



TITLE VI ACCOMPLISHMENTS & GOALS REPORT

This outline is for LPA and other governmental entities to report Title VI activities that occurred over the past year and report Title VI goals for the upcoming year. Reports must be returned on or before due date to meet eligibility requirements for federal funding. Send to TitleVI@WSDOT.wa.gov

DUE DATES: Refer to Section 28.3 for scheduled reporting period and due date

Contact Information

Name and title of administrator (signature on Standard Assurances): Jeff Steffens, Administrative Services Director

Mailing Address: 1104 Maple Street

City: Sumner WA Zip Code: 98390 County: Pierce

Phone #: 253-299-5591 email address: jeffs@sumnerwa.gov

Name and title of head of transportation-related services: Mike Dahlem, Public Works Director

Mailing Address: 1104 Maple Street

City: Sumner WA Zip Code: 98390 County: Pierce

Phone #: 253-299-5702 email address: miked@sumnerwa.gov

Name and title of designated Title VI coordinator*: Jeff Steffens, Administrative Services Director

Mailing Address: 1104 Maple Street

City: Sumner WA Zip Code: 98390 County: Pierce

Phone #: 253-299-5591 email address: jeffs@sumnerwa.gov

*When the Title VI coordinator changes, notify TitleVI@WSDOT.wa.gov within 30 days.

To comply with Title VI requirements, each annual report submission must include signed Standard Assurances (USDOT1050.2A).

Accomplishments

1. Have there been any changes to the approved Title VI Plan that have not been reported to OEO? If Yes, please submit an update to the Title VI Plan with a new signature.

No changes have been made to the approved Title VI Plan.

2. Organization, Staffing, Structure – Describe the Title VI Program reporting structure including the Title VI Coordinator, Administrative Head, and transportation-related staff. The list should include name, race, color, and national origin of each individual. Include the same details if your LPA has a volunteer or appointed board related to transportation decision making.

Name	Title	Race	Gender
Jeff Steffens	Title VI Coordinator	White	Male

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Mike Dahlem	Public Works Director	White	Male
Michael Kosa	City Engineer	White	Male
Andrew Leach	Public Works Manager	White	Male

3. Community Demographics – Using a map of the LPA’s boundaries, describe the demographics of the LPA’s service area (e.g., race, color, national origin, low-income). List, by individual languages, the percent of the population(s) that is limited English proficient.

The total population of the City of Sumner in 2021 was 10,545 and within the incorporated City limits of the City of Sumner the predominate race is White Alone with approximately 85.3% of the population indicating this race, with approximately 15.7% of the population being Hispanic or Latino. Black alone populations is estimated at 92 or 0.9% of the city’s population. There are approximately 677 people in Sumner living at or below the federal poverty level or 6.5% of the population. The following table shows a list by individual languages, the percent of the population(s) that is limited English proficient:

All households	2.4%
Households speaking --	
Spanish	21.4%
Other Indo-European languages	29.8%
Asian and Pacific Island languages	0.0%
Other languages	0.0%

U.S. Census—American Communities Survey 2017-2021

4. Complaints – Provide a copy of the LPA’s Title VI complaint log, including new Title VI complaints received during this reporting period and any still pending. Include the basis of the complaint (race, color, national origin) and describe the disposition (status/outcome).

No complaints were received.

5. Planning – Describe the transportation planning activities performed this reporting period. Describe the actions taken to promote Title VI compliance regarding transportation planning, including monitoring and review processes, community involvement, their outcome or status. Include examples of community outreach.

The City’s Six Year Transportation Improvement Plan (TIP) was approved by City Council. Community outreach was done via the City’s weekly e-mailed newsletter, online and via social media. In addition, large projects in the TIP also have their own Sumner Connects project pages, outlining progress, plans, funding, staff contacts and more. In 2022, in-person events returned, and the City went back to holding its semi-annual Open Houses with great attendance. We also returned to staff a City booth at events like Rhubarb Days to answer questions. Online remains an option with hybrid options ranging from attending a meeting via Zoom to asking questions on specific project pages.

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6. Right-of-way actions – Describe activities during this reporting period associated with the purchase, sale, lease/use, or transfer of real property (related to highway transportation/public right-of-way use). Include demographic information of affected populations. For example, the race, color, national origin of affected property/business owners(s)/tenant(s).

The City of Sumner purchased a portion of two separate parcels as part of the Main & Wood Intersection Improvements project. See attached Exhibit A - EJScreen data that was pulled from the EPA website as part of the Environmental Justice memorandum conducted for this project.

7. Identify right-of-way appraisers and acquisition staff (used during this reporting period) by race, color, national origin.

Tierra Right-of-Way Services, SH & H, Commonstreet, Cascade ROW Services, Appraisal Reviews Northwest and RF Duncan & Associates were utilized by the City during this reporting period (race, color, and national origin information undisclosed by consultant).

8. Studies and Plans – Were any transportation studies (including environmental reviews) conducted or transportation plans completed during this reporting period? Identify the data source(s) and provide data summary (Title VI/Environmental Justice Analysis) relative to ethnicity, race, languages spoken, neighborhoods, income levels, physical environments, and/or travel habits. Explain how data was used in these studies/reviews/plans.

In August 2022, an Environmental Justice Memorandum was conducted for the Fryar Avenue Shared Use Trail Project. The purpose of this EJ analysis was to identify environmental justice populations in the area and to identify the effects and benefits the project would have on existing populations. Minority groups were identified in a demographics study that utilized 2010 Census data. Using the Environmental Protection Agency's (EPA) EJScreen, demographics data within a half mile of the project area was collected. Local school data for the 2021/2022 school year was also obtained from the State of Washington Office of Superintendent (OSPI) of Public Instruction. Please see attached Exhibit B to read the full memorandum.

