



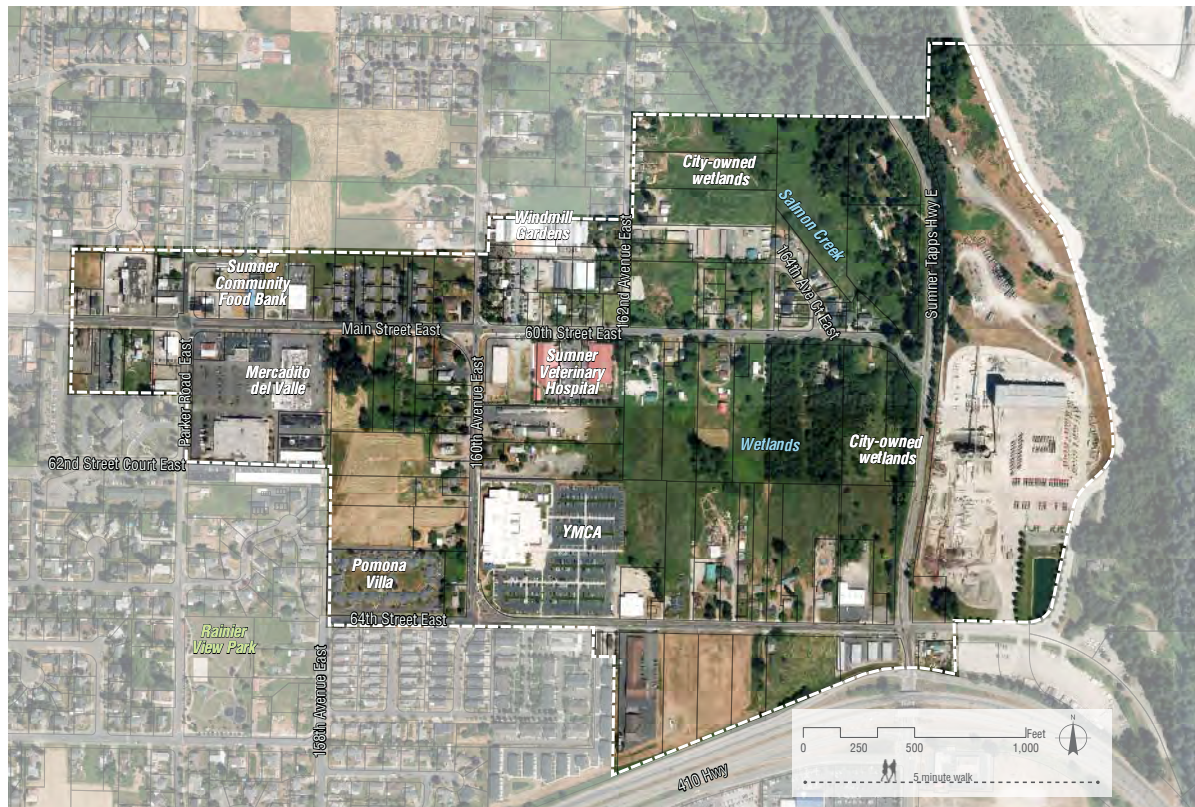
EAST SUMNER NEIGHBORHOOD PLAN UPDATE

2020 Plan



Executive Summary

The East Sumner planning area is approximately 174 acres of lowland located in the eastern portion of the City of Sumner. Several roadways border the core of the area, including 160th Avenue East, 64th Street East, Main/60th Street East, Sumner-Tapps Highway East, and State Route 410. Salmon Creek cuts through the eastern portion of the site. The 2020 East Sumner Neighborhood Plan update focuses on the neighborhood core.



East Sumner Neighborhood

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The City of Sumner first adopted a plan for East Sumner in 2001. This plan envisioned a mixed-use “urban village” that complemented and supported downtown Sumner. While some new development has occurred since then, further development in the neighborhood must consider:

- The roadway system, with poorly functioning intersections along Sumner-Tapps Highway, impedes access to potential regional commercial businesses.
- Inadequate internal (mid-block) circulation network that discourages non-vehicular transportation for pedestrians and cyclists.
- Extensive wetlands and other environmental features.
- A high water table, periodic flooding, and stormwater management practices that make the development of new single family subdivisions difficult, if not infeasible.

In 2015, the community helped develop the East Sumner Neighborhood Plan. The 2015 Plan proposed increasing commercial and residential development intensities in the neighborhood. The City updated zoning for the area and adopted a new overlay that encouraged the development of an urban center with ground-floor retail in either mixed-use buildings or neighborhood commercial centers. This plan centered around building a new street (extension of 62nd Street East) that would require filling in wetlands near Sumner-Tapps Highway East. Preliminary analyses found this to be an expensive option and determined that the amount of off-site wetlands mitigation required was no longer feasible.

Spurred by the opportunities provided by a new regional YMCA, new interest in the development of vacant or underutilized parcels in the neighborhood, new information on wetlands and road construction costs, and the requirement to update the Comprehensive Plan, the City initiated this 2020 update to the East Sumner Neighborhood Plan (ESNP), which will guide growth over the next 20 years. The ESNP update will be folded into the 2020 Comprehensive Plan update and will be integrated into the Comprehensive Plan’s Supplemental Environmental Impact Statement (EIS).

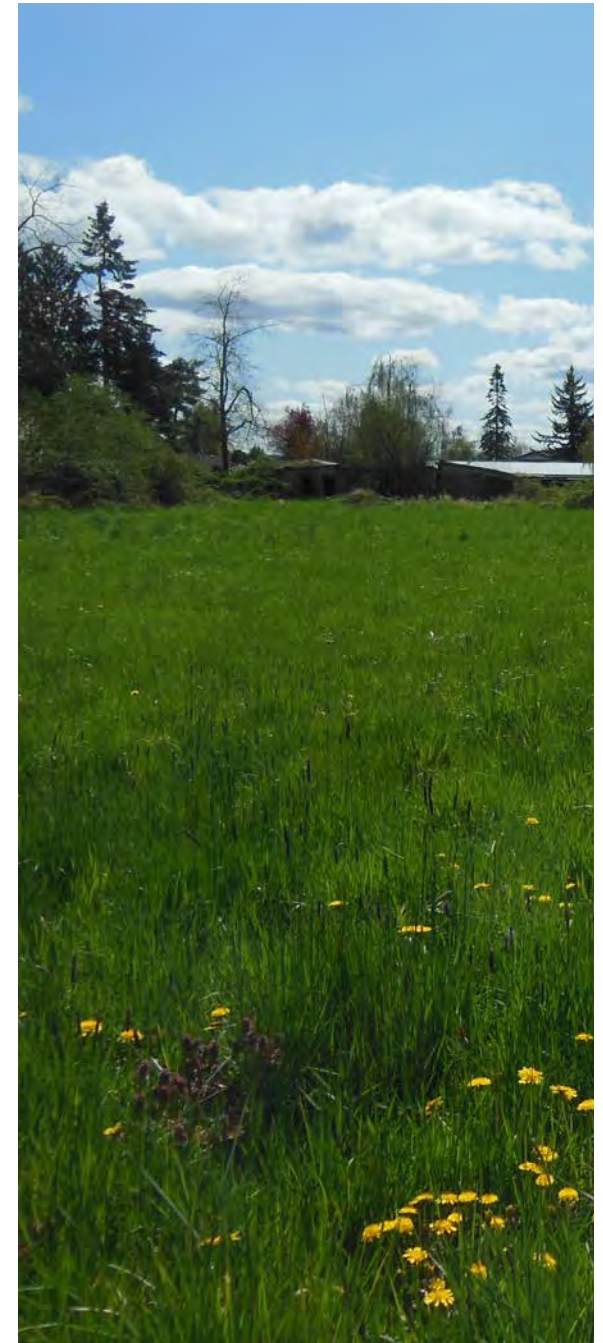
2020 Vision for the East Sumner Neighborhood

The 2020 ESNP frames a mixed-use urban village that will complement, but not compete with, downtown-area businesses and focuses on:

- Supporting the creation of a neighborhood natural amenity in the central wetlands area. New residential and commercial development could overlook this new amenity.
- Maintaining opportunities for local and regional commercial development.
- Increasing opportunities for multifamily residential developments in the central neighborhood.
- Protecting and enhancing the wetlands area and providing a future wetland mitigation area.

The Overlay Zone that resulted from the 2015 Plan encourages upper-level residential development over commercial (mixed-use) in the Neighborhood Commercial and General Commercial zones. The 2020 Plan supports allowing ground-floor residential on 60th Street East at 162nd Avenue East, near the central wetlands area.

The General Commercial zone found in most of the neighborhood allows for fairly intense commercial development. Commercial development in the subarea's southeast quadrant could take advantage of highway access and visibility and provide larger commercial opportunities that would not be compatible in the downtown area. At the same time, Neighborhood Commercial development along 160th Avenue and Main Street/60th Street will provide more pedestrian-oriented uses, supporting a walkable neighborhood. Mixed-use redevelopment of the former QFC site on Parker Road East and properties along Main/60th Street East can provide services and neighborhood-oriented retail that can supplement the commercial establishments in downtown. This plan proposes a more modest pedestrian and bicycle network, rather than a new mid-block road (62nd Street East), to provide safer, non-vehicular connections in the neighborhood.



Key Recommendations

The 2020 Plan makes the following key recommendations:

1. Preserve the central wetlands area as a potential future amenity for the neighborhood.
2. Encourage a coordinated, neighborhood-wide approach to wetland mitigation to support residential and commercial development in the central neighborhood.
3. Allow for “stand-alone”—i.e., single purpose, not mixed use—multifamily residential development in select areas.
4. Allow commercial and multifamily development at densities high enough to offset the cost of wetland mitigation and stormwater management.
5. Allow multifamily residential development south of 60th Street East and north of 64th Street East.
6. Reserve the area south of 64th Street East for General Commercial uses and prohibit multifamily development there.
7. Pursue traffic improvements at key intersections in the neighborhood to improve traffic flow and safety.
8. Create an internal non-vehicular network to allow safe circulation for alternative modes of travel.

Summary

The 2015 Subarea Plan’s basic concept was similar to that of the 2001 Plan. The 2020 Plan, in turn, is similar in scope to that of the 2015 Subarea Plan, but it focuses more on enhancing the natural features of East Sumner and providing a range of housing types to encourage residential density that will support commercial development in the neighborhood.

