



CITY OF  
**SUMNER**  
WASHINGTON

# COMPREHENSIVE PLAN 2015



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# **SUMNER COMPREHENSIVE PLAN**



City of Sumner

July 2015



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# **I. INTRODUCTION**

# I. INTRODUCTION

## GROWTH MANAGEMENT ACT

### City of Sumner Planning

A comprehensive plan serves as a community's constitution for development and the use of its land. It provides direction for the long-term as well as the short-term, and covers multiple subjects. It is a statement of policy identifying environmental, social, and economic desires, and its accompanying maps are a reflection of stated policies.

The City of Sumner was one of the earliest communities in the region to begin planning with its first Comprehensive Plan completed in 1960, referenced in Ordinance 676. The Plan was updated thoroughly in the 1980s. The City of Sumner completed the first Growth Management Act (GMA) compliant Comprehensive Plan in 1994 with a 10-year update in 2004, a major update in 2010, and a second 10-year update in 2015.

As needed, the City will consider amendments to the Plan annually in accordance with the GMA.

### Growth Management Act

Despite the planning efforts of many regional and local jurisdictions, western Washington began to grow rapidly in the 1970s and 1980s leading to additional population, sprawl, and increased traffic congestion. Growth also resulted in impacts to the natural environment and threatened the state's quality of life. To address the increasing concerns of citizens, the Washington State Legislature passed, and the Governor signed into law, the Growth Management Act (GMA) of 1990. Subsequent amendments to the Act have been made by the Legislature almost every year since.

The GMA requires urban counties and cities within the counties to do the following:

- Prepare Countywide planning policies. Each jurisdiction's comprehensive plan will be reviewed against the policies for consistency.
- Prepare multi-county planning policies which are required for two or more counties with a population of 450,000 or more, and with contiguous urban areas. This has culminated in the VISION 2040 plan prepared by the Puget Sound Regional Council (PSRC).
- Require coordination between counties and cities to define urban growth areas (i.e. the extent of urban development). Population is allocated among the urban growth areas (UGA) within the county. Each jurisdiction must plan appropriately in its UGA to accommodate the population growth expected.

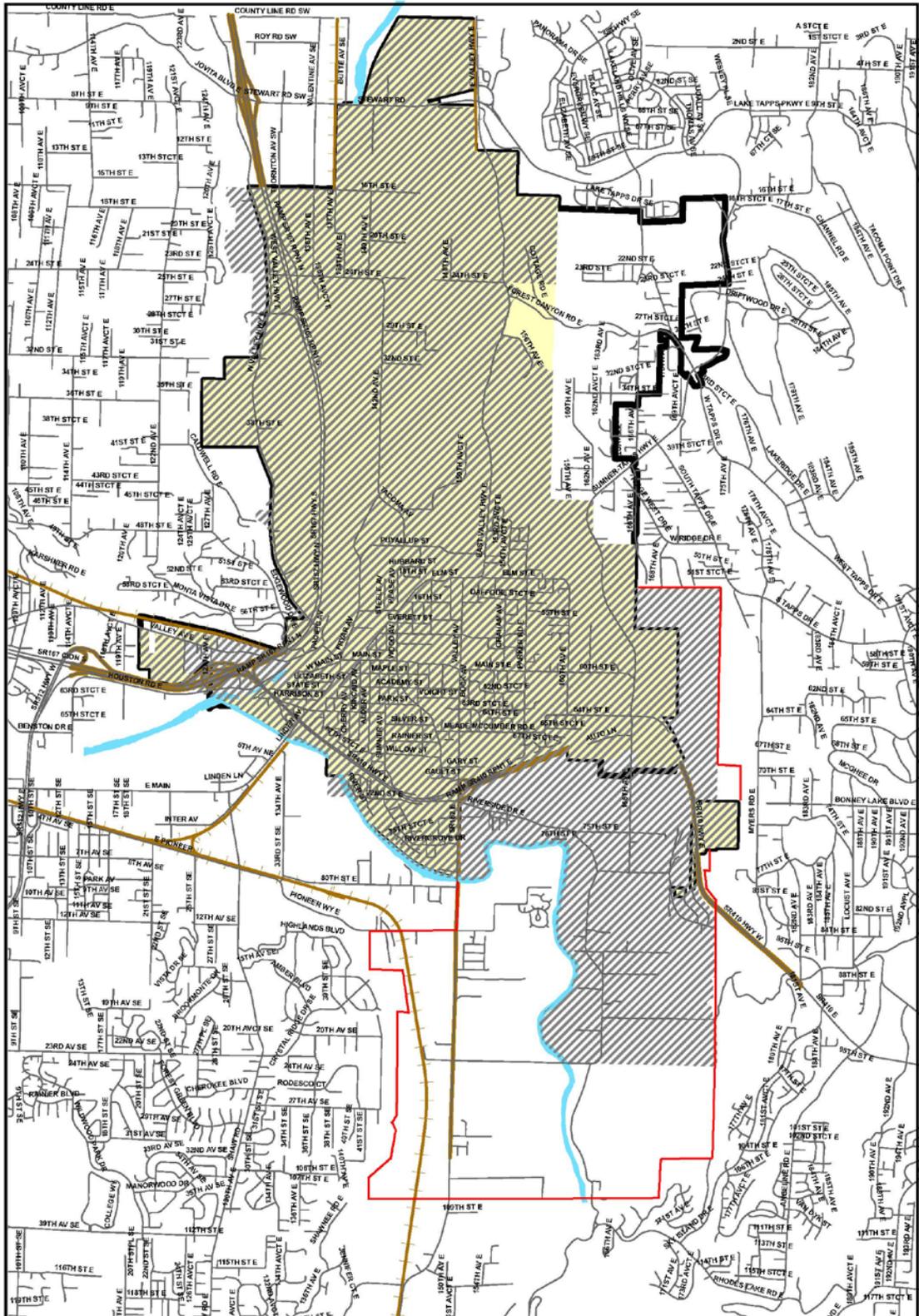


Figure 1 Planning & Service Area Map

Define critical areas and adopt regulations for critical areas such as wetlands, mineral resources, aquifer recharge areas, geologic hazard areas, etc. and require that future updates to the critical areas regulations be based on “best available science” and give special consideration to habitat for anadromous fisheries.



- Prepare a comprehensive plan which must include the following elements: Land Use, Housing, Transportation, Capital Facilities, and Utilities. As an option, the comprehensive plans may include elements for Conservation, Solar Energy, Recreation, and Sub-Area Plans. The elements must address State Planning Goals identified in the Growth Management Act and Countywide planning policies.
- Adopt regulations consistent with and implement the comprehensive plan (e.g. revise the zoning ordinance, subdivision ordinance, etc., or prepare new implementation mechanisms).

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

- 1994—Community Character Strategy
- 1996—Design and Development Guidelines
- 2001—East Sumner Neighborhood Plan
- 2002—East Main Street Design Strategy
- 2005—Town Center Plan

### **Coordination with State and Regional Goals and Policies**

#### **State Goals**

Section RCW 36.70A.020 of the Growth Management Act lists the 13 planning goals which are to guide the preparation of a community's comprehensive plan and development regulations. The goals address the following topics:

- Urban Growth
- Reduce Sprawl
- Transportation
- Housing
- Economic Development
- Property Rights

- Permits
- Natural Resource Industries
- Open Space and Recreation
- Environment
- Citizen Participation and Coordination
- Public Facilities and Services
- Historic Preservation
- Shoreline Master Program

Each comprehensive plan should consider and be consistent with the State goals. The state goals were reviewed by staff and decisionmakers as this Comprehensive Plan was prepared. The Draft EIS contains a policy analysis.

### **Multi-County Planning Policies (VISION 2040)**

Multi-county planning policies are required by RCW Section 36.70A.210 of the GMA for two or more counties with a population of 450,000 or more, and with contiguous urban areas. King, Pierce, and Snohomish Counties were required to adopt multi-county planning policies. Kitsap County chose to also participate in this effort.

VISION 2040 is a regional plan facilitated by the Puget Sound Regional Council (PSRC) and adopted by local governments in the four-county Puget Sound region (King, Kitsap, Pierce, and Snohomish Counties). The original regional plan, VISION 2020, was adopted as the Multi-County Planning policies in March 1993 and amended in 1995. In April 2008, following several years of public process, the Puget Sound Regional Council adopted VISION 2040 as an update to VISION 2020.

VISION 2040 includes framework policies, designation of urban growth areas, contiguous and orderly development (including “Regional Growth Centers” and “Manufacturing/Industrial Centers”), transportation facilities and strategies, regional capital facilities, inter-jurisdictional planning, economic development, affordable housing, and open space linkages, resource protection and critical areas. VISION 2040 and the Multi-County Planning Policies were reviewed by staff and decision makers as this Comprehensive Plan was developed and for all subsequent amendments and updates. Further, the Draft EIS, and supplemental EISs, contain a policy analysis.

One of the important functions of the PSRC is to certify jurisdictions’ Transportation Plans to ensure that they are consistent with the regional Transportation Plan and VISION 2040 and therefore eligible for federal funding.

### **Countywide Planning Policies for Pierce County**

In accordance with the Growth Management Act, Pierce County and the cities and towns located in the County prepared Countywide Planning Policies (CPPs). They were ratified and adopted by the local jurisdictions and Pierce County Council in 1992. The CWPPs were amended in 1996 to

incorporate elements that are consistent with VISION 2020, namely providing policies specifically addressing the achievement of compact urban development and concentrated growth in centers served by multi-modal transportation systems. The CPPs have been amended over the years to include, among other things, an update to the designation of “Urban Centers” and “Manufacturing/Industrial Centers”. The Countywide Planning Policies address required topics outlined in the Growth Management Act as well as optional topics considered important to the region. The eleven areas addressed include:

- Affordable Housing
- Agricultural Lands
- Economic Development and Employment
- Education
- Fiscal Impact
- Historic, Archaeological and Cultural Preservation
- Natural Resources, Open Space and Protection of Environmentally Sensitive Lands
- Siting of Public Capital Facilities of a Countywide or State-Wide Nature
- Transportation Facilities and Strategies
- Urban Growth Areas
- Amendments and Transition

The Countywide Planning Policies provide a framework for the preparation of local jurisdictions’ comprehensive plans. Since all jurisdictions must meet these policies, consistency between plans is more assured. The CPPs were reviewed as this Comprehensive Plan was originally prepared. Amendments and updates to the Comprehensive Plan have been reviewed for consistency with the CPPs.

The City of Sumner Comprehensive Plan promotes a sustainable growth pattern in support of VISION 2040 and Pierce County Countywide Planning Policies through its environmental policies promoting low impact development and critical areas protection, enhancement of parks and trails systems, multimodal travel and mixed use growth in the Town Center around the Sounder Station and in East Sumner along the East Main Street Corridor, fiscal and capital investment policies that promote growth concurrent with transportation, sewer and water infrastructure, compact residential neighborhoods in traditional grid patterns, and service as a regional family wage industrial hub for east Pierce County.

## **GMA COMPREHENSIVE PLAN HISTORY**

### **1994 Comprehensive Plan**

The Comprehensive Plan Advisory Committee was appointed by the Mayor in February 1992, consisting of 15 members, including 7 Planning Commissioners. Between February 1992 and October 1993 the Committee held over 40 public meetings, hearings, and workshops as they conducted visioning exercises, prepared a vision statement, determined urban growth boundary recommendations, prepared alternative plans, conducted environmental review, and lastly selected a preferred plan with accompanying goals, policies and objectives. Committee activities

were advertised through newspaper articles, display ads, legal ads, posted agendas/notices, bulk mailings, and letters sent to those on a mailing list. In addition to regular meetings, the Committee members and City staff participated in an outreach process by attending 14 meetings of community groups such as Rotary, Sumner Promotion, Sumner Senior Center, Sumner Historical Society, neighborhood community halls, as well as others, during the visioning process and alternative plan review process.

In addition to meetings by the Advisory Committee, the City Council held three public hearings to consider comments on the Comprehensive Plan. These hearings were held on November 8 and November 16, 1993, and March 23, 1994. They were advertised through mailings, legal ads, and display ads.

Public participation is documented under separate cover in the related plan documents.

The final adoption of the Comprehensive Plan occurred on April 4, 1994 via Ordinance No. 1625. Nearly annual amendments were approved for the Comprehensive Plan and are listed in the side bar above.

#### **2004 Comprehensive Plan Amendments (Shoreline Master Program)**

When the Shoreline Master Program was updated in 2004, the Comprehensive Plan was amended to include a Shoreline Master Program Element that contains the goals as presented in the Shoreline Master Program. The update to the Shoreline Master Program involved 13 public meetings and notice to all property owners along the rivers as well as notice in the newspaper and articles in the City newsletter. This amendment was outside the annual amendment process and is allowed per GMA. Ordinance No. 2091, July 25, 2004

#### **2004 Comprehensive Plan Update**

The City provided information to the public through public hearing notices in the newspaper, articles in the community bi-monthly newsletter, mailed notice and posting information on the City's website. There were a total of 9 location-specific Comprehensive Plan map amendment requests, as well as amendments to the East Sumner Neighborhood Plan area map designations and creation of a Town Center Plan. The 2004 Comprehensive Plan update involved the public in several ways and on two different "tracks". The most significant was the development of the Town Center Plan as part of this update. Public outreach included two public workshops one in July 2003 and one in September 2004; a focus group of consultants, business owners, residents and City representatives to discuss potential for downtown in December 2002; a housing charrette in January 2004 that included local stakeholders and developers and finally several public workshops with the community to finalize the recommendations in the Town Center Plan. The Economic Development element was also updated after a business survey, individual interviews with businesses, and a workshop in May 2004 asking for recommendations on how the City could assist businesses. Both the Planning Commission and the City Council held public hearings. The amendments were adopted on June 20, 2005 via Ordinance No. 2133 for the Comprehensive Plan in general, and Substitute Ordinance No. 2133A was adopted on December

5, 2005 to include the Town Center Plan.

### **Amendments to the 2004 Comprehensive Plan**

#### 2007 Amendments

Ordinance No. 2221, adopted July 16, 2007, amended the Comprehensive Plan Map and Zoning Map as it pertains to three separate proposals; 1) amended the map to show changes in ownership between private to public entities and where necessary changes in the zoning; 2) amended the urban growth boundary line to include parcels that are more than 50% within the urban growth area; and 3) redesignated/rezoned property in the vicinity the 700 Block of Cherry and Narrow Streets.

#### 2008 Amendments

Ordinance No. 2276, adopted December 1, 2008, amended the Comprehensive Plan Map and Zoning Map as it pertains to three separate proposals summarized as follows: 1) amended both maps such that 0.18 acres at 914 Meeker Street is redesignated/rezoned to Central Business District (CBD); 2) amended the Comprehensive Plan Map such that 90 acres in proximity of 14218 Stewart Road contains an Urban Village Overlay District; and 4) amended the Comprehensive Plan Map to add a Low Density Residential-3 designation on approximately 265 acres.

#### 2009 Amendments

Ordinance No. 2298, adopted December 7, 2009, amended the Comprehensive Plan policy and text to include those related to: Community Linkages and the Community Linkages Map; City Mission, Vision, and Values; Code Enforcement; Staff Qualifications and Training; Low Impact Development; and Historic Preservation.

Ordinance No. 2299, adopted October 5, 2009 amended the Comprehensive Plan policy and text to include a Manufacturing/Industrial Center (MIC) designation on generally all the industrially zoned land in the northern area of the City. This designation does not include any commercially zoned land but would increase in a limited way opportunity for commercial/retail and office development in the industrial zones. This MIC designation included areas within the City of Pacific and created opportunity for the MIC to become a Countywide center as well as a regional center. Being a regional MIC would allow access to more funding sources for transportation improvements.

#### 2010 Major Amendments-Update

Ordinance No. 2342, adopted November 15, 2010, amended the Comprehensive Plan policy and text and the Comprehensive Plan Land Use map to include amendments to the urban growth area that resulted in a net decrease of residential capacity. The urban growth area was expanded to the south by approximately 188 acres and reduced by approximately 250 acres on the east hill for a net reduction in the overall UGA area of 62 acres. A *Draft Supplemental Environmental Impact Statement (DSEIS)* and a *Final Supplemental Environmental Impact Statement (FSEIS)* were prepared for this major amendment.

These amendments also included a private proposal to amend the MIC designation in the vicinity of the old Fleischmann Yeast Plant and was denied. The Fleischmann Industrial Park, LLC appealed the City's decision to the Growth Management Hearings Board and the Board ruled that the City had complied with GMA but not the procedural requirements of the State Environmental Policy Act and ordered the City to prepare further environmental review specific to the Fleischmann Industrial Park, LLC proposal for amending the MIC. The City completed a Supplemental EIS and on April 16, 2012 the City Council adopted the Supplemental EIS, but continued to deny the MIC amendment request. Minor clarifying amendments that had been in the original ordinance were retained.

In 2011 the City applied to Pierce County for an amendment to the urban growth area consistent with the 2010 amendments to the City's Comprehensive Plan. The amendment was approved by the Pierce County Council on October 25, 2011 and subsequently appealed to the Growth Management Hearings Board and denied.

#### 2013 Amendments

Ordinance No. 2494, adopted September 15, 2014, amended the Comprehensive Plan as it related to the surplus of the city-owned Sumner Meadows Golf Course and subsequent sale. The amendments redesignated approximately 154 acres from a Private-Public Utility-Facilities designation to M-1 Light Manufacturing along with re-designating additional commercial and high density residential zoning in the immediate vicinity. Additional policy amendments were made to reflect that the golf course was no longer operating and available as park and open space. *A Draft Supplemental Environmental Impact Statement (DSEIS) and a Final Supplemental Environmental Impact Statement (FSEIS) were prepared for this annual amendment.*

#### 2015 10-year Update

In 2015 the City underwent a major 10-year update to the Comprehensive Plan as mandated by GMA. The Update included adopting updates to the East Sumner Neighborhood plan, adopting and updated Transportation Plan and Capital Facilities Plan, six Comprehensive Plan Map amendments including rezoning Agricultural lands to Residential Protection along with numerous minor text amendments. The Amendments were adopted on July 27, 2015, Ordinance No. 2530.

## PLAN DOCUMENTS

The State Environmental Policy Act (SEPA) (RCW 43.21C) requires government officials to consider the environmental consequences of actions they are about to take and seek better or less damaging ways to accomplish those proposed actions. They must consider whether the proposed action will have a probable, significant, adverse environmental impact on the following elements of the natural and built environment: earth, air, water, plants and animals, energy and natural resources, environmental health, land and shoreline use, transportation, and public services and utilities.

The Growth Management Act (GMA) requires preparation of a Comprehensive Plan addressing several elements including Land Use, Housing, Transportation, Utilities, Capital Facilities, Economic Development, and Parks and Recreation.

SEPA and GMA requirements are similar in many ways. Integration of SEPA with GMA eliminates duplication of effort and assures consistency between SEPA and GMA requirements.

As adopted by Ordinance No. 2530, the Sumner Comprehensive Plan consists of this Comprehensive Plan document and the Draft and Final Supplemental EIS as described below:

- Sumner Comprehensive Plan Update, Draft Environmental Impact Statement

In compliance with the State Environmental Policy Act, the Draft EIS analyzes twenty-six different environmental topics comparing the impacts of their plan alternatives: the Existing Comprehensive Plan (No Action Alternative) and two Proposed Action Alternatives. Since many requirements for SEPA analysis are similar to the analysis required by the Growth Management Act for plan elements, the Draft EIS was prepared in a manner to combine documentation as allowed in WAC 197-11-210 through 238 and 197-11-640. The background information to support the Plan Elements - as required by the Growth Management Act - is provided in this document. Many of the proposed mitigation measures have been incorporated as goals, policies, and objectives in this Comprehensive Plan.

- Sumner Comprehensive Plan Update, Final Environmental Impact Statement.

The Final EIS analyzes the Preferred Alternative Sumner Comprehensive Plan. It provides an updated project description of the Preferred Alternative, supplements the Draft EIS analysis, and responds to comments received on the Draft EIS. It also documents how the Preferred Alternative incorporates many of the Draft EIS mitigation measures. With the provisions of Ordinance No. 2530, the City Council adopted the Preferred Plan as the Comprehensive Plan.

- East Sumner Neighborhood Plan, 2015.

The plan was adopted as part of the overall 2015 Update and amends the 2001 Plan and addresses major changes to the area including the construction of a YMCA recreation center that will serve the region. The Plan includes building 62nd St. E from 160th Ave E to Sumner Tapps Hwy; off-site wetland mitigation bank; addressing stormwater needs; rezoning to encourage more intense commercial or mixed-use development and improving pedestrians and bicycling connections. The plan also included adoption of a planned action ordinance to further expedite environmental review and encourage development.

## RELATED DOCUMENTS

Sumner's 2015 Comprehensive Plan Update process is documented in several texts:

- Community Survey Report.  
This report is a compilation and summary of a Community survey that was conducted in December 2014. The purpose of the Survey was to assess quality of life, perceptions of community services, and economic and business related information.

The following documents support the Comprehensive Plan and should be consulted for more detailed information on strategies, planned facilities, financing, etc.:

- Sumner Parks and Open Space Plan. This plan, adopted April 4, 1994, and amended in 2001 presents the recommendations of the Sumner Parks Board. The plan includes an inventory of parks and facilities, recommended levels of service, open space programs, proposed park improvements, funding, a 20-year facility plan and a detailed 6-year capital improvement program, and goals, policies and objectives which have been incorporated in this Comprehensive Plan. The plan will undergo a significant update in 2015-2016 addressing, among other things, the fact the City has surplus the Sumner Meadows Golf Course.
- Community Character Strategy. Prepared by A. Nelessen Associates, Inc. for the City of Sumner in May 1993, and amended and adopted on April 4, 1994. This Strategy documents the findings of the Community Character Workshops, and uses ideas from the workshops on how to maintain and improve Sumner's character. Recommendations and implementation strategies are provided for Downtown, East Main Street, the Eastside Urban Village, West Sumner, various districts and neighborhoods, and Employment Centers. The document also establishes a basis for a community linkage network between the various parts of the community. The Community Character Element chapter of this Comprehensive Plan is based upon this referenced document, and utilizes many of the Community Design Principles and Implementation Strategies.
- Sumner Comprehensive Transportation Plan, 2015. Prepared by the Transpo Group, Inc.

for the City of Sumner the plan addresses existing traffic conditions, future traffic conditions, and proposes a package of network improvements as well as goals, policies, objectives, and level of service standards for a variety of transportation modes. The plan also contains an analysis for transportation impact fees. The study area includes the City limits as well as a larger analysis area where development may impact the Sumner transportation system. Refer to the Transportation Element for the goals, policies, and objectives.

- Water System Plan, 2009. Prepared by Parametrix for City of Sumner, the Water System Plan details current water system facilities, water supply, water storage, water quality, and other issues for the City and future service area. A list of proposed capital facilities and funding mechanisms are included.
- Stormwater Comprehensive Plan, 2011. Prepared by Parametrix for the City of Sumner this plan describes existing drainage facilities, deficiencies, water quality, proposed plan improvements, and funding mechanisms for the City and future service area and addresses NPDES requirements.
- Sewer Collection System Comprehensive Plan, 2000. Prepared by Parametrix for the City of Sumner the plan describes existing sewer facilities, deficiencies, proposed plan improvements, and funding mechanisms for the City and future service area. The plan also discusses the wastewater treatment plant and contractual arrangement with the City of Bonney Lake regarding capacity.
- Critical Areas Ordinance and Best Available Science Report, 2015. Prepared by Grette and Associates, the report documents that the critical areas regulations is based on the best science of the day and conforms to the Growth Management Act. The regulations apply to the City of Sumner City limits.
- Sumner Shoreline Master Program, 2014. This document was updated and approved by the Department of Ecology 2014. Its purpose is to protect the shoreline and increase public access. The plan includes five shoreline designations (urban, shoreline residential, urban conservancy, natural and aquatic) along the Puyallup and White Rivers and policy and development standards for each category.
- School District Capital Facilities Plans, 2015. Both the Sumner and Dieringer School Districts have adopted respective capital facilities plans that contain projected student population, demand for new facilities and costs over the next 20 years. These plans also provide the background documentation for the school impact fees adopted by the City of Sumner.

## **IMPLEMENTING PLANS AND STRATEGIES**

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

- Sumner Urban Design Concept Plan, 1995. Prepared by Dennis Tate Associates and Kasprisin Pettinari Design, July 1995. It ensures a unified approach to community development to reinforce Sumner's small town character and addresses City gateways, pedestrian linkages, building scale and character, signage, and streetscape.
- Urban Forestry Strategy, 1996. The City's Forestry Commission, this Strategy is intended to guide the community's investment in trees on public and private property for the subsequent 5 years. The Strategy inventories the state of the City's urban forest and proposes numerous projects to implement the policies of the Comprehensive Plan. The Strategy was adopted in February 1996 by Resolution No. 912.
- Cemetery Master Plan. Prepared by the Community Development Department, the Cemetery Advisory Committee, and the consulting firm of WCA Northwest, this Master Plan outlines the policies for operation and capital improvements to the City's cemetery. The Plan was adopted November 3, 1997 by Resolution No. 968. The Cemetery Plan is being updated in 2015.
- Sumner Trail Master Plan, 2008. This Plan provides the location, standards, and cost estimates for the trail system which extends from the King County Inter-urban Trail in the City of Algona to the Pierce County Foothills Trail in the City of Puyallup. The plan was adopted June 2, 2008 by Sumner Resolution No. 1240.
- Sumner Capital Facilities Plan, 2015. Prepared by the Community Development Department, with approval by the Planning Commission and City Council, this document provides an inventory of existing capital facilities; establishes the level of service for transportation, water, sewer, storm sewer, parks, police, fire, schools, and general government facilities; analyzes them for deficiencies; and sets forth a 6-year financial plan for funding any improvements. A capital facilities plan is a required element of the Growth Management Act and was adopted with the 2015 Comprehensive Plan Update.
- East Main Street Design Strategy, 2002. The design strategy was originally adopted on May 16, 2002 (Ordinance No. 2056) and is intended to provide a framework for converting the section of Main Street from Valley Avenue to 160<sup>th</sup> Street East from a largely automobile oriented landscape to a more walking friendly environment. The strategy was implemented in the zoning ordinance and will result in wider sidewalks, connected parking, reduced driveways and buildings closer to the street.
- Town Center Plan, 2005. Completed in cooperation with the City of Sumner and Sound Transit with assistance from consultant team Jones & Stokes, LMN Architects, Property Counselors, Leland Consulting Group, and Foster Pepper & Schefelman, PLLC. This document provides the policy and housing analysis for revitalizing the downtown core and encouraging development of more housing to serve local businesses and utilize the Sounder station. It was reviewed concurrently with the 2004 Comprehensive Plan Update and the associated EIS.

- Design and Development Guidelines, 2008. The design guidelines supplement the zoning code and provide a greater level of detail regarding landscaping, building and architectural treatments and pedestrian friendly amenities. The design guidelines were originally adopted in 1996 and underwent a major rewrite in 2008 and were adopted by the City Council on October 6, 2008 per Ordinance No. 2270.

## **PLAN BOUNDARIES**

The adopted Pierce County Comprehensive Plan, November 1994, which took effect January 1, 1995, establishes two types of boundaries: the Comprehensive Urban Growth Boundary (CUGA) and Urban Service Areas (USAs). The Comprehensive Urban Growth Boundary is Pierce County's 20-year Urban Growth Boundary for unincorporated Pierce County and for the cities and towns within the CUGA, which includes the cities of Edgewood, Fife, Fircrest, Lakewood, Milton, Puyallup, Ruston, Steilacoom, Sumner, Tacoma and University Place.

USA's are located within the CUGA as being those areas proposed by the cities where urban growth and urban services will occur. USA's do not extend beyond the CUGA.

Refer to Figure 3 regarding the location of the City's Urban Growth/Urban Service Area. In addition, the City identifies the area south of SR-410 and east of SR-162 be considered a joint planning area with Pierce County, although not included in Sumner's future urban service area. Also, negotiations with the City of Pacific include commitments to ongoing joint planning as it relates to the Sumner-Pacific Manufacturing/Industrial Center.

## **DEFINITIONS**

This section describes the definitions of key words, the document format, and interpretation of the text.