City Council adopted the Main Street Visioning Plan and implementation priorities on December 6, 2021. The Main Street Visioning Plan was developed in partnership with University of Washington Tacoma (UW-T). Between Fall 2020 and Spring 2021, the students in the Urban Design Studio class, in collaboration with a local Advisory Committee, created the Main Street Visioning Plan showing how the city can be enhanced, providing improvement to Main Street, between Traffic Avenue and Wood Avenue, in downtown Sumner. The goal of the project was to continue to provide for the community by creating an equitable environment, safety, increase the quality of life in the downtown, and increase economic development. Please see attached Exhibit C to read the full report.

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9. Project Location and Design – Provide a list of construction projects that began during this reporting period. Using a map of the LPAs service area, identify project locations, and a brief description of the projects’ benefits/burdens to affected populations. If possible, provide a map that overlays projects with the racial composition of affected neighborhoods.

Please see attached Exhibit D for a map showing the project locations.

Project	Benefits	Burdens
Stuck Park Fence Repair	Replace damaged fence.	No burdens to public known.
2021 Catch Basin Cleaning	Clean existing stormwater infrastructure.	Temporary road or lane closures while cleaning was occurring.
Bushore/Eagle Asphalt Demolition and Clean Up	Demolition of derelict house for future flood mitigation site.	No burdens to public known.
Sumner Tapps Highway Guardrail Upgrades	New and improved guardrails installed for vehicle safety.	Temporary road or lane closures while work was occurring.
WWTF Dryer Repair	Repaired existing dryer and extended the life cycle.	No burdens to public known.
Sumner Tapps Hwy Fence	Installed new fencing along Sumner Tapps Highway.	No burdens to public known.
WWTF Temporary Power Pole	Temporary power for new/temporary modular building to house the City’s Parks Dept.	No burdens to public known.
24th St Utility Relocation Construction	Utility relocation for future flood mitigation site.	Temporary road or lane closures while work occurs.
160th Retrofit & Pervious Sidewalks	Installed pervious sidewalks and replaced a gap in the sidewalk system.	Temporary road or lane closures while work was occurring.
2022 Crack Seal	Sealing cracks in the existing roadway to preserve roadway pavement and extends its lifespan.	Temporary road or lane closures while work was occurring.
Town Center Utility & Woonerf Project	New roadway pavement, ADA compliant sidewalks and curb ramps, upgraded water line and services, new park plaza for Heritage park, new bike lanes.	Construction noise, temporary road or lane closures.

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10. Other Public Meetings – List other public meetings held during this reporting period. Identify efforts used to encourage citizen participation at those meetings. Detail dates, times, locations, attendance, and provide examples of outreach materials.

As noted above, project meetings include return of the Spring & Fall Open Houses, more formal council meetings regarding the Six-Year TIP and staff presence in person at key City events. In addition, we keep other outreach methods including website, weekly e-newsletter, printed newsletters mailed and available and social media. We partnered with the Sumner Community Food Bank to make newsletters available there, directly reaching lower income populations with information and engagement options. New in 2022 was a realization that we need to adjust not just how we share information but what we share. Typically, we share project information—renderings, sketches, construction images. What we miss is to specifically outline potential side-effects of construction including limited access, noise, dust, etc. These are the things that adjacent residents/businesses need to know. In 2022, we began to outline a procedure for communicating not just upcoming projects but also clearly outlining long-term benefits and short-term effects, similar to a prescription drug commercial. Planning for this change was done in 2022 with actual messaging beginning in 2023.

Identify members of the LPA’s transportation planning and/or advisory groups by race, color, and national origin

The City of Sumner’s Council consists of seven members.

Councilmembers	Race
6	White
1	Black or African American

The City’s Traffic Safety Task Force continued to evolve and now has regular attendance by two members of the City’s Legal Department, see break out below.

Legal Department	Race
1	White
1	Asian

Specify methods used to collect demographic information from the transportation-related public meetings. (Self-identification surveys, notes by staff, etc.) Include summaries of Public Involvement Forms collected at each meeting, listing the demographics of those who attended by meeting.

N/A

List any language assistance services requested. For which languages? Who provided the service? In addition, list vital documents translated during the reporting period and identify the languages.

Language Line was utilized by the City’s Prosecutor and Judge during court proceedings.

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11. Transportation-related Construction and Consultant Contracts (if applicable) – Briefly describe the process used to advertise and award construction contracts during this reporting period. Include the process for negotiated contracts (e.g., consultants).

Staff follows the City of Sumner Purchasing and Contracting Manual provided by the City's Finance Department. The purchasing and contract policies were developed in accordance with SMC 2.112.030, State and Federal laws and GFOA best practices. Advertisements are published in a locally circulating newspaper and on the City of Sumner website. Public Works projects over \$350,000 go through Public Works Committee and a Council Meeting for approval. This same process is used for negotiated consultant contracts over \$100,000.

12. Describe the actions taken to promote construction contractor/consultant compliance with Title VI by construction contractors/consultants, including monitoring and review processes, and their outcomes/status (e.g. what Title VI language was included in contracts and agreements; were contractors and consultants reviewed to ensure compliance; what Title VI responsibilities are explained to contractors and consultants?)

All consultant and construction advertisements include a Title VI Statement.

All consultant and construction contracts include the following Title VI provisions:

"Application of Uniform Guidance. If this contract involves the use, in whole or in part, of federal award(s), provisions (A)-(J) in Appendix II to Part 200 of the Uniform Guidance (2 CFR Ch. 11 (1-1-14 edition) are hereby incorporated, as applicable, as if fully set forth herein. See attached Exhibit C."

The City of Sumner fills out WSDOT form 1392 for federal funded projects every year, as applicable. Contractors are required to fill out WSDOT form 1391 and submit to the City. Title VI Language is included in advertisements and contracts.

13. List construction, right-of-way, and consultant contracts with your LPA/MPO/entity for this report period with dollar value of each. Identify funding sources (federal, state, local, other), and how many were awarded to certified disadvantaged contractors (as a prime contractor/consultant).