Introduction

Purpose

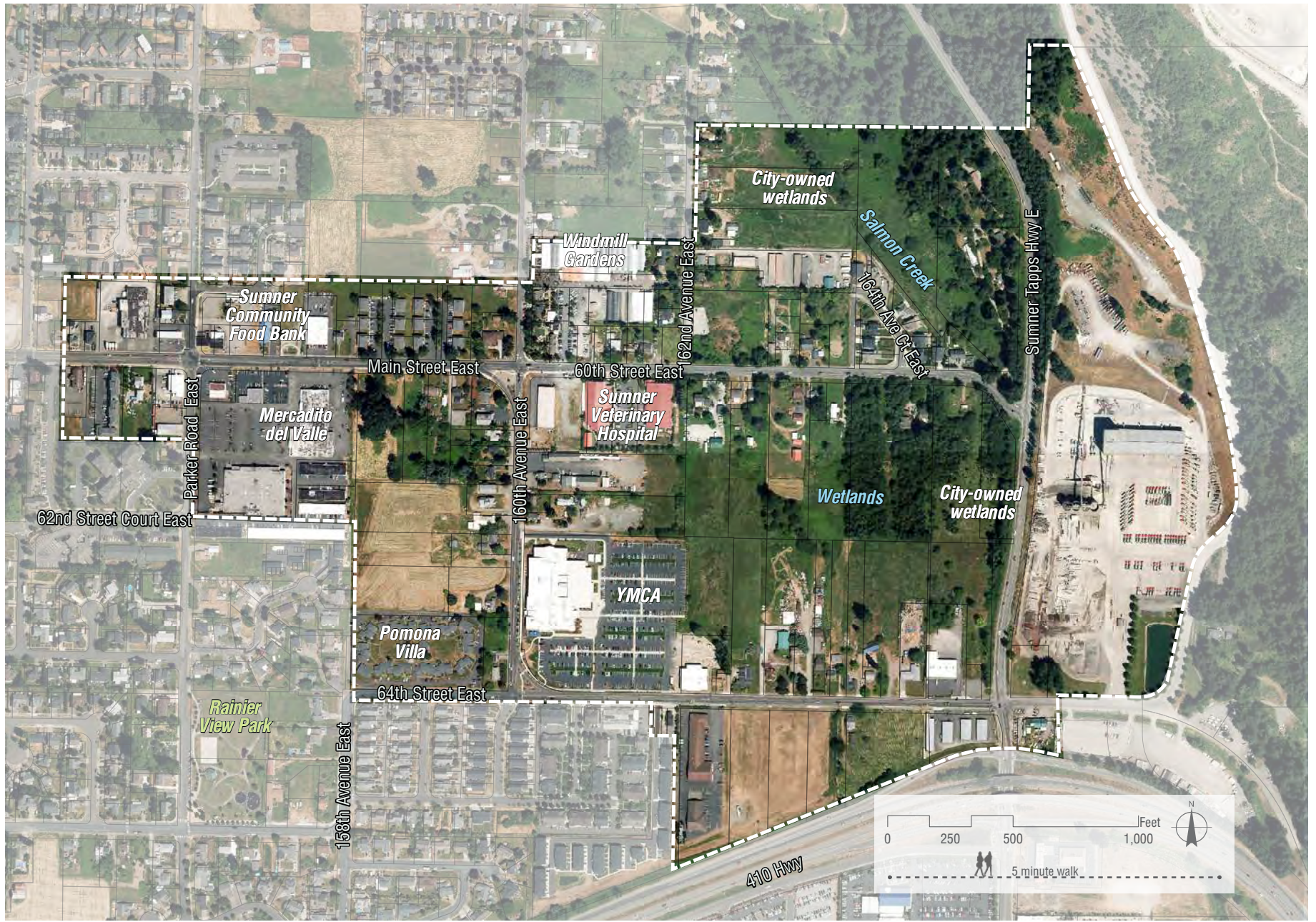
The City of Sumner first adopted a plan for East Sumner in 2001, which the City amended with the 2015 East Sumner Neighborhood Plan (ESNP) as part of the overall 2015 Comprehensive Plan Update. Since then the area has changed significantly, including the construction of a regional YMCA recreation center, zoning of new Medium Density Residential areas, and new development nearby. Further, the community has little support for the 2015 plan for a new east-west vehicular connection at 62nd Street East, which is now determined to be infeasible. For these reasons, the City is revisiting the 2015 Plan and is developing a new vision in 2020.

The Planning Area

The East Sumner planning area is approximately 174 acres of lowland located in the eastern portion of the City of Sumner. The area is bordered by five roadways—160th Avenue East, 64th Street East, Main/60th Street East, Sumner-Tapps Highway East, and State Route 410, and Salmon Creek cuts through the eastern portion of the neighborhood.

A gravel quarry and cement plant occupy most of the ESNP area east of Salmon Creek, and though isolated from the rest of the project area, the plan boundary includes the site because of its long-term potential for commercial and residential development along Sumner-Tapps Highway when the mining site is reclaimed. The 2020 ESNP planning analysis and recommendations focus on the central portions of the project area west of Sumner-Tapps Highway East because a) the main goal of the Plan update is to address conditions in the central neighborhood, and b) the quarry and plant property owners have not expressed interest in converting the site to commercial or residential uses in the near future.





The East Sumner Neighborhood Subarea

Process

After the development of the 2001 Plan, the ESNP planning process has included three phases of outreach and community input that involved public officials, local business owners, and residents. This section reviews the phases of engagement.

2015 Plan Development

In 2015, extensive community input during workshops and other outreach confirmed the direction established in the 2001 Plan for the neighborhood. The community expressed interest in an east-west extension of 62nd Street East, and for a north-south extension of 162nd Avenue East. The 2015 Plan proposed increased commercial and residential development intensities in the neighborhood. The City updated zoning for the area and adopted a new overlay that encouraged the development of an urban center with ground-floor retail in either mixed-use buildings or neighborhood commercial centers. The plan centered around building an internal multimodal connection, 62nd Street East, that would have supported commercial development but would have required extensive street improvements and off-site wetland mitigation. This solution has proved to be cost prohibitive and is no longer feasible.

City Outreach 2019

In 2019, City of Sumner planners revisited the 2015 Plan with the community. Sumner residents and neighbors participated in community open houses and provided input

on alternative solutions. The community gave little support to building 62nd Street East and 162nd Avenue East through the central neighborhood, though input indicated a continued desire for development in the neighborhood. The community supported a “central wetlands preserve” or park instead of a road corridor. The Planning Commission and City Council also supported eliminating the road and exploring a central wetlands preserve.

Sumner Connects Survey

In July 2020, the City’s online portal, Sumner Connects, hosted a community survey to measure interest in a central wetlands preserve and in new commercial and multifamily development in the area. The survey collected valuable feedback on the community’s preferences for a central wetlands preserve, non-vehicular connections, and commercial development and resistance to additional apartments and density. Survey questions and results are included in the ESNP Appendix.

Additional Opportunities for Public Input

The 2020 Plan was integrated into the Sumner Comprehensive Plan’s Supplemental Environmental Impact Statement (SEIS) for the 2020 Comprehensive Plan update. The public provided input during the Draft SEIS comment period. The public had additional opportunities to comment on the proposed plan at a virtual open house in fall 2020 and at public hearings held by the Planning Commission and the City Council in fall 2020.



2015 Plan Update workshops

Options Evaluated

During the ESNP planning process, the City developed three alternatives to help identify public preferences regarding the neighborhood's future (see Appendix: Plan Alternatives). The basis for the 2020 ESNP update is Alternative 3, the Preferred Alternative. The three alternatives included:

- 1. Alternative 1 – No Action.** This alternative maintains the current zoning for the area, which was adopted in 2015 and updated in 2019. It also maintains the concept of an east-west road extension (62nd Street East). This option had little community support following deeper understanding of the wetland extents and the street extension costs and impacts.
- 2. Alternative 2 – Central Preserve Neighborhood.** Alternative 2 removes the formerly proposed east-west street extension (62nd Street East) and adds a central wetlands preserve. It focuses higher density residential zoning adjacent to the wetlands preserve and adds potential for residential uses in commercial zones.
- 3. Alternative 3 – 60th Street East Neighborhood.** This alternative also removes the east-west road and envisions a central wetlands preserve, but focuses the highest residential densities and opportunity for residential uses around 60th Street East. More General

Commercial zoning is retained than in Alternative 2. Alternative 3 supports the community's interest in a future central wetlands preserve; it provides more flexibility to provide different housing types; and it maintains most of the neighborhood for commercial uses.

- 4. Alternative 3B.** Alternative 3B is the preferred approach for several reasons, including: a) it reflects the reality that an east-west road through the wetlands is no longer feasible; b) it supports the community's interest in a future central wetlands preserve, but does not require it; c) it maintains most of the core area for commercial uses, needed to support further development in the area.

Background

Population + Employment

In 2020 the population of Sumner was 10,360, the result of an average annual growth rate of 0.76% between 2010 and 2019.¹ Using a projected growth rate of 1.36% (2020-2035), the City's target population for 2035 is 12,570.² The population of the East Sumner

neighborhood is approximately 343 people.³ Residents tend to be older (due to the Pomona Villa Apartments) with fewer children in East Sumner than in the city and county.⁴ Sumner's median household income (\$59,846) is lower than the county's (\$67,868), though per capita income is nearly the same.⁵ Residents are more racially diverse now than in 2010, though less diverse than the county.⁶

Sumner maintains its role as an important employment center and has high employment levels relative to the population size. The city has a higher concentration of manufacturing, construction, and retail trade employment, and fewer service and healthcare/social assistance jobs compared to Pierce County.⁷ Approximately 650-700 jobs are located in East Sumner.⁸

Potential Housing Demand

Sumner has a large range of housing options and a strong market for multifamily units. Much of the multifamily inventory was built prior to the 2008 recession. Median home values are slightly higher in Sumner than Pierce County, while monthly rents are lower. Sumner is a relatively affordable community in the region.

¹ ESRI Business Analyst (household size, households); OFM; BERK 2020.

² BERK 2020

³ ESRI Business Analyst (household size, households); OFM; BERK 2020.

⁴ ESRI Business Analyst (household size, households); ACS 2014-2018; OFM; BERK 2020.

⁵ Median household income (in 2018 dollars), 2014-2018, U.S. Census Bureau, American Community Survey (ACS), 5-Year Estimates.

⁶ U.S. Census Bureau, Population Estimates Program (PEP); ESRI Business Analyst; ACS 2014-2018; BERK 2020.

⁷ NAICS Industry Sector, U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2017).

⁸ 2014 Buildable Lands Report, Pierce County Estimate for Sumner: Estimate by Parcel and TAZ; Census on the Map for East Sumner Neighborhood Overlay, 2017 Total Jobs

Several recent developments in East Sumner indicate a continued need and opportunity for additional housing. The Main Apartments is a 108-unit complex on Main Street completed in 2020. The existing Cavalla Apartments on 64th Street added 9 units in 2019 to the 72 units on the site. A one-acre site on Parker Road had 14 townhomes under development in 2019. The 64th Street Apartments added more than 50 townhomes in 2016. Stafford Suites and Franklin House are assisted living facilities located just outside of the ESNP boundary. New mixed-use developments near 160th Avenue East and 60th Street East are currently in the permitting process. The completion of the YMCA should increase interest in multifamily development in the East Sumner neighborhood.

Households 2020

| | EAST SUMNER NEIGHBORHOOD: 2020 | CITY: 2019/2020 |
|-----------------------------|--------------------------------|-----------------|
| HOUSEHOLD SIZE | 2.13 | 2.41 |
| HOUSING UNITS | 175 | 4,450 |
| OWNER | 55% | 48.8% |
| RENTER | 38% | 46.8% |
| VACANT | 8% | 4.4% |
| ESTIMATED HOUSEHOLDS | 161 | 4,104 |

Source: ESRI Business Analyst (household size, households); ACS 2014-2018; OFM; BERK 2020.

⁹ BERK 2020.

¹⁰ Total retail sales per capita, 2012, U.S. Census Bureau, Economic Census, 2012.