### **Goal**

A goal is a broad statement of what ought to exist in a community or what is desired to be achieved in the future, usually determined through a citizen involvement process. (Washington State Planning and Community Affairs Agency, The Language of Planning: A Glossary of Selected Land Use Planning and Zoning Words and Phrases, 1981)

## **Policy**

A policy is a more specific statement than a goal which describes a particular course of action to accomplish the purposes of the comprehensive plan. Policies represent the will of the people translated into decision oriented statements which are continuously available to the legislative body while evaluating a new project or proposed change in ordinance. (Washington State Planning and Community Affairs Agency, The Language of Planning: A Glossary of Selected Land Use Planning and Zoning Words and Phrases, 1981)

## **Objective**

An objective is something toward which effort is directed: an aim or end of action. (Merriam-Webster, Webster's Ninth New Collegiate Dictionary, 1986.

## **Format of Sumner elements**

The text in the Comprehensive Plan Update includes:

- *Goals which are highlighted in a bold cursive font;*
- Policies with a related numbering system to the goals they support (e.g. # 1.1); and
- Objectives which indicate quantified targets or specific actions with a related numbering system to the policies they implement (e.g. # 1.1.1).

## **Interpretation**

The words and terms used in the Sumner Comprehensive Plan Update are defined as set forth in the Growth Management Act, Procedural Criteria, Countywide Planning Policies, and other Sumner plans and ordinances. Where terms are not defined in such documents, words and terms shall be given their plain and ordinary meanings.

It is understood that the City of Sumner is responsible for implementing the goals, policies, and objectives of this plan, unless otherwise stated. There is no prioritization of the goals, policies, and objectives; decisions based on the Plan will have to balance the applicable goals, policies, and objectives and apply whatever weighting that may be appropriate.

The timing of implementation and the amount of resources devoted to the goals, policies, and objectives shall be determined by the City Council through the budget and resource allocation process over the 20-year horizon of the Plan.

The Plan has been prepared with the understanding that it will be amended as needed in the future.

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## **II. VISION STATEMENT**

## **II. VISION STATEMENT**

“The City of Sumner will set the standard of excellence for a progressive small city.”

### **SUMNER: THE VISION**

Today, Sumner is bound together by its community pride, respect for neighbors, agricultural and small town heritage, and support for small businesses as well as industry, and concern for the environment. We recognize that there are community needs -- the improvement of the Downtown business area, repair of streets and sidewalks, management of traffic, along with adequate public services and parks. Our vision for the coming decades enhances our positive community ties, quality of life, and addresses community needs. We share and support this vision for the year In 2035.

### **THE COMMITMENT**

In 2035 Sumner shows strongly its unique "small town" characteristics and appeal even in the face of a changing world. Through ongoing cooperation and communication between citizens, business, industry, schools, and local government, an environment exists which reflects the community's pride in itself. This environment embodies our agricultural heritage, our desire for open space, our promotion of quality education, our community interaction, and our readiness for the future.

In order to maintain this environment our community upholds responsible commitments in planning for sustainability with our physical layout, the character of our residential districts, our growth patterns, the maintenance of our parks and recreational commitments, our continued economic development, and responsible governance.

### **COMMUNITY LAYOUT**

In 2035, the streets of Sumner are primarily a gridded layout of surfaced streets with curbs, gutters, and sidewalks, and with handicap access. The City promotes alleys through development incentives, and the most garages are entered from them, making the sidewalks straight, flat and in good repair. The yards are well kept, many with various trees. Scenic views are maintained where possible. As a result of the Clean Air Act, many properties have a crystal clear view of Mt. Rainier.

It is easy to see that the owners of the homes and business buildings as well, take great pride in their possessions as well as pride in the community as a whole. Buildings and property are maintained and in good repair, designed to encourage walking and community interaction and exemplifies our small town character and promotes mental and physical wellbeing.

Pride in the community goes beyond the homes in the residential section, beyond the commercial section, beyond the industrial section, in fact much of the source of pride is in the ground where, due to the foresight of the City Council, administrators, and leading citizens, Sumner has developed and maintained an adequate water system and tertiary sewage treatment facility. An adequate storm water system has been completed. Utilities have been and are encouraged to place as many of their systems as is practical underground. Sumner strives to be innovative in the approach to sustainable and environmentally responsible practices. Streets are maintained, clean

and have been improved to accommodate growth demands so that residents have adequate sidewalks and reduced congestion. Major streets in town are designed for vehicles, pedestrians, bicycles and transit.

Sumner remains "quiet" with a small town atmosphere, by building an extension of 24<sup>th</sup> Street to East Valley Highway and to the north, working with WSDOT to complete improvements to the interchanges on SR410, and reducing commuter traffic through town. Sumner is unique in that most of the traffic on the streets is local and very few of the cars or trucks pass through. Traffic calming and other measures have been taken to reduce speeds, making streets safer for pedestrians and bicyclists.

Where appropriate, Sumner has maintained the separation of incompatible uses by using and strengthening the "Comprehensive Land Use Plan and Zoning Code". Where compatible, there are areas of "mixed-use", predominately around the train station, where a mix of housing and businesses creates a vibrant and diverse living environment. Sumner has found a balance between parking for riders in and outside the City to gain access to a regional transit system while maintaining the City's small town atmosphere and character.

New parks, recreational areas, greenbelts, and buffers have been added to the landscape of the City to define the various districts as well as provide open space and recreational opportunities within walking distance of all neighborhoods.

Sumner neighborhoods are linked by a network of sidewalks, trails, bicycle routes and a small-scale inter-city transit system.

### **RESIDENTIAL CHARACTER**

In 2035, Sumner's housing is predominately owner-occupied, and the community enjoys the benefits of the pride of ownership. Primarily, residential development includes single-family and owner-occupied, attached multi-family housing. A diversity of housing styles and types is maintained and adds to the community's character and creates housing opportunities for all of life's stages. Many homes include porches or other amenities where families and neighbors interact. Multi-family housing that is leased is well managed and maintained through voluntary programs and partnerships and proper and timely enforcement of nuisance codes.

In 2035, Sumner continues to be a place where we and our children can afford to live and work. The improvements envisioned in this statement shall not be allowed to create an upscale community that is beyond the financial resources of our people.<sup>1</sup> To that end, we are willing to see lot sizes decrease, if that becomes necessary, to make lots, houses, and accompanying utilities affordable to our growing population. City plans support a diversity of lot sizes and variety of housing types to meet the varied needs and lifestyles found in Sumner.

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<sup>1</sup>City monthly operating expenses, and, therefore, individual taxes shall not increase to the point that living in Sumner is beyond the financial resources of our people. However, because there is not always a direct relationship between cost and quality, we realize that if the market determines that homes and other real estate is worth more in Sumner than other areas, we cannot control this factor. But we can control our homeowners' costs for City government expenses.

A higher density of housing that is typically owner-occupied and keeps with the overall small town character of Sumner is concentrated in the downtown where it is in easy walking distance of downtown services and the train station.

### **GROWTH**

Sumner is the envy of many of our neighboring cities in the year 2035 as they see the results of many years of planning and a good common sense approach to enforcement of zoning and environmental laws.

By listening to the people of the community, then passing and enforcing laws they desired, and providing incentives, Sumner has been able to encourage and promote the development of "vacant areas" in the downtown where public utilities and services were available before allowing growth to stretch out and create sprawl. Infill is the rule, as far as practical, within the limits of our growth area.

Infill, clustering, and other types of techniques assist the community in protecting valuable natural resources such as farmland, minerals, rivers, streams, wetlands, groundwater, unstable hillsides, and yet allow sensitive, sustainable development. As appropriate to a site's constraints, lower density development is promoted in environmentally sensitive areas. However, Sumner continues to recognize the long-term needs of the City may necessitate further growth to the south.

While agriculture is no longer one of the "main stays" of the area, ordinances which promote the "right-to-farm" have allowed some agriculture to still exist.

Along with desires to conserve or protect valuable resources and sensitive areas, City plans and ordinances ensure protection of property rights. Fair compensation practices are in place to compensate owners if property rights are taken for public use. Innovative programs are utilized such as transfer of development rights programs, and onsite clustering of development rights.

Through adequate planning for both jobs and housing, we strive to have a large portion of the work force living in the City and using something other than automobiles for transportation. There are numerous options for commuters which use rail, buses, bicycles, and other choices to travel back and forth from work and shopping.

### **PARKS, RECREATION AND OPEN SPACE**

In 2035, Sumner's park system is a unification of a major sports complex, community parks, and neighborhood parks situated in the various sectors of the City. Each residential area has access to neighborhood parks which become focal points for interaction. Residents and businesses alike enjoy active recreational facilities and programs including baseball, soccer, tennis, or others. Picnic areas, arenas and other amenities allow opportunities for concerts and community gatherings. Sumner's recreational facilities are linked by a network of sidewalks and trails along the Puyallup and White Rivers and other areas of town.

The trail system provides recreational pleasure for non-motorized cyclists, walkers, and joggers as well as aesthetic enjoyment of our natural resources and provides options for exercise and healthy living. Trails separate development from riparian buffers and assist in the preservation of

our natural resources. The City has reserved lands in a natural state along rivers and wetlands for passive enjoyment and to benefit fish and wildlife and biodiversity.

Sumner's park and recreational system is designed for the benefit of all ages, including persons with physical limitations. The safety of adults and children is considered in the design, maintenance and management of system parks and recreational areas. Maintenance of the parks and trails is a cooperative effort of the City and community. Volunteer assistance by citizens, local organizations, and Adopt-a-Stream/Parks programs assist with the upkeep and enhancement of facilities, as well as promote community pride. Maintenance of existing recreational facilities is a priority ahead of the development of new facilities. Land is acquired as needed for future park needs.

### **HISTORY AND CULTURE**

The arts are used to express the history, heritage, and uniqueness of Sumner. Art is incorporated into the community through design and features of public spaces, entrance ways, concerts, events, murals, and sculptures. Preservation of historical and cultural landmarks helps sustain our City's heritage. Historical, cultural, and educational features are linked to our recreation system, and throughout downtown such as the revival of a bandstand/gazebo in Heritage Park, restored murals, and events. The Historical Society finds support from a community aware of Sumner's history and heritage. History and heritage is also maintained through established landmark and historic programs that preserve the character of the buildings in the downtown. The City will have an active Historic Preservation Board and incentives that promote the preservation of the historic downtown as the heart of and collective memory of the community.

The City in partnership with the downtown association and others will promote events such as parades and festivals that strengthen the sense of community and place that is Sumner.

### **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 manufacturing and industrial center of regional significance. 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.

### **GOVERNANCE**

In 2035, all residences and businesses are served by full City services including water, sewer, storm drainage, fire protection, emergency medical care, police protection and others. Sumner is a community which takes financial responsibility for its needs. New development contributes its fair share towards improvements in proportion to its impacts on the community.

Local government, the school district, and private schools work together in the planning process for quality education. Good leadership and educational programs are supported. A primary focal point of the community are the local schools. The community supports integrated educational, recreational, and cultural activities at the performing arts center, stadium, gymnasium, sports complex, and other places. The school system serves Sumner and Bonney Lake and these communities are able to partner and combine resources to the benefit of the entire school district and all students regardless of City boundaries.

The City continues to work actively to address emerging issues related to land use, the environment, economic and business development, energy needs and engage the public to provide guidance for these decisions.

Communication between citizens, businesses, industry, and government enables responsive, effective, thoughtful, and fair governance. Town hall meetings provide a forum for community issues to be discussed in a relaxed setting. Sumner University and other formats are utilized to educate the citizens about their community and government. The City's website is used to communicate to the public and is a major resource for quick and reliable information and the strategic use of social media. A local newspaper keeps local citizens and businesses informed and is part of an increased effort at communication. Our cooperative spirit maintains our community pride, builds community ties, and ensures our readiness for the future.

[Ordinance No. 2530, Exhibit A. Adopted: July 27, 2015]

### **III. VALUES**

### III. VALUES

The Sumner Vision Statement and the continuing public participation process have elicited community values that provide a framework for the Sumner Comprehensive Plan. These values are people, environment, security, community, economy, good government, foresight, stewardship and education.

#### ◆ The Values

##### **People**

*The City of Sumner is made up of many diverse and valuable people from our society. All are recognized as vital to the future of the City and to the quality of life we strive to achieve. Residents, property owners, business owners and operators, industry, people who work here, people who play and shop here, children, senior citizens; all are vital to our collective future.*

##### **Environment**

*The people of Sumner respect the environment in which we live and strive to reduce the impacts our activities have on the environment. We strive to protect the environment and replenish what we must take from it. We recognize the biologically rich and diverse area adjacent to the White River as a unique and special place and strive to protect and restore these areas to maintain and increase biodiversity. We recognize the benefits and importance of a healthy and functioning natural environment to the continued prosperity and quality of life in the city and region. We examine our daily activities to determine how we can do things differently to reduce our use of the earth's resources. We look at the long-term effects of our activities, and we strive to mitigate those effects. We are proactive about taking steps to improve the environment. We use our resources whenever possible to educate our children and our adults about the environment.*

##### **Security**

*Our security not only comes from our continuing investment in the public safety services available through the City government, but it comes from ourselves. Through education, our children know the importance of avoiding drugs and gangs. Our schools, parks, families and community offer constructive alternatives for young and old alike. Our neighbors are our greatest source of security. We keep our eyes and ears open and we design places where we can be secure. Our security includes preparation for all types of emergencies. We will be ready when they happen.*

##### **Community**

*Our sense of community is our greatest strength. Our understanding and respect for each other, our commonalities, and our diversity make our community stronger and better able to handle the tough challenges we face. Our sense of community brings together the places we work, live, play, learn, worship and govern to create the true "City of Sumner."*

##### **Economy**

*The people of Sumner support a strong and diverse economy. As such, a variety of industrial, business and employment opportunities are supported within the City. Large employers are encouraged, and the services they require are provided. Similarly, small business is fostered and opportunities for entrepreneurship and innovation are created. A strong economy provides*

*opportunity for our residents, tax base to support our services, employment for the region, security for our people and balance to our community. Our economy respects our values and does not overwhelm us.*

### **Good Government**

*We value the role of government in our society. We understand and appreciate its responsibilities and work with its limitations. Communication between government and the people exists in all forums. Government is 'by the people', invites the people to actively participate, and seeks innovation to solve complex problems. The people take the time to participate responsibly and address issues. City resources support participation and encourage citizen boards and commissions, public notice and information, and volunteerism.*

### **Foresight**

*The City plans ahead for its future. Through comprehensive planning, utility and infrastructure planning, coordination with neighboring jurisdictions, and capital facilities programs, the City is able to ensure it has the resources for future needs. The City uses this foresight to maintain its vision of the future. We communicate regularly and determine if we are achieving the vision we desire.*

### **Stewardship**

*The settlers of the Sumner valley left us with many beautiful and valuable resources. The rivers, streams, open spaces, historic buildings, parks, hillsides, watersheds, and downtown are all vital to our community. We use our skills, resources, and determination to preserve these as best we can as stewards for the future.*

### **Education**

*Our public school system is at the center of our community. It is a source of pride and provides identity for our City, education to our young people, resources for our citizens, and a future for all. We strive for our own broad educational system open to everyone.*

[Ordinance No. 2530, Adopted: July 27, 2015]



## **IV. ELEMENTS**

# LAND USE ELEMENT

## BACKGROUND

The Land Use Element plays the central role of correlating land use issues. Its goals, policies, and objectives relate directly to the other elements of the Sumner Comprehensive Plan particularly the Community Character Element, Capital Facilities and Public Services Element, and Transportation Element.

The Land Use Element is divided into sub-elements due to the variety and complexity of issues. The section addresses:

- Land Use
- Historic and Cultural Resources
- Essential Public Capital Facilities
- Commuter Rail/Regional Transit
- Permit Process
- Plan Monitoring and Amendment
- Governance

## LAND USE SUB-ELEMENT

### INTRODUCTION

The Land Use Sub-Element provides direction on land use patterns, compatibility, and orderly development. The potential for rapid development and incompatibilities can be minimized through the coordination with infrastructure plans and through site and building design and buffering techniques. The Comprehensive Plan Land Use Map (Figure 3), category descriptions, and statistics are found following the goals, policies, and objectives provided below.

### GOALS, POLICIES, AND OBJECTIVES

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.
- 1.15 In coordination with Pierce County and other jurisdictions designate the Town Center Plan area as a “center of local importance” as it relates to transportation funding.

## HISTORIC AND CULTURAL RESOURCES SUB-ELEMENT

### INTRODUCTION

Sumner's beginnings and cultural features provide a source of pride for the community and a context for understanding Sumner today. As described in the Draft Environmental Impact Statement, although local Native American tribes were prevalent prior to American settlers, few archaeological resources have been found due to the lack of surveys. Several historic buildings have been surveyed and placed on the National Register of Historic Buildings. Without adequate planning and controls, development has the potential to disturb cultural resources. In 2008, the City adopted the historic preservation ordinance that provides the ability for property owners to voluntarily place their properties on the Sumner Historic Register.

### GOALS, POLICIES, AND OBJECTIVES

1. *Identify, preserve, and enhance the historic and prehistoric cultural resources of Sumner.*
  - 1.1 Coordinate with local tribes and the State Department of Archaeology and Historic Preservation to conduct a general survey of the City limits and Planning Area to identify potential archaeological sites.
  - 1.2 Through the environmental review process, consider potential impacts to archaeological resources.
  - 1.3 Work with the Sumner Historical Society and other community groups to promote historic and cultural education and recognition.
    - 1.3.1 Continue to support the Sumner Historical Society by providing the use of the Ryan House.
    - 1.3.2 Encourage local activities which promote the community's history.
  - 1.4 Coordinate with community organizations, property owners and local citizens to protect, acquire, and/or restore key historic properties.
    - 1.4.1 Promote the preservation of significant lands, historic sites and structures, and historic trees through a combination of techniques such as landmark and local government historic preservation programs.
    - 1.4.2 Implement design guidelines to protect and promote the historic and community character of Sumner.
    - 1.4.3 Maintain a historic preservation program that creates a local historic preservation commission and pursue designation as a Certified Local Government.

- 1.4.4 Maintain a local register of historic places.
  - 1.4.5 Nominate properties listing in the Washington State and National Register of Historic Places.
  - 1.5 Actively seek state and federal grants and other funding sources to implement the historic preservation program such as: developing a local historic preservation plan; conducting surveys of cultural resources; preparing nomination documents for Washington State and National Historic Places Registers; performing public education activities including presentations to citizens, articles in the city newsletter, school presentations, and booths at city events festivals.
  - 1.6 Analyze and consider a historic overlay zone in the Central Business District as a tool for preserving the character of Main Street.
  - 1.7 Maintain a voluntary nomination program for single-family residential properties.
2. *Enhance and improve the cultural arts environment.*
- 2.1 Work with other organizations to promote visual, literary, and cultural arts and events in the community.
  - 2.2 Maintain a cultural arts strategy to implement the goals of this Plan.
  - 2.3 Maintain an Arts Commission for the promotion of cultural arts through partnering with other organizations, businesses, and supporters.
3. *Recognize the heart and historic meaning of Downtown.*
- 3.1 Ensure Downtown’s historic character is retained as new businesses and buildings are established, such as through design standards, landmark ordinances, or other means.
  - 3.2 Enliven and refresh Downtown by allowing adaptive reuse of buildings and new construction that respects the district character.
  - 3.3 Improve the Ryan House and public access.
  - 3.4 Provide access to historic documentation to land owners, citizens, and others.
  - 3.5 Develop a walking tour that highlights public art, architecture, history, trees, and other icons.

## ESSENTIAL PUBLIC CAPITAL FACILITIES SUB-ELEMENT

### INTRODUCTION

The State Growth Management Act requires that local government comprehensive plans include a process for identifying and siting of essential public facilities. Essential public facilities are typically difficult to site and include, but are not limited to, airports, state educational facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, in-patient facilities including substance abuse facilities, mental health facilities and group homes [RCW 36.70A.200(1)]. No local comprehensive plan or development regulation may preclude the siting of essential public facilities [RCW 36.70A.200 (2)].

### GOALS, POLICIES, AND OBJECTIVES

1. *Allow for the appropriate siting of essential public capital facilities of a State-wide or Countywide nature.*
  - 1.1 Identify essential public facilities based upon the Growth Management Act, State Office of Financial Management list of essential public facilities required or likely to be built, Countywide Planning Policies for Pierce County, and any City lists which may be developed.
  - 1.2 Siting proposals in the Sumner Planning Area shall be made in accordance with the following:
    - The State, regional, or local agency shall provide a justifiable need for the public facility and for its location in the Sumner Planning Area or adjacent areas based upon forecasted needs and a logical service area;
    - The State, regional, or local agency shall establish a public process by which the residents of the County and "host" municipalities have a reasonable opportunity to participate in the site selection process.
  - 1.3 Through the Land Use Plan identify publicly owned lands and quasi-public uses.
  - 1.4 Promote facility siting consistent with the Sumner Comprehensive Plan elements, capital facility plans, and implementing ordinances.
  - 1.5 Through the zoning ordinance or other implementing ordinances, prepare siting criteria for essential public facilities which are difficult to site.
    - 1.5.1 The criteria shall address:
      - Specific facility requirements
      - Impacts of the facility

- Effects on urban growth area designations
  - Other standards and criteria as outlined in the Countywide Planning Policies and other locally defined plans and ordinances.
- 1.5.2 The criteria shall allow for a cooperative inter-jurisdictional approach to the siting of essential public facilities in accordance with the Countywide Planning Policies for Pierce County. Joint planning agreements shall be sought where appropriate. Through joint planning or interlocal agreements, the City shall seek to mitigate disproportionate financial burdens due to the siting of essential public facilities.
- 1.5.3 A public review process shall be established for essential public facilities which are difficult to site.
- 1.5.4 Siting criteria shall provide for amenities or incentives for neighborhoods in which the facilities are located. Compensation for adverse impacts shall be a consideration.
- 1.6 Siting criteria for essential public facilities which are not difficult to site shall provide for site design and buffering techniques to ensure compatibility with surrounding uses, and enable the facility to be permitted outright in appropriate zoning classifications wherever feasible.
- 1.7 Work with Pierce County and other municipalities to standardize review procedures and criteria for the siting of state-wide and county-wide essential public facilities and incorporate these procedures within inter-local agreements.

## COMMUTER RAIL/REGIONAL TRANSIT SUB-ELEMENT

### INTRODUCTION

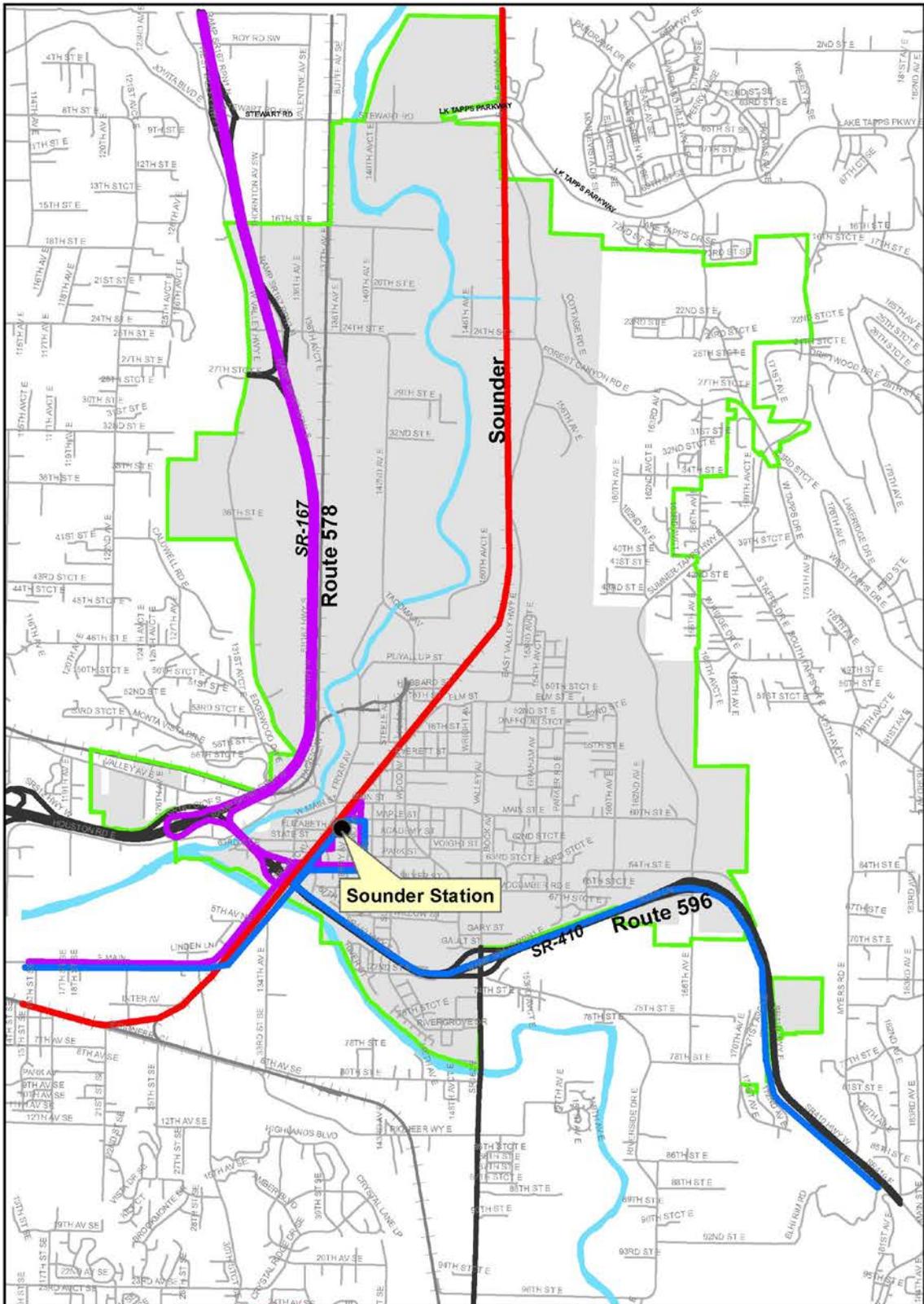
Sound Transit provides commuter rail service on the Burlington Northern Santa Fe (BNSF) rail lines and is an important service to Sumner. The provision of regional transit service has had and will continue to have impacts upon land use, transportation, and parking in downtown. The following goals and policies address the key issues and priorities related to station oriented development in the Downtown. Figure 2 indicates the location of the commuter rail station. The City will continue to participate in updates to Sound Move, the regional transportation plan, as it relates to regional bus service, commuter rail service, and local transit. The City will also participate in any major updates and modifications to the existing commuter rail station including site selection, design, and permitting.

### GOALS, POLICIES, AND OBJECTIVES

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.




**Comprehensive Plan Update and Amendments Environmental Impact Statement 2015**  
 DISCLAIMER: This Map is Intended for Planning Purposes Only.  
 SOURCE: City of Sumner Community Development Department, 2015.  
 Scale: 1" = 1000'

**LEGEND:**  
 Sumner UGA Boundary (Pierce County Adopted)  
 Sumner City Limits

**Figure 2 Commuter Rail Station Location**

## PERMIT PROCESS SUB-ELEMENT

### INTRODUCTION

The Growth Management Act provides a planning goal for permits, stating "Applications for state and local government permits should be processed in a timely and fair manner to ensure predictability." [RCW 36.70A.020(7)] This sub-element provides policies to carry out this mandate.

### GOALS, POLICIES, AND OBJECTIVES

1. *Develop and implement a permit process for land use and other local government approvals which is timely and fair to all affected parties.*
  - 1.1 Strive for communication with developers, business, industry and residents, as appropriate for each, with regard to policies and regulations which could affect development.
    - 1.1.1 Encourage City staff and elected officials to regularly attend civic and community organization meetings.
    - 1.1.2 Working with the Communications Director, provide a regular newsletter to the general public and work with local newspapers and other regularly published periodicals to provide information about policies and regulations.
    - 1.1.3 Seek representation from business, industry and the development community on citizen boards and commissions.
    - 1.1.4 Use other methods of communication, such as focus groups, advisory committees, the City's website, e-media, surveys and consultations to inform the business and development community about regulations, plans and programs to get feedback.
    - 1.1.5 Prepare necessary documents based on the level of environmental impacts to allow for "planned action" as allowed by state law to expedite the review of projects in the Town Center and other subareas.
  - 1.2 Review development regulations to ensure they are necessary and directly relate to implementation of the Comprehensive Plan and other state and federal mandates.
    - 1.2.1 Eliminate duplicative, unnecessary, and unclear regulations.
    - 1.2.2 Provide procedures to process permits in a timely fashion.

