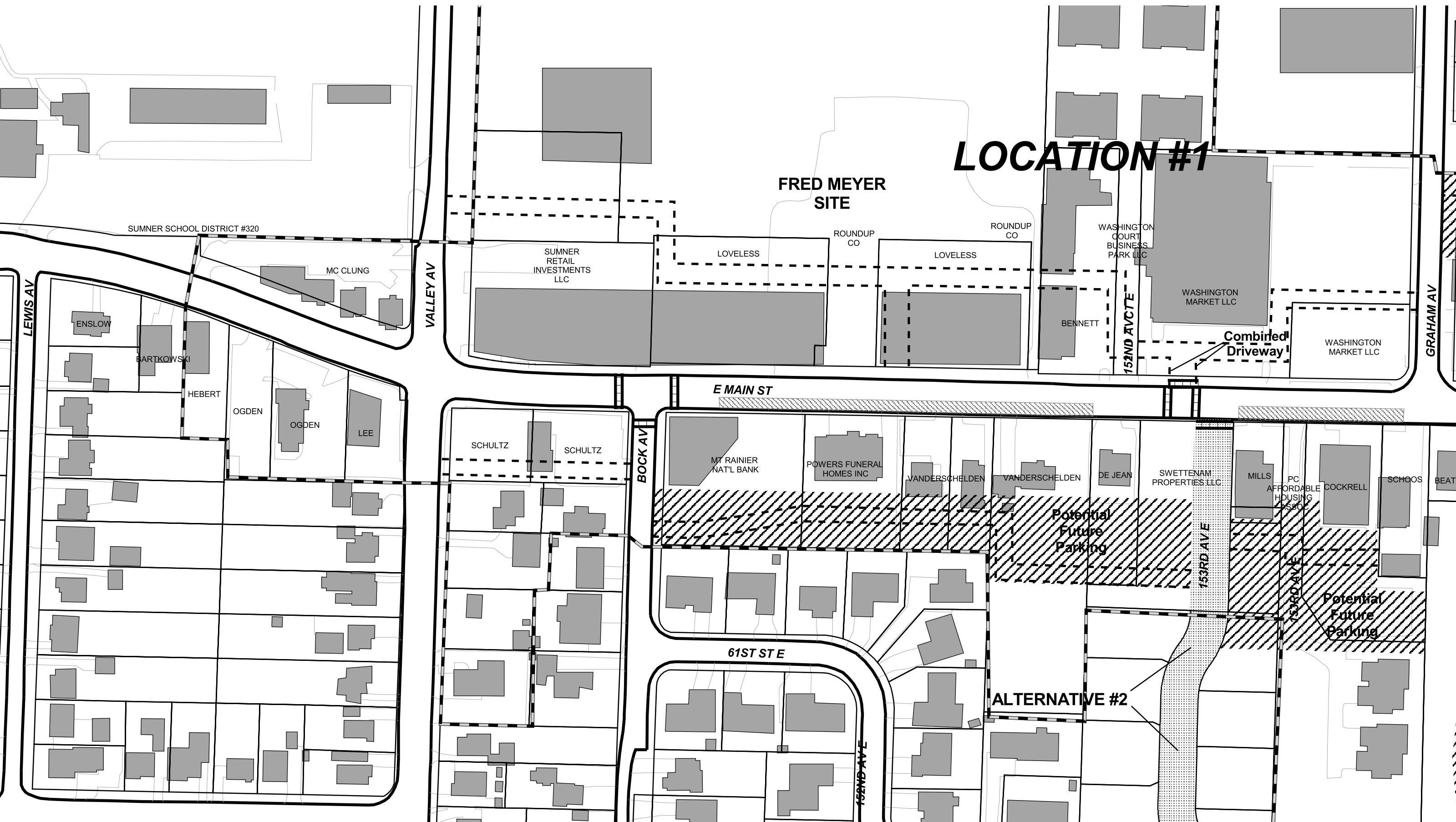
Proposed Building on Fred Meyer Site

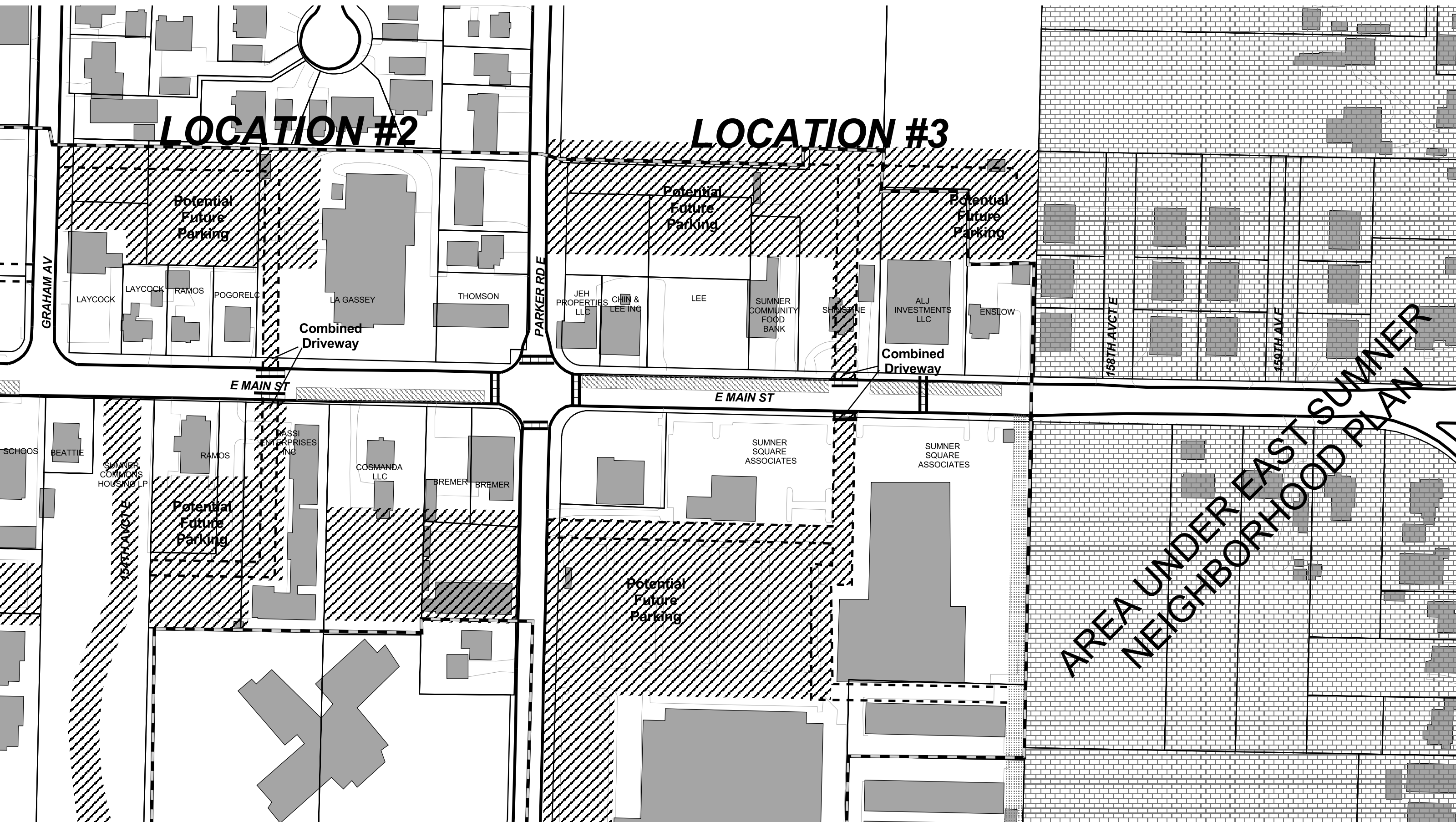
Fred Meyer Parking

On Street Parking



Pedestrian Plaza Potential Redevelopment





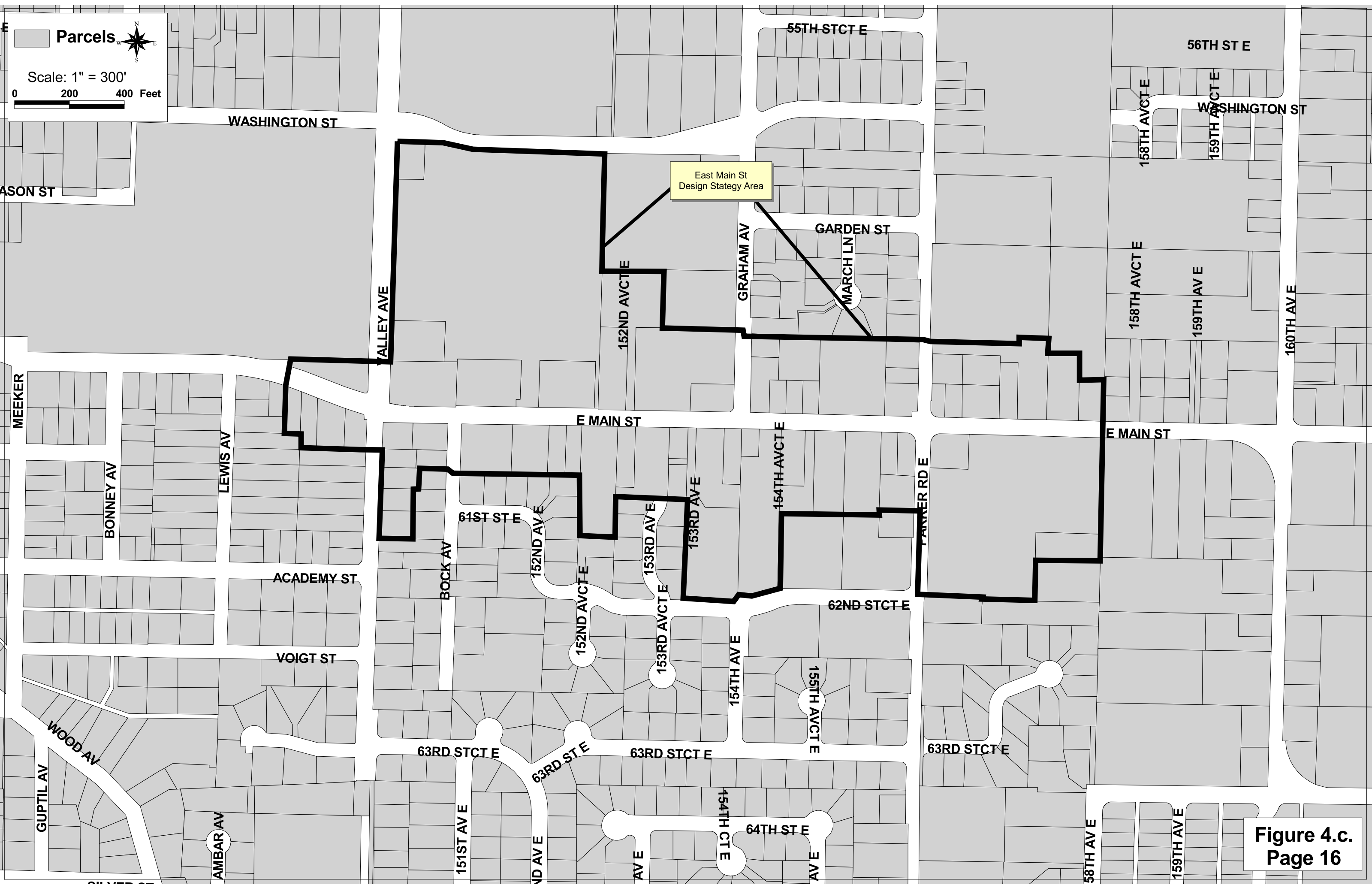


Figure 4.c.
Page 16

Cross-access Corridor and Joint Parking

A key part of limiting direct access to properties from East Main Street is providing alternative parking and access to the rear of properties. Cross-access corridors and joint parking are methods for doing this. Generally, cross-access corridors are areas running parallel to East Main Street that will provide for a unified access and circulation among parcels within each block. This will assist in local traffic movement between parcels. A cross-access corridor will have the following characteristics:

1. Serve more than one parcel and should be a minimum length of 200 feet and have a design speed of 10 mph.
2. Minimum 24 feet wide to accommodate two-way travel aisles designed for automobiles, service and delivery vehicles including tractor trailers.
3. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access.
4. Where feasible, link to other cross-access corridors in the area.

Cross-access corridors will be designated on the Zoning Map and they will be required to be dedicated as an easement to the City at the time of a land use permit or building permit is sought for specific improvements.

Joint Parking

Business sites within designated cross-access corridors will be designed to provide for mutually coordinated or joint parking, access and circulation systems including stub-outs and other design features to allow ease of other properties connecting to this area.

Table 1.0 illustrates the potential buildout of parking spaces along East Main Street and served by a combined driveway as proposed. There are two scenarios, one that has 75% maximum lot coverage by structures; the second is 50% maximum lot coverage by structures. Regardless of available land for parking, it will be limited to the maximum for the given business of 25% over the minimum required. Calculations are based on a 100 parking spaces per acre average including landscaping, pedestrian connections, and aisle ways.

Table 1.0 Potential Parking Buildout