The Puget Sound Regional Council estimates an additional 1,247 housing units in Sumner between 2020 and 2040. East Sumner could expect to capture 150-200 of these units by 2035.⁹

Potential Retail/Commercial Demand

The East Sumner neighborhood is located close to State Route 410 access and between a commercial center on the south side of the highway (with auto dealers and grocery store) and a commercial strip on Main Street East (with Fred Meyer and miscellaneous retail shops). The neighborhood currently offers destination retailers like Windmill Gardens and Winco Foods and convenience shopping at the 410 Plaza. The Main Street East commercial strip is located within a half-mile from the center of the neighborhood. The high-visibility location along State Route 410 has not attracted retail uses to date. With completion of the YMCA, the neighborhood should be able to expand its regional draw and increase its retail presence. While wetlands in the central neighborhood have limited potential redevelopment, some new commercial development has occurred along 64th Street East. Other property owners have undertaken significant renovations in recent years to upgrade small commercial businesses along 64th Street East.

Sumner's per capita retail sales are nearly eight times greater than Pierce County's.¹⁰ With expected regional growth, Sumner could capture additional retail sales, especially

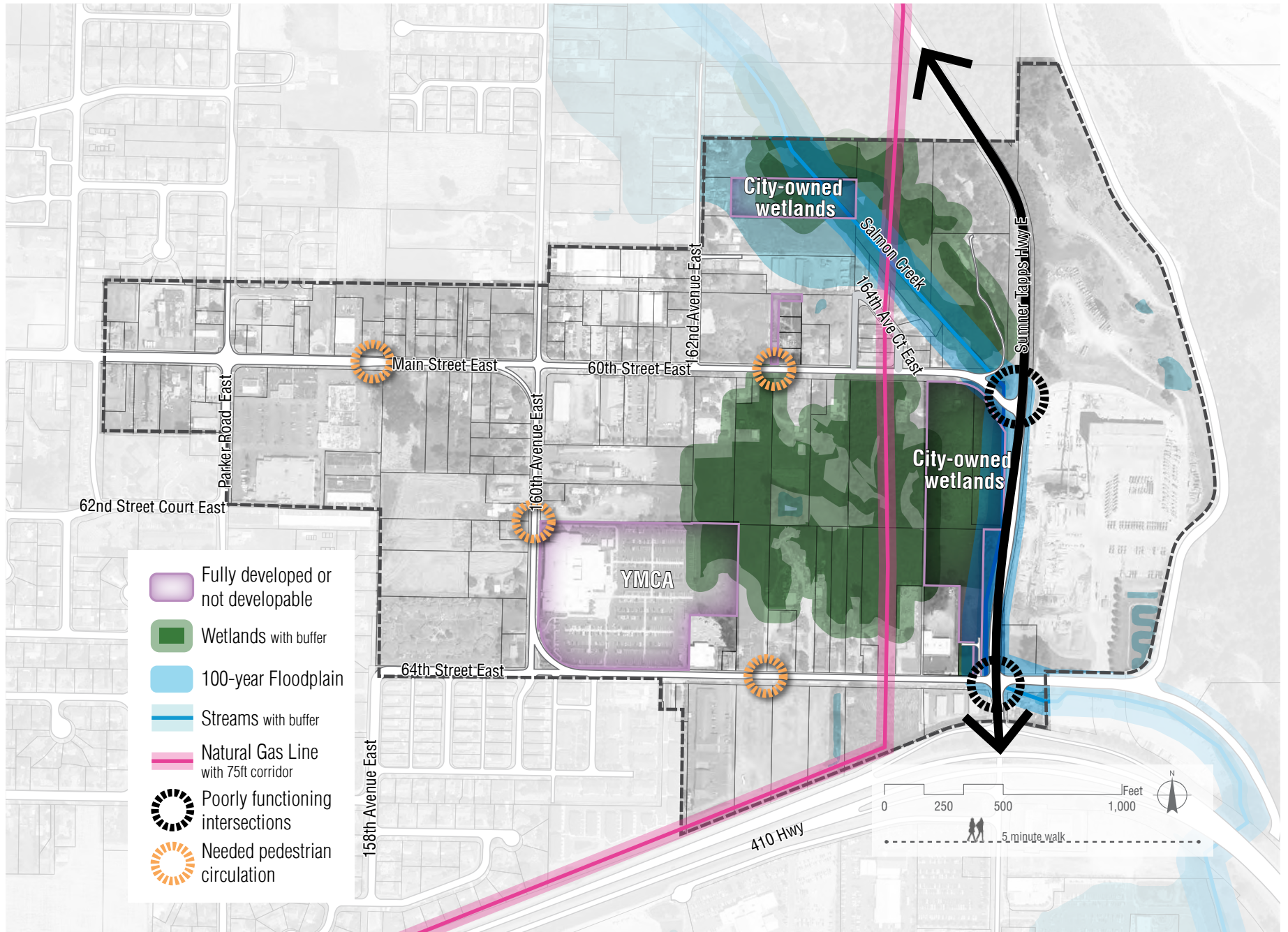
those that benefit from freeway exposure or proximity.

Environmental Constraints

Salmon Creek, on the neighborhood's eastern edge, and the area's river valley location, create a relatively high water table in the area that can challenge the development of required stormwater treatment facilities. Current regulations require construction of land-consuming on-site stormwater ponds or costly underground storage vaults. Extensive wetlands in the central neighborhood, classified as Category III with a 60-foot buffer, render many central parcels difficult to develop. Land within a 75-foot wide regional gas pipeline corridor on the west side of Salmon Creek is undevelopable for permanent structures (See the Conditions and Constraints map on page 13).

Transportation Issues in the Area

Residents and business owners have expressed concerns over traffic congestion. Though the 2020 update reduces overall density from 2015 zoning, any development, even under existing zoning, has the potential to add vehicle trips to the area. While the plan update focuses on land use and zoning, the ESNP includes general recommendations for more multimodal transportation to help reduce congestion. The City's engineering staff is pursuing transportation improvements at various intersections in the neighborhood through separate transportation planning processes.



Goals + Objectives

The Preferred Alternative for the East Sumner Neighborhood responds to several goals and objectives that build on the community goals established in 2015 and community input from 2019 and 2020. The goals described here reflect community intent regarding a given topic, while the objectives are more specifically action-oriented statements.

Mobility + Circulation

Goals

- Incorporate a multimodal transportation strategy.
- Enhance automobile circulation within and through the neighborhood and reduce traffic congestion.
- Provide a robust pedestrian and bicycle network.
- Reduce impacts of vehicle traffic on non-vehicular circulation and residential ambience.

What is multimodal transportation?

Before private automobiles became popular, cities were designed for people walking, bicycling, and riding transit. In the 1940s-50s, transportation planners focused on automobiles, so newer cities and towns tend to have road systems that work well for cars. They often work less well for other modes of transportation, such as foot, bicycle, and bus. Shifting the focus back to alternate modes allows for people at all stages and walks of life to move around the way they need and want.

Objectives

- Provide vehicular routes through the neighborhood to diffuse traffic and complete the street/sidewalk grid, including alleys and/or pedestrian corridors.
- Use traffic-calming techniques, such as traffic circles, landscaping, street trees, and narrower lanes.
- Improve flow of vehicle traffic and reduce congestion through intersection improvements in the neighborhood.
- Plan for local and regional bus service to key sites and elsewhere in the city and region to reduce single-occupancy vehicle traffic and commuting costs for residents.
- Integrate a non-vehicular network of sidewalks and pathways throughout the neighborhood that connects key amenities, such as the central wetlands and the YMCA, to residences and businesses.
- Reduce truck traffic through the neighborhood.

Ecological Viability

Goals

- Preserve and enhance wetlands and natural habitat areas.
- Restore Salmon Creek.
- Maintain healthy tree cover in the neighborhood.
- Explore opportunities to use district-wide stormwater solutions to reduce infrastructure and development costs.

Objectives

- Explore ways to promote wetlands education and conservation by incorporating wetlands and creek into a preserve or nature park.
- Design new paths and trails to avoid impacting wetlands.
- Develop strategies to assist property owners with wetland mitigation, preferably strategies that take a neighborhood-wide, versus parcel by parcel, approach.
- Increase tree canopy throughout the neighborhood.

Economic Growth

Goals

- Allow a variety of residential and commercial development that can accommodate market demand.
- Allow for moderate- to high-density residential-only development and mixed-use development to provide a range of housing types.

- Allow for ground or upper story office space as supported by market conditions.
- Allow for mixed-use retail with residential or offices above.

Objectives

- Enhance East Sumner's capacity as a mixed-use center with increased residential density to support commercial uses.
- Incentivize affordable housing and senior housing in the neighborhood.
- Encourage redevelopment of the currently underutilized QFC center on Parker Road East.
- Provide a graceful transition between higher and lower intensity zones.
- Encourage a range of retail commercial opportunities along arterial roads.
- Support YMCA as a catalyst for attracting multifamily and commercial development.

Community Livability

Goals

- Provide opportunities to strengthen the sense of community.
- Increase opportunities for community interaction, such as creating gathering places and places for community events.
- Create a community-wide destination for all Sumner residents.

Objectives

- Support the creation of outdoor spaces and natural areas in the central wetlands area,



Concerns, objectives, and ideas revealed at the 2015 Plan Update's Workshop 1

- such as a central wetlands preserve that provides educational opportunities, nature trails, and more formal outdoor areas as a major neighborhood amenity, a focal point, and a complement to adjacent development.
- Add seating areas and pedestrian spaces throughout the neighborhood.
- Create incentives for developments to reduce the cost of utilities for neighborhood residents and businesses by providing an integrated ecological approach to site

management, such as alternative energy (solar) and waste management.

- Encourage residential development to incorporate outdoor activity areas, such as dog playpens, children play areas and pea patches.
- Encourage essential commercial and personal services within walking distance of residences.
- Capitalize on YMCA success with complementary community programs and activities.

Concept

The ESNP concept translates project goals and objectives into a consistent and strategic plan that integrates land use, transportation, design, and environmental actions and takes advantage of market opportunities expected over the next 20 years, including demand for well-situated commercial land and a mix of new housing types in an attractive setting. Taken individually, the actions recommended in this plan will have a positive but limited benefit. When actions are taken as part of the integrated strategy indicated in the concept plan, they will help guide the East Sumner neighborhood into a more attractive, safe, and vibrant future, maintain a small town feel, and realize the community's vision.

The planning concept for East Sumner should be viewed in the context of the larger City. The 2020 ESNP envisions a secondary mixed-use urban village that complements, not competes with, Sumner's Downtown. New commercial development in the neighborhood will take advantage of highway access and visibility that provides opportunities not available in Downtown. Similarly, new multifamily residential development will offer housing types that are not available downtown and that are close to a major natural preserve.

As an urban village, the concept plan includes a multimodal transportation network throughout the neighborhood as the backbone of a walkable neighborhood that supports its

businesses. Improved transit will help connect East Sumner to the downtown core and other areas within and beyond the city.

The 2020 concept for the development of East Sumner recommends the following:

- Maintain the commercial zoning in the neighborhood, but encourage development projects to incorporate the central wetlands area as a major open space amenity and asset.
- Encourage a range of commercial development rather than mixed use in the southeast quadrant of the neighborhood.
- Focus pedestrian-oriented commercial development along 160th Avenue East and 60th Street East.
- Encourage a range of mid-rise, medium to high density multifamily housing to provide diversity in housing types and to support commercial development.
- Allow medium- to high-density development in the central neighborhood to maintain development potential while minimizing wetland impacts.
- Create a strong residential neighborhood core at the street level along 60th Street East.
- Provide improved multimodal circulation throughout the neighborhood, including completing the street grid where appropriate and improving sidewalks, mid-block connections, and bicycle facilities.
- Develop a cooperative, area-wide approach to wetland mitigation; explore the feasibility

of City-sponsored approaches, such as a mitigation bank or in-lieu fee program.