See next page for list.

Project Name	Revised Amount	Vendor	Funding Source	Disadvantaged Contractors? (Prime or sub)
Meyers Road Survey	\$ 5,448.00	LANKTREE LAND SURVEYING INC	Local	SBE
White River Restoration Benefit-Cost Analysis	\$ 10,000.00	EARTH ECONOMICS	Local	No
Stuck Park Fence Repair	\$ 1,371.00	ALL AROUND FENCE COMPANY INC	Local	No
White River Restoration Benefit-Cost Analysis	\$ 3,500.00	NONLINEAR VENTURES LLC	Local	No
DEI Training Contract	\$ 36,875.00	CROSS-CULTURAL DYNAMICS LLC	Local	No
Rainier Covered Court Design Contract	\$ 130,895.00	BCRA INC	State & Local	No
Bushore/Eagle Property Demo/Clean Up	\$ 1,000.00	NOW ENVIRONMENTAL SERVICES INC	State & Local	No
2021 Catch Basin Cleaning	\$ 50,000.00	ACTION SERVICES CORPORATION	Local	No
UWT Contract Regional Study	\$ 6,000.00	UNIVERSITY OF WASHINGTON	Local	No
Bushore/Eagle Asphalt Demo/Clean Up	\$ 117,504.05	TITAN EARTHWORK LLC	State & Local	No
902 Kincaid ROW Acquisition & Relo. Svcs	\$ 15,000.00	TIERRA RIGHT OF WAY SERVICES	Local	No
14001 16th ST Asbestos Assessment	\$ 875.00	NOW ENVIRONMENTAL SERVICES INC	Local	No
Sumner Tapps Hwy Guardrail Construction	\$ 491,785.67	PETERSEN BROTHERS, INC.	Federal	Prime – No; Subs – Chick of All Trades DBE/MWBE
WWTF Equip. Modernization Design	\$ 79,600.00	GRAY & OSBORNE INC	Local	No
Sumner HAPI Grant Project	\$ 75,000.00	LAND DEVELOPMENT CONSULTANTS INC	Local	DBE, MBE
Local Road Safety Plan 21-22 Update	\$ 13,500.00	TRANSPO GROUP INC	Local	No
Maple St Pedestrian Signal, Backplates Design	\$ 84,870.81	TRANSPORTATION SOLUTIONS, INC.	Federal	No
WWTF Dryer Repair	\$ 130,779.00	PROSPECT CONSTRUCTION INC	Local	No
Sumner Tapps Fence Construction	\$ 2,868.70	PETERSEN BROTHERS, INC.	Local	No
WWTF Temporary Power Poles	\$ 15,304.84	CANNON CONSTRUCTION LLC	Local	DBE
Fiber Optics Master Plan	\$ 20,000.00	DUNN, PAUL H	Local	No
Operations Facility Task Order Relo/Acq Svcs	\$ 11,735.00	TIERRA RIGHT OF WAY SERVICES	Local	No
Robinson Prop Acquisition Svcs	\$ 19,316.75	TIERRA RIGHT OF WAY SERVICES	Local	No
24th St Utility Relocation Const. Management	\$ 413,263.71	AKANA, CASCADE DESIGN PROF.	Local	DBE, MBE
24th St Utility Relocation Construction	\$ 4,470,748.06	JOHANSEN CONSTRUCTION CO LLC	Local	Prime – No; Subs – Highmark Concrete/DBE
160th Retrofit/Sidewalks Construction	\$ 467,818.18	RS UNDERGROUND	State and Local	No
2022 Crack Seal Contract	\$ 55,686.00	CR CONTRACTING LLC	Local	No
Sumner Texaco Remediation Consultant Svcs	\$ 104,773.00	PBS ENGINEERING & ENVIRONMENTAL INC	Local	No
Town Center: Utility & Woonerf Construction	\$ 7,195,530.00	REED TRUCKING & EXCAVATING INC	Local and Other	Prime – No; Subs – Iron Horse/WBE
140th and 24th St Signal Modifications	\$ 15,000.00	PARAMETRIX	Local	No
2022 Plastic Marking Application	\$ 83,147.50	SPECIALIZED PAVEMENT MARKING	Local	No
Ryan House Asbestos Testing	\$ 2,895.00	NOW ENVIRONMENTAL SERVICES INC	Local	No
Heritage Park, Alleys, Wayfinding Design	\$ 215,000.00	JETT LANDSCAPE ARCHITECTURE & DESIG	Local	No
2024 Comp Plan Update	\$ 500,000.00	BERK CONSULTING INC	Local	No

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14. Education & Training – Describe actions taken to promote Title VI compliance through education and trainings, including monitoring and review processes, and their outcomes/status.

List Title VI training/webinars your Title VI Coordinator attended this reporting period. Include dates and entity that conducted the training.

When was Title VI internal training provided to staff? Who conducted the training? What was the subject of the training? Provide the job titles and race/color/national origin of attendees.

List other civil rights training conducted locally. Provide dates and a list of participants by job title and Title VI role, if applicable.

DEI Committee Accomplishments:

The City of Sumner contracted with Cross-Cultural Dynamics to implement City-wide DEI Awareness training. DEI Awareness Training has been designed to increase understanding of individual, institutional, and structural discrimination, and how all levels of discrimination impact social conditions. There were four training sessions on the following topics: Cultural Awareness and Inclusion, Implicit/Unconscious Bias, How to Start to Undo Bias, and Systemic Racism. The DEI committee also created Strategic Goals for our next two years, please see the attached Exhibit E for the full document.

Title VI Goals for Upcoming Year

What area(s) of Title VI does your agency plan to focus on in the upcoming year? Describe by particular program area what your agency hopes to accomplish. Include any significant problem areas to focus on and plans to address those.