- 1.2.3 Establish a combined permit process system and uniform application, public notice, permit review and appeal procedures.
- 1.2.4 Implement an online permit system that provides value and convenience to the applicant.
- 1.3 Provide resources, staffing and procedures sufficient to ensure development permit review is adequate to achieve consistency with adopted City policies and regulations within reasonable timeframes.
- 1.4 Strive to involve the public in the permit process such that their comments may be heard and considered.
  - 1.4.1 Provide public notice of major development proposals through notices that are published in the newspaper, mailed, posted on site, and posted on the City's website.
  - 1.4.2 Encourage, and facilitate where possible, early communication between developers and neighbors about the project and its impacts. When appropriate, organize meetings with citizens to discuss concerns and potential impacts.
  - 1.4.3 Educate the citizens about development rules and help them effectively participate in the development and land use regulation process. Reports and documents should be available in advance and available at City Hall, the library, and other appropriate locations. Use the City's website as a resource for communication material.

## PLAN MONITORING AND AMENDMENT SUB-ELEMENT

### INTRODUCTION

The Growth Management Act [RCW 36.70A.130] requires that, "Each county and city shall establish procedures whereby proposed amendments or revisions of the comprehensive plan are considered by the governing body of the county or city no more frequently than once every year." In addition, the statute requires that "each city located within an urban growth area shall review the densities permitted within its boundaries, and the extent to which the urban growth occurring within the county has located within each city and the unincorporated portions of the urban growth areas." The policies provided below establish a framework for monitoring and amending the Comprehensive Plan.

### GOALS, POLICIES, AND OBJECTIVES

1. *Monitor implementation of the Comprehensive Plan for consistency with the City vision, Growth Management Act requirements and policies, Multi-County Planning Policies (VISION 2040), and Pierce County Countywide Planning Policies and make amendments to the plan as necessary.*
  - 1.1 Make an annual report, due April 1 of each year, to the City Council and general public on implementation of the Comprehensive Plan, identifying the degrees to which City policies are being implemented.
  - 1.2 Implement procedures for no more than annual amendment of the Comprehensive Plan. Specific plan amendments may be initiated by the City Council, Planning Commission, City staff, or the general public.
  - 1.3 Implement and adopt a public participation strategy appropriate for each amendment cycle.
  - 1.4 Review and revise the Comprehensive Plan on an 8-year cycle pursuant to the Growth Management Act.
  - 1.5 As required by the Countywide Planning Policies, inventory and monitor buildable lands and report such findings as necessary.
  - 1.6 Develop and implement a system of benchmarks and indicators to track and communicate implementation of this Plan.

## GOVERNANCE SUB-ELEMENT

### INTRODUCTION

The Vision Statement encourages a number of measures which relate more to the governance of the City and the role of government within the City structure. These policies are not all inclusive with regard to governance of a historic growing community, but attempt to address the concerns expressed during the vision process as they relate most directly to planning and implementing a desired future for the community.

### GOALS, POLICIES, AND OBJECTIVES

1. *Seek broad representative, dedicated, participatory, open, visionary and responsible civic government.*
  - 1.1 Recognize all members of the community; residents, property owners, business owners and operators, industry, people who work here, people who play and shop here, children, senior citizens; as stakeholders in the future of the City.
  - 1.2 Strengthen communication between government and the people through the use of technology, e-media, between the government, citizens, and customers.
  - 1.3 Seek broad and diverse representation on boards, commissions and advisory groups both in terms of diverse backgrounds, ages, and geographical location.
  - 1.4 Promote volunteerism to address appropriate public needs by providing for recruiting, training, organization and recognition of volunteers within the community including high school students.
  - 1.5 Promote creative, progressive, and innovative solutions to the problems and issues that face the City. The City shall strive for solutions which involve partnerships and collaboration with affected parties.
  - 1.6 Work with civic organizations and the school district to educate the general public on the responsibilities of government and the importance of their participation.
    - 1.6.1 Make available on the City's website information on appointed and elected bodies, and local civic organizations to inform citizens on how they may actively be involved.
    - 1.6.2 Continue to provide educational events such as Sumner University and the Police Academy.
    - 1.6.3 Actively engage the public in government processes and decisions in a manner that is meaningful, educates, inspires, and empowers.

- 1.7 Ensure the City government meets environmental and social policies such as water and energy conservation, compatible and sustainable building design, accommodations for the disabled, outreach services, and water and air quality.
2. *Equitably distribute City resources and the costs of regulations.*
  - 2.1 Seek to equitably distribute City resources between existing, older areas of the City and newer growing areas.
  - 2.2 Compensate property owners when property is taken for public use.
  - 2.3 Protect the rights of property owners from arbitrary and discriminatory actions.
3. *Carry out the City of Sumner's adopted mission statement, vision statement and values through the daily operations of the City.*
  - 3.1 MISSION: To provide needed and valued services that promote our sense of community.
  - 3.2 VISION: Sumner will set the standard of excellence for a progressive small city.
  - 3.3 VALUES:
    - 3.3.1 We are collaborative and professional.
    - 3.3.2 We are responsive and accountable.
    - 3.3.3 We serve with respect and integrity.
    - 3.3.4 We are innovative and visionary.
4. *Employ well-trained and highly qualified staff.*
  - 4.1 Provide opportunities for training and education to ensure that city staff has the necessary knowledge and skills for peak performance.
  - 4.2 Provide training opportunities that expose employees to different government functions and disciplines to build a better team and collaboration.
  - 4.3 Provide competitive salaries and benefits.
5. *Enforce the City's Municipal Code fairly and efficiently.*
  - 5.1 Provide necessary resources to adequately and efficiently enforce code violations.

- 5.2 Seek innovative and collaborative solutions to code violations through communication and education of the public.
- 5.3 Adopt regulations that are clear, concise, and enforceable and periodically review regulations for improvement.

## LAND USE DESIGNATIONS

### INTRODUCTION

Following are the land use designation categories to be utilized in conjunction with the Land Use Plan Map, shown in Figure 3. Table 1 summarizes the categories, densities, and floor area ratios of particular zones.

### RESIDENTIAL

#### **Residential-Protection**

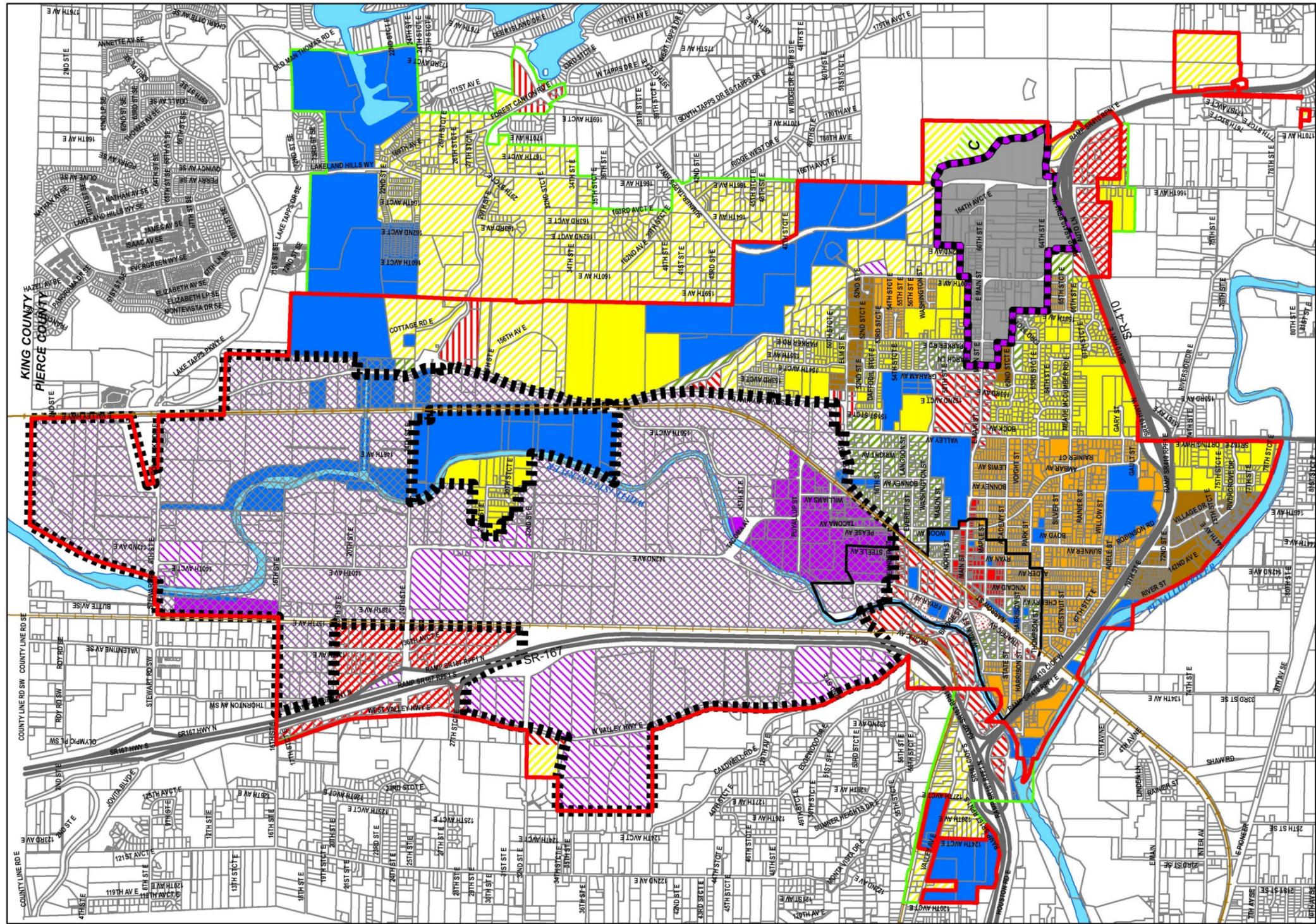
This designation is applied to areas adjacent to lands in resource production (e.g. agriculture, mineral extraction, forestry) and in sensitive critical areas as appropriate, (e.g. landslide/erosion hazard areas). Residential-Protection uses act as a buffer between natural resource and environmentally sensitive areas and higher density/intensity developments. Property owners would be on notice that in adjacent areas resource uses will be encouraged.

The low densities reflect the absence of City services, and the desire to ensure that when areas become urbanized that previous land use patterns will not hinder future choices.

Allowable primary uses include single-family detached homes. Secondary uses include specialty farming, small-scale animal husbandry, home occupations, utilities subject to compatibility criteria, and other uses incidental to and compatible with the primary use.

#### **Low Density**

This designation provides for primarily single-family dwellings in areas with current or planned access to City facilities and services. At the higher end of the density range (LDR-3), (7 du/acre +) public transit can more easily be supported. Low density residential uses provide a transition from rural residential to higher density uses. Primary uses include detached single-family residential dwellings, private garages, and other accessory buildings. Secondary allowed uses include, accessory units ("mother-in-law units"), adult family homes, public and private educational facilities, utilities subject to compatibility criteria, and churches and religious institutions.



**City of Sumner  
Comprehensive  
Plan Map**

ADOPTED: 07-27-2015  
ORDINANCE NO. 2631  
PLOTTED ON: 07-26-2015, JAM  
SOURCE: City of Sumner  
Community Development  
Department, 2015

Scale: 0 500 1,000 Feet

N  
W E  
S

**LEGEND:**

- Summer City Limits
- Urban Growth Boundary (Summer Adopted)
- MIC Zone
- MIC Core Overlay
- East Summer Urban Village
- Tax Parcels

**COMPREHENSIVE PLAN DESIGNATIONS:**

- High Density Residential
- Medium Density Residential
- Low Density Residential 3
- Low Density Residential 2
- Low Density Residential 1
- Residential Protection
- Urban Village
- Public/Private
- Utilities & Facilities
- Central Business District
- General Commercial
- Interchange Commercial
- Neighborhood Commercial
- Mixed Use Development
- Heavy Industrial
- Light Industrial

**DISCLAIMER:**  
The City of Sumner does not make any warranties or representations with regard to the accuracy of this map. No reliance should be placed upon this map for the boundary line or other matter shown on this map, and no liability is assumed by the City of Sumner for the correctness thereof.

**C = Cluster Overlay**  
Additional Clustering Requirements apply in Designations not included with a "C". Based on Critical Area Regulations.

**Note:** Refer to Cluster Overlay Provisions.

**TABLE 1  
LAND USE DESIGNATIONS**

CATEGORY	DENSITY	FAR
<b><u>Residential</u></b>		
Residential-Protection (R-P)	1 du/20 acres	--
Low Density Residential-1 (LDR-1)	2.9 -5.0 du/acre	--
Low Density Residential-2 (LDR-2)	5.1-6.5 du/acre	--
Low Density Residential-3 (LDR-3)	6.6-8 du/acre	--
Medium Density (MDR)	8.1-15 du/acre	--
High Density (HDR)	12.1-25 du/acre	--
<b><u>Commercial</u></b>		
General Commercial (GC)	12.1-20 du/acre	--
Interchange Commercial (IC)	--	.3 - .5
Neighborhood Commercial (NC)	12.1-20 du/acre	.3 - .5
<b><u>Mixed Use</u></b>		
Central Business District (CBD)	12.1 - 30 du/acre	2.0-3.0
Mixed Use Development	15 – 40 du/acre	2.4-3.2
Urban Village (UV)	12.1 - 40 du/acre	1.0 - 2.0
<b><u>Manufacturing</u></b>		
Light (M-1)	--	.3 - .8
Heavy (M-2)	--	.3 - .8
<b><u>Public &amp; Private Facilities &amp; Utilities (P)</u></b>	--	.3 - .8
<b><u>Overlay Designations</u></b>		
Shoreline	Refer to Sumner SMP	Refer to Sumner SMP
Planned Mixed Use Development	5-37.5 du/acre	.3-.5

Source: Sumner Community Development Department

Notes:            du        =        dwelling unit  
                      FAR       =        floor area ratio  
                      SMP       =        Shoreline Master Program

## **Medium Density**

The medium density designation is intended to provide for multi-family living to ensure that opportunities to obtain reasonable-cost housing exist for community residents. Primary uses include multi-family housing of various types including duplexes, zero-lot line structures, townhouses, condominiums, etc. Secondary uses can include single-family dwellings, adult family homes, day care, public and private educational facilities, utilities subject to compatibility criteria, churches and religious institutions, convalescent care and rest homes, limited office/professional buildings, and manufactured home subdivisions. Medium density developments may require design review to ensure diversity of building types/avoidance of building form repetition, plan goal consistency, and neighborhood compatibility.

## **High Density**

This designation allows for higher density multi-family developments to allow for a broad range of housing choices in areas with existing and planned infrastructure, and to allow for infill development and the reduction of sprawl. Primary uses include multi-family housing of various types including townhouses, condominiums, apartments, etc. Secondary uses can include low and moderate density residential developments, adult family homes, day care, public and private educational facilities, utilities subject to compatibility criteria, churches and religious institutions, convalescent care and rest homes. This designation primarily applies to existing development that already is developed to this density level. This designation may be applied in new areas as appropriate to the neighborhood's character (e.g. near commercial areas). Proposed high density developments may occur where the following conditions exist:

- An over-concentration of multi-family dwellings in a single area is avoided.
- A repetition of building forms is avoided in the proposed development.
- Design review will be required.
- Adequate public and community facilities exist to support the density.

## **MIXED USES**

### **Central Business District**

The Central Business District provides a focal point for the City and allows 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.

## **Urban Village**

Urban villages are self-contained, tightly gridded, mixed use areas with a seamless mix of residential, commercial, and civic uses. An urban village in Sumner would be different than an urban village in Seattle. In Sumner, an urban village would be something like a "mini-Downtown" and would respect the "small town character" of Sumner by ensuring buildings are of appropriate height and scale.

The urban villages will provide a focus for neighborhoods outside the CBD, but are secondary to the CBD. Urban villages promote pedestrian scale, transit-oriented developments in harmony with the character of the community. Primary uses include retailing and commercial services, banks (with no drive through facilities), professional offices, bed-and-breakfasts, hotels, civic uses, multi-family dwellings of various types including duplexes, townhouses, condominiums, apartments, etc. Secondary uses can include single-family dwellings, accessory units, adult family homes, day care, public and private educational facilities, utilities subject to compatibility criteria, churches and religious institutions, convalescent care and rest homes. Mixed uses, converted residential buildings, converted commercial buildings, and variable lot sizes are encouraged to ensure pedestrian orientation, visual interest, and historic character protection.

## **Mixed Use Development**

The Mixed Use Development zone is located in the Town Center Plan area and permits a mix of commercial and residential uses in the same building and on the same site. The MUD zone allows for up to 40 dwelling units per acre and has the purpose of increasing housing in the downtown to promote business and transit use. The area will also have incentives for underbuilding parking and landscape amenities. There will be commercial uses in the ground floor of structures fronting on the primary streets with residential units above. Detached, stand alone residential structures may be ground related and in townhouse style arrangements, but would also be allowed to multi-level. Transitions to adjacent residential zones will be softened through height restrictions and design standards.

## **COMMERCIAL**

### **General Commercial**

This designation is applied to areas outside the CBD and urban villages where retailing, commercial, and office uses serving a larger market are promoted. While the uses accommodate automobiles to a greater degree, buildings with a street orientation, screened parking, and ample landscaping ensure more attractive centers. Primary uses include retail businesses, automotive sales, professional offices, hospitals, medical clinics, hotels, theaters, restaurants, personal service shops. Secondary uses include automotive service stations, convenience stores, utilities subject to compatibility criteria, and light manufacturing, assembling, and repairing. General commercial uses may occur in different forms to encourage specific uses. For example, areas around hospitals may have provisions encouraging medical service and pedestrian access; or retail or commercial uses near large employment centers may be limited to commercial uses to support workers. Limited multi-family residential uses may be incorporated (e.g. on second

floors above retail) where it can be integrated into the proposed development and is compatible with the surrounding neighborhood. Existing general commercial areas will be encouraged to incorporate pedestrian-oriented elements and positive design features such as additional landscaping, reduced front setbacks, screened parking, and pedestrian scale lighting and signage. New development in general commercial areas will require design review to ensure these goals are met and a balance in the accommodation of all transportation modes including transit and pedestrians is achieved.

### **Neighborhood Commercial**

This designation is intended to provide for neighborhood centers that include convenient retailing, small offices, and other commercial activities principally oriented to adjacent residential areas and neighborhoods. Primary uses include convenience stores, personal service shops, day care, dry cleaners, laundromats, and others deemed to be neighborhood serving. Secondary uses include public/quasi public uses such as parks and other similar facilities as well as utilities subject to compatibility criteria. Higher density residential developments may also be allowed in the neighborhood commercial areas where integrated appropriately with the commercial uses and surrounding neighborhood.

### **Interchange Commercial**

This designation applies to areas surrounding the 24<sup>th</sup>/28<sup>th</sup> street interchange on SR167 and the area south of SR410 near the 166<sup>th</sup> Avenue interchange. These areas are designated as Interchange Commercial (IC) because they function primarily as automobile dependent businesses, lack pedestrian connections to residential zoning and the future character is anticipated to be primarily automobile dependent. While not following as closely to the requirements for pedestrian oriented design, the design standards will be attractive and of high quality. Primary uses in this zone will be similar to General Commercial such that there will be automotive sales, equipment sales, gas/convenience stores, automotive repair and maintenance, hotels/motels, theaters, and grocery stores. The area will have greater setbacks allowed than in General Commercial and have less emphasis on pedestrian connections to the street while internal pedestrian design will still be required.

## **MANUFACTURING AND INDUSTRIAL**

### **Light Manufacturing**

This district allows for the following uses:

Principle uses include light manufacturing (particularly assembling and manufacturing of products from previously prepared material), office, warehouse/distribution, and packaging plants. Secondary uses include service retail, restaurant, government, agricultural activities, and utilities subject to compatibility criteria.

## Goals:

- Landscaping
  - \* along streets
  - \* within parking lots
  - \* buffers next to lower intensive zones and open space and critical areas
  - \* some amortization of existing businesses
  - \* screening of outdoor storage
  - \* along-side lot lines when not immediately adjacent to a parking lot/truck maneuvering area
  
- Site Design
  - \* consistent with transit goals
  - \* screening of parking and loading
  - \* discourage multiple curb cuts

## **Heavy Manufacturing**

This district provides areas for heavy industrial uses which are located appropriately to ensure minimal impacts to residential and commercial areas. Typical uses include processing of natural and manmade materials for use in general manufacturing, assembly, warehousing, and distribution. Secondary uses include office, limited retail establishments, agricultural activities, and utilities subject to compatibility criteria.

## **OVERLAY DESIGNATIONS**

### **Shoreline**

This overlay references the Sumner Shoreline Master Program which indicates required setbacks and allowable uses for land in the affected shorelines. In Sumner, land along the Puyallup and White (Stuck) Rivers is governed by the Shoreline Management Act and Sumner's Shoreline Master Program. There are three shoreline designations: urban, shoreline residential and urban conservancy. Refer to Figure 25 in the Shoreline Element.

### **Neighborhood Plan Districts**

Each neighborhood planning area is indicated in the form of a circle. The circles and concurrently the neighborhood size are defined by walking distance from a center that serves as a focus for the neighborhood. The radius is generally 1,500 feet and the walking time would be approximately 5 minutes. A majority of the neighborhoods have a local focus. The center of the neighborhood may be a park or a civic building. Some neighborhoods such as downtown have a more regional focus. (Refer to the Districts and Neighborhoods Map in the Community Character Element).

### **Community Linkages**

The Community Linkages Map indicates potential future transit stops and neighborhood focus points similar to those in the Neighborhoods and District Map. The future transit stops could be for a regional or a community transit system that could serve the commuter rail station. These potential transit stops would be within a 5 minute walk of much of the area to which they service similar to the neighborhood focal points and with a range between 500-1500 feet in diameter.

### **Public and Private Facilities and Utilities**

The primary purpose of this designation is to identify lands utilized to provide public and private utilities, facilities, and services. A secondary purpose of this designation is to allow manufacturing and industrial uses in specific areas as provided in the underlying zoning. Allowable uses include parks, schools, medical facilities, non-profit service uses/organizations, public and private utilities, and government buildings, as well as manufacturing and industrial uses in specific locations. Portions of the area designated as Public and Private Facilities and Utilities are located within the manufacturing/industrial center identified in Figure 3. Proposed parks are indicated in the Parks Plan.

### **Manufacturing/Industrial Center Designation**

The Manufacturing/Industrial Center (MIC) Map (Figure 3) designates the area that would be considered for high intensity industrial land uses for an employment and economic center both on a local, county, and regional level. This area will be characterized by light and heavy manufacturing uses, restrictions on retail uses, and a prohibition of residential uses in this area. The MIC will be targeted for infrastructure improvements to promote the industrial and economic development in the area.

### **Planned Mixed Use Development**

The Planned Mixed Use Development overlay area requires a mix of commercial and residential development that will undergo extensive public process including design review, hearing examiner recommendation, and City Council approval. The PMUD offers greater flexibility to develop a mix of ground floor commercial, walkable neighborhoods, increased density as appropriate, adequate open space, complete street designs and opportunities for green and environmentally friendly development. The result is a development that fits the character of the surrounding neighborhood as a whole and is an asset to the community. A PMUD may have a mix of commercial, mixed use structures, and stand-alone multi-family residential in a variety of configurations from live/work units, residential over ground floor commercial, to townhouses, and cottages. Buffer areas can also be configured within a PMUD to minimize conflicts between uses such as agriculture and large-lot single-family or, between more intense uses such as industrial, depending on the neighborhood.

### **Town Center Plan**

The Town Center Plan covers an area within approximately one-half mile radius of the Sumner commuter rail station. This is an area that is targeted for future residential and mixed use

development that would take advantage of being near transit and amenities and conveniences in the downtown core. The increased population in the downtown would add to the market for maintaining an “everyday” downtown and further strengthen the economic vitality of Main Street. The Town Center Plan also envisions a mixed of uses along Traffic and Fryar Avenues with an increase in heights and residential densities. The Town Center is also a “center of local importance.”

## ECONOMIC DEVELOPMENT ELEMENT

### INTRODUCTION

The Growth Management Act provides a planning goal for Economic Development, although an economic development element is not mandatory. There are standards proposed in the Act, should economic development elements be required in the future [RCW36.70A. (7) And (9)]. These standards and the document titled “City of Sumner: Economic Development Planning in Action” have guided the preparation of this element. The Countywide Planning Policies provide a framework for economic development and employment policies within the Pierce County. The policies identified below are intended to satisfy the economic development requirements of the Growth Management Act and Countywide Planning Policies. Economic development policies relate closely with other land use, infrastructure and environment policies and cannot be considered alone. Economic development should be used to drive the other goals and policies and never used solely for the sake of economic development.

### GOALS, POLICIES, AND OBJECTIVES

1. *Seek and maintain a strong and diverse economy with a variety of different types and sizes of business, industry and employment.*
  - 1.1 Provide adequate land for different kinds of businesses and development to support this element.
  - 1.2 Implement this Element in order to provide jobs for local residents, build and sustain broad long-term tax base, drive redevelopment, create short-term tax base and improve infrastructure as a means of achieving other goals and policies within this plan. The provisions of this Element shall be used solely to drive the other elements of this Plan.
  - 1.3 Work with the Sumner Downtown Association, Chamber of Commerce, Tacoma Regional Convention & Visitor Bureau, Port of Tacoma, and the Economic Development Board to promote and market the economic development potential and amenities of the City and recruit new businesses.
  - 1.4 Work towards effective communication between the City and industrial and business interests through the city newsletter, annual visits, and the City’s website.
  - 1.5 Build upon existing strength of community, small town character, and location to drive future policy decisions and actions.
  - 1.6 Encourage agriculture related activities which support continued farming around the City.
  - 1.7 Encourage industries, which are "clean" and do not degrade the natural and built

environment in the community.

- 1.8 Develop and sponsor a City-wide comprehensive and strategic marketing plan to implement the applicable sections of this plan.
  - 1.9 Develop and implement a business retention program, which would regularly communicate with and support existing businesses.
  - 1.10 Recruit restaurants, cafés, bookstores, public facilities and other similar uses, which serve as gathering spots within the community and encourage evening activity in commercial area.
  - 1.11 Maintain and enhance a partnership with many stakeholders Downtown including Sumner Downtown Association or similar organization, property owners, residents, Sound Transit, and others.
  - 1.12 Provide and facilitate committed ongoing City and private sector leadership.
  - 1.13 Create a document that compiles initiatives and activities that can be undertaken to promote economic development in the Downtown including infrastructure improvements, events, and housing initiatives.
  - 1.14 Develop and implement a strategic communication and marketing plan for the City, especially Downtown.
  - 1.15 To achieve successful programs and projects, institute public and private performance standards that are flexible, dynamic, and enforceable, but which also provide incentives.
  - 1.16 Periodically evaluate and review Town Center planning efforts. Adjust implementing methods to changing circumstances while using the Town Center vision as a continuing guidepost.
  - 1.17 Explore the potential for and encourage the development of retail and shopping opportunities that would serve a regional market. Consider locations near major freeway interchanges as opportunity areas for this type of development.
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.
3. *Assure that adequate public facilities and public services are available to support industrial and commercial development.*
- 3.1 Develop and maintain accurate and up-to-date capital facility plans for domestic water, storm sewers, sanitary sewers, transportation and parks.
    - 3.1.1 Work with new development and other agencies to utilize effective and

cooperative measures to fund capital facility costs.

- 3.1.2 Review permit procedures bi-annually in conjunction with preparing the City's budget to ensure fees, processing times and resources are sufficient to meet these goals.