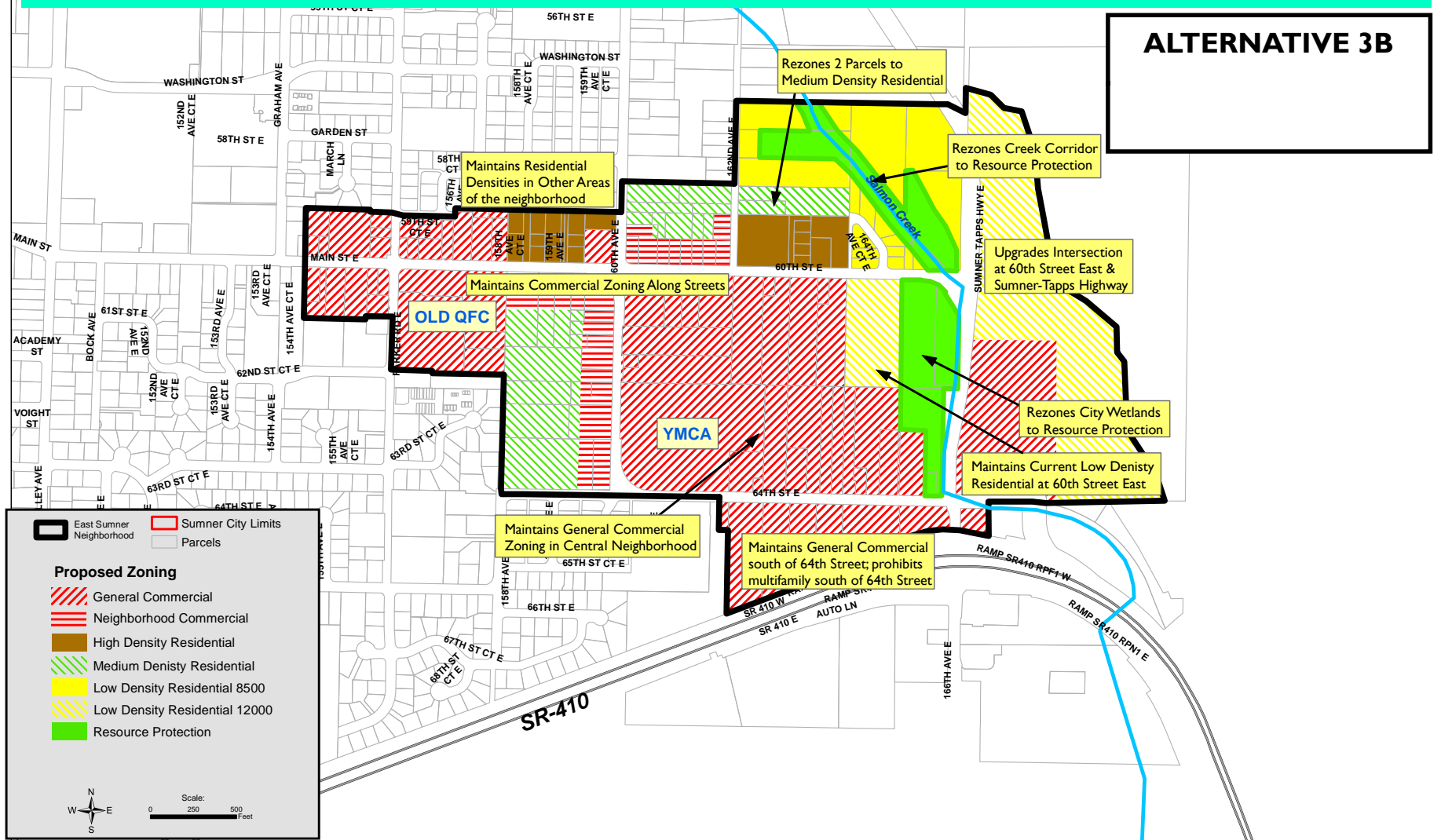
- Protect the neighborhood's small town feel by retaining considerable open space around new development, enhancing natural areas, and applying the City's design guidelines to high-density development.

Summary

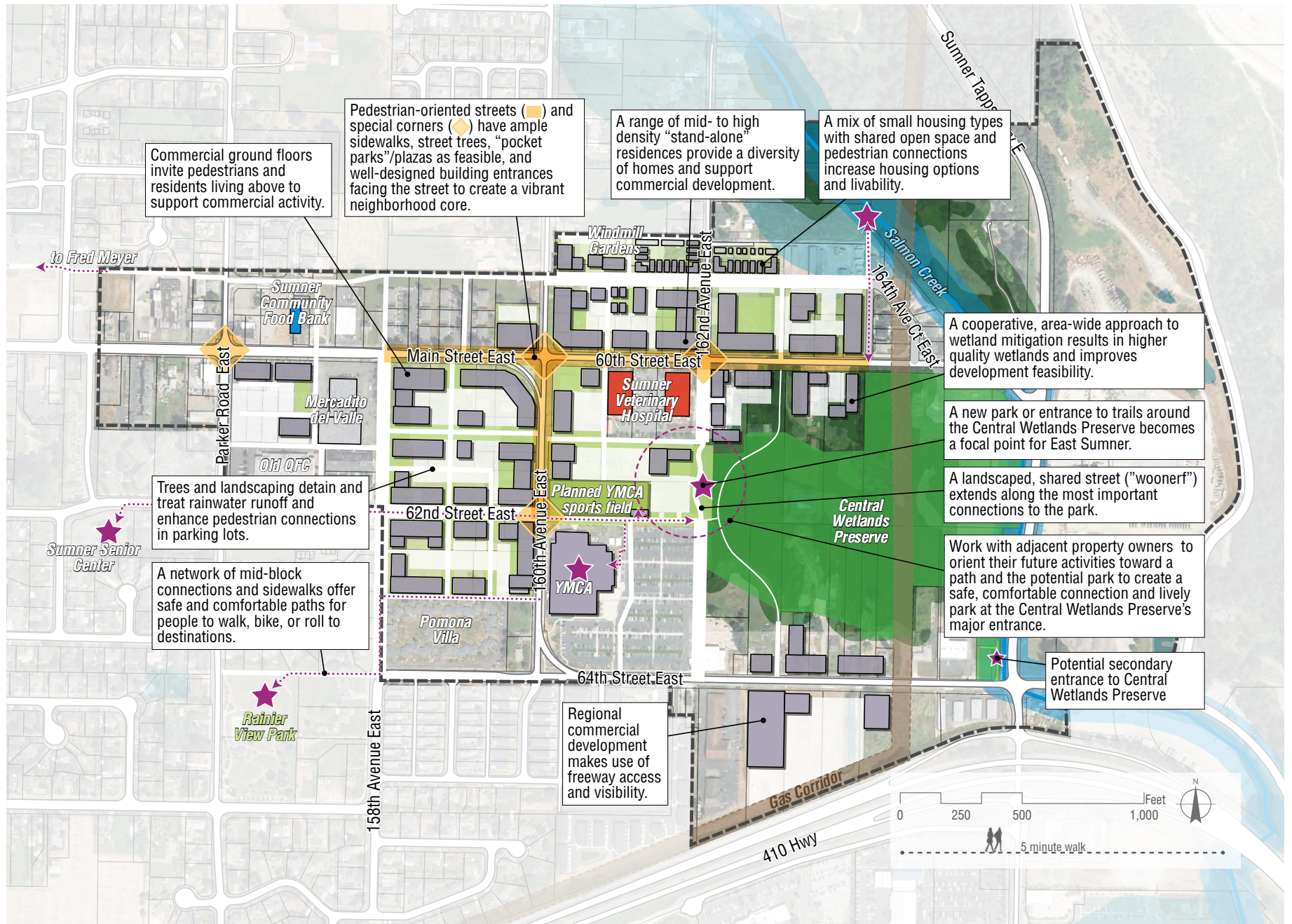
The Plan Elements discussed above support the vision for the East Sumner Neighborhood as a secondary mixed-use urban village that complements, but does not compete with, the downtown. Commercial uses that are pedestrian-oriented will be provided at key areas of the neighborhood, to encourage residents to visit local businesses and reduce reliance on auto trips. New commercial development in the neighborhood's southeast quadrant will take advantage of highway access and visibility that provides opportunities not available in Downtown. Future redevelopment of the former QFC site and other properties along Main/60th Street East will help link and support other commercial and service activities in both East Sumner and Downtown. A range of multifamily housing types will be allowed, to promote redevelopment of the core area and offer alternatives to downtown housing. Intersection improvements and traffic calming projects, along with pedestrian and bicycle improvements, especially along Main/60th Street East will better connect East Sumner to the downtown core and other areas.

EAST SUMNER NEIGHBORHOOD

ALTERNATIVE 3B



East Sumner Neighborhood Concept Map



Potential Future Development Scenario for the East Sumner Village

Plan Elements

The 2015 Subarea Plan's basic concept is similar to that of the 2001 Plan. The 2020 update maintains much of the earlier plan elements but increases opportunities for different multifamily housing types and commercial uses and proposes actions to preserve the central wetlands. This section presents details for land use, circulation, community design character, and environmental management.



Salmon Creek

Land Use

Residential

The community's vision for the East Sumner Urban Village (ESUV) anticipates that over time much of the single-family land uses in the central neighborhood will convert to a more diverse mix of uses and intensities. The 2015 plan actions included raising the area's residential density to 30-40 dwelling units per acre (du/ac). In 2019, zoning updates for the ESUV allowed multifamily residential uses at

26 du/ac in Neighborhood Commercial (NC) and 40 du/ac in General Commercial (GC) zones. Zoning code changes in 2019 also opened Medium Density Residential (MDR) and High Density Residential (HDR) zones to "stand-alone" multifamily development types (i.e., apartments with no commercial ground floor).



Townhouse-style developments can be used to increase densities while retaining neighborhood character.



Existing retail clusters will remain.



New development is intended to enhance the existing residential neighborhoods.



The envisioned regional commercial will include some pedestrian oriented local retail.

The 2020 ESNP maintains a multifamily allowance in commercial zones for mixed-use developments and maintains the allowance for “stand-alone” apartments in medium- and high density residential zones. Allowing stand-alone apartments will encourage a wider range of housing and affordable housing types in East Sumner. This may encourage a new injection of residential units that can support commercial uses in the area and take advantage of services like those provided at the YMCA.

The 2020 Plan calls for rezoning two parcels on 162nd Avenue East to MDR to create a transitional buffer between commercial/high density and low density residential areas. Overall, the 2020 Plan maintains single family land uses around the perimeter of the East Sumner neighborhood. Areas currently zoned for commercial and/or multifamily development will remain available for development outside of the wetlands. The neighborhood benefits from the tax base and services that commercial development generates, and higher density residential will support businesses and help meet growth targets and housing demands.

Commercial

In 2015, the City expanded the Urban Village designation to include the commercial centers at the Main/60th Street East and Parker Road East intersection. The expansion created more opportunities for commercial development.