- Sidewalk program development, utilizing the Pierce County Equity Index map to identify project locations.
- Staff to complete Title VI Training.

EXHIBIT A



EJSCREEN Census 2010 Summary Report



Location: User-specified polygonal location
 Ring (buffer): 0.5-miles radius
 Description: Main St and Wood Ave Intersection

Summary	Census 2010
Population	3,458
Population Density (per sq. mile)	3,663
Minority Population	617
% Minority	18%
Households	1,441
Housing Units	1,523
Land Area (sq. miles)	0.94
% Land Area	97%
Water Area (sq. miles)	0.02
% Water Area	3%

Population by Race	Number	Percent
Total	3,458	-----
Population Reporting One Race	3,322	96%
White	3,031	88%
Black	38	1%
American Indian	32	1%
Asian	59	2%
Pacific Islander	12	0%
Some Other Race	150	4%
Population Reporting Two or More Races	136	4%
Total Hispanic Population	369	11%
Total Non-Hispanic Population	3,089	89%
White Alone	2,841	82%
Black Alone	37	1%
American Indian Alone	28	1%
Non-Hispanic Asian Alone	56	2%
Pacific Islander Alone	12	0%
Other Race Alone	0	0%
Two or More Races Alone	115	3%

Population by Sex	Number	Percent
Male	1,709	49%
Female	1,749	51%

Population by Age	Number	Percent
Age 0-4	240	7%
Age 0-17	873	25%
Age 18+	2,585	75%
Age 65+	441	13%

Households by Tenure	Number	Percent
Total	1,441	
Owner Occupied	717	50%
Renter Occupied	723	50%

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1.



Location: User-specified polygonal location
 Ring (buffer): 0.5-miles radius
 Description: Main St and Wood Ave Intersection

Summary of ACS Estimates		2013 - 2017
Population		3,030
Population Density (per sq. mile)		3,210
Minority Population		556
% Minority		18%
Households		1,344
Housing Units		1,435
Housing Units Built Before 1950		464
Per Capita Income		38,568
Land Area (sq. miles) (Source: SF1)		0.94
% Land Area		97%
Water Area (sq. miles) (Source: SF1)		0.02
% Water Area		3%

	2013 - 2017 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	3,030	100%	563
Population Reporting One Race	2,692	89%	1,021
White	2,614	86%	566
Black	28	1%	104
American Indian	6	0%	65
Asian	37	1%	102
Pacific Islander	0	0%	12
Some Other Race	7	0%	172
Population Reporting Two or More Races	339	11%	325
Total Hispanic Population	145	5%	163
Total Non-Hispanic Population	2,886		
White Alone	2,474	82%	515
Black Alone	28	1%	104
American Indian Alone	6	0%	65
Non-Hispanic Asian Alone	37	1%	102
Pacific Islander Alone	0	0%	12
Other Race Alone	3	0%	12
Two or More Races Alone	337	11%	288
Population by Sex			
Male	1,446	48%	357
Female	1,584	52%	299
Population by Age			
Age 0-4	171	6%	213
Age 0-17	538	18%	329
Age 18+	2,492	82%	383
Age 65+	437	14%	132

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2013 - 2017

Location: User-specified polygonal location
 Ring (buffer): 0.5-miles radius
 Description: Main St and Wood Ave Intersection

	2013 - 2017 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	2,198	100%	319
Less than 9th Grade	30	1%	61
9th - 12th Grade, No Diploma	91	4%	95
High School Graduate	703	32%	218
Some College, No Degree	825	38%	230
Associate Degree	146	7%	108
Bachelor's Degree or more	549	25%	139
Population Age 5+ Years by Ability to Speak English			
Total	2,859	100%	483
Speak only English	2,731	96%	456
Non-English at Home ¹⁺²⁺³⁺⁴	129	4%	143
¹ Speak English "very well"	101	4%	104
² Speak English "well"	26	1%	115
³ Speak English "not well"	1	0%	98
⁴ Speak English "not at all"	0	0%	12
³⁺⁴ Speak English "less than well"	1	0%	98
²⁺³⁺⁴ Speak English "less than very well"	27	1%	150
Linguistically Isolated Households*			
Total	1	100%	53
Speak Spanish	1	100%	52
Speak Other Indo-European Languages	0	0%	12
Speak Asian-Pacific Island Languages	0	0%	12
Speak Other Languages	0	0%	12
Households by Household Income			
Household Income Base	1,344	100%	182
< \$15,000	111	8%	73
\$15,000 - \$25,000	101	8%	81
\$25,000 - \$50,000	417	31%	156
\$50,000 - \$75,000	186	14%	125
\$75,000 +	529	39%	163
Occupied Housing Units by Tenure			
Total	1,344	100%	182
Owner Occupied	599	45%	145
Renter Occupied	745	55%	164
Employed Population Age 16+ Years			
Total	2,546	100%	432
In Labor Force	1,777	70%	331
Civilian Unemployed in Labor Force	135	5%	90
Not In Labor Force	769	30%	302

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified polygonal location

Ring (buffer): 0.5-miles radius

Description: Main St and Wood Ave Intersection

	2013 - 2017 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	1,419	100%	287
English	1,276	90%	305
Spanish	127	9%	311
French	4	0%	13
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	0	0%	12
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	3	0%	13
Chinese	0	0%	12
Japanese	N/A	N/A	N/A
Korean	0	0%	12
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	0	0%	12
Other Asian	4	0%	16
Tagalog	0	0%	12
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	0	0%	12
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	0	0%	12
Total Non-English	143	10%	419

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2013 - 2017.

*Population by Language Spoken at Home is available at the census tract summary level and up.