4. *Encourage small businesses as a vital part of the City's economic framework.*

- 4.1 Allow for home occupations within residential zones consistent with the residential character.
- 4.2 Encourage mixed-use areas where small scale commercial and light manufacturing uses can occur consistent with other Comprehensive Plan Elements.
- 4.3 Ensure regulations accommodate a variety of lot sizes and land uses for small business development.
- 4.4 Market opportunities for small business and recruit small businesses for appropriate locations within the city.
- 4.5 Use land use and other regulatory controls to allow for a mix of small businesses, chain and franchises operations, light manufacturing, artisan shops, and other innovative and emerging trends.

5. *Promote downtown as the town's cultural, historic and activity center of the entire community.*

- 5.1 Invest adequate resources in ways which strengthen downtown. Whenever possible, these monies shall be used to leverage additional dollars from public and private sources for improvements.
  - 5.1.1 Work with local lenders to secure sources of capital for existing businesses' building improvements and/or business expansion.
  - 5.1.2 Assist with business expansions and new establishments such as through pre-application review and consultation and permit fast track for businesses that are proven catalysts for economic growth.
- 5.2 In conjunction with interested parties, continue to monitor the needs for downtown parking and develop methods for providing attractive, safe, accessible, effective and well utilized parking within the downtown. A coordinated on and off-street parking program which serves retailers, other businesses, residents, and major employers downtown shall be implemented.
  - 5.2.1 Improve the appearance of parking areas with landscaping and

maintenance.

- 5.2.2 Improve safety by creating additional lighting and pedestrian facilities in parking areas.
- 5.2.3 Implement short-term, medium-term, and long-term parking strategies in the Downtown Parking Study Recommendations and update periodically.
- 5.2.4 Encourage businesses conducive to shared parking, or uses that provide onsite, under-building parking.
- 5.3 Promote a diversity of uses within the downtown, which support the activity base by providing employment, recreational, residential, and a variety of commercial activities.
- 5.4 Give downtown locations highest priority when siting city and government facilities such as libraries and administration offices, which have significant employment or destination potential.
- 5.5 Encourage more housing in and near Downtown to strengthen Downtown businesses that will in turn offer goods and services for residents.
- 5.6 In conjunction with interested parties, improve the visual appearance of downtown through public and private measures for beautification, facade improvements, and preservation of historic properties, design strategies, maintenance, and streetscape improvements.
- 5.7 Work with other organizations to promote civic and community events which foster community pride and promote the downtown and other critical commercial areas.
- 5.8 In conjunction with transit agencies, explore linking downtown with the other parts of the City with a community based transit system, which compliments the special needs of downtown.
- 5.9 Work with building owners to encourage viable uses on the second floors of existing buildings by exploring options in the building and fire codes.
- 5.10 Work with downtown stakeholders and the Sumner Downtown Association to develop and implement a detailed downtown "Main Street"-based revitalization strategy addressing organization, design, economic restructuring and promotion.
- 5.11 Promote and market the redevelopment potential of key downtown locations such as the car dealerships and the Red Apple Market through partnering with property owners, developers, Sound Transit, and other key parties.

- 5.12 Continue to provide and fund maintenance of public restroom facilities for the downtown business district.
- 5.13 Create 350-500 new housing units in the town center in close proximity to the train station and existing businesses.
- 5.14 Promote businesses that meet the daily needs of residents – markets, dry cleaners, laundromats, eateries, pharmacies, banks, pet stores, beauty salons/barbershops, etc.
- 5.15 Encourage more mixed commercial/service/housing uses in the Town Center, along Traffic and Fryar Avenues. Reduce light industrial zoning in the Town Center in favor of mixed-use zoning.
- 5.16 Market to and attract new business compatible with long-range plan and zoning intents, and strengthen and increase the variety of commercial shopping and service opportunities for the community.
- 5.17 Coordinate with Sumner Downtown Association, Chamber of Commerce on education, e.g. business management, business promotion ideas, etc.
- 5.18 Create a mixed economy Downtown that provides basic and specialty retail, services, destination attractions, and entertainment uses.

# COMMUNITY CHARACTER ELEMENT

## INTRODUCTION

As evidenced in the Vision Statement and Community Character Strategy key issues for the community include maintaining and promoting Sumner's small town atmosphere, enhancing downtown, providing beneficial employment, ensuring a compatible variety of uses, managing a reasonable rate of growth, protecting and enhancing cultural and environmental resources, providing adequate infrastructure, and promoting property maintenance, among others. This image of Sumner is consistent with the regional strategy (VISION 2040) by envisioning the City as both a town center and a regional manufacturing and industrial center. The variety and concentration of land uses in the downtown core, proximity to the commuter rail station, and use as a transit hub, creates a strong town center. In addition, the manufacturing and industrial development on the north end of the city has become a regional center for this activity, and will be formally designated by the Pierce County Council and Puget Sound Regional Council.

The goals, policies and objectives below are based on these themes and are intended to enhance the sense of community through design of the built environment.

## GOALS, POLICIES AND OBJECTIVES

1. *Maintain and enrich Sumner's quality of life encompassed in its friendly, small town atmosphere.*
  - 1.1 Encourage development which enhances the human, pedestrian scale, creating a sense of community and place.
  - 1.2 Endeavor to maintain a complete community, consistent and compatible in character and design, containing housing, shops, work places, schools, parks, civic facilities, and community services essential to the daily life of residents.
  - 1.3 In concert with the Sumner citizens and business community, maintain design guidelines and a design code, as appropriate, which address streetscape, landscape, and building design. Materials and methods of construction should be specific to the region, exhibit continuity of history and culture, and compatibility with the climate, protect historic and archaeological resources, and promote the community's character and identity.
  - 1.4 Implement and maintain a Zoning Code which implements the comprehensive plan and community vision.
  - 1.5 Encourage in the community a continuous commitment to maintaining Sumner's character and quality of place, including land conservation and stewardship, wise management of streetscapes and public viewsheds, property maintenance, and historic preservation.
  - 1.6 Implement design guidelines that discourage the use of franchise and corporate

architecture that detracts from Sumner's unique sense of place.

1.7 Preserve the single-family residential scale and historic character of existing residential streetscapes through various means such as floor area ratio and setback requirements.

2. *The Sumner community should be designed so that housing, jobs, daily needs, and other activities are within easy walking distance of each other.*

2.1 Establish Urban Villages in the Planning Area. A mix of uses shall be allowed. Area plans shall be prepared to indicate in more detail allowable uses, design themes, buffering, public spaces, etc.

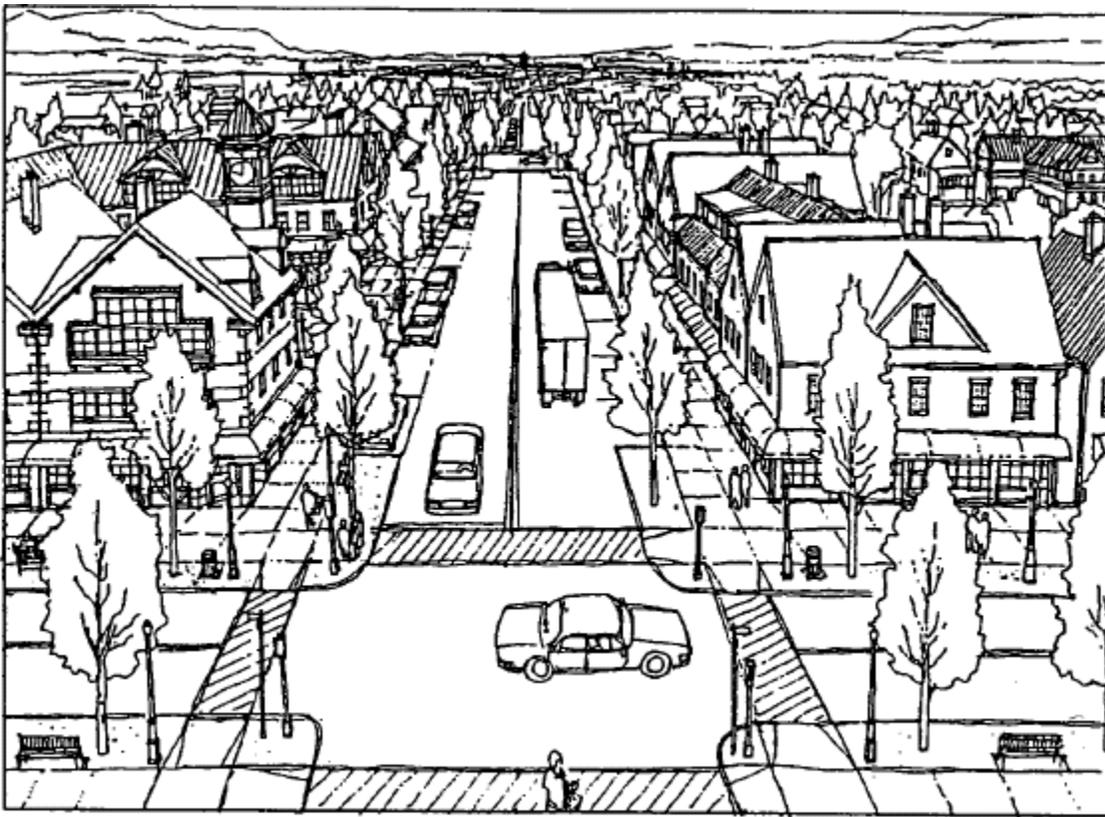


FIGURE 4: URBAN VILLAGE

2.2 Define neighborhoods and districts by walking distance to neighborhood centers and other community facilities.

2.3 Together with Pierce Transit and other agencies explore the feasibility of transit for Sumner that is cost effective and is based on, a network of transit stops and a transit system in the neighborhoods and districts, consistent with the Community Linkages Map, connecting to the commuter rail stations, and neighborhoods.

2.4 Through street standards promote pedestrian and bicycle friendly streets with trees

and other amenities that enhance the streetscape.

- 2.5 Encourage a mix of residential-scale civic, commercial, and service uses in neighborhood centers. Small community parks or greens shall be established where appropriate.
- 2.6 In recognition of the need for a variety of housing, allow through the Comprehensive Plan and Zoning Code a mix of residential uses as appropriate to the neighborhood character.

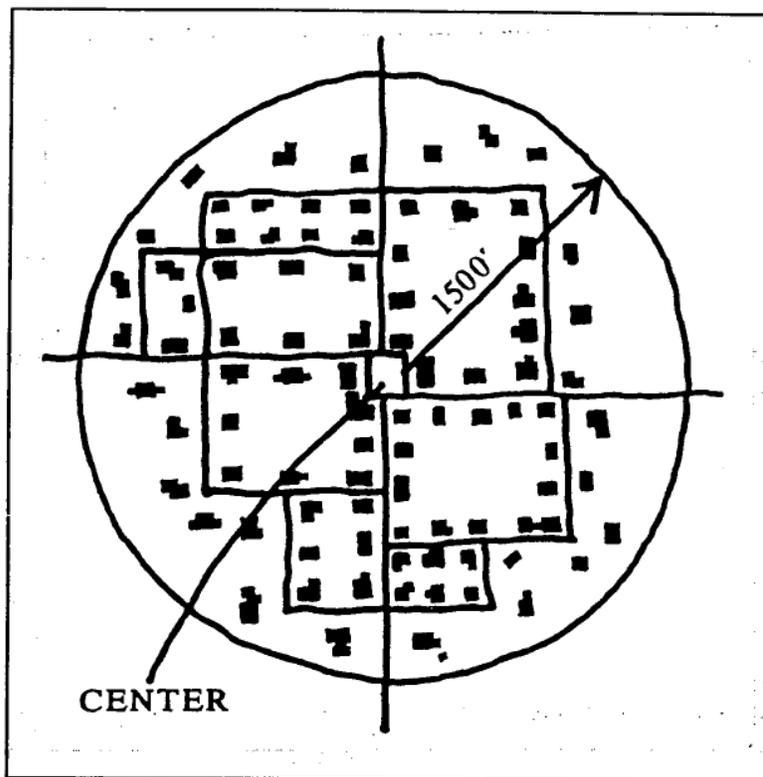
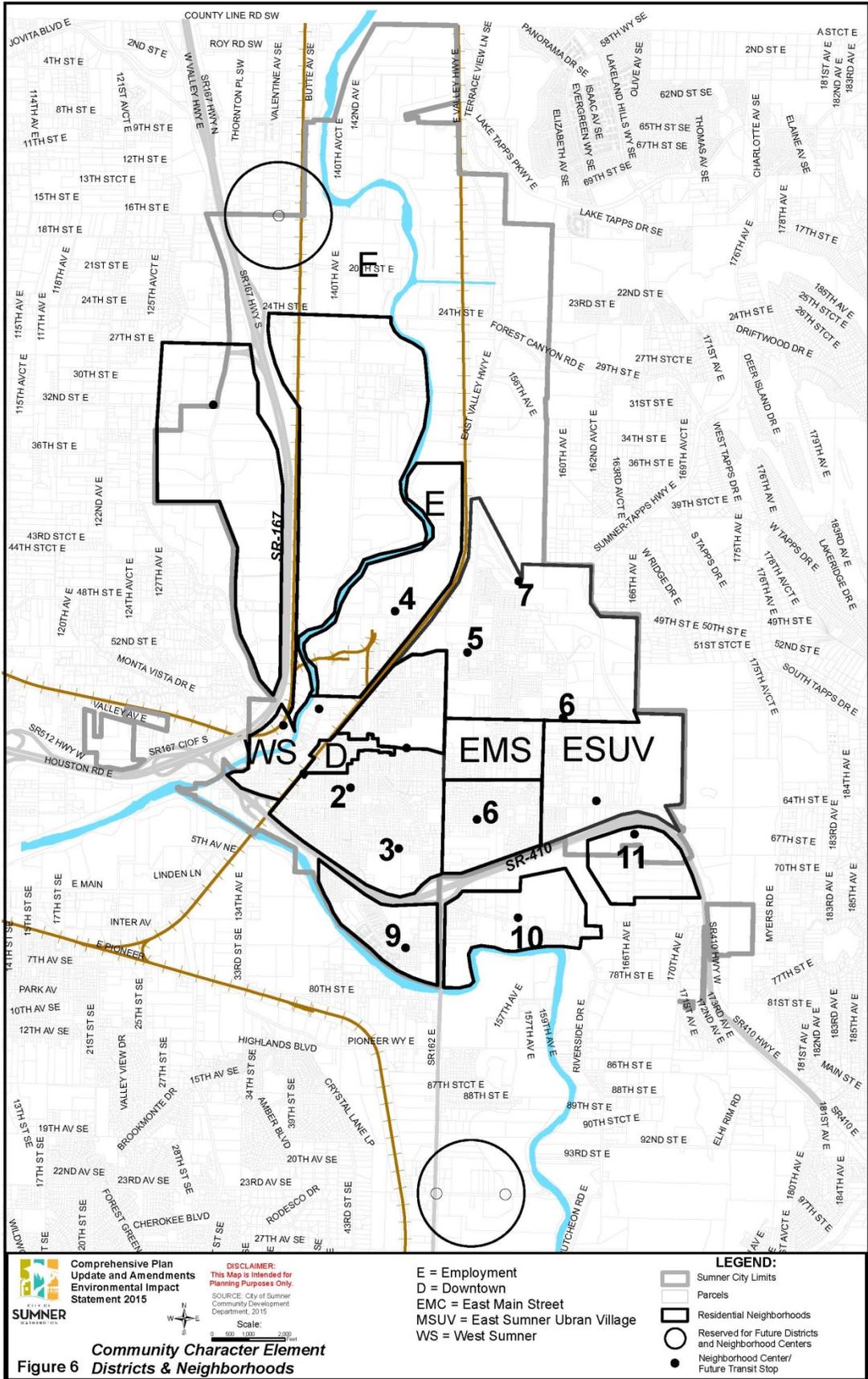


FIGURE 5: WALKING DISTANCE



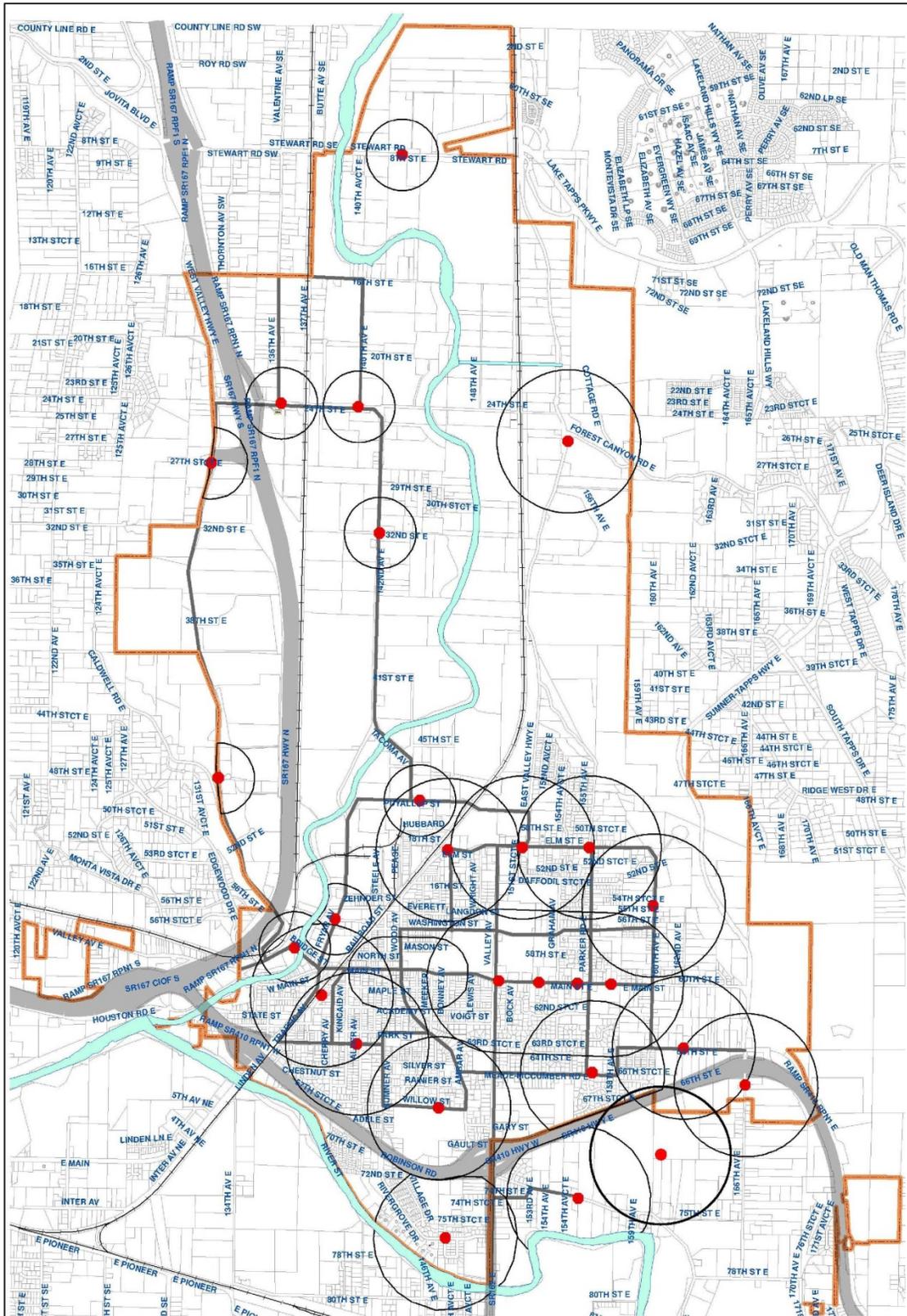


Figure 7 Community Linkages



FIGURE 8: NEIGHBORHOOD CENTER

- 2.7 In conjunction with the Sumner School District, and the Dieringer School District, encourage the location of schools within walking distance of a majority of the population they are intending to serve.
  - 2.8 Create unique and safe walking and pedestrian crossings at major intersections through street and crosswalk design and incorporation of art.
3. *Reinforce the downtown as the town center and commercial and cultural center of Sumner.*
- 3.1 Plan for the downtown as Town Center and the community core encouraging a combination of commercial, civic, cultural, recreational, and residential uses.
  - 3.2 In cooperation with Pierce Transit and the Sound Transit, establish the Downtown as the intra-community transit hub and Town Center.
  - 3.3 Continue design review process for new and expanded uses. Any future amendments to the design regulations shall include consultation with Sumner Downtown Association, Sumner Historical Society, other civic groups, and citizens.
  - 3.4 Through the Comprehensive Plan and Zoning Code, ensure a central role of the central business district, and limit competitive uses as appropriate.
  - 3.5 Subject to design review, encourage infill residential development in the Downtown, such as “mixed use buildings” (multifamily units above ground-floor commercial), and “mixed use developments” (combination mixed use buildings and separate residential buildings on the same parcel), in order to allow for an active community core.



FIGURE 9: MIX OF USES

- 3.6 Work with stakeholders to visually and functionally link the Main Street Corridor from Highway 167 to the Urban Village.
- 3.7 The City should, in partnership with the Sumner Downtown Association, actively recruit and promote pedestrian-oriented retail, service, and mixed uses. Uses that require outdoor storage, provide offsite services, or have little walk-in trade as primary parts of their businesses should be oriented to secondary locations in Downtown away from Main Street and Alder Avenue.
- 3.8 Allow and encourage activities catering to a range of ages, interests, ethnicities, and other diverse attributes.
- 3.9 Encourage more housing in and near Downtown to strengthen Downtown businesses, take advantage of the commuter train, offer a range of housing in the community, and provide an active, social character.
- 3.10 Allow dining and other retail activities in the street right-of-way where adequate public sidewalk widths are found and in alleys were appropriate.
- 3.11 Provide for community festivals, outdoor markets, performing arts, or other community events for all ages to promote business and activities in the Downtown.
- 3.12 Ensure Downtown is clean, safe, and convenient.
- 3.13 Enhance “wayfinding” to and throughout Downtown. Have signs on the State routes, at gateways into Downtown, landmarks, public spaces, public parking and other areas.
- 3.14 Improve public parking with signage, landscaping, lighting, and drainage.

- 3.15 Provide and fund maintenance of Public Restroom facilities for the Downtown Business District.
- 3.16 Maintain a high quality and attractive appearance. Work with Sumner Downtown Association and others to seasonally decorate Downtown with decorations, hanging baskets, lights, etc.
- 3.17 Prohibit franchise architecture in the Central Business District and the General Commercial zone within the Town Center.
- 3.18 Discourage, and in some cases prohibit, drive-thru businesses in the Town Center to encourage pedestrian oriented design and uses.
- 3.19 Create incentives that would expand setbacks from Traffic Avenue for residential properties to provide pedestrian amenities such as landscaping, plazas and fountains and to buffer these areas from the street.
- 3.20 Update Design and Development Guidelines to ensure that the design standards for multi-family and mixed use development are specific enough to create high quality designs that are compatible with the historic architectural context, and scale of the downtown.
- 3.21 Development along Traffic Avenue should be limited to a maximum height of 45 feet provided there is underbuilding parking.
- 3.22 The height in the Central Business District should remain at 35 feet to protect and preserve the small town character and scale of Main Street and reduce conflicts with adjacent residential uses.

4. *Establish a community entry statement into and out of Sumner.*

- 4.1 Through street standards, design guidelines, and land use regulations, promote all entrances to the City, including Traffic Avenue and Valley Avenue, 160<sup>th</sup> Street as gateways to the community. The character of the Avenues shall be a boulevard with median or other treatments. Gateway design standards for community entrances shall be applied.

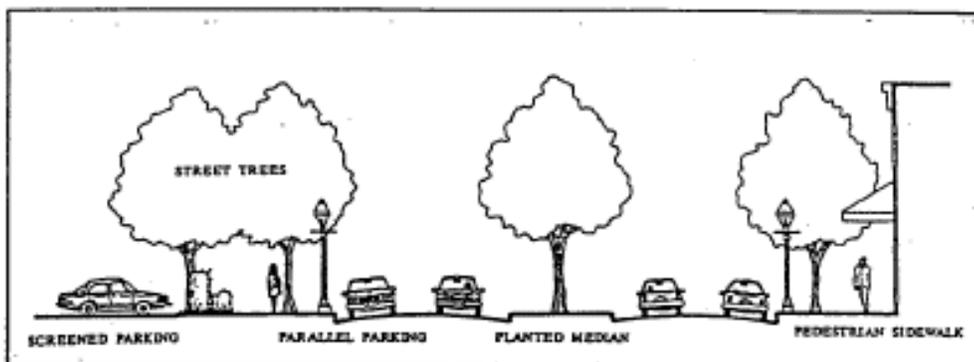


FIGURE 11: BOULEVARD TREATMENT

- 4.2 Require pedestrian and bicycle oriented amenities and facilities at existing civic and community uses.
5. *Provide for open space and recreation and protect sensitive areas from degradation.*
  - 5.1 In reviewing plans and development proposals, consider both long and short term environmental impacts and encourage design which complement's the area's natural and cultural features. Natural and significant cultural features should be integrated into the design of the community.
  - 5.2 Promote the preservation of the natural terrain, drainage, and vegetation of the community.
  - 5.3 Provide appropriate infrastructure to ensure environmental quality.
  - 5.4 Promote the efficient use of renewable resources, water and energy through the use of natural drainage, indigenous landscaping, energy efficient siting and building construction, and recycling.
  - 5.5 Promote adequate provision of peripheral and internal open space and recreation uses through implementation of the Parks and Open Space plan.
  - 5.6 Encourage tree planting in the Town Center along sidewalks and in public open spaces.
  - 5.7 Expand Heritage Park to a full block.
  - 5.8 Acquire and improve small parcels of land for developing parks and open spaces in the Town Center.
6. *Promote a compatible and varied mix of land uses.*
  - 6.1 Promote a compact development pattern that exhibits variety in building types and scale. Historic and vernacular architectural styles should be respected. Both sides of the streetscape should complement each other.
  - 6.2 Where appropriate, utilize subarea planning to ensure that newly annexed and developed areas promote a walkable, transit friendly neighborhood with a varied mix of land uses and are compatible with surrounding areas.
7. *Promote the movement of people and goods and lessen the reliance on the automobile.*

- 7.1 Streets should be designed to accommodate vehicles and emergency access, but not at the expense of pedestrians. Community streets, pedestrian paths, and bike paths should contribute to a system of fully-connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use and discourage high speed traffic. The commuter traffic network should be focused around regional transit and freeway travel.
- 7.2 To lessen strip-commercial development and continued reliance on the automobile in new developments, encourage a balance of uses along the East Main Street. Certain highway oriented uses which rely on the private automobile for their primary source of access shall be limited. Front-yard parking shall be prohibited and interconnection of all parking lots shall be required. Infill multi-family developments may be allowed, including units above ground-floor commercial uses.
- 7.3 Pedestrian-friendly streets with shade trees as well as landscaped boulevard medians shall be included in street standards for employment areas where practicable.

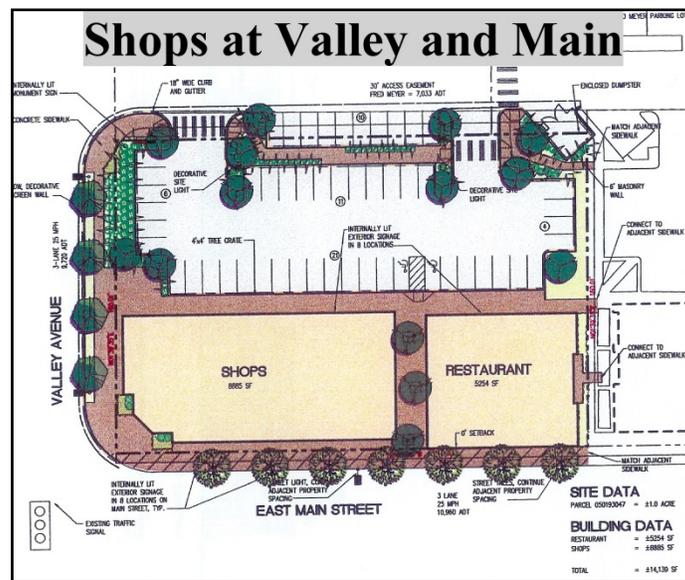


FIGURE 12: PARKING LOCATION  
Site plan courtesy of Pacland Development

- 7.4 Prepare and implement a local street plan to promote a grid pattern and alleys.
- 7.5 Strive for continuity in the sidewalk system that links new development to the existing sidewalk network. This may include pedestrian routes through a development for more direct access to transit stops.