	Area Served by Combined Driveway	Number of Parking Spaces with 50% Lot Coverage	Number of Parking Spaces with 75% Lot Coverage
Location 1	5.382 ac.	270	135
Location 2	4.945 ac.	248	124
Location 3	7.805 ac.	360	180
Total Number of Spaces		878	439

Reduced Minimum Parking Standards

When a parking lot is dedicated to the City and there is joint parking between properties, there may be allowance for the reduction in the required minimum parking spaces. There is already allowed in the Sumner Municipal Code for the East Sumner Neighborhood Plan, which allows for up to a 35 percent reduction in minimum parking requirements for certain uses under certain conditions. These can be modified to fit the situations along East Main Street and within the joint parking areas.

At the work session on March 7, 2002 the Planning Commission discussed aspects of the “Future Parking” areas in the East Main Street Design Strategy and how this would be implemented. The following is proposed approach to provide for greater incentives to dedicate parking to the City so that it can be used for joint and shared parking.

What incentives can the City offer property owners for dedicating the parking to the City?

The Table 2.0 below presents two alternatives for joint and shared parking. The first alternative is a requirement that the property owner grant an access easement across the property that is 24 feet wide. If the property owner chooses to dedicate the parking there are a number of incentives that the City can provide. The third alternative would be that a property owner could pay a fee in lieu of providing off-street parking. This would be equal to the cost of the property and the cost of construction of the parking lot. The money would be held in an account and used to pay for future parking.

Table 2.0 Alternatives Matrix for Joint Parking and Cross-Access Corridors

Alternative	Benefits	Costs
Alternative 1: Require access easement to be granted across property. <ul style="list-style-type: none"> • No joint parking. • No granting of easement to city for parking, nor dedication of parking lot. 	<ul style="list-style-type: none"> • Property owner retains rights and control of who uses the parking lot. They can use signage, gates, etc. to restrict parking from other businesses. They would only give up the right to block access across the easement. • Construction and cost would be independent of other property owners. • Continue to own property. 	