The 2020 ESNP creates a pedestrian-oriented commercial center near 160th Avenue East and 60th Street East to provide commercial services within walking distance from residences. This area includes Neighborhood Commercial zoning, with requirements for pedestrian-oriented commercial uses on the ground floor. Outside of this core area, such as Main Street west of 160th Avenue East, the plan allows a range of commercial uses that do not need to be pedestrian oriented.

The southeast portion of the neighborhood is intended to remain available for commercial uses that can take advantage of highway access and the regional attraction of the YMCA. For example, maintaining a General Commercial zone in this area would allow “big-box” retail that could help economically anchor the area and provide retail services to the neighborhood. Future redevelopment of the former QFC site and other properties along Main/60th Street East will help link and support other commercial and service activities in both East Sumner and Downtown. Commercial development will increase revenue to the City through business and property tax increases and, when located near residences, may reduce auto trips on neighborhood streets.

Parks and Open Space

A major influence on the land use pattern in East Sumner is the “central wetlands” area. Wetland studies completed by the City in 2020 show that most of the area between 60th Street, 64th Street, and Sumner-Tapps Highway contains extensive wetlands and wetland buffers. Development that would extend beyond the narrow strip of land along each street front will require costly wetland mitigation. Therefore, it is not realistic to expect intense commercial development throughout the entire central wetlands area, where General Commercial zoning currently exists. Anticipating that a large portion of the central wetlands area will remain undevelopable, the 2020 ESNP envisions a future central wetlands preserve that could become a significant amenity in the neighborhood.

A central wetlands preserve would provide both environmental benefits and a community amenity that adds value to adjacent residential and commercial development. It could become a future central park that provides opportunities for public recreation and a unique focus and organizing element for the surrounding land uses as properties develop. Such an amenity would enhance the environment, livability, and economic vitality of the neighborhood.

Rather than changing the zoning of the wetlands area, the 2020 ESNP maintains the current zoning. This supports—but does not require—a future natural area, and provides an opportunity for future development to create an amenity at the wetlands where appropriate, depending on specific project characteristics and market factors.

Mobility + Circulation

The community’s vision includes a more extensive multimodal network in the neighborhood. The 2020 ESNP concept includes the improvement of roads, intersections, bicycle lanes, sidewalks, and pathways throughout the neighborhood.

Streets as Neighborhood Connectors

The 2020 ESNP supports a neighborhood-wide connection of streets consistent with the City’s adopted street grid (i.e., blocks no longer than 500 feet). Completing the neighborhood street grid helps diffuse traffic, creates blocks of walkable distances, provides sidewalks and street trees throughout the neighborhood, allows pedestrians to easily walk between neighbors and businesses, and supports future transit service and shuttle service for seniors. As development comes into the area, it should provide these street connections, mid-block connections, and pedestrian corridors where feasible.

In 2015, the Subarea Plan for East Sumner proposed a north-south extension of 162nd Avenue East and an east-west extension of 62nd Street East. The extension of 62nd Street East was found to be financially infeasible. However, as the area redevelops, a north-south extension of 162nd Avenue East is possible between 60th Street and 64th Street (possibly south to the YMCA). The 2020 Plan recommends exploring the future potential for a partial north-south connection that could improve access to businesses (especially those on deep parcels), residential development, and a major neighborhood amenity, such as a central wetlands preserve.

The 2020 ESNP supports community interest in improving traffic flows and reducing congestion by identifying key intersections for upgrades. While specific transportation projects are outside the scope of the ESNP, the Plan recommends completing transportation improvements throughout the neighborhood consistent with the City's Complete Streets Policy in an effort to improve mobility, reduce congestion, and increase safety. Near-term projects may be addressed in the City's 6-Year Transportation Improvement Program, updated annually.

The ESNP identifies the following key projects that would have direct benefits within the focus area:

- Roadway widening and intersection improvements at 166th Avenue East/Sumner-Tapps Highway and 64th Street East, Westbound SR 410 ramp terminal.

- Intersection improvements at 166th Avenue East/Sumner-Tapps Highway and 60th Street East.
- Intersection improvements at 160th Avenue East and Main/60th Street East.
- Sidewalk improvements to 160th Avenue East between 64th Street East and 60th Street East.
- Extension of 162nd Avenue East south of 60th Street East.

In addition, the ESNP supports the use of multimodal elements such as bicycle lanes and shared use paths as well as traffic-calming techniques on primary streets, such as installation of traffic circles, increased landscaping, additional street trees, and narrowing lanes.

Non-vehicular Neighborhood Connectors

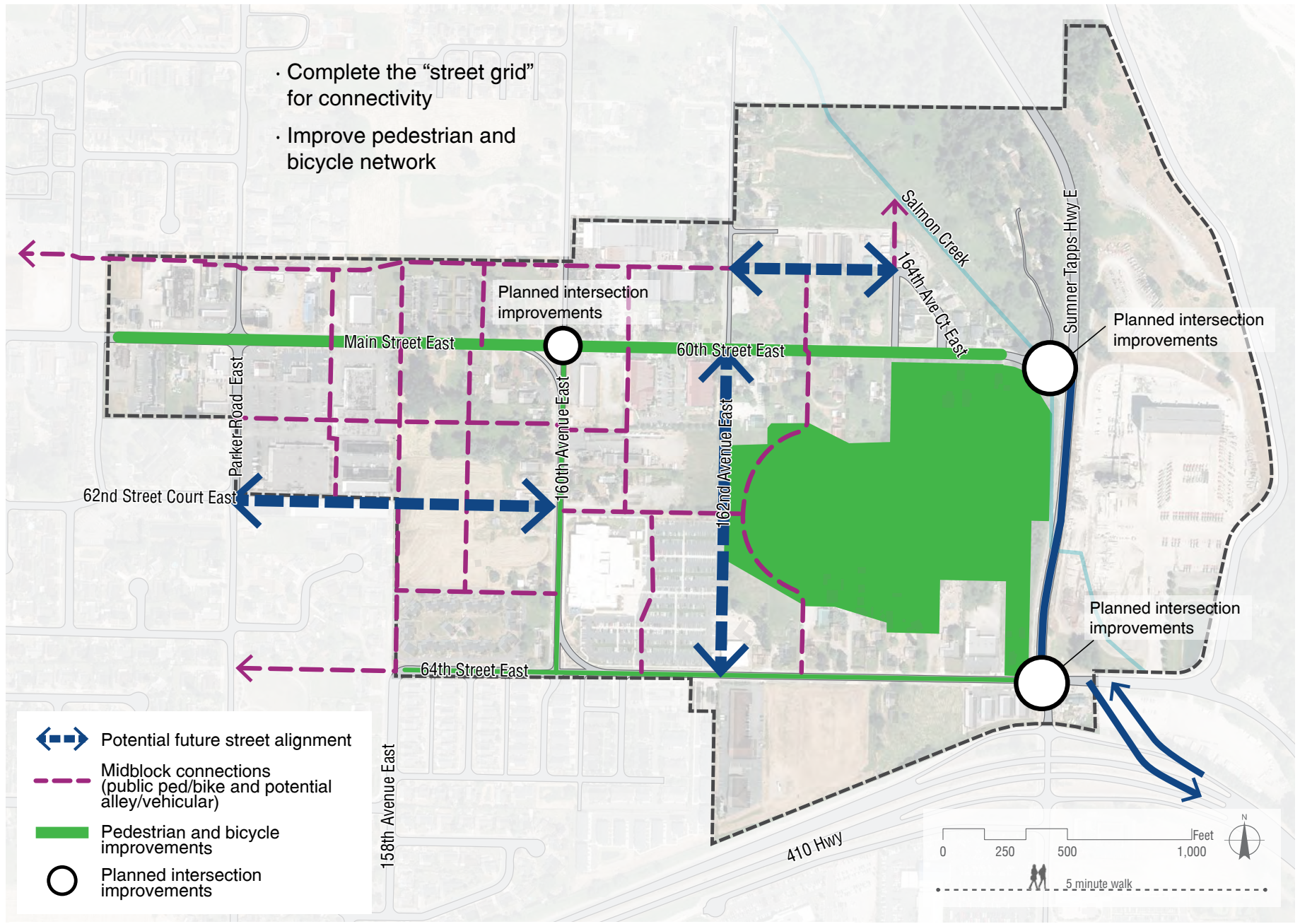
A new non-vehicular network through the neighborhood will reduce the need for auto trips, reduce traffic congestion, and provide enhanced pedestrian access to all development. The 2020 ESNP recommends:

- Provide wide sidewalks (e.g., 10 feet wide) with the potential for outdoor seating and other pedestrian-friendly spaces along major commercial streets. Wide sidewalks enhance the pedestrian experience and promote walking.
- Provide designated bicycle lanes along all major streets.

- As new development occurs, encourage pedestrian connections to and around the central wetlands area to provide access to open space and encourage residents to spend time outdoors and walk the neighborhood.
- Incorporate the existing undevelopable north-south gas pipeline corridor (75 feet wide) as a pedestrian corridor in this network.
- Encourage public and private developments to provide charging stations for electric bikes and scooters.

These recommended circulation features will:

- Make the neighborhood's amenities more accessible to local residents and visitors.
- Help reduce congestion and improve safety.
- Create a non-vehicular network of paths, giving residents safe alternate modes of travel within the neighborhood and to surrounding businesses.
- Encourage walking and help activate commercial street fronts.
- Support the use of transit.
- Improve the character of the neighborhood by creating a more walkable, pedestrian-friendly community environment.



Primary recommended circulation improvements

Community Design Character

The 2001 Subarea Plan envisioned East Sumner taking on an “urban village” character to maintain the neighborhood’s quality of life and walkability. This was carried through in the 2015 update. In 2019, through a Zoning Code amendment, the community supported opening the neighborhood to stand-alone apartments in MDR and HDR locations. The 2020 Plan carries these ideas forward.

The physical appearance and function of the neighborhood setting is important in achieving economic and community livability goals. This is particularly true if the neighborhood sees additional multifamily development and taller buildings as a result of the 2020 Plan. The overarching challenges related to community design is to ensure that new development 1) enhances the small scale and “open feel” valued by local residents, and 2) creates a more connected and attractive pedestrian environment.

The 2020 ESNP includes several concepts and recommendations that support quality design and the pedestrian environment. This section presents details for four key recommendations:

- Multifamily design and open space requirements: Require new multifamily and mixed-use developments to adhere to Sumner’s design guidelines, maintain a modest scale in key areas, and include ample open space and landscaping.

- Streetscape design and non-vehicular connections: Encourage streetscapes that include street trees, landscaping, sidewalks and bicycle lanes on key streets, and a neighborhood-wide system of non-vehicular paths and trails.
- Pedestrian-oriented commercial requirements: Encourage new mixed-use and neighborhood commercial development along Main/60th Street East and 160th Avenue East; require pedestrian-friendly features in commercial development to promote a walkable neighborhood with less reliance on auto trips.
- Central wetlands open space: Support the preservation of the central wetlands as a central open space and neighborhood amenity that improves the quality of life in the neighborhood.



Design guidelines help to achieve high quality multifamily design with open space

Multifamily Design and Open Space Requirements

The City of Sumner applies strong design guidelines to multifamily development. Sumner Design Guidelines address building modulation, window transparency, materials, and other aspects of building design. The guidelines require commercial development to provide a minimum amount of pedestrian-oriented space and require multifamily development to provide a minimum amount of common open space.