- 7.6 Enhance circulation in Downtown by implementing the Sumner Transportation Plan. Circulation improvements should enhance auto and non-motorized travel and provide landscaping and gateway features:
- Reconfigure Fryar Avenue to relieve or improve traffic circulation,
  - Improve Zehnder Street,
  - Improve the gateway Wood Avenue and Main Street intersection,
  - Further promote travel modes by commuter rail and bus and explore additional alternative modes;
  - Complete the nonmotorized trail system along the White/Stuck River.
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**

### **INTRODUCTION**

The Growth Management Act makes recreation and conservation elements optional. The Countywide Planning Policies require an assessment of park facility needs and open space requirements for a growing population. The Policies below are drawn from the City's current Parks and Open Space Plan.

### **GOALS, POLICIES, AND OBJECTIVES**

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).
  - 1.4 Develop a cooperative, coordinated, community-based park system which makes

maximum utilization of the available resources.

- 1.4.1 Continue to cooperate with the Sumner School District to develop and maintain facilities which are available to the general public.
- 1.4.2 Promote volunteer programs to plan, develop, maintain and improve parks.
- 1.4.3 Continue to provide a recreation program with a variety of opportunities for the community and makes maximum use of the recreational facilities available within the City.
- 1.4.4 Coordinate the parks plan with the other elements of the Comprehensive Plan and City development regulations, particularly the Land Use Element and the shoreline master program. The siting and design of parks facilities should further the goals of the Comprehensive Plan whenever applicable.
- 1.5 Promote private recreation facilities within the City by making allowances for such uses in the zoning and land use regulations.
- 1.6 Cooperate in meeting the special needs of senior citizens and work to provide facilities which meet these needs.
- 1.7 Do not provide general on-site parking at community parks. These park facilities should be primarily resources to the neighborhood and should promote people walking to them. Limited parking for the disabled or for loading could be provided.
- 1.8 Recognize the critical and unique environmental features in the community such as wetlands, streams, riparian corridors, significant archaeological and historic properties, and hillsides within park facilities.
- 1.9 Encourage public participation in park management.
  - 1.9.1 Actively utilize the Parks Board for planning parks and providing guidance to staff and the City Council in the design, development and operation of parks.
  - 1.9.2 Encourage public participation in designing new parks, reviewing park rules, updating the Parks Plan, and monitoring the public's desires about parks facilities.
- 1.10 Develop a funding strategy that takes advantage of all available resources for park development and improvement.
  - 1.10.1 Make new development which impacts the park system pay its fair share of the costs of providing new park facilities.
  - 1.10.2 Make available information to the general public about options for donating money and services for park improvements.

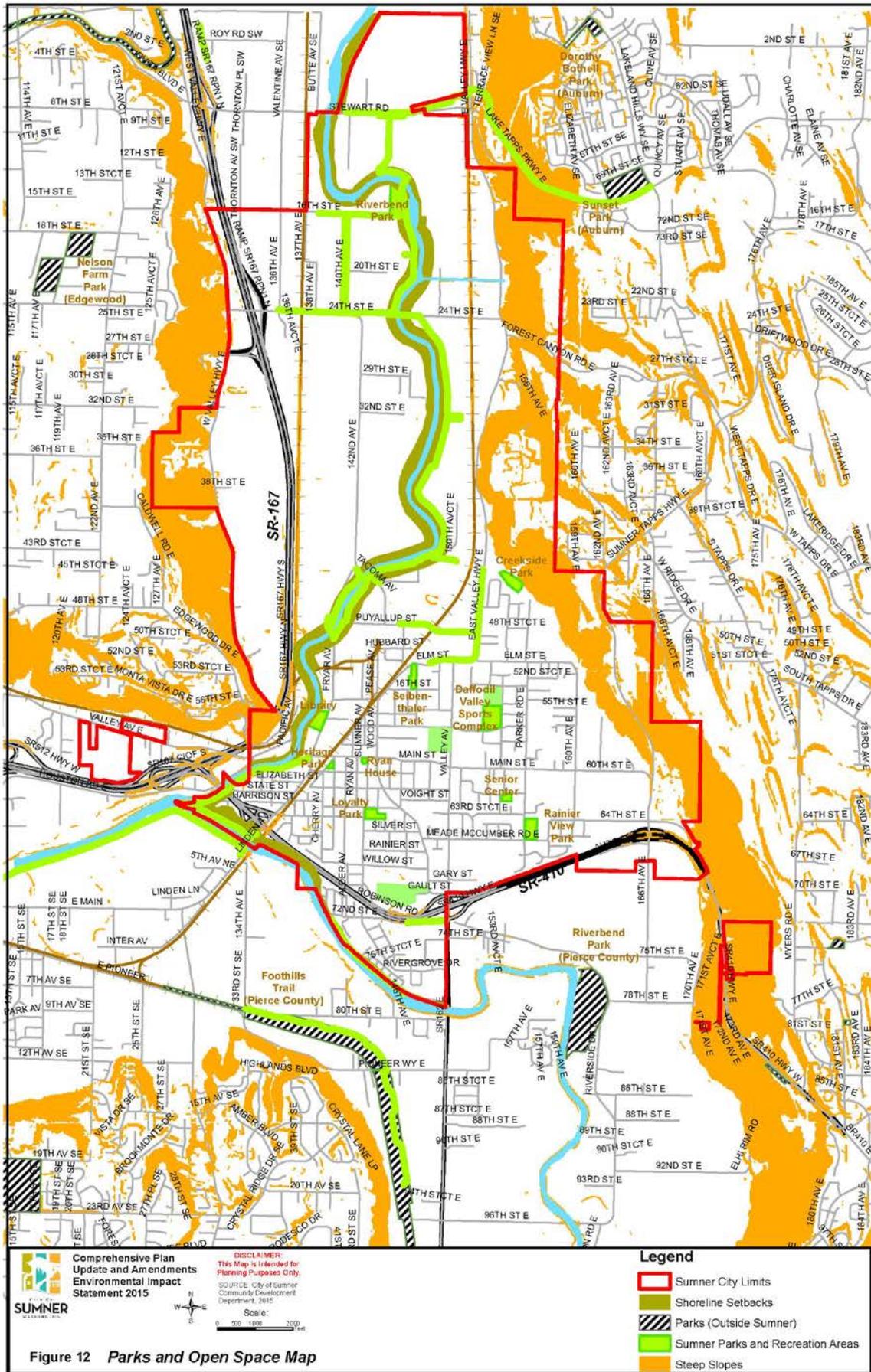
- 1.11 Encourage and foster beautification on public and private property throughout the community.
- 1.12 Develop and implement an internal bicycle and pedestrian circulation plan.
- 1.13 Establish the levels of service provided in the Parks and Open Space Plan for park facilities.
- 1.14 Review and update the Parks Plan at least every 5 years in order to remain consistent with State funding requirements. Update the Parks and Open Space Plan in 2016.

2. *Preserve, protect and enhance significant open space.*

- 2.1 Control development and activity on hillside areas in order to preserve their aesthetic qualities, reduce impacts on the valley, protect habitat, and protect sensitive areas from degradation.
  - 2.1.1 Adopt regulations to protect the hillside areas, including limitations on development on steep slopes, provisions for buffering and clustering, requirements for replanting, limitations on tree cutting, restrictions on ridgeline development, site design standards to protect viewsheds and screen structures and mining areas.
- 2.2 Adopt an urban forestry program to encourage the preservation and planting of trees on public and private property.
  - 2.2.1 Maintain the urban forestry commission.
  - 2.2.2 Update and maintain an urban forestry strategy to encourage the preservation and protection of trees and to establish the detailed workplan for the urban forestry commission.
  - 2.2.3 Through urban forestry, street design standards, subdivision requirements and parks programs, encourage or require the planting of street trees throughout the City.
- 2.3 Protect existing agricultural activity and long-term commercially viable agricultural land.
  - 2.3.1 Maintain protections for reasonable agricultural practices to continue without threat of nuisance actions.

- 2.3.2 Promote agricultural support businesses and markets through favorable land use regulations and permit processes and assistance with market development.
- 2.3.3 Through joint planning protect critical farmlands in rural areas with compensatory programs such as purchase of development rights, transfer of development rights, clustering and fee-purchase, where appropriate.
- 2.4 In conjunction with other jurisdictions, implement land use and other techniques to ensure the protection of environmentally sensitive lands, provide permanent protection of agricultural lands of long-term commercial significance, and protect the open space character of the valley between Sumner and Orting.
- 2.5 Educate the general public about the values of open space and the role it plays in the community, including education programs through the Sumner School District and area child cares, public access to critical and unique open spaces, and support for public environmental education programs.
- 2.6 Develop a trail system connecting to similar trails to the west, north and south for recreation and transportation purposes.
- 2.7 Retain, whenever financial feasible, City owned lands, including excess rights-of-way for open space purposes.
- 2.8 Implement flexible zoning and land use regulation techniques to encourage creative development which maximizes protection of critical areas, habitat, water quality, and open space.
  - 2.8.1 Make provision for clustering in the land use and environmental regulations.
  - 2.8.2 Work with other applicable agencies and private companies to develop mitigation bank programs and projects for wetlands and other appropriate critical area types.
- 2.9 Work with other jurisdictions to establish open space corridors and linkages with other significant regional open spaces including the valley hillsides, Puyallup/White River corridors, stream corridors and the valley south of the City.
- 2.10 Establish an open space standard of 35% for the entire City. Land use regulations and other programs should be developed to maintain this standard on a city-wide level. Open space includes areas that are public parks, cemeteries, critical areas and buffer areas, restricted steep slope areas, public lands such as watersheds, excess right-of-way, floodway, and river and buffers.
- 2.11 Seek broad and creative funding for open space protection and the furtherance of these goals and policies, including grants, utility funds, loans, conservation futures, bond levies, donations, impact fees and any other available sources.

- 2.12 Through land use development standards and design of public facilities and improvements, establish attractive and signature gateways at the City entrances.
- 2.13 Seek to acquire the most significant parcels of property in order to protect hillside amenities, wetlands, farmlands, river and stream corridors, and other critical open spaces.
- 2.14 Through implementation of the State Shoreline Management Act and City environmental regulations, protect wetlands, riparian corridors, streams and wildlife areas.
- 2.15 Coordinate open space programs with the other Plan policies to protect plant and wildlife habitat.
- 2.16 Implement the components of the open space strategy provided in the Parks and Open Space Plan.
- 2.17 Regularly seek public input to maintain a prioritized list of open space acquisition sites.
- 2.18 Provide protection of natural amenities such as riparian corridors and vital open spaces for enjoyment by workers and to enhance the work and business environment.



# ENVIRONMENT ELEMENT

## INTRODUCTION

The Growth Management Act (GMA) requires that critical areas, natural resource lands and the environment be protected as part of compliance with the Act's requirements. GMA, the Countywide Planning Policies and the Multi-County Planning Policies (VISION 2040) establish mandates for protection of the environment in the planning process. The Draft Environmental Impact Statement, prepared in compliance with the State Environmental Policy Act (SEPA), discloses a variety of environmental impacts which could result from the Comprehensive Plan. The policies identified below are intended to satisfy the statutory and regional policy directives and to address the environmental impacts of the plan.

## GOALS, POLICIES, AND OBJECTIVES

1. *Practice environmental stewardship by protecting, enhancing and promoting the natural environment in and around the City of Sumner.*
  - 1.1 Protect air quality from adverse impacts.
    - 1.1.1 In order to reduce reliance on the automobile as the primary method of transportation, encourage alternative modes of transportation.
    - 1.1.2 Require air quality impact analysis for major new developments which could adversely impact the air quality levels in the vicinity.
    - 1.1.3 Work with other agencies to educate the public about air quality impacts.
    - 1.1.4 Work with other agencies to monitor air quality within the planning area.
    - 1.1.5 Encourage alternative fuels and electric vehicles.
    - 1.1.6 Conduct a greenhouse gas emission analysis on alternatives for major updates to the comprehensive plan.
    - 1.1.7 Require trees and other vegetated barriers between busy roadways and schools, residential areas and other places with a high concentration of vulnerable children and adults.
  - 1.2 Encourage a reduction in noise impacts associated with human activity.
    - 1.2.1 Require new developments which could generate substantial levels of noise or could expose people to substantial levels of noise from existing noise generators to submit an analysis of potential noise impacts and propose mitigation.

- 1.2.2 Maintain the noise ordinance to address various noise sources and require mitigation of noise impacts if they are sufficient to cause environmental health problems or will exceed recognized health standards.
- 1.3 Protect viable long-term natural resource lands, including agriculture and mining.
  - 1.3.1 In coordination with other jurisdictions, protect viable mining areas through allowances for permits, provisions for mitigation of impacts and restoration, notice to adjacent property owners, and compatibility of uses.
  - 1.3.2 In coordination with Pierce County protect agricultural lands of long-term commercial significance through transfer of development rights, purchase of development rights, cluster zoning, and limitations on the extensions of public utilities and public facilities.
  - 1.3.3 Protect farming as a viable activity within the city through right-to-farm legislation, allowance of markets and roadside stands, and provision of necessary services.
  - 1.3.4 Seek innovative ways to support agriculture through business development, buy local programs, and flexible zoning.
  - 1.3.5 Where appropriate, utilize a planned mixed use development overlay zone or detailed subarea plan, to ensure buffers and other measures to reduce impacts to agricultural lands of long-term commercial significance from conflicts with development prior to annexation.
- 1.4 Protect surface water quality and quantity from significant degradation as required by state and federal law.
  - 1.4.1 Implement development regulations and a surface water quality management plan to protect water quality.
  - 1.4.2 Monitor surface water quality discharges to provide a sufficient data base for determining if water quality is being degraded.
  - 1.4.3 Work with other agencies to educate the general public and developers on the potential surface water quality degradation resulting from development and human activity and how to reduce impacts.
  - 1.4.4 Maintain consistency with local, regional and federal water quality protection plans and permits.
  - 1.4.5 Continue to implement wetland protection regulations as an essential part of water quality protection.

- 1.4.6 Continue to be a leader in developing and implementing state-of-the-art stormwater management techniques including low impact development.
- 1.4.7 Low impact development techniques will be encouraged for both private and public developments including retention of native vegetation, soil amendment, rainwater harvesting, pervious pavement and bio-retention.
- 1.4.8 Incorporate low impact development principles and practices into the design, construction and operation of all city facilities and city-funded projects only when economically feasible.
- 1.4.9 Work with residential and commercial developers to incorporate low impact development that preserves a site's natural hydrologic functions and practices that protect native vegetation and soils, facilitate reuse of resources, such as reclaimed water, and reduce impervious surface.
- 1.4.10 Identify and evaluate potential changes to land use development regulations and building codes to support and promote low impact development.
- 1.5 Protect groundwater quality within the aquifer recharge area from substantial degradation.
  - 1.5.1 Implement regulations to prevent groundwater quality degradation.
  - 1.5.2 Work with other agencies to educate the general public about potential groundwater quality issues resulting from development and human activity within the aquifer recharge area.
  - 1.5.3 Collaborate with adjacent jurisdictions within watershed of the White and Puyallup Rivers to protect groundwater resources which support the Sumner water supply.
- 1.6 Encourage the efficient use of energy as a means of practicing environmental stewardship.
- 1.7 Incorporate the use of "best available science" as required by the Growth Management Act when implementing critical areas regulations.
- 1.8 Promote a healthy and sustainable environment in terms of air quality and climate, energy resources, and active lifestyles by using prudent building design and construction methods such as recycled construction materials, reducing space heating and electricity usage, reducing water consumption and waste generation, and encouraging alternative modes such as transit, walking, and biking.
- 1.9 Encourage energy conservation and efficiency in building material and site design.

## 2. *Protect life and property in areas of natural hazards.*

- 2.1 Work with other agencies to develop and implement public education and notification systems related to natural hazards.
  - 2.1.1 In conjunction with other agencies, including Pierce County, school districts, and East Pierce Fire and Rescue, implement an emergency notification system and evacuation plan to provide early warning of impending natural disasters. As necessitated by new development, the system and plan shall be periodically revised.
  - 2.1.2 Use title and plat notices for new development to inform current and future property owners of potential risk from applicable natural hazards.
  - 2.1.3 In conjunction with Pierce County, the federal government, the Red Cross, and other applicable agencies, educate the general public about the risks associated with various natural hazards and methods to reduce risk.
  - 2.1.4 Create a disaster resistant and resilient community through proper design of critical facilities, education of the public, and land use planning.
- 2.2 Minimize the potential for loss of life and damage to public and private investments resulting from flooding along the White (Stuck) and Puyallup Rivers.
  - 2.2.1 Work with the appropriate agencies to secure easements and make the necessary improvements along the riverbanks to ensure damage is minimized and environmental impacts are mitigated.
  - 2.2.2 Work with other agencies to modify the operational mandate of the Mud Mountain Dam to reduce flood risk.
  - 2.2.3 Work with appropriate agencies to develop and implement regulations to reduce flood damage, including reinforced building design, compensatory flood storage, limitations on the location of building in floodplains, and adoption of a “zero-rise” standard or floodplain development.
  - 2.2.4 Continue to implement wetland protection and stormwater management regulations to help mitigate flooding impacts to the community.
- 2.3 Take measures to reduce risk and hazard from volcanic mudflows off Mount Rainier.
  - 2.3.1 Take measures to reduce the location of large occupancy assembly uses in areas of volcanic mudflow risk.
  - 2.3.2 Require analysis of volcanic risk and mitigation to accompany substantial

new development in areas of identified volcanic risk.

- 2.4 Take measures to reduce risk and hazard from earthquakes and associated effects through disaster preparedness and public education, and facility design.
  - 2.5 Take measures to protect hillsides and hillside development from landslide failures and the impacts associated with building on steep slopes.
  - 2.6 Take measures to reduce erosion in all areas, particularly in areas with high risk of erosion, and the associated impacts.
  - 2.7 Implement land use and environmental regulations with flexibility to assist in protecting hazardous areas.
3. *Protect and enhance unique, valuable, and critical plant and wildlife habitat and promote bio-diversity.*
- 3.1 Implement regulations and programs to protect unique, valuable and critical plant and wildlife areas, including flexible design standards.
  - 3.2 Protect shorelines and wetlands through appropriate regulations, acquisition, and non-regulatory policies related to education, stewardship, density credits, restoration, etc.
  - 3.3 Maintain an urban forestry strategy to encourage the planting of trees on public and private property.
    - 3.3.1 Within the urban forestry strategy develop specific standards for planting of public trees such as minimum size, type, minimum soil conditions, and maintenance requirements.
  - 3.4 Take measures to protect hillside areas from the impacts of development.
  - 3.5 Work with other agencies and the Sumner School District to promote environmental education.
  - 3.6 Through the Parks Board, new development, community organizations, other agencies and other resources, promote public access to unique and valuable environmental areas.
  - 3.7 Work with other agencies and the public to develop a Salmon Creek Restoration Plan.
  - 3.8 Give special consideration to conservation and protection measures necessary to preserve and enhance of anadromous fisheries and listed or threatened endangered

species.

- 3.9 Encourage, through incentives and technical support, the application of sustainable, or “green” development practices in all major private development including large commercial and industrial projects and residential subdivisions within the City.
- 3.10 Identify and evaluate potential changes to land use development regulations and building codes to support and promote sustainable and green development.
- 3.11 Allow for the clustering of development at higher densities on a portion of a property when preserving fish and wildlife habitat or wetland areas on site.
- 3.12 The City will collaborate with partners and volunteers citizen groups that make up the Pierce County Biodiversity Alliance to assist in completing the Sumner Chapter of the Lower White River BMA Stewardship Plan.

# HOUSING ELEMENT

## INTRODUCTION

The Growth Management Act (GMA) requires consideration of housing needs through the State Planning Goals and through the requirements for a housing element. Housing Elements are required to recognize the vitality of existing neighborhoods, inventory existing and projected housing needs, identify sufficient land for a variety of housing types and needs, and make adequate provisions for the existing and projected needs for all economic segments of the community. [RCW 36.70A.070 (2)]

The Draft and Final Environmental Impact Statement inventory existing and future housing needs in Sumner. These needs include: increasing numbers of the elderly, female-headed households, smaller household sizes, and the homeless; very low vacancy rates for single-family units and somewhat low vacancy rates for multi-family units; a large percentage of households which earn less than the County median income; and single-family housing costs above county median and rental costs below the county median. The Land Use Element and Comprehensive Plan Land Use Map (Figure 3) provide for a variety of housing densities and housing types including single-family, multi-family, and mixed uses. The goals, policies and objectives below are intended to reinforce other elements of the Comprehensive Plan, and to describe the community's commitment to housing.

## GOALS, POLICIES, AND OBJECTIVES

1. *Encourage the maintenance and preservation of existing housing stock and residential neighborhoods.*
  - 1.1 Encourage private reinvestment in older residential neighborhoods and private rehabilitation of housing, such as temporarily waiving permit fees, completing public works projects, etc.
  - 1.2 Support the revitalization of older neighborhoods by keeping the streets and other municipal systems in good repair.
  - 1.3 In cooperation with the County, Puget Sound Energy, promote the use of weatherization programs in existing housing.
  - 1.4 In order to balance the protection of viable neighborhoods and the need to provide for a range of housing to all life stages and economic segments, allow for accessory units in single-family neighborhoods.
    - 1.4.1 Maintain Design Guidelines to ensure new multi-family is consistent with the character of existing neighborhoods. Maintain design standards for neo-traditional single-family developments.
    - 1.4.2 Allow for accessory dwelling units in low density residential districts.

- 1.4.3 Review development regulations for obstacles to permitting accessory dwelling units.
  - 1.5 Accommodate local non-profit housing agencies' efforts to purchase and rehabilitate housing to meet affordable housing needs and special needs of the community.
  - 1.6 Multi-family housing outside the Town Center area, should be “ground related” where the individual housing unit entries are close to the ground and allows direct access to private ground-level usable open space. Examples of ground-related dwellings include single-family detached, single family semi-attached, cottages, tandem houses, and townhouses. This does not include mixed use commercial/residential buildings or “housing for the aged” such as assisted living facilities, continued care communities, board and care homes, hospices or nursing homes.
2. *Provide a range of housing types for all life stages and economic segments of the Sumner community.*
- 2.1 Strive to meet the City's fair share of housing needs by planning that 25% of the growth population allocation is satisfied through affordable housing.
    - 2.1.1 Develop a housing strategy to implement fair share objectives. It shall include an inventory of affordable housing, an analysis of Sumner’s fair share as compared to surrounding cities, and a phased approach to meet the community’s fair share housing allocation. Milestone dates and interim objectives shall be established to allow for progress in meeting the overall fair share targets. The housing strategy should be completed by December 2017.
  - 2.2 Plan for an adequate supply of land in appropriate land use designations and zoning categories to accommodate projected household growth.
    - 2.2.1 Through the Comprehensive Plan, Zoning Code, and Subdivision code, and Design Guidelines allow for a variety of housing types and lot configurations including multi-family housing, mixed use development, cluster development, zero-lot line and similar subdivisions, planned unit development, and non-traditional housing forms such as adult family homes.
    - 2.2.2 Allow for a variety of lot sizes in low density residential districts including a percentage of lots larger and smaller than the minimum lot size.
    - 2.2.3 Allow for accessory units in low density residential districts.

- 2.2.4 Participate in the development of data for buildable lands analysis as required by the Growth Management Act.
- 2.2.5 Incorporate reasonable measures as necessary to accommodate the projected population growth.
- 2.3 Encourage a variety of housing available to all economic segments of the community.
  - 2.3.1 Review the Zoning Code, Subdivision Code, Building Codes, and other development-control ordinances to identify and remove excessive, duplicative, or unnecessary regulations. The analysis shall consider in particular lot width, access widths, street improvement standards, parking, common service lines as well as other issues.
  - 2.3.2 Review the City's administrative procedures and streamline the permit process for affordable housing developments.
  - 2.3.3 Consider implementing strategies such as an inclusionary housing program, minimum densities, density bonuses, adaptive re-use, and others to promote affordable housing.
  - 2.3.4 Promote the development of senior housing units in proximity to needed services.
  - 2.3.5 Provide for transit and pedestrian improvements to support special needs populations.
  - 2.3.6 Consider participation in the preparation of applications for federal or state housing funds.
  - 2.3.7 Identify and catalogue real property owned by the City that is no longer required for its purposes and is suitable for the development of affordable housing for very-low to moderate income households. The inventory shall be provided to the state Department of Commerce annually in accordance with state law.
- 2.4 Provide for a jobs and housing relationship that satisfies the local need for housing and affordability.
- 2.5 Promote fair and equal access to housing for all persons in accordance with state law.
- 2.6 Make a biennial report to the City Council and the Pierce County Regional Council regarding the progress made in meeting community housing needs.

- 2.7 Plan for a standard density of 30 dwelling units per acre in Central Business District and General Commercial zones and 40 dwelling units per acre in the Mixed Use Development zone within the Town Center.
  - 2.8 Provide incentives for developing senior housing in the downtown such as permit fee waivers and reductions and parking requirement reductions.
  - 2.9 Establish programs focused on promoting good management and reducing criminal activity in multi-family developments and areas. This could include crime free/resistant housing programs and “safe street” concepts in multi-family design and maintenance.
3. *Encourage energy efficiency in housing developments.*
- 3.1 Promote the use of energy conservation features in the design of all new residential structures.
  - 3.2 Promote higher density and infill developments that are located near major transportation links such as the Sumner Commuter Rail Station.
  - 3.3 Continue to enforce State Energy Code requirements.
  - 3.4 Establish standards for street widths, landscaping, and parking lots to reduce heat loss or provide shade.
  - 3.5 Review and update codes as necessary regarding solar energy.
  - 3.6 Recognize and support energy conservation and efficiency programs.
4. *Provide for a variety of housing types and densities in the town center in close proximity to the train station.*
- 4.1 Promote the construction of housing stock in the town center by at least 350-500 dwelling units by 2035.
  - 4.2 Examine higher density in West Sumner through the review of existing development patterns and desires of neighborhoods to consider allowing higher densities.
  - 4.3 Work with property owners and developers to promote increased housing on strategic properties in the town center.
  - 4.4 Encourage land assembly allowing for feasible and attractive housing or mixed housing/commercial developments. Waive permit fees associated with lot consolidation such as lot line adjustments. Facilitate matching compatible owners

that can work jointly to consolidate and sell/develop.

# TRANSPORTATION ELEMENT

## INTRODUCTION

Sumner's existing and future transportation needs are addressed in the Sumner Comprehensive Transportation Plan as well as the Draft EIS. Issues discussed in these documents include: levels of service, travel forecasts, transportation improvements, alternate modes, funding strategies, and concurrency management. Planned transportation improvements are shown following the goals and policies.

## GOALS, POLICIES AND OBJECTIVES

The City of Sumner Transportation Plan is comprised of several elements. In order to efficiently and effectively implement the Transportation Plan, the City has identified a range of goals and policies. These goals and policies provide a framework for decision making related to transportation projects and programs. The transportation goals and policies cover the following elements:

- Public Involvement
- Agency Coordination
- Streets and Highways
- Pedestrians and Bicycles
- Rail, Transit, and TDM
- Land Use and Environment
- Program Financing and Implementation
- Manufacturing Industrial Center Designation

The transportation goals and policies will be used by the City in deciding how to secure and use funding, decisions related to new land use development applications, and coordination with other City planning objectives.

The overall goal for the City of Sumner Transportation Plan is set forth below.

## OVERALL TRANSPORTATION GOAL

*Provide an efficient and safe multimodal transportation system to improve mobility for residents, employees, and visitors of Sumner while maintaining the small town quality of life within the City and supporting the economic vitality of the City.*

The goal identifies the City's desire to meet the mobility needs of the people that live, work, or visit Sumner. The goal calls for supporting a range of travel modes: auto and truck vehicles, pedestrian, bicycle, and bus and rail transit. The City wants to maintain its small-town character by minimizing the development of transportation improvements that would increase the ability or

desire of regional traffic to travel through the community. The remaining goals and policies further refine the City's overall transportation system goal.