<ul style="list-style-type: none"> • Parking must meet minimum and maximum parking requirements for business. • Pay taxes and stormwater utility fees on impervious surfaces. • Liability on property owner • Maintenance (landscaping, storm water, asphalt, lighting)
Alternative 2: Dedicate parking to the City ¹	<ul style="list-style-type: none"> • Reduction in minimum required parking • Increase in maximum allowed parking • On-street parking credits • Allow expanded lot coverage for buildings. • City to may share in cost of construction of stormwater detention to create a regional facility. • No stormwater utility fees² • Business tax advantages • City liability of parking lot 	<ul style="list-style-type: none"> • Participation in development agreement for the construction of a regional storm water detention facility. Likely less costly then developing individual storm water detention. • Public parking, no longer own property.
Alternative 3: Pay fee in lieu of providing parking on site.	Ability to develop parcels that may have limited area for parking.	

¹Dedicating property owner would retain the first right of refusal.

²Typical savings on a 5,000 square foot parking area would be approximately \$300 per year over a ten-year period, \$3,000 total.

How are existing parking lots addressed?

Existing parking lots may remain independent of the cross access corridor until new construction would occur that would trigger the requirement to grant an access easement across the property. Parking lot may have to be reconfigured to accommodate this new access easement. Shared parking would still be an option, not required. See above discussion. Short Medians

Short Medians

Short medians will not be constructed. Given the limited width of the existing right-of-way and street width, center medians are not practical to locate along the street. They also might interfere with emergency vehicles, truck maneuverability, and access to businesses. Sidewalk widening, street trees and other amenities will be provided to further “soften” the street and provide a safer place for pedestrians.