Allowing the development of 3- to 4-story buildings, consistent with the design guidelines, supports retention of open space while achieving the desired densities. To maintain a more pedestrian, small town character and scale, buildings should be limited to 3 to 4 stories at key corners. These include: the blocks adjacent to the corners of Main/60th Street East and 160th Avenue East, Main/60th Street East and Parker Road, Main/60th Street East and 162nd Avenue East; and along 160th Avenue East; and around the central wetlands preserve.

The design of both commercial and residential development should follow a neighborhood friendly scale, use high quality materials, and provide pedestrian amenities along street fronts. Multifamily residences, with the application of design guidelines and open space standards, can be attractive and ecologically sensitive. The photos on page 23 illustrate the types of development this plan envisions.

Streetscape Design and Non-Vehicular Connections

All new streets should include at least 6-foot wide sidewalks with planting strips and street trees adjacent to the curb. In commercial areas with pedestrian-oriented retail, sidewalks should be at least 10 feet wide to accommodate multiple uses. On-street parking is generally recommended in neighborhood commercial or mixed-use developments. More intense and auto-oriented commercial uses should place parking behind buildings.

The 2020 ESNP recommends:

- Retrofit Main/60th Street East (60th Street East) with bicycle lanes, sidewalks, and planting strips with street trees.
- Design streetscapes with on-street parking where possible. Use pedestrian-scale street lighting along Main/60th Street East towards the downtown and on 160th Avenue East near neighborhood commercial areas.
- New streets and multimodal connections should be designed to address environmental justice and social equity issues.
- The City requires property owners to install sidewalk improvements and planting strips and to orient buildings to the street. This requirement should apply to all new development throughout the neighborhood.
- The community envisions a neighborhood-wide system of non-vehicular paths that includes sidewalks, mid-block connections, and walking paths at the central wetlands.



Recent developments in East Sumner have included excellent streetscapes.



Pedestrian oriented streetscapes can greatly enhance the viability of commercial businesses.

As new development occurs, the City should require projects to complete their portion of the mid-block pedestrian corridors.

- The City should work with property owners to find design and financing strategies to implement the internal non-vehicular circulation network.
- The City should develop cross sections for streets and multimodal corridors.

Pedestrian-Oriented Commercial Requirements

To help create a walkable community, development occurring in key locations should feature pedestrian-oriented retail that encourages customers to walk to local businesses and reduces reliance on autos. The 2020 ESNP eliminates the 2015 concept of a crossroads at 62nd Street East/162nd Avenue and shifts the pedestrian-oriented commercial core to 160th Avenue East and 60th Street. This area should be maintained as a Neighborhood Commercial (NC) zone along the street. Guidelines should require commercial development to incorporate attractive streetscape elements to encourage pedestrian activity that could include pedestrian plazas, street furniture, pedestrian-scale lighting, and wide sidewalks. Pedestrian-oriented streetscape requirements should be applied along Main/60th Street East from Parker Road to 162nd Avenue East and along 160th Street East.

Central Wetlands Preserve

The 2020 ESNP envisions a central wetlands preserve where the 2015 plan proposed the 62nd Street East/162nd Avenue East intersection. Anticipating that most of the central wetlands are undevelopable, the ESNP encourages preservation of the wetlands and allowing them to remain a natural area and open space. Creating a centralized open space would provide a major amenity for the neighborhood and attract commercial and residential development. Designs for new

buildings adjacent to the central wetlands should incorporate and orient toward this landscape feature.

Environmental Management

Since 2001, the neighborhood has indicated that ecological viability is a strong community objective and important City policy. The City has faced challenges in balancing ecological viability with development goals. The 2020 Plan proposes general actions to address these challenges and meet the community's ecological objectives:

- Place the Salmon Creek corridor and its 100-foot buffer into a Resource Protection zone to help ensure their protection in perpetuity.
- Preserve a core area of the central wetlands as essential to providing environmental and aesthetic values.
- Encourage redevelopment in the central neighborhood area while protecting most of the wetlands.
- Develop an area-wide approach to wetland mitigation, and explore the feasibility of City-sponsored options such as a wetland mitigation bank or fee-in-lieu program
- Adopt stormwater approaches that encourage development with smaller footprints, maximize on-site area for stormwater treatment, and preserve existing soil and wetland features that provide natural stormwater treatment.

Wetlands

In 2020 the City conducted a study of the central area wetlands between 60th Street East, 64th Street East, and Sumner-Tapps Highway that provides property owners with more certainty about which areas of their parcels might be open to development. The study concluded that, due to the extent of wetlands and buffers, further development in the area will be difficult without impacting the wetlands. Property owners with narrow and deep properties can develop only the outer edges close to public road access and visibility. Other viable redevelopment envisioned by the community may require encroachment into mapped wetlands and/or wetland buffers, resulting in the need for mitigation.

Traditional wetland mitigation relies on each property owner to individually pursue wetland fill and mitigation permits. That can be costly and time-consuming, especially for small or narrow lot development. This piece-meal approach typically results in more land-consumption; smaller, lower-quality mitigation sites; and lower success rates over the 10-year wetland monitoring period. Continuing to rely on the parcel-by-parcel approach to wetland mitigation may result in the same pattern of undeveloped and underdeveloped sites in East Sumner.

Alternatively, a coordinated approach to wetlands mitigation is more likely to result in successful development and wetland mitigation. To support redevelopment of the central neighborhood while protecting wetlands, the ESNP recommends pursuing

neighborhood-wide coordination on wetland mitigation. Further, the City should explore the feasibility of establishing a City-sponsored mitigation approach. City sponsorship could include the creation of one or more of the following options:

| | WETLAND MITIGATION "BANK" | NEIGHBORHOOD WETLAND MITIGATION SITE | FEE IN-LIEU PROGRAM |
|--|---|--|---|
| PROGRAM DESCRIPTION AND CITY RESPONSIBILITIES | Sumner would establish, manage, and enhance a large-scale wetland mitigation site. Over time, the City would recover the costs of constructing the bank as developers purchase credits. This approach requires the City to have land available and staff resources to manage the program. Note, private wetland mitigation banks do exist, but they may not be available to the East Sumner Neighborhood parcels. | This option is similar to the wetland mitigation bank but would limit the service area to the East Sumner Neighborhood central properties. The City would lead the permitting process, obtaining the wetland fill and mitigation permits/ approvals. The City would charge a fee to participate in this program. This approach assures quality wetland mitigation. | This approach requires a sponsor, like the City, to manage the program funds in a trust. The City would use the funds to create and enhance wetlands elsewhere. Like a mitigation bank, the in-lieu fee program requires the City to have land available and resources to manage the program. |
| DEVELOPMENT RESPONSIBILITIES AND INCENTIVES | As property owners develop nearby parcels and fill wetlands on their properties, they would purchase "credits" from the mitigation bank to compensate for their wetland impacts. Enhanced wetlands would be in place by the time wetland fill is proposed, which streamlines permitting for development projects. | Developers would pay a fee to participate in the program. By consolidating complex permitting into one permittee (the City), the City incentivizes development by streamlining permitting and potentially reducing costs for private developers. | As property owners develop their parcels and fill their wetlands, they may pay a fee in lieu of enhancing the wetland themselves. |

City-sponsored mitigation approach options



A residential stormwater retention pond.



The City and its partners are engaged in a process to enhance natural systems in the Salmon Creek corridor.

Whether mitigation is accomplished by private developers, shared between development sites, or sponsored by the City, wetland mitigation is likely to be time-consuming and costly. A coordinated, City-sponsored approach could provide incentives for redevelopment while providing for quality wetland mitigation.

While specific, detailed strategies for wetland mitigation are beyond the scope of the 2020 ESNP, the Plan recommends that the City explore the feasibility of a City-sponsored program such as one of those listed above. The first step in this effort should be to conduct a study by a qualified wetlands biologist to explore the details of a City-sponsored wetland mitigation program and how to establish, manage, and fund it.

In the meantime, the 2020 wetlands study will provide more certainty to property owners in the area to know which areas of their parcels might be open to development. The wetland boundaries determined in the 2020 study reflect more realistic development potential, will help distinguish undevelopable land from adjacent zones, assist property owners in obtaining tax credits for resource protection, and identify a core area of wetlands with the potential for a future central wetlands preserve.

Stormwater Management

The high water table and periodic flooding in parts of East Sumner challenge some development in meeting the new National Pollutant Discharge Elimination System (NPDES) permit requirements, which emphasizes on-site stormwater infiltration.

More extensive impervious areas, such as buildings and pavement, require more stormwater treatment. This makes single-family construction, with its extensive access roads and driveways, less feasible. Multi-story, multifamily residential buildings can accommodate a greater number of units on a relatively smaller building footprint, leaving more of the site for stormwater infiltration.

Individual property owners can choose to address stormwater requirements on their own site. However, the 2020 ESNP recommends developing a combined system that also addresses stormwater requirements for street and path construction. The 2020 Plan encourages:

- Development types that allow greater proportions of sites to be conserved for stormwater treatment and Low Impact Development approaches.

- A district-wide or shared approach to stormwater management that conserves land and reduces costs, rather than numerous individual facilities.
- Conservation of the existing wetlands and creek buffer, which provide natural flood storage and treatment.
- Continuation of City efforts to upgrade the capacity of stormwater culverts and facilities at strategic locations.

Salmon Creek Corridor Enhancements

Salmon Creek is an important ecological and visual asset. The City is currently working to restore the stream corridor by removing reed canary grass, planting riparian trees to create pockets of forested wetland, and installing a new fish-friendly culvert at 60th Street/Sumner-Tapps Highway. The creek's habitat and ability to reduce flood damage are valuable environmental resources. The 2020 ESNP proposes placing Salmon Creek and its 100-foot buffer into a Resource Protection zone.

Implementation + Phasing

To encourage the growth needed to support the local economy, the City may update Comprehensive Plan designations and zoning classifications for many portions of the East Sumner neighborhood. Zoning and regulations should allow more flexibility to respond to market demands for various residential types and commercial uses. The 2020 ESNP recommends future development that creates an economically vital walkable urban village with enhanced natural community amenities. This section discusses the steps needed to implement and phase-in the community's plan.

Commercial/Residential Development

- Allow multifamily or mixed-use development of up to 40 dwelling units per acre in the High Density Residential and General Commercial zones, to increase development feasibility of environmentally-constrained sites.
- Update regulations for the ESNP area to allow multifamily residential south of 62nd Street East and north of 64th Street East (instead of current prohibition).
- Rezone two parcels on 162nd Avenue East north of 60th Street and 164th Avenue Court East to Medium Density Residential, to create a buffer between existing High Density and Low Density Residential.
- Maintain existing residential densities in remaining areas in the neighborhood.
- Density increases are not recommended at this time. By simply allowing stand-alone apartments in MDR and HDR, it is anticipated that residential development will become more feasible. This will likely result in overall residential densities similar to or reduced from the 2015 Plan.
- To maintain a pedestrian-friendly, neighborhood scale, limit the height of multifamily residential to 3 or 4 stories at the blocks adjacent to the corners of Main/60th Street East and 160th Avenue East, Main/60th Street East and Parker Road, Main/60th Street East and 162nd Avenue East; along 160th Avenue East; and around the central wetlands preserve.
- Revise City regulations as needed to ensure that Sumner Design Guidelines do not supersede the building heights recommended in the ESNP.
- Maintain the General Commercial properties south of 64th Street East as General Commercial and prohibit residential development there to reserve the area for commercial development.
- Maintain pedestrian-oriented Neighborhood Commercial zoning in the 160th Avenue East and Main/60th Street East area to encourage a pedestrian-focused core, with requirements for pedestrian-oriented commercial uses on the ground floor. Outside of this core area, allow a range of commercial uses that do not need to be pedestrian oriented.
- Apply Sumner Design Guidelines to all new development.
- Require development along primary streets to provide pedestrian-oriented street fronts.
- Create “pedestrian activity nodes” at key intersections that feature pedestrian amenities and gathering areas such as plazas.
- Create areas in public and private development that can be used for community events.