The transportation system must provide improved access and circulation to support the economic development of the City. The system should be designed to provide access to the industrial and commercial areas while protecting residential areas from intrusion of auto and freight traffic.

## **Public Involvement**

The City of Sumner transportation system is intended to serve the people of the City, local businesses, and those using regional transportation services. Therefore, involving the community is very important to help match the planning, design, and implementation of transportation improvements with the community vision and priorities.

### *1. Involve and educate the residents, employees, and property owners of Sumner in planning for and implementing transportation projects and programs in and around the City.*

- 1.1 Encourage and solicit public participation in all transportation-related decisions to help ensure planning and implementation have public support.

The City will continue to provide opportunities for the public to provide input on the transportation plans improvement projects, priorities and funding, and designs. These will include meetings with the Planning Commission, City Council, and special forums, as appropriate. Input from and education to the public will provide better use of available funds and integration of the transportation system to meet land use and other community goals.

- 1.2 Include public review of transportation improvements needed to support public or private land development projects based on the Transportation Plan.

The public is most often concerned about the potential transportation impacts and needed mitigation of specific development projects. The City will review the public's comments and issues related to transportation impacts based on the goals, policies, and criteria set forth in the Transportation Plan, the City's Comprehensive Plan, and other applicable requirements such as the State Environmental Policy Act (SEPA).

- 1.3 Strive to meet the user education needs of the Sumner UGA transportation system. These include:

- Educating the public on transportation planning concepts such as levels of service, concurrency, traffic calming, and funding programs.

- Increasing user awareness of existing traffic law abuses and the dangers associated with them;
- Informing the public of advances in traffic safety from both system and vehicle perspectives;
- Supporting driver education by having police meeting with high schooler, elderly, and other groups; and
- Developing rider information packages that inform users of commuter, transit, rail, and air transportation opportunities.
- Develop information packages on pedestrian and bicycle facilities and safety.

The more the public understands about transportation and its relationship to the overall community, the better the decisions. This will assist the City in identifying transportation issues and improvement strategies.

### **Agency Coordination**

Sumner is geographically located at the confluence of several regional transportation corridors. The City is impacted by regional traffic flows that impact the quality of life within the community. The City is also growing, especially in employment uses. This growth can impact the transportation needs on the regional highway and arterial system in adjacent communities. Therefore, the City must work with other transportation service providers to plan, design, fund, and implement transportation projects and programs to serve the community.

2. *The City of Sumner will provide a transportation system that is compatible with State and regional plans, plans of adjacent jurisdictions, and with public transit providers.*

2.1 Coordinate the development and implementation of the Sumner Transportation Plan with the State Highway Systems Plan.

The State highway system provides for the regional connections to/from the City of Sumner planning area. The City will coordinate with the State to identify and implement improvement needs along the State highway system. The coordination includes involving the State in:

- The development of the City's Transportation Plan;
- Working with the State to fund and implement improvements such as improvements to Traffic Avenue and SR 410 interchange in Sumner;
- Providing support for future extension of the SR 167 freeway from Puyallup to Tacoma;
- Future widening of SR 410 to add high occupancy vehicle (HOV) lanes and interchange improvements, including structural and vegetative sound abatement; and

- Future improvements at State interchanges and State highways that serve Sumner.

2.2 Coordinate the planning and implementation of the Sumner Transportation Plan with the Regional Metropolitan Transportation Plan (MTP).

The City of Sumner transportation system is part of the larger MTP assembled by the Puget Sound Regional Council (PSRC). Major improvements to arterials, freeways, non-motorized facilities, and transit system facilities/services identified by the City of Sumner need to be included in the MTP to be eligible for certain funding programs. Furthermore, inclusion of key projects in and around Sumner in the MTP provided for a regionally compatible system of multimodal improvements covering:

- Vehicular movement, including private passenger vehicles and commercial trucks;
- Freight rail movement;
- Regional passenger rail and bus transit;
- HOV facilities and transportation demand management programs; and
- Regional pedestrian and bicycle systems.

2.3 Coordinate planning and implementation of transportation improvement projects and programs with local agencies.

Sumner's Transportation Improvement Plan relies in part on improvements to transportation facilities under the jurisdiction of other agencies such as Pierce County and the Cities of Auburn, Pacific, and Puyallup. In addition, improvements, such as the extension of Shaw Road and proposed development near Shaw Road, have had significant impacts on traffic volumes and operations in Sumner. These types of projects require coordination to:

- Plan, design, and construct the improvements to provide continuity for vehicular and non-motorized transportation modes;
- Jointly fund significant improvements that serve regional travel patterns; and
- Ensure compatibility of improvement projects and the timing of their implementation.

Specific coordination is required for the following projects:

- 8<sup>th</sup> Street E (with Pierce County and City of Pacific);
- Shaw Road extension (City of Puyallup);
- SR 410/Traffic Avenue Interchange (WSDOT and City of Puyallup);
- East Valley Highway improvements (City of Auburn and Pierce County);
- 136<sup>th</sup> Avenue E (City of Pacific);

- Sumner Regional Trail (City of Pacific, City of Puyallup, City of Bonney Lake, City of Edgewood and Pierce County);
- SR 162 East and SR 410 Interchange (Pierce County and WSDOT);
- SR 162 widening (Pierce County and WSDOT);
- Sumner Tapps Highway East and SR 410 Interchange (Pierce County and WSDOT); and
- Bridge Street Bridge and West Valley Highway improvements (City of Edgewood and Pierce County).

- 2.4 Continue to work with Sound Transit to support and enhance a multimodal transportation system by ensuring that the City’s transportation plans and facilities are consistent with public transit plans and programs.

The City will continue to monitor growth and development and address the demand for transit through a local transit system or Pierce Transit. Prior to initiation of any expanded transit service the City will conduct a thorough demand study and fiscal analysis.

The City of Sumner does not operate bus or rail transit services. These are provided by Sound Transit, and consist of local bus, express bus, and commuter rail. The City will continue to coordinate with this agency to provide alternative transportation services between the City and local and regional origins/destinations.

## **Streets and Highways**

Streets and highways provide the basic framework for the City of Sumner transportation system. The system is comprised of freeways, arterials, collectors, and local streets. These facilities serve private vehicles, commercial trucks, public bus transit, and much of the bicycle and pedestrian travel (through adjacent sidewalks). Therefore, developing and maintaining an operationally efficient and safe street and highway system is important in meeting the overall transportation goal. Future transportation improvement plans for the street system are summarized on Figure 15.

3. *Plan, design, implement, and maintain a street and highway system that provides safe and cost-efficient mobility and accessibility of goods, services, and people for the community of Sumner.*

- 3.1 The LOS standard for arterials and collectors in the City of Sumner shall be LOS D or better except for the following locations:

- Traffic Avenue/Main Street/Fryar Avenue (LOS F)
- Main Street/Alder Avenue (LOS F)

- W Valley Highway/Sumner-Heights Drive E/Valley Avenue (LOS F)
- Main Street/Valley Avenue (LOS F)

The levels of service shall be measured using methodologies identified in the *Highway Capacity Manual* (HCM).

The City desires to provide reasonable levels of traffic operations while minimizing the impacts and costs of creating wider roadways and intersections to accommodate traffic. The Transportation Plan identifies improvements that would meet the standard when fully implemented. The LOS F standard at the Traffic Avenue/Main Street/Fryar Avenue and W Valley Highway/Sumner-Heights Drive E/Valley Avenue intersections is established since providing LOS D would require extensive additional improvements at the horizon year of the Plan. The City in setting the LOS F standard for the Main Street/Alder Avenue and Main Street/Valley Avenue intersections reflects the desire to maintain Main Street as a two-lane street with parking in order to promote the downtown design characteristics.

- 3.2 Levels of service for non-arterial collector roads, streets, or driveways intersecting with arterials will be evaluated at the time of development review. The City Engineer will identify appropriate mitigation to address potential operations or safety impacts.

Left turns and through movements on side streets intersecting with arterials may operate below the adopted LOS standard. The poor level of service may affect relatively low traffic volumes and may not meet warrants for traffic signals. Furthermore, installation of traffic signals at a location may not be consistent with the Transportation Plan or traffic engineering practices. Each location will need to be reviewed based on traffic engineering studies at the time of development review. Appropriate mitigation should be identified and implemented to reduce potential safety and operation impacts, even though the intersection may operate below the adopted standard.

- 3.3 Transportation improvements or strategies shall be constructed to ensure that an adequate transportation system is in place to serve increased travel demands. Concurrency shall be defined as having a financial commitment in place to resolve the deficiency within six years. Concurrency will be implemented as part of the City's development review process under SEPA. The City will not approve new developments unless the LOS standards are met.

The City will not apply concurrency adopted on SR 167, a designated Highway of Statewide Significance (HSS), or its interchanges (per HB 1487).

Exceptions to concurrency also will be provided at the following locations in the City until improvements identified in the transportation plan are funded and constructed:

- On SR 167, a designated HSS, or its interchanges (per HB 1487);
- On SR 410, SR 162, or the three interchanges of SR 410 state highways serving the City (Traffic Avenue, SR 162, and Sumner-Tapps Highway);
- The Traffic Avenue/Main Street/Fryar Avenue intersection;
- The East Valley Highway/Forest Canyon Road; and
- The Pacific Avenue/West Valley Highway corridor or Bridge Street.

The above exceptions from denial under concurrency are identified since these corridors are affected by significant regional traffic growth and require regional funding solutions. Until improvements identified in the Transportation Plan are able to be implemented using State, other regional, and local funding, congestion will be allowed to occur. The City will review potential impacts and identify appropriate mitigation through impact fees (if adopted) and SEPA. The City will coordinate with the Washington State Department of Transportation (WSDOT) on identifying appropriate mitigation along SR 162 and at the interchanges of SR 410.

- 3.4 Streets and arterials shall be classified to reflect their desired functional use. Design standards should be implemented based on the functional classification, location in the City, and land uses it serves.

The Transportation Plan identifies the general characteristics used to define the classification of freeways, arterials, collectors, and local streets in Sumner. Design guidelines are presented in Appendix B of the Transportation Plan, which further identify potential characteristics by classification and the type of area and land uses it serves. The design guidelines cover provisions for the various travel modes served by a type of roadway.

- 3.5 Establish truck routes based on functional classification, connectivity, and land uses.

The truck route system primarily consists of principal and minor arterials. Main Street, from Traffic to Valley Avenues, will not be a through truck route, since it serves the downtown commercial district. Collectors and local streets in the industrial classified areas will also serve as truck routes. On other City streets, only local deliveries should be allowed by trucks, unless provided for by approved exceptions. The truck route designations identified in the plan shall reflect planned improvement projects. As improvement projects are made, the truck route designation will be modified.

Trucks entering/exiting the City to/from a destination within the City should use only the designated truck routes between the regional system (or City limits) and the intersection nearest the destination/origin within the City. The truck shall limit its travel on non-truck route streets to the shortest distance between the truck route and the origin/destination within the City.

3.6 Provide a highly interconnected network of streets, sidewalks, bicycle lanes, and trails for ease and variety of travel.

The City of Sumner recognizes that increasing connections throughout the City provides efficiencies in traffic circulation and increases the sense of unity of the community. A flexible grid system of roadways is preferred over the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers. Creating a pattern of continuous through streets with a system of highly integrated secondary access streets will provide long-term economic and social benefits to the community. The City will encourage the use of trails and other connections that provide ease of travel between neighborhoods and community centers.

To achieve an interconnected street network, the City should:

- Allow cul-de-sacs only where the natural or built environment would logically preclude a grid street system;
- Consider future needs and opportunities for development of the local service street grid in project review of development proposals;
- Require new development to provide full or partial street improvements, where such streets will expand, complement or improve access to the larger street network, consistent with existing development patterns and environmental constraints;
- Seek to establish a maximum interval between local access streets in industrial areas of ¼ mile;
- Seek to establish a maximum interval between local access streets in residential and pedestrian-oriented commercial areas of 500 feet; and
- Establish logical new transportation links at the first available opportunity, to avoid sacrificing future options.

The City should maintain flexibility in implementing these strategies. Requirements for improvements to establish a continuous grid street system should be determined on a case-by-case basis. The public benefit of new roadways should be considered in the context of the relative impact to individual property owners and the potential detriment to residential neighborhoods. New public street rights-of-way should be located to preserve the economic value of adjacent private property to the greatest extent possible. Additionally, the local access street grid should be designed to discourage commercial and industrial traffic in areas designated for residential uses.

The provisions of this policy do not extend to a street connection in the Sumner Avenue/ Alder Avenue corridor to connect areas south of SR 410 with neighborhoods north of SR 410. The residents of the City do not desire this connection. The costs of the project would not provide adequate benefit to the City.

- 3.7 The City of Sumner discourages the use of private streets and will not agree to maintain them.
- 3.8 Retain existing and identify, acquire, and preserve rights-of-way to implement the Transportation Plan.

The City intends to use the Transportation Plan's recommendations to identify current and future transportation system needs. The City has identified specific transportation corridors where rights-of-way should be protected to serve potential short- or long-range transportation system needs. Methods to acquire and preserve rights-of-way may include:

- Requiring dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development;
- Requesting donations of rights-of-way to the public;
- Purchasing rights-of-way by paying fair market value; and
- Acquiring development rights and easements from property owners.

The City also seeks protecting rights-of-way from encroachment by any structure, substantial landscaping, or other obstruction to preserve comprehensive plan recommendations. Protection methods may include minimum setback requirements for property improvements to allow for sufficient right-of-way for roadway expansion, and development of specific guidelines regarding installation and maintenance of landscaping within the public right-of-way.

- 3.9 Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway.

The City will seek to consolidate and minimize the addition of new access points to State highways, arterials, and collectors, as appropriate. This will help preserve capacity and improve safety of the highway and arterial system, reduce interference with traffic flows on arterials, and discourage through traffic on local streets.

To achieve this level of access control, the City:

- Supports the State's controlled access policy on all State highway facilities;
- May acquire access rights along some arterials and collectors;
- Encourages and may require landowners to work together to prepare comprehensive access plans that emphasize internal circulation and discourage multiple access points to major roadways;
- Encourages consolidation of access in developing commercial and high-density residential areas through shared use of driveways, local access streets, and cross-access corridors; and

- Requires defined access and circulation systems as part of subarea land use plans.
- 3.10 Strive to efficiently operate the transportation system through Transportation Systems Management (TSM) strategies. These strategies will include:
- Signal interconnect systems, signal coordination and synchronization, and other signal systems to ease traffic flow;
  - Turn lanes and pockets to allow turning vehicles to move out of through traffic lanes; and
  - Access control for arterials and major collectors to minimize disruptions in traffic flow.
- 3.11 Maintain the existing and future arterial and street system and associated facilities (e.g., sidewalks, transit stops, landscaping) through an ongoing Pavement Management System (PMS) and traffic operations program.
- 3.12 Coordinate with service providers on the location of major utility and transportation corridors and the construction of roadway improvements. Such coordination will help minimize transportation disruptions caused by construction. In addition, this will reduce costs and maintain pavement integrity.
- 3.13 Implement a systematic program for defining, designing, and implementing traffic control and pedestrian safety improvements in residential areas of the City. The City will define and prioritize locations for such programs based on:
- Traffic engineering studies
  - Traffic speeds
  - Safety and accident data
  - Truck impacts
  - Input from the community
- 3.14 Accommodate the transportation needs of special events and assess the costs of such accommodation to the event promoter.

The City recognizes that special events such as fairs, parades, athletic events, and large meetings may burden the transportation system beyond its ordinary capacity. The City also recognizes that such events can expand the culture and quality of life of the community. The City will seek to provide for such events by making appropriate provision such as bus transportation, traffic control, and temporary street closures. The City will notify affected businesses through mailings and the Sumner Promotions Association of Street Closures for special events. The City may assess some or all of the costs of such provisions will be assessed to the promoters or organizers of such events.

## **Pedestrians and Bicycles**

Pedestrian and bicycle facilities provide for alternatives to automobiles for travel to/from and within Sumner. Pedestrian and bicycle facilities are important to promote safety and minimize impacts on overall operation of the transportation system. Pedestrian and bicycle facilities provide access and circulation within neighborhoods and connections to schools, parks, commercial areas, and community facilities.

### **Pedestrian**

The City of Sumner in 2014 completed The Sumner Link Trail, connecting the trail to the Puyallup Riverbend Trail, Foothills Trail and the future connection to the City of Pacific's portion of the Interurban Trail. See Figure XX-XX for trail locations. Future plans for the trail include enhancing the trail with amenities. Other pedestrian connections through the city include five-foot sidewalks on all XXX streets, ten-foot sidewalks along most of East Main Street, with plans to continue sidewalks throughout the city. See Figure X-XX for sidewalk map. The City of Sumner has very flat topography which allows for a very comfortable, easy and enjoyable walk through town.

### **Bicycles**

Bicycle connections in town include bike lanes on Valley Avenue, Valley Avenue East and 136th Avenue East. Sumner also allows bicyclist to utilize the Sumner Link Trail that connects both recreational cyclist and commuters to other regional trail systems. In addition to the designated bicycle systems in town the streets are very bike friendly, wide, flat and connected.

#### *4. Promote use of alternative transportation modes by providing an interconnected system of pedestrian and bicycle facilities.*

- 4.1 Design standards for principal and minor arterials will include provisions for travel by pedestrians and bicyclists, based on the Sumner/Pacific Master Trail Plan and the Sumner Transportation Plan.
- 4.2 Collector roads and local streets should be designed and constructed to facilitate access and circulation by pedestrians and bicyclists within the neighborhoods and provide connections to schools, parks, community facilities, transit, and commercial districts. Development application will provide for convenient non-motorized connection where feasible.
- 4.3 Sidewalks will be provided on both sides of all City streets unless special circumstances, such as topography or environmental constraints, make it cost prohibitive as determined by the Public Works Director.
- 4.4 The City will pursue the construction of interim asphalt walkways/sidewalks along city streets that are used by a considerable number of children walking to/from school. Interim asphalt walkways/sidewalks should include, but not be limited to, Parker Road, Elm Street, and 160<sup>th</sup> Street E. The construction of

interim walkways/sidewalks is not intended to preclude future full street improvements.

- 4.5 A system of separated, multi-purpose trails should be constructed to serve transportation and recreation needs of the community. It should also connect with adjacent communities to facilitate regional connectivity. The trail system and connections to the arterial, collector, and other pedestrian and bicycle facilities should be made per the Sumner/Pacific Master Trail Plan.

## **Rail, Transit, and Transportation Demand Management**

In order to provide for transportation alternatives the City supports use of rail and bus transportation to reduce transportation demands on streets and highways.

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.

### **Land Use and Environmental Considerations**

To maintain and improve the quality of Sumner, the City continues to work to blend transportation, land use, and the environment. Design and implementation of transportation infrastructure and changes in the land use plan must be compatible with each other.

6. *Establish a transportation system with minimal environmental impact and energy consumption that provides for a high quality of life to be enjoyed by the citizens.*

6.1 Design transportation facilities within the Sumner UGA minimizing adverse environmental impacts resulting from both their construction and operation.

The City of Sumner will fulfill this need by:

- Considering environmental costs of development and operation of the transportation system;
- Aligning and locating transportation facilities away from environmentally sensitive areas;
- Working with the State to incorporate appropriate structural and vegetative sound abatement as part of highway widening projects;
- Mitigating unavoidable environmental impacts wherever possible; and
- Soliciting and incorporating the concerns and comments of interested parties.

6.2 Ensure that transportation system improvements are compatible with adjacent land uses and will minimize potential conflicts. The City will:

- Prevent new residential areas from fronting on arterials, unless no other options exist;
- Incorporate transit, pedestrian, and bicycle access to major developments;
- Provide landscaping and noise buffers along major roadways;
- Provide facilities for bicyclists and pedestrians to access transit; and
- Provide changes to site plans to encourage pedestrian travel.

6.3 Support continuing efforts for improving air quality throughout the Sumner area and develop a transportation system compatible with the goals of the Federal and State clean air acts.

Federal and State legislation have made clean air a priority. The City will:

- Support and enforce vehicle emissions testing and cleaner burning fuels program;
- Coordinate with Sound Transit, and other jurisdictions on Commute Trip Reduction (CTR) programs for major employers in the Sumner planning area;
- Require air quality studies of future major developments on impacts created by site-generated traffic;
- Promote other TDM Programs; and

- Work with the private and other public sectors to introduce cleaner burning fuels for the existing motorized fleet, and vehicles powered by alternate fuel sources.
- 6.4 Allow major changes to the land use plan only when those proposals accompany specific analyses showing how the transportation system can adequately support existing and proposed development needs in a financially balanced manner.
  - 6.5 Provide incentives for the use of low impact development techniques that will reduce impervious surfaces, provide for stormwater infiltration, and protect the natural environment and systems. Low impact development should be the preferred alternatives for new transportation projects.
  - 6.6 Protect the transportation system against disaster, develop prevention and recover strategies, and plan for coordinated responses.
  - 6.7 Transportation Energy Conservation: Reduce the rate of energy use per capita, both in building use and in transportation activities.
  - 6.8 Transportation Greenhouse Gas Alternatives: Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.

### **Program Financing and Implementation**

Without adequate funding or implementation strategies, the City's Transportation Plan will not meet the needs of the community. The funding and implementation program must leverage the available resources to meet the City's transportation priorities. The strategies must also match with other City goals and policies, as well as regional, state, and federal requirements related to protection of the environment.

### *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.

The City will update the Transportation Plan whenever the Sumner Comprehensive Plan is revised or updated in such a way that it affects the Transportation Plan. The City will also revise the Transportation Plan if projects outside the City's control, such as special transportation related projects led by the WSDOT, PSRC, transit agencies, or Pierce County, cause a fundamental shift in transportation services throughout the UGA.

### **Manufacturing/Industrial Center Transportation Connections**

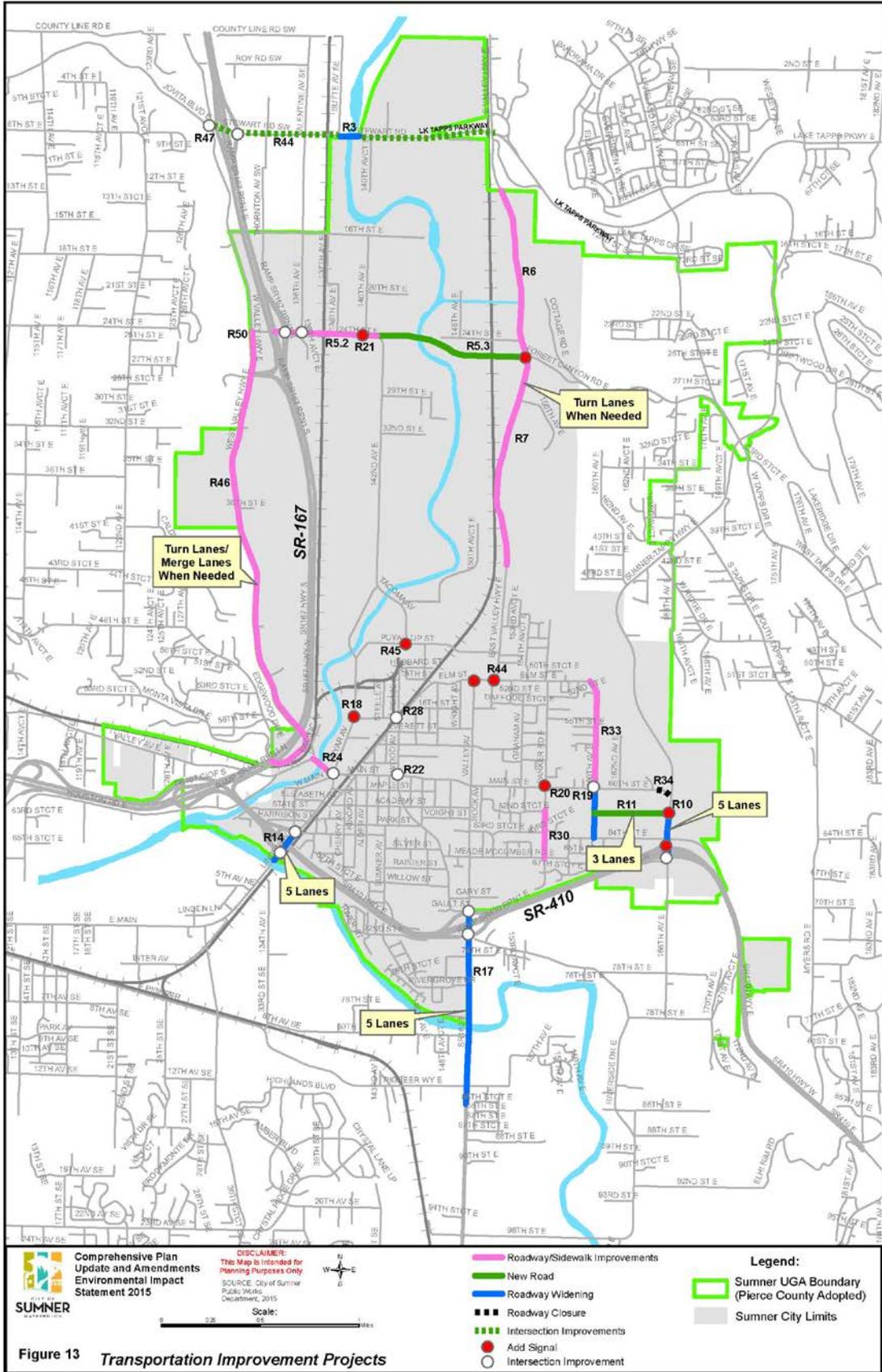
The Sumner-Pacific Manufacturing/Industrial Center (MIC) is a primary hub for regional movement of goods as a gateway to national and international overseas markets. Transportation connectivity to the region is critical for success of this area as an economic and employment center.

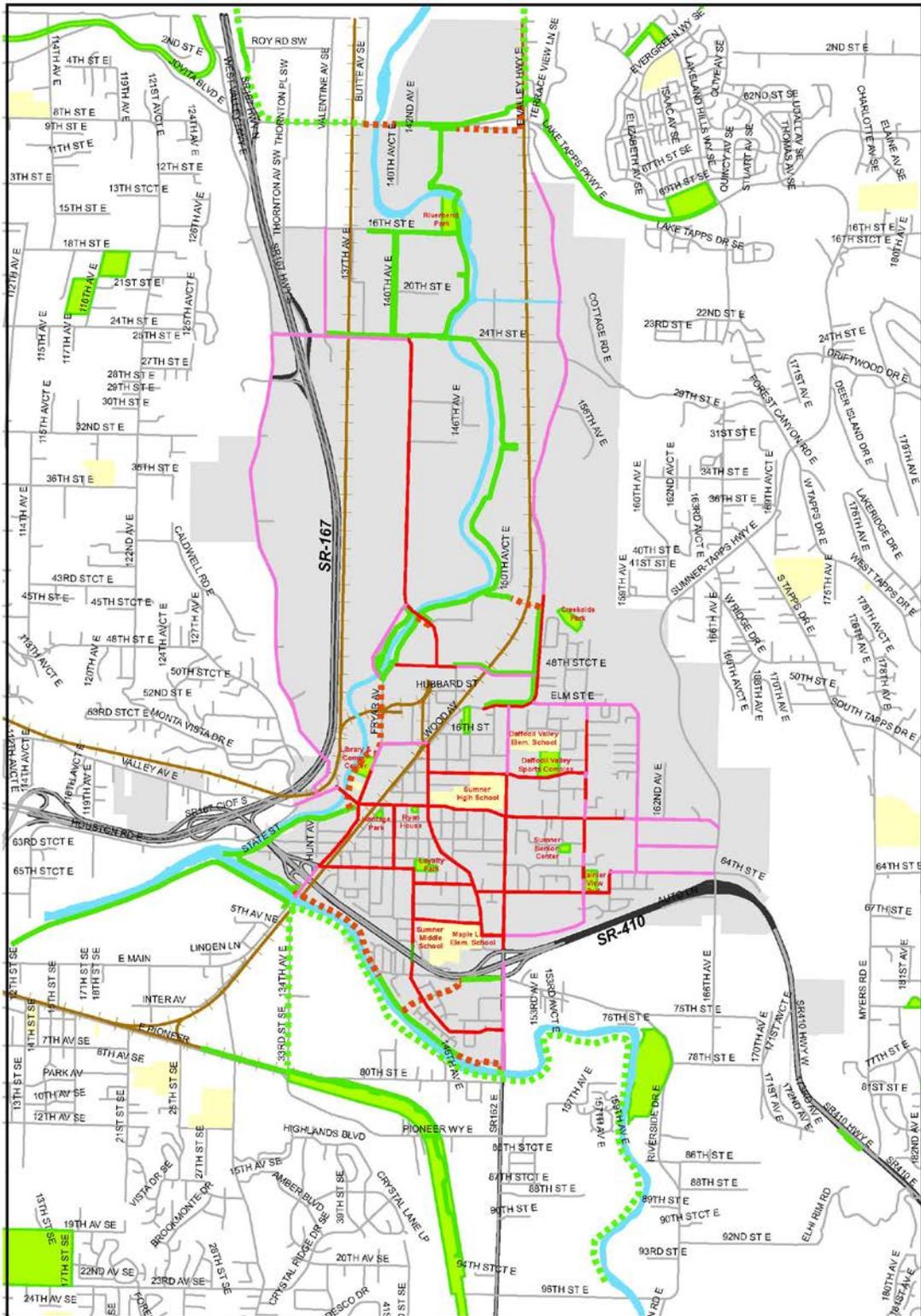
8. *Maintain the Sumner-Pacific MIC as a primary hub for regional goods movement and as a gateway to national and overseas markets. Support the integrated development and operation of trucking and rail terminals to enhance the freight transportation system and strengthen the Cities' economic base. Consider 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.