Sidewalk Improvements

Currently the driveway approaches bisect the sidewalk and create uneven areas for walking or wheelchairs. This element would require that the 5-foot setback area be paved with a hard surface and dedicated to the City. This would create the effect of a 10-foot wide sidewalk making it safer and more pleasant for walking. There may even be opportunity for seating in this area for a café or restaurant. Street trees and other landscaping may be located in planter boxes or pots along the sidewalk or planted in the ground with street tree grates.

Sidewalks need to be completed from the QFC east to 160th Avenue to provide for safer walking form residential areas to the north and south. This will be done as City funds are available and/or redevelopment occurs. The East Sumner Neighborhood Plan also includes this improvement.

No Parking Fronting on East Main Street

Currently, parking is not allowed between the buildings and the street and can not occupy more than 30% of the street frontage on East Main Street. No parking will be allowed to front on East Main Street and must be behind a building.

Striped Bike lanes

There will be no striped bike lanes. The area is designated as a “Bike Route” in the Sumner/Pacific Master Trail Plan. With on-street parking there is no room for striped bike lanes. However, the reduced speed of the traffic with on-street parking and other changes to the road system will make it safer for bicyclists and allow them to safely move with the flow of traffic.

Building Setbacks

Maximum Front Yard Setback

Currently, the maximum building setbacks is 50 feet and with a 5-foot minimum and a maximum setback on corner parcels of 25 feet. No parking is allowed between the building and the street, so this area would be landscaped at a minimum and may provide some other quasi-public use such as a plaza.

The maximum setback is intended to bring the buildings closer to the street and create a more defined and interesting “street edge” for pedestrian interest. This closeness to the street may also create a sense of enclosure and result in slower traffic. The 25-foot maximum setback on corner parcels is intended to emphasize the need for the corners to be prominent and contain architectural interest.

The following is suggested policy language for this 25-foot setback area:

1. The maximum setback would be reduced to 5 feet for all parcels (as measured from the right-of-way line prior to dedication), unless the area between the sidewalk and the building is utilized as usable pedestrian space such as a plaza, outdoor seating, or public art (fountain, etc.) then the maximum setback can be increased to 25 feet.
2. In no case shall the landscaping be over three feet in height or obscure building details or windows.
3. The setback may be increased to 25 feet if used for outdoor display of merchandise when it is an intrinsic part of the nature of the business or provides a pedestrian amenity and interest. Examples include the display of motorized vehicles that are offered for sale by an automotive sales and/or rental business; nurseries, outdoor monuments, etc. In such case additional landscaping will be required that is a minimum 5 feet wide and contains low vegetation.

Reduced Side Yard Setback

The current side yard setback in the General Commercial zone is 15 feet; this creates a 30-foot separation between structures from one property to another. If the building setback is reduced to zero feet it would create the potential for a continuous building façade on the street similar to the Downtown. In addition to enhancing the walking experience it would allow for greater building area and exposure of a business to East Main Street.

The options, according to the building code, or reducing the setbacks create different restriction on openings in the building:

- No openings allowed less than 5 feet from property line
- Protected openings required if less than 10 feet from property line

This creates design and costs challenges for the building façade. If there are windows and doors between 5 and 10 feet of the property line they must be “protected” or built as one-hour firewalls. One-hour fireproof windows are considerably more expensive than conventional windows. Any wall less than 5 feet would not be allowed to have any openings and may not

pass the standards of the design guidelines. The following is suggested policy language for zero lot line buildings:

1. If the building is located next to an existing driveway or open space, the property owner must seek a “no-build” easement from the adjacent property owner. If this is acquired the wall may be built without the required one-hour protection and shall meet the current design standards.
2. The building shall have architectural details that will break up the blank façade such as material changes, banding, roofline variations, etc. If there is a minimum 5-foot setback some landscaping may be required such as climbing vines, etc. This is similar to how blank facades are already addressed in the Design Guidelines.

No Curb Bulbs

In place of curb bulbs at street intersections, there may be opportunity for smaller curb treatments that still provide some benefit to making the intersection safer. There may be a need for structures similar to curb bulbs at the beginning of rows of on-street parking.

Downtown Design Elements

Streetscape elements similar to those in the Downtown will be provided such as landscaping, lighting, paving, benches, flower baskets and bollards. This will help link the Downtown character to East Main Street and create a seamless whole. The Urban Design Concept plan will remain accurate and it states:

The street lighting and trees used along Main Street to the west are to be continued along East Main to create a consistent boulevard image throughout.

Along main arterials, street trees, placed not more than 30 feet on center, should reach a height of 40-50 feet at maturity. Recommended street trees for these arterials include: Bradford pear, Hornbeam and Littleleaf Linden and Crimson Sentry Maple.

Along secondary streets, street trees, placed not more than 30 feet on center which reach heights of 30 to 40 feet at maturity, are recommended along secondary streets.

Low-Monument Signs

Low-monument signs are currently preferred in the Sign Code and Development and Design Guidelines, but they are not required. New signs located in front of buildings may be required to be low-monument signs. Signs located at combined driveways and advertise more than one business may be taller, provided they meet vehicle vision requirements. If the building is constructed within 5 feet of the sidewalk, then no freestanding signs are allowed within the front yard setback.

Stoplights at Intersections

This would include providing signal lights at Parker Road and possibly 160th Avenue, depending on travel demand. A signal light is already in the transportation plan for Parker Road and will be constructed within 1-2 years. Traffic signals light will have multiple benefits including slowing traffic, creating a safe crossing for pedestrians, and making the intersection safer for crossing traffic and left-turns.

The intersection at 160th Avenue will be required to be reconfigured and remove the right-hand curve and square up the intersection. These changes will occur as the traffic light is warranted.