Parks/Open Space and Environment

- Create a linear natural park along Salmon Creek.
- Explore financing strategies that would support the creation of a central park or wetlands preserve and associated enhancements to Salmon Creek.
- Continue restoration of Salmon Creek.
- Pursue an area-wide approach to wetland mitigation, such as a City-sponsored mitigation site or in-lieu fee program, to support creation of a central wetlands preserve and allow development of properties adjacent to wetlands.
- Initiate a cost-benefit analysis of City-sponsored wetland mitigation site.
- Require new development to install street trees and parking lot landscaping.
- Explore the potential for creating area-wide stormwater facilities that development could use.

Transportation/Circulation

- Require development to provide mid-block connections when major redevelopment or new development occurs.
- Improve intersections at Main/60th Street East, 64th Street East and 166th Avenue East intersections with Sumner-Tapps Highway to improve traffic flow and reduce congestion.
- Improve 60th Street, 64th Street and 160th Avenue East with bike paths and sidewalks.
- Develop a regulatory and financing strategy for building the mid-block non-vehicular network and trails.
- Require pedestrian and bicycle corridors at key mid-block locations as properties redevelop.
- Incorporate the existing north-south gas pipeline corridor (75 feet wide) as a pedestrian corridor in this network.
- Retrofit streets with sidewalks at least 6 feet wide, street trees, and bike lanes on primary streets.
- Pursue partnerships with transit agencies to provide bus service to/from East Sumner.

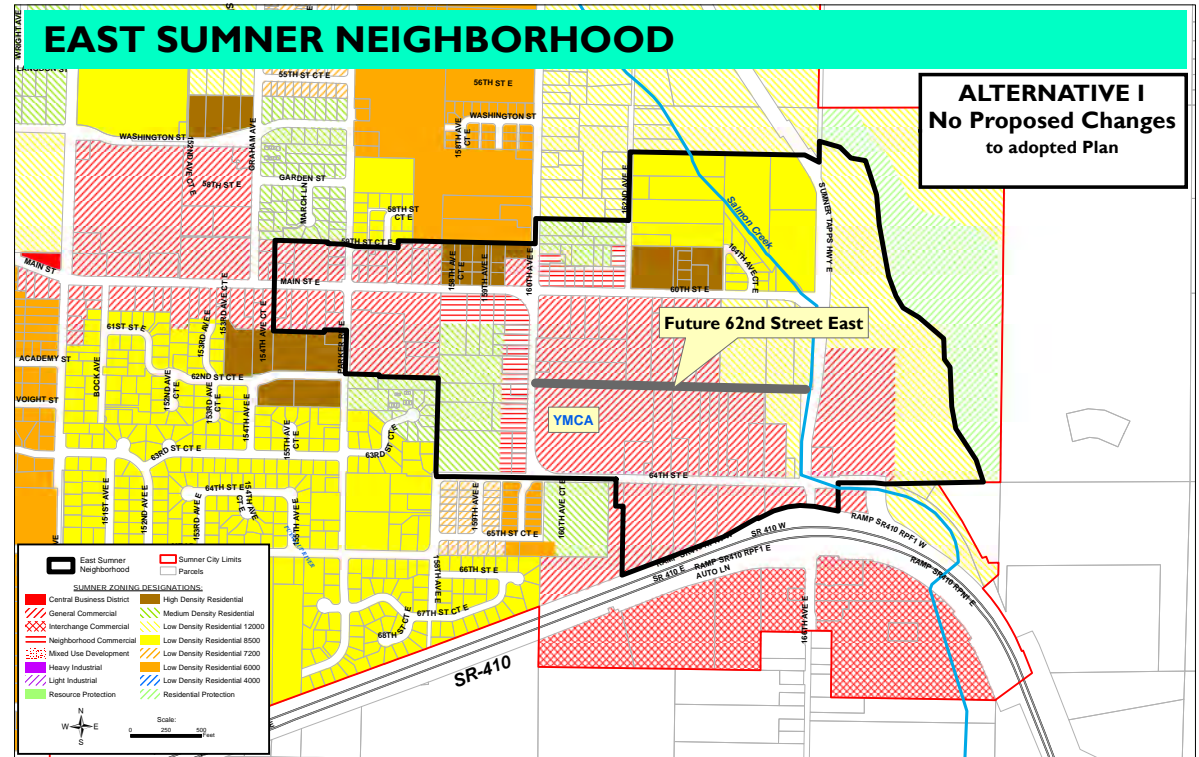
Appendices

Appendix A: Plan Alternatives

Through the ESNP planning process, the City developed three concepts to help identify public preferences. Alternative 3B is the preferred course of future action and the basis for the 2020 ESNP. This appendix presents the alternatives evaluated during the 2020 planning process.

Alternative 1

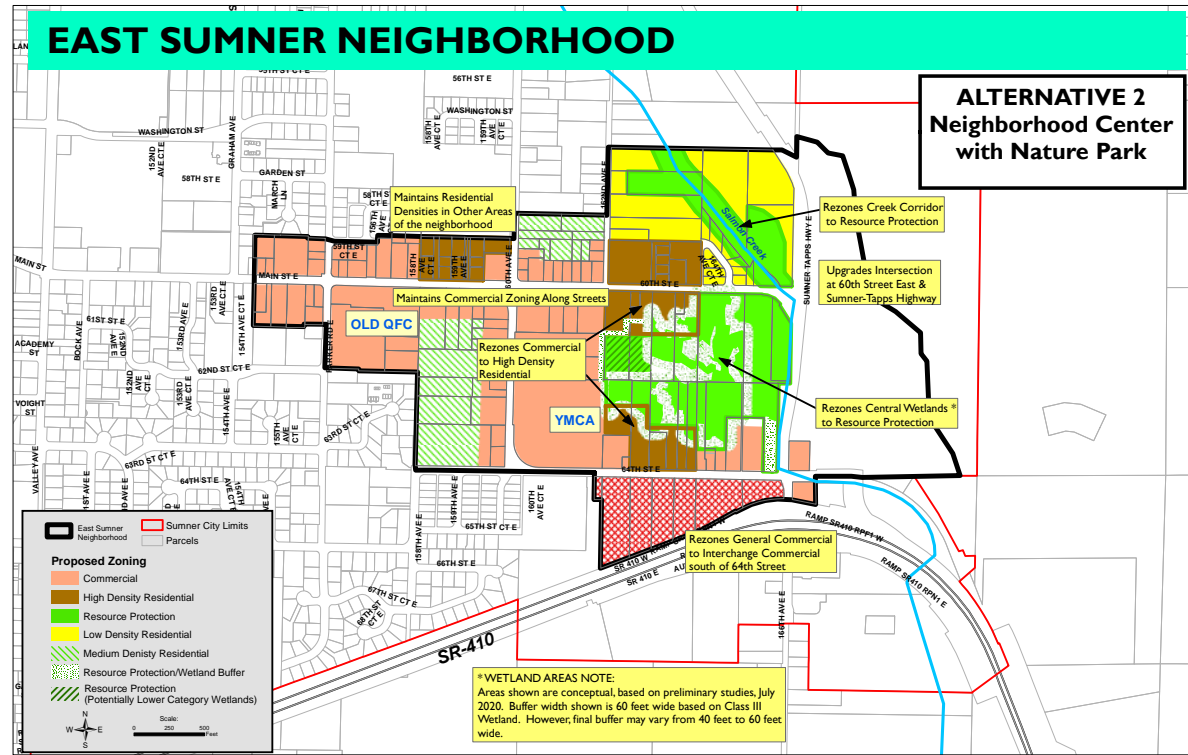
Alternative 1 represents the “no action” alternative. This alternative maintains the current zoning for the area, which was adopted in 2015 and updated in 2019. This alternative also maintains the concept of an east-west road extension (62nd Street East).



Alternative 2

Alternative 2 would remove the east-west road corridor and create a Resource Protection zone in the central wetlands. It creates two (2) areas of High Density Residential (HDR) zoning at 60th Street and 64th Street, creating a residential neighborhood around a central wetlands preserve. South of 64th Street East, Alternative 2 proposes an Interchange Commercial zone to allow a broader range of commercial uses. While Interchange Commercial zoning may invite land uses that do not generally provide local neighborhood services, and uses that may have greater traffic impacts, the zone allows for a wider range of commercial uses than the General Commercial zone. This alternative reduces land available for commercial uses, but allows for more residential-only development to support existing and future commercial uses in the area.

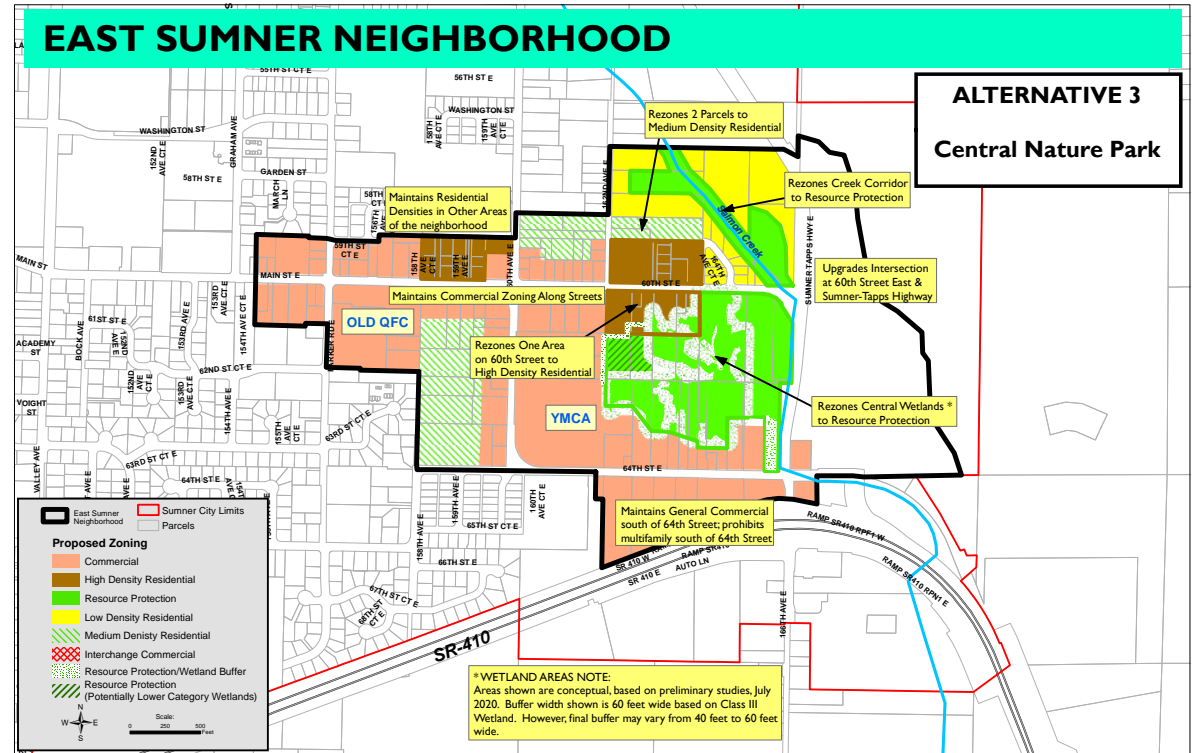
With close access to the freeway and the east-west "spine" along Main Street, this area could be convenient for medium- to high-density residential development. Allowing stand-alone apartments (ground floor entry with no commercial) in the central neighborhood would take advantage of a new wetlands central park as an amenity for residents. This proposal suggests medium- or high-density residential located to fully frame a central park and would extend to both 60th Street East and 64th Street East.