Washington State Department of Transportation
 Local Programs
 Olympic and Southwest Regions
 Attn: Jodie Beall
 PO Box 47440
 Olympia, WA 98504-7440

August 11, 2022

Environmental Justice Memorandum

Fryar Avenue Shared Use Trail

City of Sumner, WA

In furtherance of Title VI of the Civil Rights Act of 1964, and in compliance with United States Department of Transportation (USDOT) Order 5610.2, and Federal Highway Administration (FHWA) Order 6640.23, an Environmental Justice (EJ) analysis was conducted for Fryar Avenue Shared Use Trail. The purpose of this EJ analysis is to identify environmental justice populations in the area and to identify the effects and benefits the project would have on existing populations. The analysis complies with approved WSDOT guidance and procedures.

The City of Sumner is proposing to construct about 3,300 feet of new trail/sidewalk which connects to W Main Street near the intersection with Traffic Avenue, Bridge Street/Cannery Way, and Fryar Avenue. It will continue to the north under the Bridge Street Bridge following the bank of the White River and then connecting to Fryar Avenue about 300 feet south of its intersection with 57th Street E. Approximately 140 feet of the trail south of Bridge Street/Cannery Way will be constructed on a pin pile bridge. Several retaining walls are proposed in order to minimize the trail impact footprint. The west side of Fryar Avenue from this point will be improved to provide a 10-foot wide shared use trail/sidewalk to the north. Stormwater facilities will also be upgraded along Fryar Avenue. The project is located within Township 20N, Range 4E, and Section 42 and 49 in Sumner, WA within Pierce County.

Minority groups were identified in a demographics study that utilized 2010 Census data. Using the Environmental Protection Agency's (EPA) EJScreen, demographics data within a half mile of the project area was collected. These data are summarized in the following table:

Total Population in 0.5-Mile Buffer	2,666
White	88%
Black	1%
American Indian	1%
Asian	2%
Pacific Islander	0%

Some Other Race	4%
Two or More Races	4%
Total Hispanic Population	10%
Population 5 years and over that speak English less than very well	2%*

*2015-2019 American Community Survey (ACS) Estimates

Local school data for the 2021/2022 school year was also obtained from the State of Washington Office of Superintendent (OSPI) of Public Instruction. The nearest open elementary, middle, and high schools to the project area are Daffodil Valley Elementary School, Sumner Middle School, and Sumner High School. The three schools are approximately 0.65 mile, 0.7 mile, and 0.45 mile from the project site respectively. A demographics summary for the three schools can be seen in the following tables:

Daffodil Valley Elementary School	
Total Student Body	518
Hispanic/Latino of Any Race	28.8%
American Indian/Alaskan Native	0.2%
Asian	2.9%
Black	2.1%
Native Hawaiian/Other Pacific Islander	1.2%
White	54.4%
Two or More Races	10.4%
Low-Income	51.5%

Sumner Middle School	
Total Student Body	706
Hispanic/Latino of Any Race	22.5%
American Indian/Alaskan Native	0.6%
Asian	3.3%
Black	2.3%
Native Hawaiian/Other Pacific Islander	0%
White	57.9%
Two or More Races	10.5%
Low-Income	43.5%

Sumner High School	
Total Student Body	1,764
Hispanic/Latino of Any Race	18.4%
American Indian/Alaskan Native	0.8%
Asian	2.8%
Black	1.1%
Native Hawaiian/Other Pacific Islander	0.6%
White	66.7%
Two or More Races	9.7%
Low-Income	31.3%

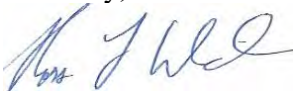
This project will have temporary and permanent impacts to the surrounding area. For the duration of the project, the surrounding area will experience increased construction noise. Noise disturbances will be limited to the legal working hours for construction as stated in the Sumner Municipal Code. Upon completion, no noise increases will occur as the project will improve pedestrian and bicycle facilities without altering traffic.

Fryar Avenue will remain open to through traffic for the duration of the project and access will be maintained to the surrounding properties throughout the project. Driveway access for some properties will be reconstructed in order to match the new curb line but access will be maintained during construction. Pedestrian diversion or detour along Fryar Avenue to the opposite side of the street may be necessary though Americans with Disabilities Act (ADA) facilities will be maintained for the entire duration of the project.

The project site is primarily within the current public right-of-way (ROW). New ROW totaling 1.54 acres will need to be acquired for the trail alignment, half of which is owned by the City of Sumner. No complete properties will need to be acquired as right-of-way. These properties will be acquired at fair market value in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). The local population will benefit from this project upon its completion. The trail will complete the connection of the Sumner Link Trail system and provide safer pedestrian, ADA, and cycling facilities.

Despite low income and minority populations being present within the project vicinity, this project is not anticipated to have disproportionate high or adverse impacts on these populations. Any communication with the public regarding this project will be done in accordance with the Pierce County's Title VI Plan.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ross Widener".

Ross Widener
Widener & Associates

Attachments

EJScreen data
State of Washington Office of Superintendent of Public Instruction data
EJ Matrix

SOCIAL & COMMUNITY IMPACTS DECISION MATRIX

The following decision matrix is an approach that uses a series of questions with Yes/No answers to provide direction on when additional analysis and documentation is appropriate for a proposed project. If additional documentation is necessary, consider all potential sources of impacts to protected populations in the analysis.

- 1) Are any protected populations present within the proposed limits of the project's impacts?

No – Document findings on CE documentation form and include demographic data; findings should be confirmed by using at least two information sources. No further analysis is required.

Yes – Proceed to question 2.

- 2) Does the project require permanent right-of-way acquisition?

No – Document findings on CE documentation form and include demographic data; findings should be confirmed by using at least two information sources. No further analysis is required.

Yes – Proceed to question 3.

- 3) Does the proposed project require any relocation of real and/or personal property?

No – Document findings on CE documentation form and include demographic data; findings should be confirmed by using at least two information sources. Proceed to question 4.

Yes – An EJ memo is likely required. If so, the local agency must describe the project impacts and analyze their severity. Proceed to question 5.