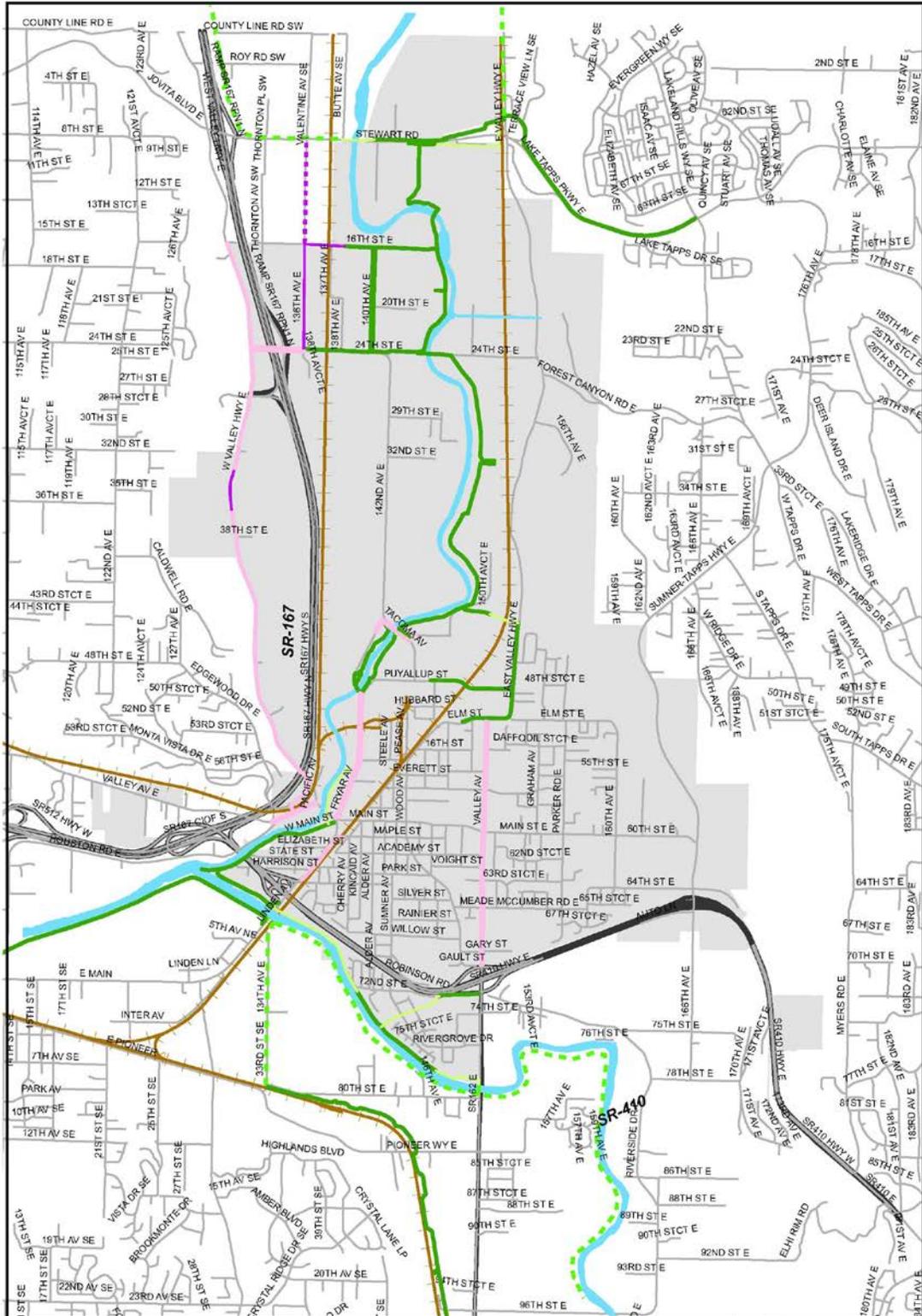
**Figure 14 Major Pedestrian System Plan**

**Comprehensive Plan Update and Amendments Environmental Impact Statement 2015**

**DISCLAIMER:** This Map is Intended for Planning Purposes Only  
 SOURCE: City of Sumner Public Works Department, 2015  
 Scale: 0 500 1000 2000 Feet

**Legend**

- Existing Trail
- Proposed Trail, Others
- Proposed Trail, Sumner
- Existing Pedestrian Facilities
- Proposed Pedestrian Facilities



**Comprehensive Plan Update and Amendments Environmental Impact Statement 2015**

**DISCLAIMER:** This Map is intended for Planning Purposes Only. SOURCE: City of Sumner, Public Works Department, 2015.

Scale: 0 0.25 0.5 1 Miles

**Legend**

- Existing Bike Lane
- Proposed Bike Lane, Sumner
- Proposed Bike Lane, Others
- Existing Trail
- Proposed Trail, Sumner
- Proposed Trail, Others
- Sumner City Limits

Figure 15 Bicycle and Trail System Plan

## **CAPITAL FACILITIES AND PUBLIC SERVICES ELEMENT**

### **INTRODUCTION**

The Growth Management Act (GMA) requires that comprehensive plans include a Capital Facilities Element which addresses the capital facility needs sufficient to support the designated land use intensities. The following policies establish the levels of service for the necessary capital facilities and the policy directives which implement the specific capital facility items. Public services have also been included because of their close ties to capital facility plan development. Comprehensive analysis of Sumner's facilities is provided in the city's Capital Facilities Plan, the Draft EIS and Final EIS, and in the various capital facility plans prepared for Sumner addressing sewer, water, and storm water drainage.

### **GOALS, POLICIES AND OBJECTIVES**

1. *Provide effective, efficient and quality capital facilities and public services at the level necessary to support a growing community.*
  - 1.1 Maintain a safe, attractive, enjoyable, and diverse park system that meets the needs of the City's residents, businesses and visitors consistent with the City's adopted Parks and Open Space Plan.
  - 1.2 Provide and maintain a police system sufficient to meet the community's public safety needs. This system may include normal police functions, responding to calls for service, community policing, care and custody of prisoners, and animal control.
    - 1.2.1 Level of Service:
      - i. Maintain a ratio of two (2) commissioned officers per 1,000 population.
      - ii. Establish and maintain a ratio of not less than 1 commissioned patrol officer for every 1000 calls for service per year.
      - iii. Provide one sergeant for every 6-7 commissioned patrol officers.
      - iv. Provide and maintain one detective position at a ratio of 1/400 part A offenses.
    - 1.2.2 Provide support to Sumner Schools through continued School Resource Officer program and instruction of Life Skills curriculum.
    - 1.2.3 Could include "Crime Prevention through Environmental Design" components in site design guidelines for new development.

- 1.2.4 Maintain staffing to support community events such as parades, festivals, concerts, community gatherings, etc. that promote Sumner’s sense of community.
- 1.3 Through the inter-local agreement with East Pierce Fire and Rescue, provide and maintain suppression, prevention, education, and medical response, including advanced life support (ALS) response system. Refer to the EPFR capital facilities plan for a complete list of levels of service and planning assumptions.
  - 1.3.1 East Pierce Fire & Rescue shall strive to maintain sufficient personnel and equipment, strategically located such that the first-due response units arrive at fire and emergency medical incidents in urban areas served by staffed fire stations (as characterized by the City of Sumner) within 5 minutes to the 90th percentile.
  - 1.3.2 East Pierce Fire & Rescue shall strive to maintain sufficient personnel and equipment, strategically located to provide a minimum acceptable (effective) response force capable of arriving at emergency incidents within 10 minutes to the 90th percentile. “Sufficient personnel” is further defined in the EPFR Capital Facilities Plan.
- 1.4 Through the Pierce County Library District, provide a library and access to library services consistent with the Pierce County Library Systems Capital Facilities Plan.
- 1.5 Provide sufficient City facilities to meet the needs of City operations.
  - 1.5.1 Establish and provide the following Level of Service for City government buildings:
 

• General Government	1.13 s.f./capita
• Police	0.44 s.f./capita
• City Shops (buildings only)	1.8 s.f./capita
  - 1.5.2 Seek innovative and shared financing for City facilities, including lease arrangements and impact fees.
  - 1.5.3 Maintain services and a rate structure adequate to keep the cemetery self-sufficient.

1.6 Maintain an efficient water system to meet the needs of the community's residential, commercial and industrial community as set forth in the City's most recently adopted Water System Plan.

1.6.1 Establish the following Levels of Service for water supply:

**Demand:**

Residential Demand - 60.3 gpd/capita<sup>1</sup>  
 Employee Demand - 58.3 gpd/employee plus 252,000 gpd<sup>1</sup>

**Fire Flow:**

USE	MIN. FLOW (GPM)	REQUIRED DURATION (HOURS)
Medium and low density residential	1,000	2
High density residential and commercial	1,500	2
Industrial	3,500	3
Several existing buildings	4,500	4

**Reliability:**

**WATER SYSTEM - RELIABILITY LOS**

<u>Criteria</u>	<u>Level of Service</u>			
	<u>A</u>	<u>B</u>	<u>C</u>	<u>F</u>
Conveyance Reliability; Loop (min. 6" pipe) System	95% + of services on loop lines	90% + of services on loop lines	80% + of services on loop lines	Less than 80% of services on loop lines

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<sup>1</sup> Per the Sumner Water System Plan.

Source Reliability;	Meets peak day w/largest supply out	Meets peak day w/all supplies on	Meets 95% of peak day - use storage	Water restriction required
Distribution System Reliability; Isolation valves a min of 660 ft.	95% + of services meet this criteria	90% + of services meet this criteria	80% + of services meet this criteria	<80% of services meet this criteria
Power Backup for Supply Pumps;(standby generators)	100% of pumps with backup gen.	Sufficient backup for meeting MMADF	Sufficient backup for avg. daily flow	Less backup than needed for ADF
Emergency Response by Repair Crew	< 4 hrs. on 24-7 basis	< 8 hrs. on 24-7 basis	< 24 hrs on a 24-7 basis	> 24 hrs on a 24-7 basis

The minimum LOS for reliability is “B” as outlined above.

- 1.6.2 Deliver a high degree of water quality which satisfies federal, state and local regulations as follows:

LOS “A”: Water quality meets both Primary and Secondary Public Health Standards

LOS “B”: Water quality meets only Primary Drinking Water Standards

For water quality, Sumner chooses a LOS “A”.

- 1.6.3 Implement a water conservation program for residential, commercial, and industrial users consistent with the Sumner Water Plan.
- 1.6.4 Seek to expand the City watershed protection by acquiring additional land around the existing watershed.
- 1.6.5 Require new and existing businesses to use water at or below the average per capita employee level. Businesses which utilize higher than average rates of water usage shall be required to mitigate their impacts. Those businesses not able to meet the goal shall be encouraged to conserve, re-use water, or develop new water sources.
- 1.6.6 In conjunction with developing additional water sources, develop a well head and groundwater protection program.
- 1.6.7 Provide broad funding for water services and facilities.

- 1.7 In conjunction with existing system providers, provide storm drainage collection and discharge systems to protect public and private property and the natural environment.
  - 1.7.1 Establish and maintain the Level of Service as the 25-year storm event, except in those areas where the 100-year storm design is appropriate to protect the natural environment.
  - 1.7.2 Require new development to provide for facilities to reduce water quantity and quality impacts associated with new development.
  - 1.7.3 Seek broad funding for stormwater system improvements.
  - 1.7.4 Coordinate with Pierce County on stormwater matters of common interest such as protection and preservation of water quality and resources in watersheds shared by both the City and County.
  - 1.7.5 Continue to implement storm drainage, erosion control and critical area ordinances to help reduce off-site impacts of development and protect stream channels, aquatic resources, habitat and wetlands. The regulations shall reflect the requirements and manuals of state and federal agencies as appropriate.
  - 1.7.6 Ensure that existing and future public and private stormwater and other water quality protection infrastructure is properly maintained and operated.
  - 1.7.7 Identify locations for regional surface water facilities in areas of anticipated redevelopment in Downtown. Promote the establishment of regional surface water management facilities to support infill development and preclude the need for individual on-site ponds and facilities, provide development incentives, encourage efficient use of land, and reduce overall facility maintenance costs.
- 1.8 Provide a sanitary sewer system adequate to the meet the demands of the community.
  - 1.8.1 Establish and provide for a Level of Service as defined in the adopted Sanitary Sewer Plan.
  - 1.8.2 Work with the Tacoma-Pierce County Health Department to eliminate the development of new residential and commercial uses on-site and community sewage systems within the Planning Area. The intent would be the elimination of all new permanent septic systems, but would allow for interim on-site approved septic systems where sewer facilities are not available.

- 1.8.3 Prohibit on-site or community sewage systems supporting new industrial development. Recreational uses may be exempt from this policy.
- 1.8.4 Seek broad funding for providing sanitary sewer services and facilities.
- 1.9 Consistent with adopted Solid Waste Management Plans, provide solid waste collection and disposal services to the community.
  - 1.9.1 Support recycling within the community through a curb-side program, education and using recycled products for City purposes wherever feasible.
  - 1.9.2 Implement programs for waste reduction in accordance with the adopted Solid Waste Plan.
- 1.10 Support the Sumner and Dieringer School Districts in providing the best education for all students in the Districts.
  - 1.10.1 Coordinate and communicate with the appropriate school districts on issues of mutual interest, including school facility location, impacts of new development, impacts of school facilities and activities on the community, parks and recreation programs, population and growth projections, and school involvement in the community.
  - 1.10.2 Based on the Sumner School District Capital Facilities Plan establish impact fees to mitigate the demands on the school systems of new development.
- 1.11 Ensure new public facilities and services to support new development are provided concurrent with the development.
  - 1.11.1 Develop procedures to ensure that public facilities and services necessary to support development and established Levels of Service are available at the time of development.
  - 1.11.2 Work with other service providers and adjacent jurisdictions to coordinate service provision and improvements to capital facilities.
  - 1.11.3 Coordinate with adjacent jurisdictions through joint planning to ensure service provision and development is consistent with the goals of this plan.
  - 1.11.4 Generally make new development responsible for providing the services necessary to support the demands created by the development.
  - 1.11.5 Encourage infill development which takes advantage of existing public facility capacity.
  - 1.11.6 Establish and maintain a current 6-year capital improvement plan to finance

the necessary capital improvements identified in the applicable capital facility plans.

1.12 Provide for regular monitoring of capital facility and public service needs and make appropriate amendments to capital facility plans.

1.12.1 Update, as necessary, the capital facility plans used in the preparation of the Comprehensive Plan to reflect the final land use designations and assumptions. Utilize the Capital Facilities Plan to make capital budget decisions and development of the city's biennial budget.

1.12.2 Communicate with other service providers on population projections and growth in order to maintain accurate coordination of service provision.

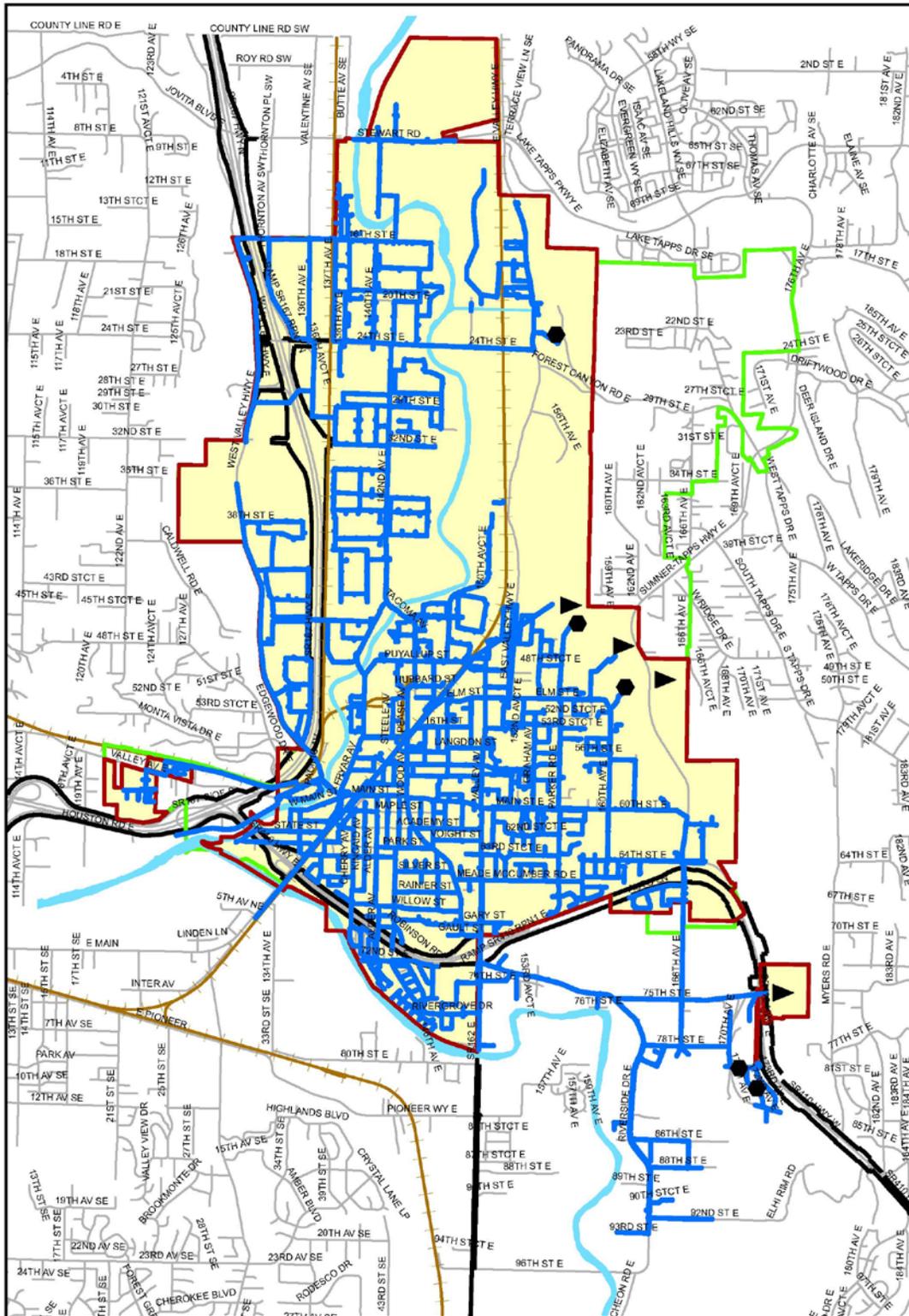
1.12.3 Update the Capital Improvement Program at least every two years.

1.12.4 Monitor implementation of the Capital Facility Plan and Capital Improvement Program against the rate of growth and development to determine if adequate public facilities are being provided. If adequate facilities and services are not available, the land use element shall be adjusted accordingly.

2. *Consider the use of green development practices in all buildings the City constructs, remodels and renovates.*

2.1 The City should meet a LEED® Silver certification for new construction or additions or major renovations of City facilities over 5,000 gross square feet in area only when economic benefits may be realized, including the reduction of operating costs, enhanced asset value, optimized building performance and a healthier workplace for its employees.

2.2 Leverage the City's purchasing power related to capital improvement projects to help expand the markets for green building products, including recycled-content materials and clean, renewable energy technologies.



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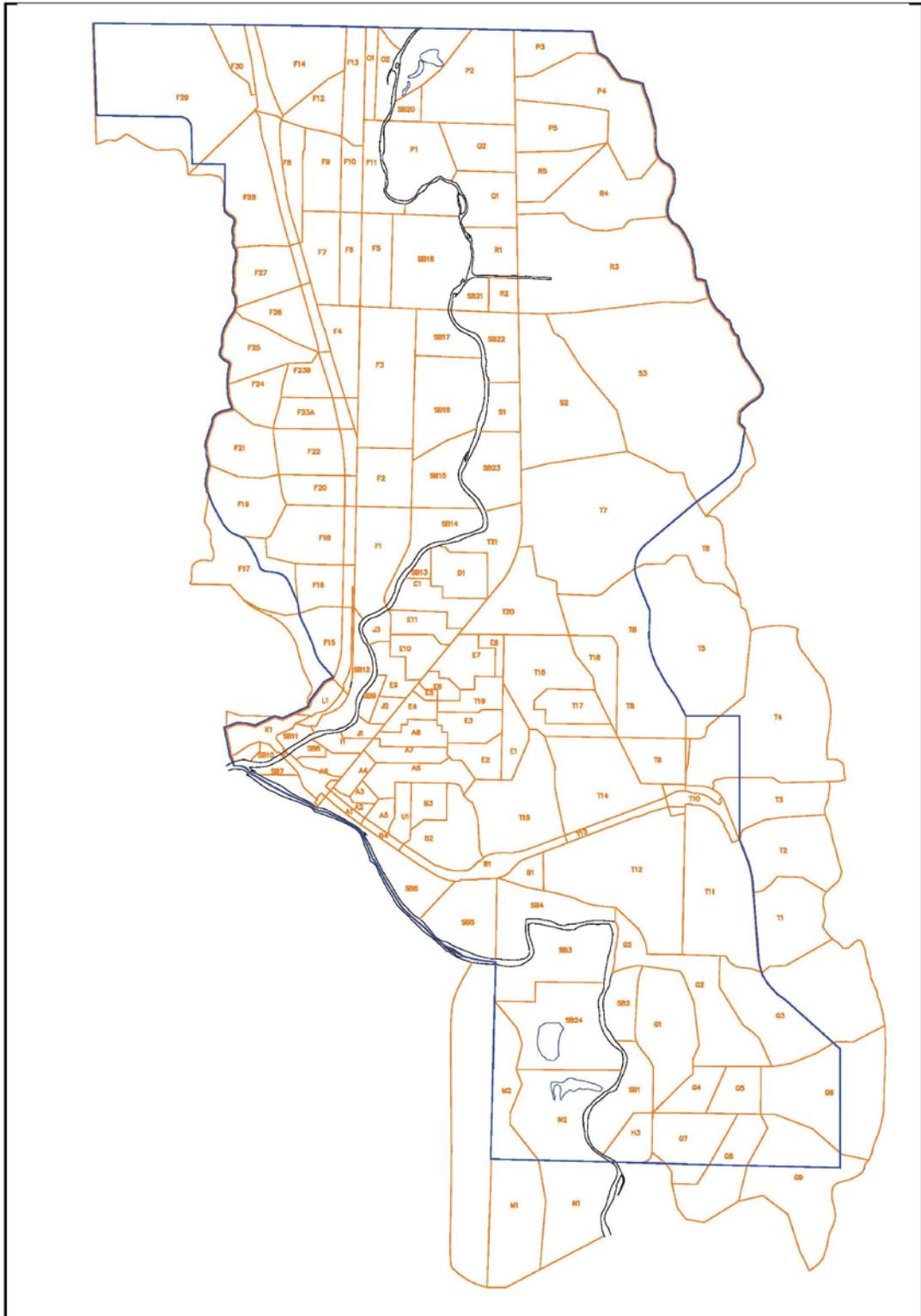
**DISCLAIMER:** This Map is intended for Planning Purposes Only.  
**SOURCE:** City of Sumner Community Development Department, 2015

**Scale:** 0 500 1000 2,000 Feet

**LEGEND:**

- Water Tank
- Springs
- Summer City Limits
- Summer UGA Boundary
- Summer Water Service Area
- Sumner Water Lines

Figure 16 Water System Map



Comprehensive Plan  
Update and Amendments  
Environmental Impact  
Statement 2015

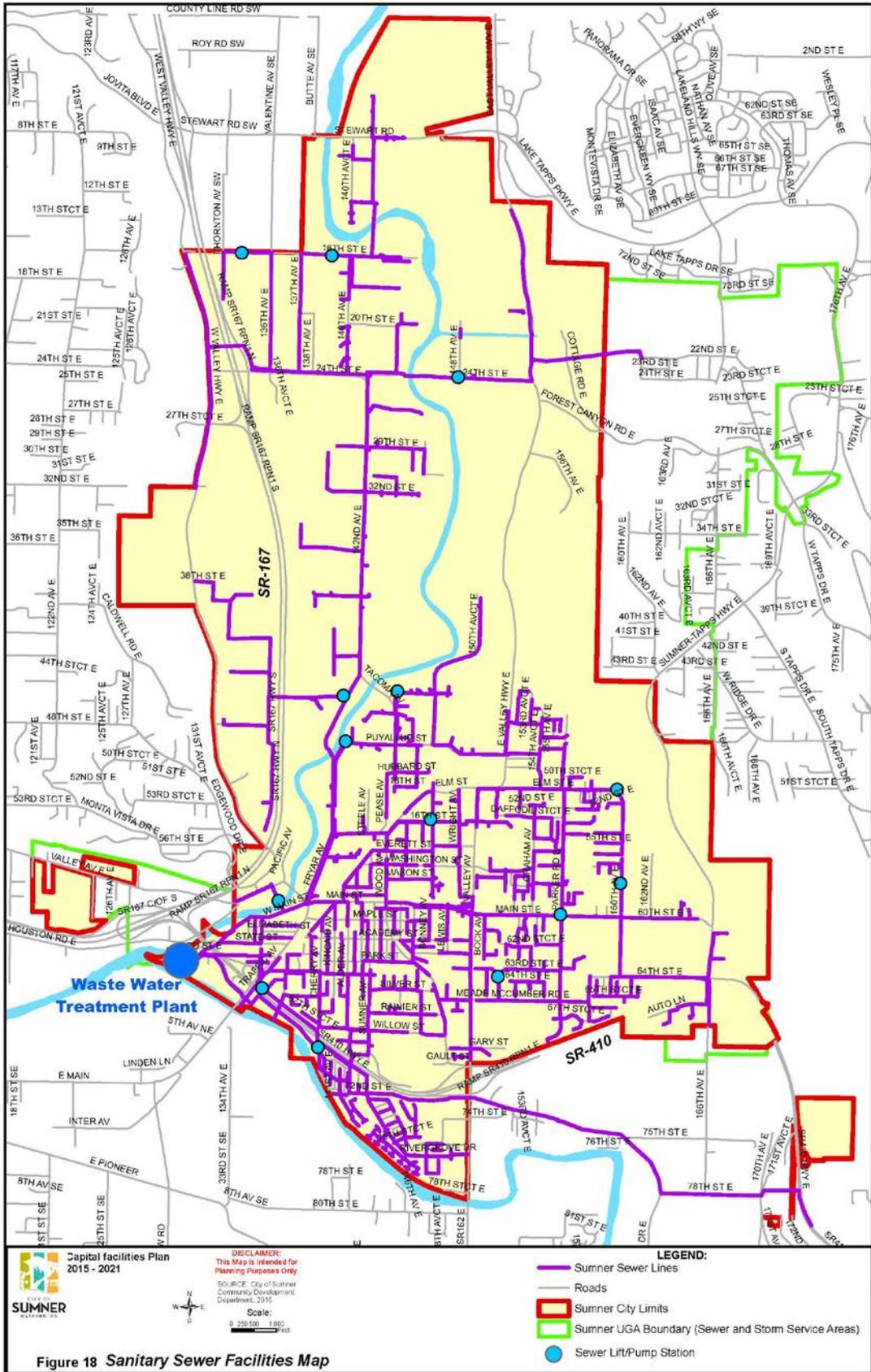


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This Map is intended for  
Planning Purposes Only.  
SOURCE: City Of Sumner  
Community Development  
Department, 2015  
Scale:  
Not to Scale

LEGEND:

- Study Area
- Subbasin Boundary

Figure 17 Stormwater Subbasin Location Map



## UTILITIES ELEMENT

### INTRODUCTION

The Growth Management Act (GMA) requires that a utility element address "the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to electrical lines, telecommunication lines, and natural gas lines." Private utilities such as Puget Sound Energy, Century Link, ATT Cellular and Verizon provide natural gas, electric, standard telephone, and cellular telephone services respectively. Issues identified through the course of environmental review include coordinated land use and facility planning, coordination of utility construction, conservation of resources, and potential health effects. A discussion of these issues is found in the Draft and Final Environmental Impact Statement. Goals, policies and objectives regarding utilities are provided below as well as existing and proposed facility maps where available.