Alternative 3

Alternative 3 would remove the formerly proposed east-west road corridor (62nd Street East) and create a Resource Protection zone in the central wetlands. This alternative would designate a High Density Residential (HDR) zone at 60th Street, allowing for “stand-alone” apartments (residential entries, not commercial uses, on the ground floor) in addition to mixed-use residential. This alternative would allow for residential development to support existing and future commercial uses in the area but suggests that residential uses be focused on 60th Street East near existing higher-density residential. A focused residential area along 60th Street/Main Street would create a residential gateway into the neighborhood. This approach would rezone two parcels to the north of 60th Street as Medium Density Residential (MDR) to provide a buffer between existing High Density Residential (HDR) and Low Density Residential (LDR) neighbors to the north.

With close access to the freeway and nearby commercial services, the central neighborhood area would be convenient for medium- to high-density residential that could take advantage of a location near a major amenity such as a central park. Allowing stand-alone (ground floor) apartments in the central neighborhood allows more direct access and opportunities to connect visually and functionally to a central wetlands preserve or park as an amenity for residents. It also



increases the range of housing types available in the neighborhood.

The central neighborhood could become a key neighborhood in Sumner that is connected to downtown and west Sumner along the spine of Main Street/60th Street East. The public realm along 60th Street East would be designed for gathering and mingling. Traffic-calming treatments would make 60th Street East safe for pedestrians of all ages. Mid-block non-vehicular connections would provide an alternative and safe way to access

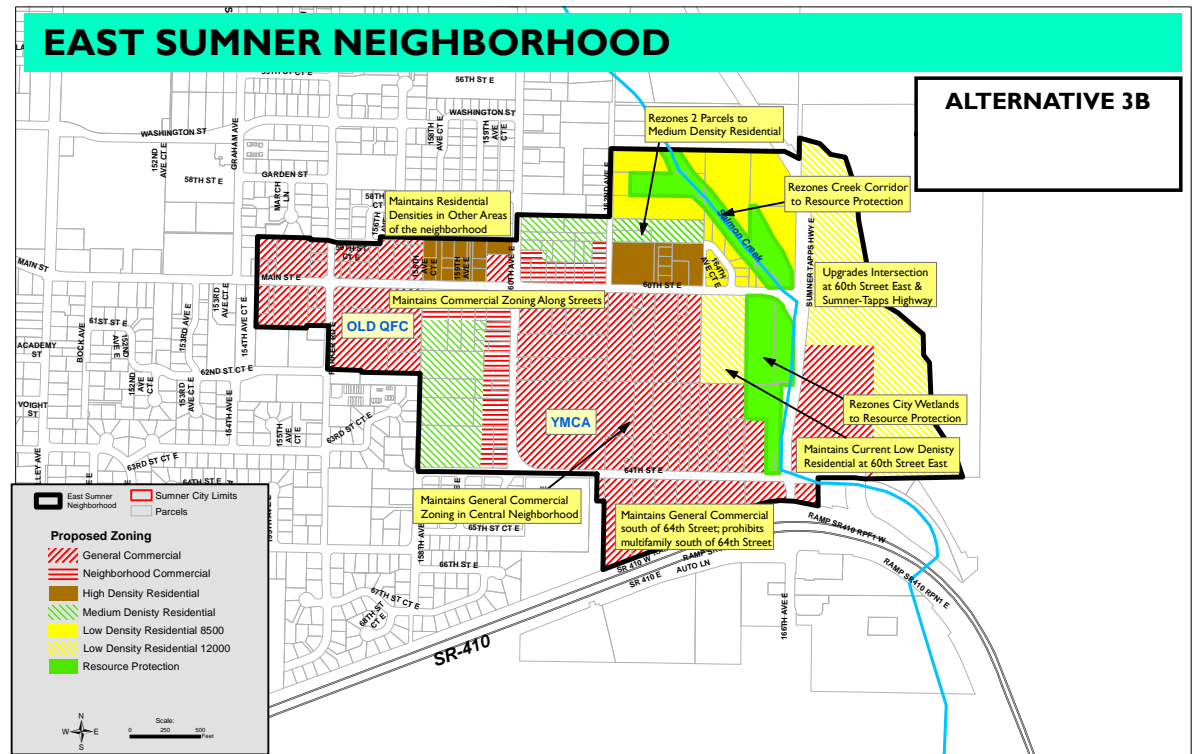
different amenities and destinations in the neighborhood, such as the YMCA.

64th Street East would be retained as a commercial gateway into Sumner. Properties south of 64th Street East would remain zoned as General Commercial, with no residential uses allowed. This approach would preserve most of the commercially zoned acreage in the area. Properties along 160th Street and 60th/Main would retain their current Neighborhood Commercial (NC) zoning to generate more pedestrian-oriented commercial uses.

Alternative 3B - Preferred Alternative

The preferred alternative would remove the former east-west road corridor (62nd Street East) and create a mixed use neighborhood in the central area. This alternative would allow for high-density mixed use residential development, which supports commercial uses in the neighborhood, but maintains the opportunity for full build-out as commercial uses. While the preferred alternative maintains the primarily commercial zoning in the central area, it supports a long-term vision for a central wetlands preserve in undevelopable wetland areas. This approach will allow—but not require—future development to create an amenity at the wetlands. Depending on specific project characteristics and market factors, the central wetlands area could become a future natural area or park that provides a valuable amenity to adjacent development and to the neighborhood. City parcels located in the central neighborhood along Salmon Creek would be zoned Resource Protection to reflect their wetlands characteristics and protected status.

This approach would rezone two parcels to the north of 60th Street as Medium Density Residential (MDR) to provide a buffer between existing High Density Residential (HDR) and Low Density Residential (LDR) neighbors to the north. Existing areas of MDR and HDR zoning would allow “stand-alone” apartments (residential entries, not commercial uses, on



the ground floor) to provide more variety in housing types.

With close access to the freeway and nearby commercial services, the neighborhood is in a convenient location for medium- to high-density residential uses as well as commercial uses that might benefit from nearby freeway access. 64th Street East would be retained as a commercial gateway into Sumner. Properties south of 64th Street East would remain zoned as General Commercial, and residential uses would not be allowed. This approach would preserve most of the commercially zoned

acreage in the area. Properties along 160th Street and 60th/ Main would retain their current Neighborhood Commercial (NC) zoning to generate more pedestrian-oriented commercial uses.

The public realm along 60th Street East would be designed for gathering and mingling. Traffic-calming treatments would make 60th Street East safe for pedestrians of all ages. Mid-block non-vehicular connections would provide an alternative and safe way to access different amenities and destinations in the neighborhood, such as the YMCA.

Appendix B: Public Participation Results

The following information reflects the public participation process.

City Outreach 2020

In July 2020, the City’s online portal, Sumner Connects, hosted a community survey to measure interest in 1) a central wetlands preserve and 2) new commercial and multifamily development in the area. The survey collected valuable feedback on the community’s preferences for a central nature park, non-vehicular connections, and commercial development and resistance to additional apartments and density. In April 2020 and in fall 2020, the City also posted information about the ESNP update on Sumner Connects, including a video highlighting the area, issues, and alternatives.

East Sumner Area Neighborhood Survey

Questions posted Sumner Connects 7/13/20; comments collected 8/11/20
45 total respondents

Please give us your feedback on possible zoning changes for East Sumner that could affect businesses and residents.

CIRCULATION AND CONNECTIONS

Q1: The 2015 East Sumner Neighborhood Plan had a new street, 62nd Avenue East, running east-west through the middle of the block. This new street is no longer feasible, because it would cost too much to construct through wetlands. Would you support a walking and bike path instead of the street?

| | |
|-------|--------------|
| Yes | 77.8% |
| Maybe | 11.1% |
| No | 11.1% |

Figure(s): Aerial photo streets in central ESNP

Q2: The 2015 Plan shows a new north-south street, 162nd Avenue East. A new street provides better access to businesses and other amenities in the middle of the neighborhood. Would you support any of the following?

| | |
|--|--------------|
| Support a street or alley connection that stops at “62 nd Street” | 20% |
| Support a north-south walking and biking path instead of a street | 35.6% |
| Either a street or pedestrian path would be ok | 28.9% |
| No street or walking and bike path in this location. | 15.6% |

Q3: There are several primary streets in the neighborhood. What features should these streets have?

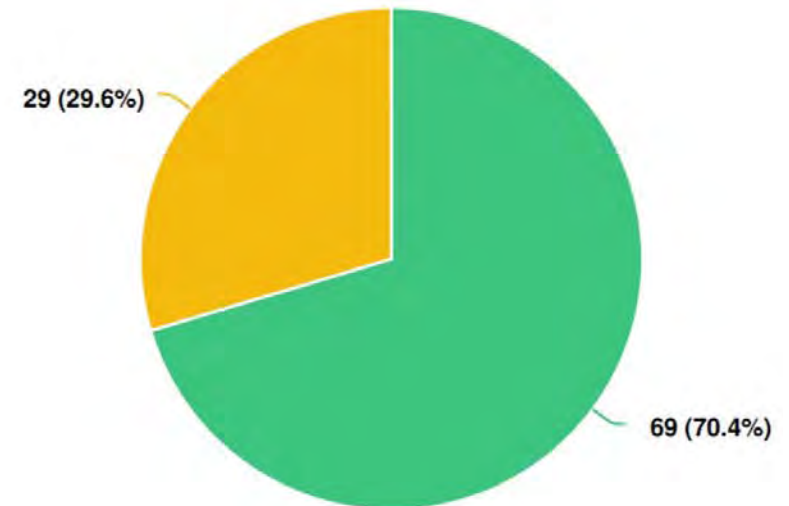
| | |
|--|--------------|
| On-street angle parking with buildings up to the street | 11.1% |
| Buildings up to the street with wide sidewalk in front | 17.8% |
| Buildings set back from sidewalks with tree planting strip | 71.1% |

City Outreach 2019

In 2019, City of Sumner planners revisited the 2015 Plan with the community. At an Open House in June 2019, residents and neighbors provided input on alternative solutions. The community gave little support to building 62nd Street East and 162nd Avenue East through the central neighborhood, but strongly supported a “central wetlands preserve” or park instead of a road corridor. The City also posted an on-line survey on the Sumner Connects website, which showed similar results. The Planning Commission and City Council also supported eliminating the proposed road and exploring a central wetlands preserve.

2019 Sumner Connects

Q1 Which alternative do you prefer?



Question options

● Alternative 1 ● Alternative 2

Optional question (98 responses, 1 skipped)

2019 East Sumner – Potential Alternative 1