On-street Parking

The alternative for providing on street parking was presented as an alternative at the October 2, 2001 public workshop. This alternative was eliminated do to the lack of area available for parallel parking on both sides of the street and the need for left hand turn lanes at combined driveways and street intersections. Ultimately, the road would need to be widened to allow for this. However, the Planning Commission directed staff to explore the possibility of on-street parking on one side of the street or alternating from one side to the other. This proposal seems to work and is presented in Figure 4a and 4b on pages 14 and 15.

The intent was to provide for fairly long stretches of on-street parking along sections of East Main Street that would either have less off-street parking available or are likely to redevelop a more pedestrian friendly configuration.

Where on-street parking is provided it can be used as a credit toward required off-street parking thereby offering a greater benefit to adjacent businesses.

On-street parking promotes pedestrian entrances facing the street and parking in the rear of buildings while also creating a safer walking environment for pedestrians on the sidewalks. The on-street parking should also help slow traffic down to the posted 25 mile per hour speed limit.

Stormwater Facilities

The stormwater requirements for new construction that exceeds 5,000 square feet of new impervious surface includes the provision for a retention/detention facility. These are usually designed as above ground ponds that take up a portion of the developable area of the site. There is considerable expense to placing these structures underground and there is a potential cost savings if they can be consolidated into a regional facility that serves more than one property.

The City is looking at options for providing regional stormwater retention facility or some or some other potential method that would reduce the cost overall and ideally create more developable area for parking and structures.

Drive-in Business Location

The City Council approved an amendment to the Strategy such that drive-in businesses are located along East Main Street shall be located in a multi-tenant building, except for drive-up banking; and the drive-up windows queuing for cars shall be located behind buildings and obscured from the street. In 2004 this was further amended by City Council to require that the second tenant space be at least the size of the drive-in portion of the building. A 20% area reduction was allowed for the second tenant space if it were located on the second floor. And that no drive-in business shall locate next to another drive-in business. Banks were excluded from these restrictions.

Franchise Architecture

In 2004 the City Council approved amendments to the Design and Development Guidelines prohibiting the use of franchise architecture in the East Main Street area.

IMPLEMENTATION

The variety and range of elements in this Strategy create a wide range of timing and funding options for implementation. The following is a proposed timeline and summary of funding sources and ideas. The majority of the improvements will probably be constructed by developers as conditions placed on new development. Some of these elements, such as sidewalk widening and combined driveways will be a mid to long range. Whereas some of the lower cost elements that the City can fund, such as striping and constructing mid-block crosswalks can occur in the short term.

Implementation Timing

All Phases: Development Dependent

- Combined driveways
- Design elements
- Sidewalk widening
- Cross-access corridors and joint parking

Phase I: Short-term (1-2 years)

- Amendments to the Zoning Code
 - Parking setbacks
 - Reduced maximum building setback
 - Side yard setback to zero feet
 - Joint parking/cross access corridors
- Amendments to the Design Guidelines
- Signal light at Parker Road
- Mid-block crosswalks and pedestrian islands (completed in 2003 near QFC)

Phase II: Mid-term (2-5 years)

- Widening and extending sidewalks on 160th Avenue
- On-street parking with continuous left hand turn lane (as combined driveways are completed)

Phase III: Long-term (5-15 years)

- Signal light at 160th Avenue

FUNDING SOURCES AND MECHANISMS FOR IMPROVEMENTS

Urban Design Concept Plan provides a number of examples of how the Sumner community, public agencies, public-private partnerships, public organizations, or a combination of these can

be used to provide for improvements. This list has been included here and updated to reflect current funding sources:

Public Funding

Improvements to the streetscape and gateway areas can be a part of other public projects such as signal lights, water and sewer line replacement, etc. As infrastructure improvements are necessary, other items may be improved as part of the project including paving, lighting and planting of street trees.

There are various federal, state, and local funding sources available for construction of street improvements.

Federal funding sources for pedestrian and traffic safety improvements include the Transportation Equity Act for the 21st Century (TEA-21) which provides funding for a wide range of transportation improvements including transit, pedestrian, and bicycle.

The Washington State Environmental Policy Act (SEPA) can be used to mitigate impacts from developments have on traffic, pedestrian circulation, etc. These conditions could contribute to signal lights, pedestrian islands/refuges, etc.

Local impact fees can be used to required new development to pay for required infrastructure improvements such as signal lights, etc.

Quasi-public Improvement Associations

Improvements to the sidewalks, pedestrian crossings, street trees and street furniture can be accomplished through a combination of public funds and quasi-public business associations and local improvement districts (LID) as suitable to the surrounding businesses and property owners.

Local Improvement District

Property owners within a designated district are required to contribute to a fund for local street improvements. This is typically based on the property value and moneys are pooled to allow for consistent improvements along the entire district. An LID is currently still being paid by some of the property owners along East Main Street and is one of the least popular options.

Business Improvement Associations

Voluntary organizations of business owners may pool funds to produce local improvements to street, which may include funding for a median, wider sidewalks, and street trees.

Building Permit Conditions

The majority of the improvements will not be required until new development occurs. Conditions may be placed on building permits requiring certain improvements or dedications. The current regulations require that street improvements such as sidewalks, curbs, gutters, etc, be completed with any building permit on commercial property and when a single-family residents increases habitable floor area. The following thresholds are more lenient than the current requirements to provide some relief to property owners recognizing that some property

owners are currently paying on an LID that was for past street improvements and that a sidewalk is already in place.