- 4) Does the permanent right of way acquisition require more than 10 percent of any parcel?

No – Document findings on CE documentation form and include demographic data; findings should be confirmed by using at least two information sources. No further analysis is required.

Yes – Proceed to question 5.

- 5) Does the proposed project require displacement of more than 10 residences or businesses?

No – An EJ memo is required. The local agency must describe and analyze the proposed project's potential impacts in the form of an EJ Memo.

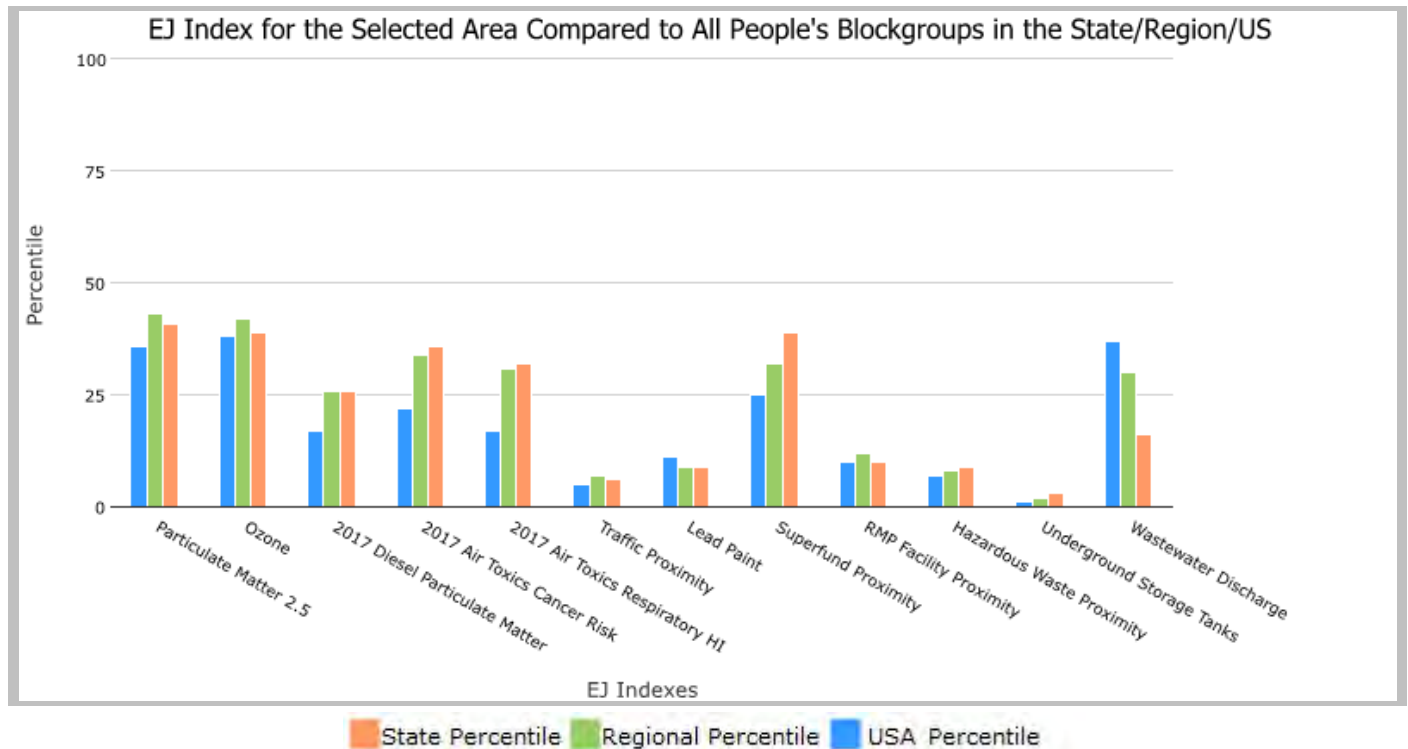
Yes – This project will require a discipline report and public outreach to make an environmental justice determination.

0.5 miles Ring around the Corridor, WASHINGTON, EPA Region 10

Approximate Population: 2,605

Input Area (sq. miles): 1.19

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
Environmental Justice Indexes			
EJ Index for Particulate Matter 2.5	41	43	36
EJ Index for Ozone	39	42	38
EJ Index for 2017 Diesel Particulate Matter*	26	26	17
EJ Index for 2017 Air Toxics Cancer Risk*	36	34	22
EJ Index for 2017 Air Toxics Respiratory HI*	32	31	17
EJ Index for Traffic Proximity	6	7	5
EJ Index for Lead Paint	9	9	11
EJ Index for Superfund Proximity	39	32	25
EJ Index for RMP Facility Proximity	10	12	10
EJ Index for Hazardous Waste Proximity	9	8	7
EJ Index for Underground Storage Tanks	3	2	1
EJ Index for Wastewater Discharge	16	30	37