### GOALS, POLICIES AND OBJECTIVES

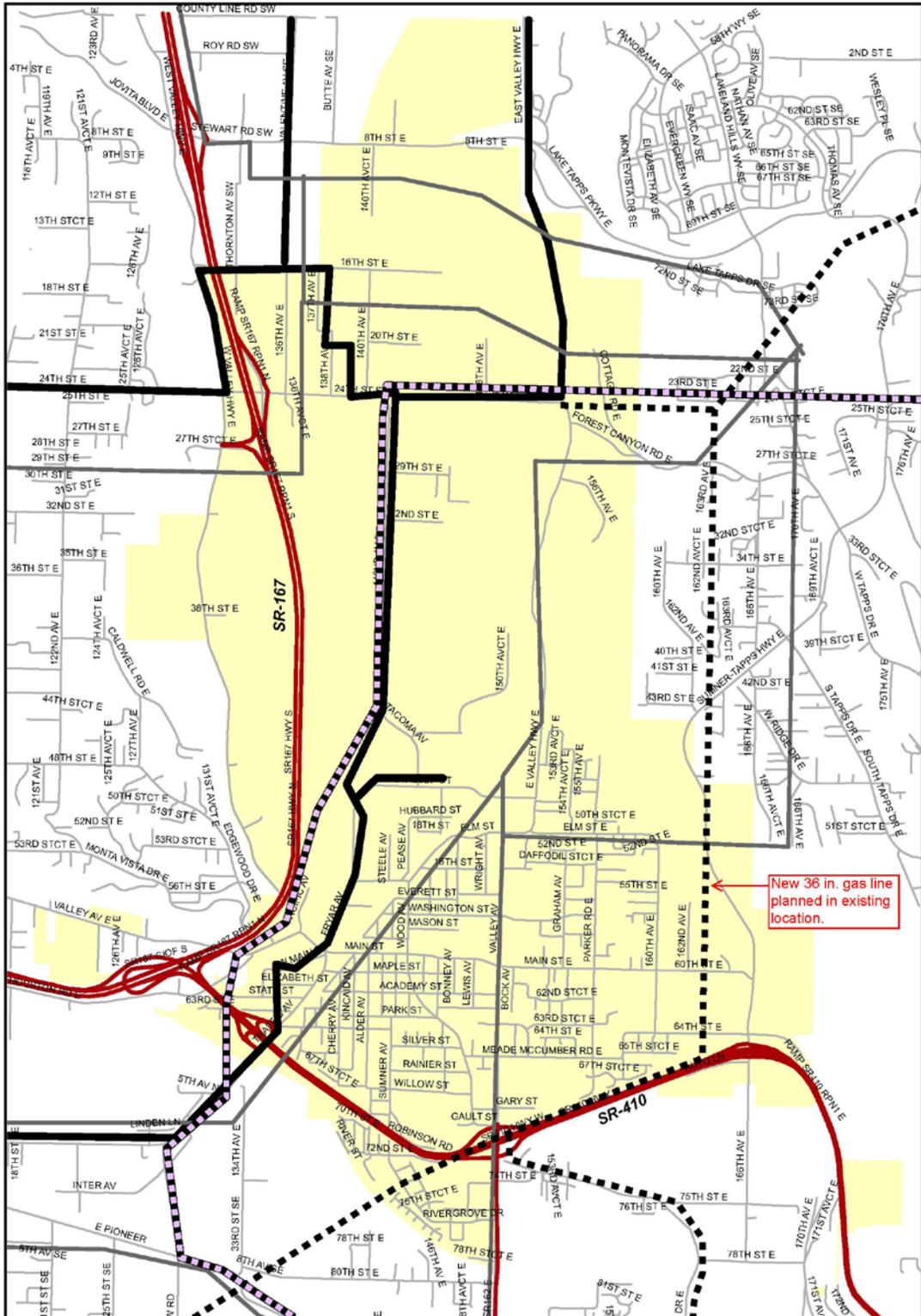
1. *Facilitate the development of natural gas utilities at the appropriate levels of service to accommodate the growth that is anticipated to occur in Sumner.*
  - 1.1 Promote when reasonably feasible, co-location of new public and private utility distribution facilities in shared trenches and coordination of construction timing to minimize construction-related disruptions to the public and reduce the cost to the public of utility delivery. The City shall provide timely effective notice to utilities to encourage coordination of public and private utility trenching activities for new construction and maintenance and repair of existing roads.
  - 1.2 Assist service providers to ensure land will be made available for the location of natural gas lines, including location within transportation corridors.
  - 1.3. Promote the extension of natural gas distribution lines to and within the Urban Growth Area. The City shall coordinate land use and facility planning with service providers to allow eventual siting and construction of natural gas distribution lines within rights-of-way which are being dedicated or within roads which are being constructed or reconstructed.
    - 1.3.1 Periodically review and amend existing regulations, including sensitive area regulations, as necessary to allow maintenance, repair, installation and replacement of gas lines.
    - 1.3.2 When requested provide the natural gas utility with updates of population, employment and development projections. The City will seek to jointly evaluate actual patterns and rates of growth, and compare such patterns and rates to demand forecasts.

- 1.4 Encourage communication among the City, Washington Utilities and Transportation Commission (WUTC), and utilities regulated by the WUTC, regarding service provision concurrently or in advance of demand.
  - 1.5 Encourage system design practices intended to minimize the number and duration of interruptions to customer service.
  - 1.6 Coordinate with the utility provider to determine if a Memoranda of Understanding outlining expectations of the provider as well as the City would be beneficial.
2. *Plan and allow for regional and local improvements to electric facilities and coordinate service plans for facility development.*
- 2.1 Make decisions with respect to electric utility facilities so that safe, adequate and efficient availability of electrical service in other jurisdictions is not negatively affected.
  - 2.2 Accommodate additions and improvements to electric utilities in a manner consistent with the needs and resources of Sumner as well as other jurisdictions. In addition, the City recognizes that decisions regarding utility corridors and facilities cannot be made solely on the basis of local considerations if multi-jurisdictional or regional interests would be affected.
  - 2.3 Encourage Puget Sound Energy to make additions to and improvements of electric utility facilities that provide adequate capacity for future planned growth.
    - 2.3.1 When requested, provide the electric utility with annual updates of population, employment and development projections. The City of Sumner and the electric utility will seek to jointly evaluate actual patterns and rates of growth, and compare such patterns and rates to electrical demand forecasts.
    - 2.3.2 Provide early notification of any annexation requests or proposals to coordinate improvements and service.
  - 2.4 Recognize the need for electric utility facilities that are sufficient to support economic development.
  - 2.5 Coordinate the formulation and periodic update of the utility element (and relevant implementing development regulations) with adjacent jurisdictions.
  - 2.6 Coordinate and seek to cooperate, with other jurisdictions in the implementation of multi-jurisdictional electric facility additions and improvements. Such coordination and cooperation should include efforts to coordinate the procedures for making specific land use decisions to achieve consistency in timing and substantive

requirements.

- 2.7 Encourage the joint use of utility corridors, provided that such joint use is consistent with limitations as may be prescribed by applicable law and prudent utility practice.
  - 2.8 Provide timely and effective notice to utilities of the construction, maintenance or repair of streets, roads, highways or other facilities, and coordinate such work with the serving utilities to ensure that utility needs are appropriately considered.
  - 2.9 Work with the utility to appropriately place electric utility facilities on public rights-of-way.
  - 2.10 Encourage underground utility networks in new developments in the City. In addition, where significant work in existing rights-of-way will occur, the City could investigate with service providers the possibility of buried lines where existing overhead lines are presently located. Undergrounding of distribution lines would be in accordance with Puget Sound Energy applicable tariffs on file with the WUTC.
  - 2.11 Coordinate with the utility provider to determine if a Memoranda of Understanding outlining expectations of the provider as well as the City would be beneficial.
3. *Coordinate with communication utilities to ensure adequate telephone services and high speed technology services in the community.*
- 3.1 Allow for improvements and additions to communication facilities needed to accommodate growth.
    - 3.1.1 When requested, provide telephone service providers with annual update of population, employment and development projections to ensure appropriate service will be available as needed.
  - 3.2 Strive to notify telephone service providers of construction work in the public rights-of-way which may affect telephone system equipment.
  - 3.3 Encourage underground utility networks in new developments in the City. In addition, where significant work in existing rights-of-way will occur, the City could investigate with service providers the possibility of buried lines where existing overhead lines are presently located.
  - 3.4 Maintain appropriate, communication facility regulations in the Zoning Code and ensure that proposal review considers setbacks, land use compatibility, fencing and vegetative buffering, and other concerns.
  - 3.5 Coordinate with the utility provider to determine if a Memoranda of Understanding outlining expectations of the provider as well as the City would be beneficial.

4. *Ensure environmentally sensitive, safe and reliable service, and conservation of energy.*
  - 4.1 Facilitate and encourage conservation of resources to delay the need for additional facilities.
  - 4.2 Facilitate the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.
  - 4.3 Support development of a widespread gaseous fuel infrastructure to provide more options to reduce vehicular pollution. One example is conversion of the City's fleet to cleaner fuels.
  - 4.4 Conserve the use of energy in the City's own facilities.
  - 4.5 Support the planting of trees along street edges and parking lots and large expanses of asphalt to create a pleasing environment and to increase energy efficiency by reducing heat absorbed by asphalt that increases ambient temperatures.
5. *Facilitate the provision of reliable utility service in a way that balances potential safety and health impacts and allows for a fair and reasonable price for the utility's product.*
  - 5.1 Encourage active City and utility participation in the development of regional and statewide policies regarding exposure to EMF (electromagnetic fields).
  - 5.2 Review periodically, the state of scientific research on EMF, and make changes to policies if the situation warrants.
  - 5.3 Review potential power density, height and setback standards and consider an ordinance which regulates communication towers to address potential health effects.



New 36 in. gas line planned in existing location.

**Comprehensive Plan Update and Amendments Environmental Impact Statement 2015**

**SUMNER**  
WASHINGTON

**DISCLAIMER:**  
This Map is intended for Planning Purposes Only.

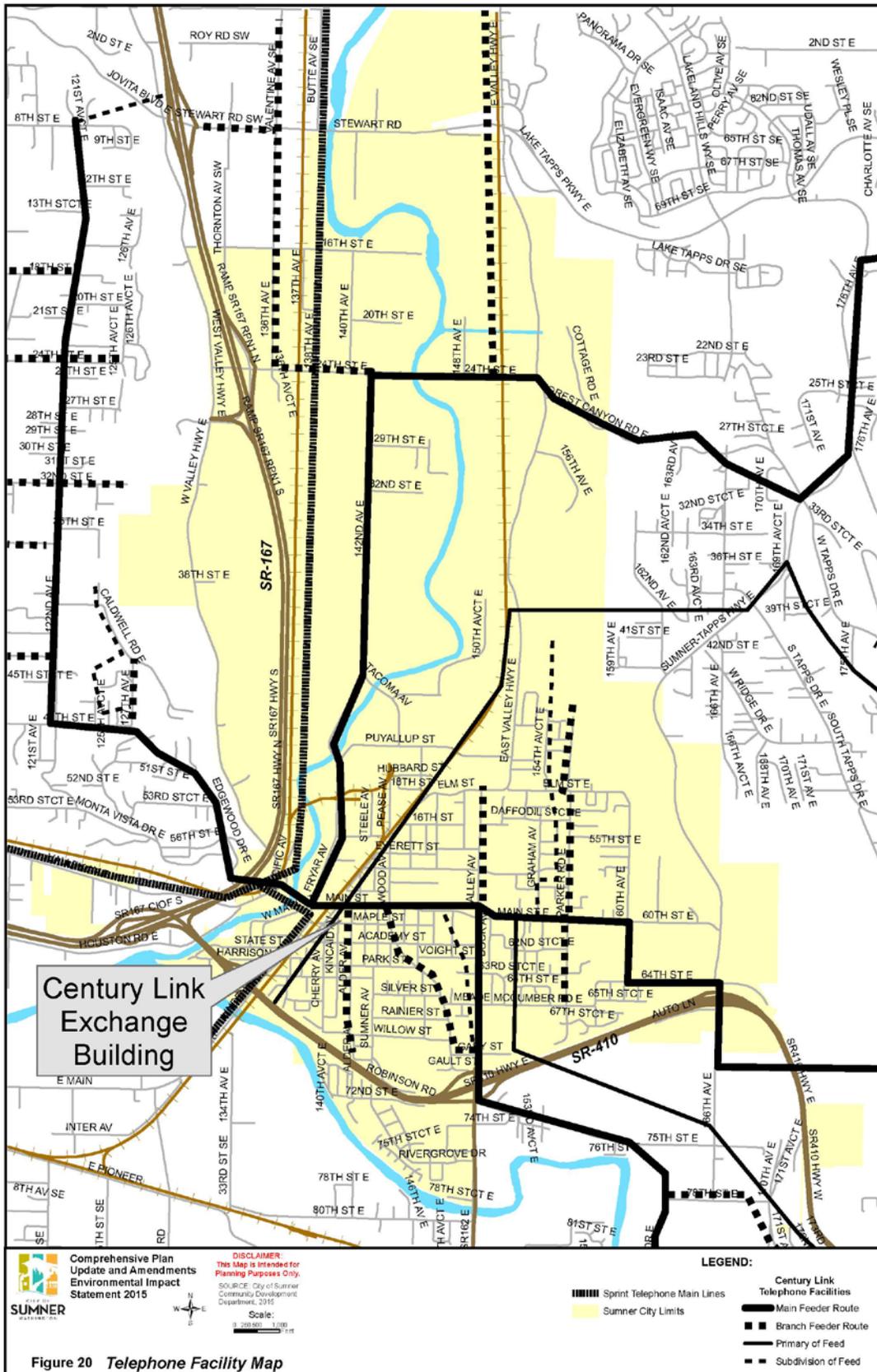
**SOURCE:** City of Sumner Community Development Department, 2015

**Scale:**  
1" = 3,280 feet

**LEGEND:**

- New 230KV Transmission Line
- Natural Gas Supply Lines
- Natural Gas Interstate Pipeline
- Electrical Transmission Lines
- Highways\_Summer
- Roads
- Summer City Limits

Figure 19 Natural Gas & Electric Facility Map



# FAMILY AND HUMAN SERVICES ELEMENT

## INTRODUCTION

The Growth Management Act (GMA) stipulates mandatory and optional elements in a comprehensive plan. Family and human services are among the optional elements considered by communities. The City of Sumner encourages practices that lead to healthy living. It is not the intent of the City to decide on what the definition of healthy is for individuals. This element is intended to support a vision of a comprehensive integrated system of human services that empower community members to be healthy and safe.

## GOALS, POLICIES, AND OBJECTIVES

1. *Support and monitor collaborative and cost-effective human services to meet community needs.*
  - 1.1 Utilize the following criteria when supporting human services delivery:
    - 1.1.1 *Demonstrated Need.* Encourage the development of programs that address specific, identified needs.
    - 1.1.2 *Priority Needs.* Encourage programs to serve the basic human needs of the community with a strong emphasis on prevention.
    - 1.1.3 *Accountability.* Support activities that meet applicable performance standards and provide a measurable unit of service.
    - 1.1.4 *Families.* Emphasize programs which support strong, healthy and nurturing families.
    - 1.1.5 *Diverse Funding Support.* Encourage human service programs to consider multiple funding sources so as not to be dependent on one. For example, municipalities could partner with private agencies, businesses and with public funding agencies to share the expense of providing service so that no single entity would bare the total cost.
    - 1.1.6 *Accessibility.* Support local programs that are affordable, physically accessible, and culturally sensitive.
    - 1.1.7 *Feasibility.* Support programs that have a history of success and that have the necessary resources to provide the services.
    - 1.1.8 *Evaluation.* Support programs that have proven systems of evaluation.

- 1.1.9 Coordination. Support programs that value, and have demonstrated the ability to coordinate with other human service delivery systems on both the local and regional levels.
  - 1.1.10 Consistency with existing services and plans. Support proposals that are consistent with the goals of the Comprehensive Plan.
  - 1.1.11 Community Partnerships/Involvement. Encourage programs that promote the active participation of Sumner community in their development and implementation.
  - 1.1.12 Community Information and Education. Encourage programs that develop and implement a community education plan to increase the community's awareness of services and resources.
- 1.2 When making decisions regarding jurisdiction activities and expenditures, the following are the priority human service needs:
- 1.2.1 Crisis and survival services, including emergency food and shelter, domestic violence response, sexual assault response and emergency health care services.
  - 1.2.2 Access to services that may include information and referral, transportation services, and prevention services.
  - 1.2.3 Family support services for children, youth, families, seniors and special needs populations.
  - 1.2.4 Programs that promote healthy behaviors, advocacy and self-care practices while enabling citizens to have choices.
  - 1.2.5 Health promotion/disease prevention programs and access to services, while communicating the location and availability of community based resources.
  - 1.2.6 Programs that promote healthy behaviors, self-care practices, and health care advocacy.
  - 1.2.7 Programs that are consistent with the State and county prevention priorities.
- 1.3 Work collaboratively with the Sumner School District and service providers to support the following goals.
- 1.3.1 Participate in an annual Sumner/Bonney Lake community summit.

- 1.3.2 Support educational initiatives in the Sumner and Dieringer Schools that focus on violence prevention and reduction.
  - 1.3.3 Maintain an appointed human service advisory committee composed of human service providers and citizens to advise and recommend to the city ideas or suggestions to address identified concerns and to regularly convene, no less than twice a year.
    - This committee will work with human service providers and consumers to review best practices, service needs, programs, evaluations, assessments and the progress towards established goals.
    - The committee will present an annual report to the Sumner City Council on accomplishments and continued goal setting.
  - 1.3.4 Support the identification of community needs that may include surveys, needs assessments, focus groups, or using existing data.
  - 1.3.5 Work with human service providers in their efforts to attain grants.
  - 1.3.6 Advocate for the presence of school resource officers in our schools.
  - 1.3.7 Partner with other human service agencies to regularly inventory community services and programs.
  - 1.4 Partner and collaborate with other human service organizations (faith-based, human service providers, health care agencies, not-for-profits, etc.) to coordinate the implementation of these goals, policies, and objectives.
2. *Support human service programs that focus on prevention, education, and families.*
- 2.1 Provide human services that directly relate to other City services and programs and facilitate the delivery of services with emphasis on families, prevention and education.
    - 2.1.1 Promote efforts that assist with access to primary health care with an emphasis on prevention.
    - 2.1.2 Review jurisdictional land use, development codes, charges, fees, and other actions that encourage human service programs in the community.
    - 2.1.3 Use non-financial jurisdictional resources. (i.e., grant applications, support letters, or shared space to support primary health facilities)

- 2.1.4 Support disease prevention and early intervention services on the condition that people have the right of refusal and are educated about choices.
- 2.1.5 Support local efforts to prevent the occurrence of substance abuse.
- 2.1.6 Encourage the provision of pre-natal and maternal programs and educate the community on the importance of maternal care.
- 2.1.7 Promote basic prevention activities that may include bicycle safety information, driver education for seniors and teens, fire prevention, tobacco prevention and training in CPR and first aid.
- 2.1.8 Maintain a Comprehensive Emergency Management Plan.
- 2.1.9 Support school based education programs that prevent alcohol, tobacco and other drug use and teach about other unsafe health practices and habits.
- 2.1.10 Support substance abuse referral programs and local efforts to educate the public and City employees about substance abuse and local services.
- 2.1.11 Support efforts for adequate and affordable child and adult daycare.
- 2.1.12 Promote the City's land use, development codes, and fees that encourage day care.
- 2.1.13 Support neighborhood, school and business plans, and both public and public-private projects that include provision for daycare.
- 2.1.14 Advocate for efforts to maintain or develop after-school activities.
- 2.1.15 Support linkages that promote work programs, job retraining, internships, the private industry council, and similar opportunities for training and placement.
- 2.1.16 Support local efforts that prevent the initiation of tobacco use, promote cessation, and encourage smoke-free environments.
- 2.1.17 Emphasize programs which support developing and sustaining healthy families.
- 2.2 As prescribed in the City of Sumner's Housing Element, support the development and implementation of programs that offer housing for all stages of life.
  - 2.2.1 Support programs that develop adequate access to emergency and temporary housing.

- 2.3 Consistent with the City's Transportation Element, support access to adequate and affordable transportation.
  - 2.3.1 Work with Pierce Transit and Sound Transit to support programs for mass transit that is affordable, accessible, and safe.
  - 2.3.2 Recognize the importance of adequate and accessible roads, and sidewalks.
- 2.4 Support programs that assist and empower older adults.
  - 2.4.1 Support the Sumner Senior Center programs.
  - 2.4.2 Encourage the development of programs to extend services to isolated seniors.
  - 2.4.3 Assist in activities that educate the community on aging concerns.
- 2.5 Support youth programs and involve youth in planning and implementation.
  - 2.5.1 Maintain a Sumner youth commission to provide input on issues related to youth.
  - 2.5.2 Support the development of youth activity programs that may include late-night, after-school, or vacation activities.
  - 2.5.3 Support forums as a method of hearing from youth about their concerns and to gain their involvement.
  - 2.5.4 Support programs that promote recreation for the Sumner-Bonney Lake areas.
  - 2.5.5 Encourage involvement of Sumner staff, officials and the business community in outreach to Sumner and Dieringer Schools that may include mentoring, reading programs, and job shadowing.
- 2.6 Encourage and support obtaining affordable health care coverage.
  - 2.6.1 Support efforts to educate the residents on affordable health care plans and to bring affordable health care programs into the community.
  - 2.6.2 Encourage small local businesses to organize and provide insurance for their employees.
  - 2.6.3 Encourage members of the community to participate in insurance programs that provide children with health care coverage.

3. *Support programs and services for intervention and treatment.*

- 3.1 Support efforts to provide access and to educate the public about counseling services, domestic violence, suicide, elder care issues, and other resources.
  - 3.1.1 Encourage efforts to educate public safety staff on crisis intervention and referrals.
  - 3.1.2 Support efforts to integrate access to human services into the judicial system.
  - 3.1.3 Encourage the coordination of police, fire and social service providers regarding local human service resources and referral programs.
- 3.2 Support programs to address domestic violence
  - 3.2.1 Support programs that provide referral for victims of domestic violence.
  - 3.2.2 Support the training of public safety staff in appropriate response to issues and referral related to domestic violence.
  - 3.2.3 Work with other jurisdictions to coordinate a prosecution response to domestic violence cases.
  - 3.2.4 Support emergency shelter programs to provide a safe refuge for families in transition due to domestic violence.

4. *Support programs and services that promote a healthy and active lifestyle.*

- 4.1 Promote and encourage the location of a grocery store in the central business district.
- 4.2 Remove barriers for the location of medical facilities in the community and promote other options for affordable medical care.
- 4.3 Support events that promote and highlight family friendly businesses and activities.
- 4.4 Encourage and promote events that encourage active lifestyles such as running and biking events.
- 4.5 Complete the Sumner trail system and look for areas to partner with others on additional recreational facilities.

# SHORELINE MASTER PROGRAM ELEMENT

## INTRODUCTION

The Growth Management Act requires that the Shoreline Master Program goals and policies be a separate element of the Comprehensive Plan. The City of Sumner Shoreline Master Program was adopted per RCW 90.58. The major goals and policies are contained in this element for topic areas in the Shoreline Master Program that are overarching and comprehensive in nature. For specific policies refer to Chapters 5 of the Shoreline Master Program.

As required by the Shoreline Management Act in RCW 90.58.100, the following elements have been considered in the preparation of the Master Program for the City of Sumner: Economic Development, Public Access, Circulation, Recreation, Shoreline Use, Conservation, and Historical/Cultural Resources. The goals and objectives established for these elements are the basis for policies and regulations included under the general and specific use requirements of the Master Program.

## GOALS, POLICIES, AND OBJECTIVES

### ECONOMIC DEVELOPMENT ELEMENT

1. *Provide for economic activity that is water-dependent, water-related, or that provides an opportunity for a substantial number of people to enjoy the shoreline (water-enjoyment).*
  - 1.1. **Objective:** To plan for uses that benefit from a shoreline location.

### PUBLIC ACCESS ELEMENT

2. *Increase public access to the shoreline, and preserve and enhance views of the shoreline.*
  - 2.1 **Objective:** To provide for public access to publicly owned shoreline areas, except where deemed inappropriate due to safety hazards, inherent security problems, environmental impacts, or conflicts with adjacent uses. Require dedication of property or easements to provide for a public access across private property as a condition of non-water dependent development.

### **CIRCULATION ELEMENT**

3. *Provide safe and adequate vehicular circulation systems to shorelines where routes will have the least possible adverse effect on unique or fragile shoreline features and existing ecological systems, while contributing to the functional and visual enhancement of the system.*
  - 3.1 **Objective:** To allow vehicular circulation systems within shoreline jurisdiction that benefit permitted uses without degrading the environment or aesthetic values of the area.

### **RECREATIONAL ELEMENT**

4. *Provide public access and opportunities for recreation along the shoreline wherever appropriate.*
  - 4.1 **Objective:** To develop public access and recreation opportunities that are compatible with adjacent uses and that protect the shoreline environment.

### **SHORELINE USE ELEMENT**

5. *Ensure that the overall design of land use patterns will locate activity and development in areas of the shoreline that will be compatible with adjacent uses and will be sensitive to existing shoreline environments, habitat, and ecological systems.*
  - 5.1 **Objective:** To promote the best possible pattern of land and water uses consistent with the Shoreline Management Act of 1971, the City of Sumner Comprehensive Plan, the City of Sumner Parks and Recreation Plan, the Sumner/Pacific Trail Master Plan, and the Sumner Zoning Code.

### **CONSERVATION ELEMENT**

6. *Preserve, protect, and restore to the greatest extent feasible the physical, biological, and visual attributes of the shoreline environment.*
  - 6.1 **Objective:** Through the use of best available science develop and implement siting criteria, design standards, and best management practices that will ensure the long term enhancement of unique shoreline features, natural resources, and fish and wildlife habitat.

- 6.2 **Objective:** To designate and develop areas where there is an opportunity to restore, enhance, and conserve the natural shoreline for the benefit of fish and wildlife habitat.

## **HISTORICAL/CULTURAL ELEMENT**

7. *Identify, preserve, protect, and restore shoreline areas having historical, cultural, educational, or scientific values.*

- 7.1 **Objective:** To ensure the recognition, protection, and restoration of shoreline areas that have historical and or cultural value to the City of Sumner and create a unique “sense of place” for public facilities, recreation areas in the shoreline jurisdiction.

## **FLOOD HAZARD MANAGEMENT**

8. *Protect the City of Sumner from losses and damage created by flooding.*

- 8.1 **Objectives:** To seek regional solutions to flooding problems through coordinated planning with state and federal agencies, other appropriate interests, and the public. To ensure that flood hazard protection projects having a positive environmental benefit that emphasize long-term solutions over short term solutions.