The following recommendations were made based on comments from the Planning Commission, information gathered from business and building owners in the area, and information on valuations of recent tenant improvements. The objective of the Planning Commission was to set thresholds low in anticipation improvements would occur sooner rather than later. One situation that the Planning Commission sought to avoid was the conversion of single-family houses to commercial uses rather than being completely redeveloped. There are also two tiers of types of development that will trigger certain requirements. Tier I improvements require dedications of easements but not construction of improvements. Tier II requires the dedication and construction. In no case do these requirements apply to building permits for the maintenance, aesthetics improvements, replacement of mechanical equipment or repair of property.

Table 3.0 Thresholds for Required Improvements

Tier I (Minor New Construction)	Requirements
<ul style="list-style-type: none"> • Change of use per uniform building code • Building permit • Land Use Permits (subdivisions, lot line adjustments, etc.) 	<ul style="list-style-type: none"> • Dedication of additional 5 feet for sidewalk • Dedication of cross-access corridor easements and combined driveways • Dedication of access easements for interim use by adjacent businesses
Tier II (Major New Construction)	Requirements
<ul style="list-style-type: none"> • New construction or remodel in any 12 month period that exceeds 10% of the assessed improvement value of the structure, or increases the total building area by 2,000 square feet, whichever is less. • New construction or development on vacant land • The conversion of a single-family residential use to any other use except an addition of an accessory dwelling unit 	<p>All items listed under Tier I plus:</p> <ul style="list-style-type: none"> • Construction of 5 feet of additional sidewalk • Payment for a proportionate share of combined driveways • Construction of combined driveways (if required) • Construction and/or dedication of parking in the rear of the property (if feasible) • Installation of street lights and street trees

Private Organizations

Many business centers and neighborhood projects have been successfully implemented through joint community action. Business and community members can formally link themselves to an organization that is constituted for the express purpose of encouraging and sponsoring a community project. Trusts and non-profit corporations can hold land so that development can be controlled; operate as non-profit firms; and raise funds through grants and other activities. Specific projects can be undertaken through a non-profit organization rather than relying solely on government action.

The City is currently partnered with the Sumner Promotions Association to provide flower baskets in the Downtown, this could continue along East Main Street.

Capital Facilities Plan

The majority of the improvements will be funded through requirements on new development. Table 4.0 shows estimated cost breakdown by phases and preliminary timelines.

Table 4.0 Estimated Costs and Timelines

All Phases: Development Dependent			
Projects	Cost	Primary Resource	Secondary Resource
Combined Driveway Construction	\$40,000 x 3	Developer/property owner	City Funds
Downtown design elements		Developer/property owner	City Funds
Tree grates	\$1,200 ea. spaced 30' on center	Developer/property owner	City Funds
Street trees	\$1,000 ea. spaced 30' on center	Developer/property owner	City Funds
Street lights	\$6,000 ea. spaced 75' on center	Developer/property owner	City Funds
Additional 5 ft. of sidewalk	\$15-25/linear ft.	Developer/Property owner	City Funds/TIB Grant
Joint Parking Lots and Access	No estimate provided	Developer/property owner	City Funds
Phase I (2006-2004)			
Projects	Cost	Primary Resource	Secondary Resource
Signal Light at Parker Road ¹	\$350,000	City street fund	Developer/property owner with traffic mitigation fees
Mid-block cross walk	\$21,000	City street fund	
Phase II (2004-2007)			
Projects	Cost	Primary Resource	Secondary Resource
Extending Sidewalks to 160 th Avenue, 44 ^{-ft} street, sidewalks, curbs, drainage both sides ²	\$225,000	LID	City street fund and TIB Grant
Phase III (2007-2017)			
Projects	Cost	Primary Resource	Secondary Resource
Stoplight at 160 th Avenue Reconfiguration	\$1,400,000	City street fund	Developer/property owner traffic mitigation fees

¹ Design for this has already been completed.

² This project is also included in the East Sumner Neighborhood Plan, March 14, 2001 and will include improvements to 160th Avenue from East Main Street to 64th Street East.

The total project, for pedestrian improvements is estimated at \$2.7 million. However, it is important to realize that much of this development will be done by the developer and the City incrementally. At this time the City is not planning on funding or constructing these improvements as an overall comprehensive City project that would build the entire street at one time. The plan is to have new development pay the bulk of this cost.

Table 5.0 shows the estimated cost of improvements for the street frontage including additional sidewalk costs, street trees, tree grates, and lighting. This is for a property with 100 feet of frontage and no driveway on to the street. The total cost is estimated at \$30,600.

Table 5.0 Typical Cost of Construction and Land for 100 Feet of Street Frontage

<u>Element</u>	<u>Estimated Cost</u>
Additional 5 ft. of sidewalk	2,500
Street trees	3,000
Tree grates	3,600
Street lights	18,000
Land value	3,500
Total	\$30,600

East Main Design Workshop

Meeting held on October 2, 2001

Sumner Senior Center

Background:

In order to attain a better view of public opinion regarding the East Main Design alternatives, a simple survey was assembled and given to the meeting attendees as they arrived at the Sumner Senior Center. Each person receiving a survey was asked to fill it out after the break out session, which was held at the midpoint of the meeting. The breakout session followed a brief but informative presentation on good pedestrian design.

Meeting Summary:

The meeting began with a brief introduction of the process and introductions of the meeting attendees, with the icebreaker question, “When was the last time you walked East Main Street?” generating a lot of immediate concern, as several attendees embellished on their answer as to why they disliked E. Main or did/didn’t walk it very often. Many commented that the street was simply not safe for pedestrians, even if they walked it often.

This followed with a presentation on good pedestrian design by Ryan Windish, Senior Planner. The presentation used many real world examples to demonstrate the concepts visually. This information was essentially a primer to get the attendees thinking about E. Main in the context of a walkable community with good pedestrian design. It was also noted that the East Sumner Neighborhood Plan as well as the Community Character Strategy and the existing CBD area is planned as pedestrian friendly, and that E. Main is a connection between these sections of town.