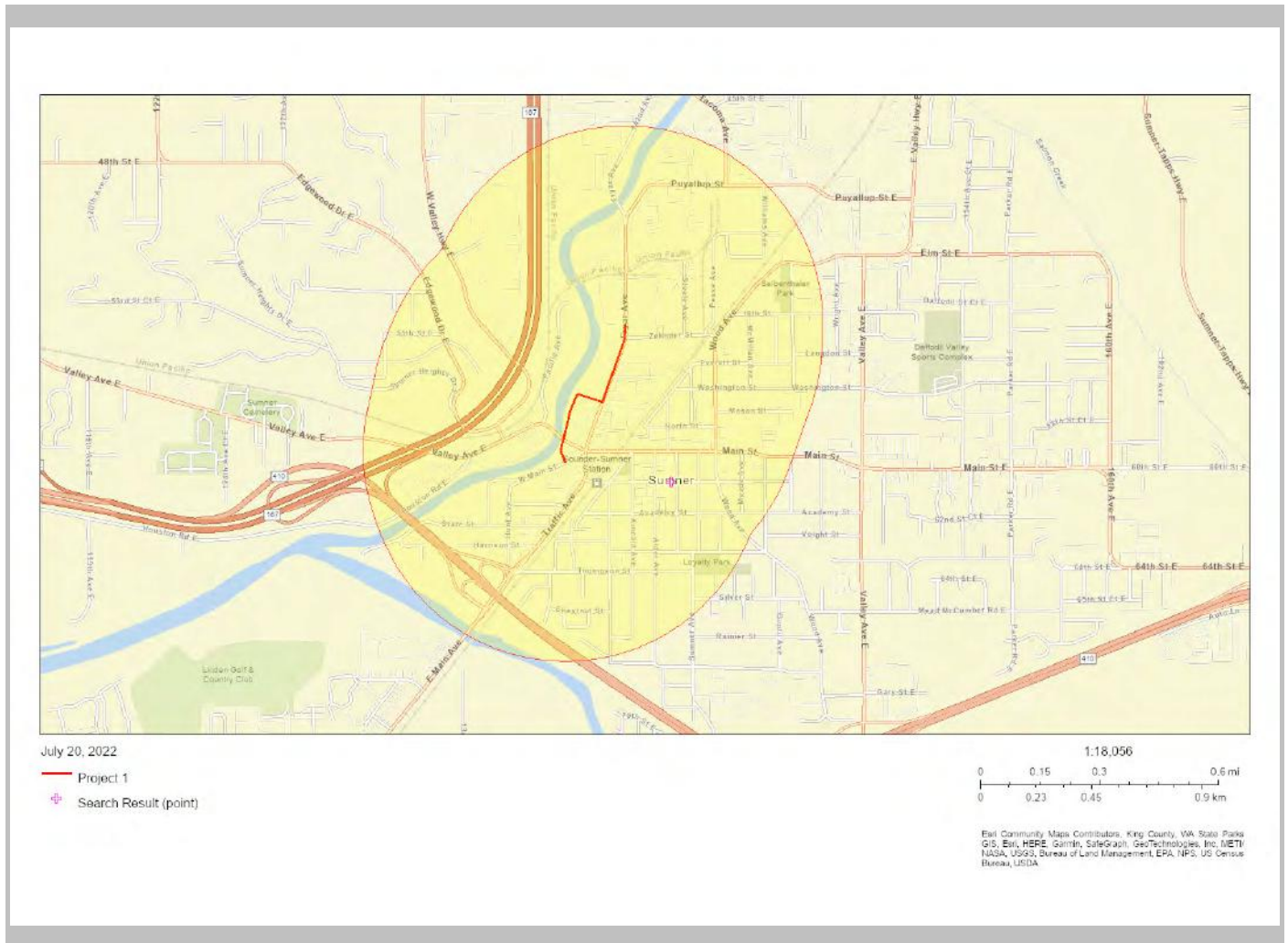


This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

0.5 miles Ring around the Corridor, WASHINGTON, EPA Region 10

Approximate Population: 2,605

Input Area (sq. miles): 1.19



Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	2

EJScreen Report (Version 2.0)



0.5 miles Ring around the Corridor, WASHINGTON, EPA Region 10

Approximate Population: 2,605

Input Area (sq. miles): 1.19

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Pollution and Sources							
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.77	7.86	58	8.17	42	8.74	27
Ozone (ppb)	36.8	35.3	72	37.2	57	42.6	16
2017 Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.424	0.336	66	0.312	60-70th	0.295	80-90th
2017 Air Toxics Cancer Risk* (lifetime risk per million)	40	35	92	33	90-95th	29	95-100th
2017 Air Toxics Respiratory HI*	0.61	0.52	88	0.47	90-95th	0.36	95-100th
Traffic Proximity (daily traffic count/distance to road)	1100	710	83	600	86	710	84
Lead Paint (% Pre-1960 Housing)	0.51	0.22	85	0.22	86	0.28	78
Superfund Proximity (site count/km distance)	0.08	0.19	43	0.13	57	0.13	59
RMP Facility Proximity (facility count/km distance)	1.1	0.65	82	0.66	81	0.75	78
Hazardous Waste Proximity (facility count/km distance)	4.1	2.2	84	1.7	88	2.2	85
Underground Storage Tanks (count/km ²)	23	6.1	93	4.5	96	3.9	97
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.00019	0.021	71	0.53	56	12	36
Socioeconomic Indicators							
Demographic Index	22%	29%	40	28%	40	36%	34
People of Color	20%	31%	36	28%	44	40%	36
Low Income	23%	26%	52	28%	45	31%	42
Unemployment Rate	8%	5%	78	5%	77	5%	75
Linguistically Isolated	1%	4%	49	3%	55	5%	52
Less Than High School Education	5%	9%	41	9%	38	12%	30
Under Age 5	4%	6%	31	6%	31	6%	31
Over Age 64	14%	15%	49	16%	47	16%	46

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's 2017 Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

For additional information, see: www.epa.gov/environmentaljustice

EJScreen is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJScreen documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJScreen outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.