After some questions the group took time to mingle and examine the design alternatives up close. This time was great for getting people talking about their concerns and generating ideas/preferences based on the proposed alternatives. Ryan Windish, Leonard Bauer, Director of Community Development, and Robert Holler, Planning Intern, were available for questions during this section of the meeting.

The meeting was then wrapped up with a brief question/discussion time, as well as time for surveys to be filled out. The information that follows has been pulled from the surveys for examination and consideration.

The format for this meeting seemed to go over well with the attendees, and the level of interaction among all participants was high.

Survey Compilation:

Total Surveys: 14

Question #1

How likely are you to walk along E. Main as it is today?

Very Likely:4

Somewhat Likely:5

Not Likely:4

No Answer: 1

- This question was bolstered by the opening introductions, as well as comments from the attendees as to the lack of safety for pedestrians on this section of roadway. These comments came as a reason why walking along E. Main was “not likely”, or “somewhat likely but not very likely,” as well as being a concern for those who did walk along E. Main.

Question #2

Please rank the design alternatives from 1 to 4, 1 being most desirable.

	Ranking:	1	2	3	4	
Alternative 1:		3	1	1	1	
Alternative 2:		3	2			
Alternative 3:		3	2	2	1	Number of “votes”
Alternative 4:		4	1		4	←

Note: Many surveys did not indicate a ranking, but rather simply checked a “favorite.” Only 6 of the 14 surveys ranked all four alternatives. One survey had none of the alternatives checked.

- The numbers above therefore cannot represent any one option as a “standout” that was overwhelmingly preferred by the attendees, due to a lack of complete ranking. But alternative 3 stands out as the favorite here. Although alternative 4 has 4 votes at the highest rank, it is not chosen due to the four votes ranking it as the worst alternative. The surveys that ranked alternative 4 highly also contained few comments at the end of the survey. This was not the case for the surveys ranking the other alternatives highly, regardless of their ranking. For those 6 surveys that did rank all of the alternatives, the results are shown below.

	Ranking:	1	2	3	4	(1 being most desired alternative)
Alternative 1:		2	1	2	1	
Alternative 2:		2	2	2		
Alternative 3:		1	2	2	1	Number of “votes”
Alternative 4:		1	1		4	←

- ❑ These surveys would rank alternative 4 as the least desirable, with alternative 2 being most desirable. There is however a close relationship to the desirability of alternatives 1 through 3, suggesting a mix of the distinct design elements between these alternatives may produce a more desirable alternative.

Question #3

Given the options presented, and based on your highest ranked option, how likely are you to walk and shop along E. Main after its completion?

Very Likely:7 **Somewhat Likely:**5 **Not Likely:**1 **No Answer:**1

- ❑ Clearly here there is a demonstrated desire for the attendees to have a safer place to walk, and shop in the future.

Comments: (# 4 and 5)

Note: all comments are numbered according to the number noted on the upper right hand of each survey. This will allow easier reference to specific surveys to compare comments in relation to answers to the above questions.

Survey #1 Please no more fast foods. Good design a must – businesses, markets, shops, gardens, apartments over some businesses. Wood and brick siding – no more concrete. Please display alternative boards at city hall along with a comment form. (Order of preferred alternatives: 1 – no others chosen)

Survey #2 Keep up the dialog! Alternative 2 may work well with increased setback allowed also. But the parallel parking slows the traffic for walking safety. Alternative 1 will create a more “arterial” look with increased speed.(Order of preferred alternatives: 2,3,1,4)

Survey #3 Continue with plans to include sidewalks, bike lanes & small businesses / community supported businesses which may also attract tourists (local – Puget Sound area). I.E. Antiques, bookstores, gift shops, boutiques. I like downtown Kirkland, University Village & quaint places I associate with a small community...friendliness with street side businesses. Please continue with mailings & e-mail. Please don't become 320th St in Federal Way! (Order of preferred alternatives: 1,2,3,4)

Question: How much time is allowed for this development plan?

Survey #4 I am very concerned about the safety on E. Main as a pedestrian and as a parent with a child regularly riding their bikes on E. Main. Two features I see as critical: (1) A light and crosswalk on Parker and (2) Combined drives as in alternatives 1 & 2. I would also like to see E. Main more closely linked to downtown and its overall appearance to improve. (Hopefully will attract new businesses to this area.) My preference is for alternative 3 and 1 (or some combination of the two). I do not support the on street parking of alternative 2. (Order of preferred alternatives: 3,1,2,4)

Survey #5 Center medians present a maintenance problem – city trucks will block traffic during maintenance times. I like street parking with curb bulbs for crosswalks at major intersections. Maybe limited island medians at crosswalks. (Order of preferred alternatives: 4 (why this was chosen given the comment nature is unclear – no others were chosen)

Survey #6 I am pleased that we are looking to the future but we must protect the interests and Sumner's tax base of existing businesses. (Order of preferred alternatives: 2 or 3 – Some aspects of all of them)

Survey #7 East Main businesses are automobile oriented not pedestrian. I don't like any plan. Put shrubs between the curbs & the sidewalk. Not trees, shrubs of about 3 feet height. (No preferred alternative noted)

Survey #8 No comments were included. Preferred alternative was #3.

Survey #9 No comments were included. Order of preferred alternatives was 4,3,2,1.

Survey #10 No comments were included. Preferred alternative was #4.

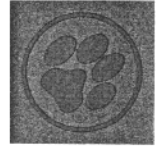
Survey #11 No comments were included. Preferred alternative was #4.

Note: The following Surveys were completed at City Hall, where the options were presented in the upstairs lobby.

Survey #12 What will happen to the farm houses to protect the beauty? What about those that sit on the street? How are you going to use the fields? Why disturb them at all? (Order of preferred alternatives: 4 – no others chosen)

Survey #13 What is going to happen the residents who live down on the street? Will there be public parking in front of their houses? Will it be like Valley Ave? (Order of preferred alternatives: 1,2,3,4)

Survey #14 No comments were included. Order of preferred alternatives was 2,4,1,3.



SUMNER
VETERINARY
HOSPITAL

Certified by the
American Animal Hospital Association

November 1, 2001

Ryan Windish
Community Development Department
City of Sumner
Sumner, WA 98390

Dear Ryan,

Thank you for taking the time yesterday to introduce the East Main Street Design Strategy. The design plan looks outstanding to us, and we whole heartedly support your initial design. We will attempt to attend your workshops on the development plan. Good luck with the efforts of your department.

Mark and Kathy Sheeran

ED

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SUMNER
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2001

DEVELOPMENT

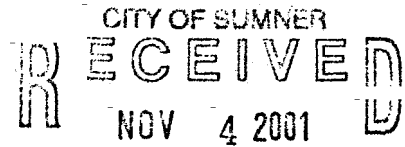
Kathy Sheeran DVM

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**McConkey Properties LLC
3006 Northup Way, Suite 101
Bellevue, WA 98004**

November 8, 2001

Mr. Ryan Windish
Senior Planner
City of Sumner
1104 Maple Street
Sumner, WA 98390-1432



RE: East Main Street Design Strategy

COMMUNITY DEVELOPMENT

Dear Mr. Windish,

It was a pleasure meeting with you to discuss the East Main Street Design Strategy plan, which is currently out for comment. The McConkey Family owns the half-acre site at the corner of East Main and Parker Road, currently occupied by Top Gun Muffler and Brake.

Figure 4 of the plan shows no curb cuts into our property. You assured me this will not be the case, and that the existing curb cut from Parker Road would remain. You also mentioned that the curb cut from our property to Main Street might be eliminated, or reduced to a right in, right out only.

Eliminating that Main Street curb cut is not acceptable. Most of Top Gun's customers enter from Main Street, and eliminating this curb cut could kill Top Gun Muffler and Brake, a respectable and clean independent business.

This business is its own lot, and not part of the larger shopping center. Because of the separate ownerships, we do not have cross easements or other parking and access agreements. The QFC entrance is narrow, often flooded, and inconvenient for Top Gun customers.

Although we support the vitalization of Sumner, and the plan in general, we will require that our curb cuts to Main Street and Parker Road remain intact.

Sincerely,

Fred McConkey

Fred McConkey



CITY HALL

1104 Maple Street • Sumner, Washington 98390-1423
 253.863.8300 • Fax: 253.863.2850 • www.ci.sumner.wa.us

PLANNING COMMISSION MAJORITY OPINION

MEETING DATE: April 4, 2002
 PROJECT NO.: PLN2002-00009
 PROJECT DESCRIPTION: East Main Street Design Strategy and Zoning Code Amendments
 PLANNING COMMISSION VOTE RESULTS:
 Matthew Richardson-Yes/No Tom Myers-Yes/No Tim Smith-Yes/No Terri Walker-Yes/No
 Keith Livingston-Yes/No Kandi Lovgren-Yes/No Brent Nalder-Yes/No

FINDINGS OF FACT:

The East Main Street Design Strategy is intended to provide a framework for the development of East Main Street that is pedestrian friendly, good for business, and maintains Sumner's small-town character.

2. Several public meetings and workshops were held on this proposal throughout the process from June 2001-January 2002.
3. The Sumner Planning Commission held a public hearing on this proposal on February 7, 2002 and a follow-up meeting on March 7, 2002.
4. The Sumner Planning Commission held a second public hearing on this proposal and amendments to the zoning code on April 4, 2002
5. A Determination of Non-significance as required by the State Environmental Policy Act was issued on this project on February 14, 2002.

ANALYSIS AND CONCLUSIONS:

The East Main Street Design Strategy provides a reasonable and appropriate strategy for creating a more pedestrian friendly environment, reducing traffic speeds, creating a better business environment, and shaping development that is consistent with the small town character of Sumner. The various elements of the plan including combined driveways, joint parking, reduced building setbacks from the street, on street parking, and widening and extending sidewalks. The

immediate, short-, medium-, and long-term recommendations of the Strategy should be implemented as recommended.

The Planning Commission has heard from the public at various public meetings, workshops, and has made significant changes to the Preferred Alternative in the Strategy that was presented at the beginning of the process in November 2001. The changes are based on public comments and the Commissions' ideas as to what is best for the community and consistent with the vision for this area.

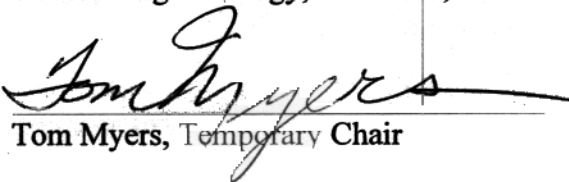
The following are elements of the Strategy that the Planning Commission requested be changed or included in the Strategy:

1. Elimination of Short Medians
2. Inclusion of on-street parking on one side of the street.
3. Allowance for Zero-lot line development on sideyards
4. Require maximum 5-foot front yard setback with exceptions to go to 25 feet.
5. Elimination of striped bike lanes.
6. Providing incentives for dedication of parking lots to the City

The rationale for the inclusion or exclusion of certain elements is discussed in the East Main Street Design Strategy.

RECOMMENDATION

The Planning Commission hereby recommends to the City Council approval of the East Main Street Design Strategy, March 29, 2002.



Tom Myers, Temporary Chair