Location: User-specified linear location
 Ring (buffer): 0.5-miles radius
 Description:

Summary	Census 2010
Population	2,666
Population Density (per sq. mile)	2,735
People of Color Population	464
% People of Color Population	17%
Households	1,107
Housing Units	1,170
Land Area (sq. miles)	0.97
% Land Area	97%
Water Area (sq. miles)	0.04
% Water Area	3%

Population by Race	Number	Percent
Total	2,666	-----
Population Reporting One Race	2,567	96%
White	2,344	88%
Black	34	1%
American Indian	26	1%
Asian	44	2%
Pacific Islander	12	0%
Some Other Race	107	4%
Population Reporting Two or More Races	99	4%
Total Hispanic Population	271	10%
Total Non-Hispanic Population	2,395	90%
White Alone	2,202	83%
Black Alone	32	1%
American Indian Alone	23	1%
Non-Hispanic Asian Alone	41	2%
Pacific Islander Alone	12	0%
Other Race Alone	0	0%
Two or More Races Alone	84	3%

Population by Sex	Number	Percent
Male	1,338	50%
Female	1,328	50%

Population by Age	Number	Percent
Age 0-4	191	7%
Age 0-17	667	25%
Age 18+	1,999	75%
Age 65+	301	11%

Households by Tenure	Number	Percent
Total	1,107	
Owner Occupied	571	52%
Renter Occupied	535	48%

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

Source: U.S. Census Bureau, Census 2010 Summary File 1.



Location: User-specified linear location
 Ring (buffer): 0.5-miles radius
 Description:

Summary of ACS Estimates		2015 - 2019
Population		2,605
Population Density (per sq. mile)		2,674
People of Color Population		529
% People of Color Population		20%
Households		1,021
Housing Units		1,063
Housing Units Built Before 1950		458
Per Capita Income		35,530
Land Area (sq. miles) (Source: SF1)		0.97
% Land Area		97%
Water Area (sq. miles) (Source: SF1)		0.03
% Water Area		3%

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	2,605	100%	515
Population Reporting One Race	2,427	93%	1,359
White	2,124	82%	535
Black	62	2%	66
American Indian	3	0%	113
Asian	130	5%	166
Pacific Islander	89	3%	135
Some Other Race	21	1%	344
Population Reporting Two or More Races	177	7%	400
Total Hispanic Population	99	4%	377
Total Non-Hispanic Population	2,506		
White Alone	2,075	80%	427
Black Alone	62	2%	61
American Indian Alone	3	0%	113
Non-Hispanic Asian Alone	130	5%	166
Pacific Islander Alone	89	3%	135
Other Race Alone	20	1%	34
Two or More Races Alone	127	5%	414
Population by Sex			
Male	1,260	48%	336
Female	1,345	52%	368
Population by Age			
Age 0-4	106	4%	161
Age 0-17	459	18%	266
Age 18+	2,146	82%	366
Age 65+	352	14%	150

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019

Location: User-specified linear location
 Ring (buffer): 0.5-miles radius
 Description:

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	1,914	100%	324
Less than 9th Grade	22	1%	89
9th - 12th Grade, No Diploma	71	4%	146
High School Graduate	560	29%	206
Some College, No Degree	602	31%	226
Associate Degree	134	7%	109
Bachelor's Degree or more	525	27%	187
Population Age 5+ Years by Ability to Speak English			
Total	2,499	100%	435
Speak only English	2,371	95%	449
Non-English at Home ¹⁺²⁺³⁺⁴	128	5%	251
¹ Speak English "very well"	81	3%	246
² Speak English "well"	24	1%	110
³ Speak English "not well"	0	0%	100
⁴ Speak English "not at all"	23	1%	38
³⁺⁴ Speak English "less than well"	23	1%	100
²⁺³⁺⁴ Speak English "less than very well"	47	2%	148
Linguistically Isolated Households*			
Total	15	100%	62
Speak Spanish	15	100%	55
Speak Other Indo-European Languages	0	0%	25
Speak Asian-Pacific Island Languages	0	0%	12
Speak Other Languages	0	0%	12
Households by Household Income			
Household Income Base	1,021	100%	177
< \$15,000	37	4%	105
\$15,000 - \$25,000	55	5%	112
\$25,000 - \$50,000	240	23%	169
\$50,000 - \$75,000	188	18%	159
\$75,000 +	500	49%	175
Occupied Housing Units by Tenure			
Total	1,021	100%	177
Owner Occupied	519	51%	140
Renter Occupied	502	49%	175
Employed Population Age 16+ Years			
Total	2,196	100%	379
In Labor Force	1,506	69%	345
Civilian Unemployed in Labor Force	114	5%	118
Not In Labor Force	690	31%	187

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.



Location: User-specified linear location

Ring (buffer): 0.5-miles radius

Description:

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	2,866	100%	347
English	2,532	88%	494
Spanish	257	9%	337
French	11	0%	24
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	3	0%	22
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	4	0%	24
Chinese	0	0%	17
Japanese	N/A	N/A	N/A
Korean	0	0%	17
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	0	0%	17
Other Asian	25	1%	122
Tagalog	5	0%	20
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	0	0%	17
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	9	0%	36
Total Non-English	334	12%	604

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019.

*Population by Language Spoken at Home is available at the census tract summary level and up.

Sumner Middle School

2021-22

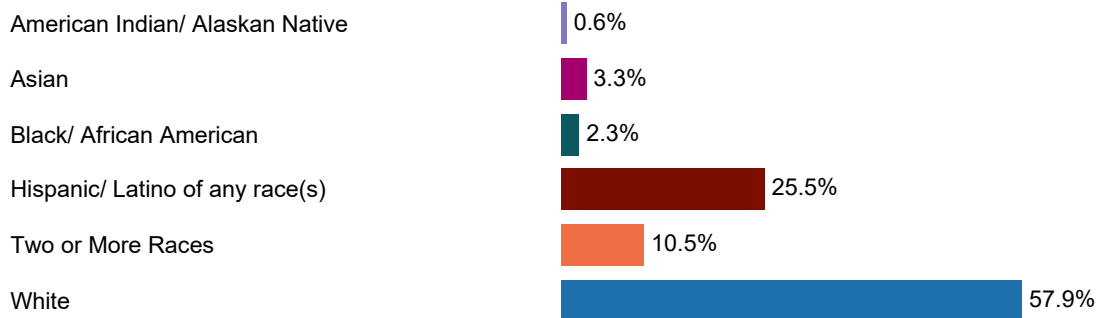
Total Student Enrollment

706

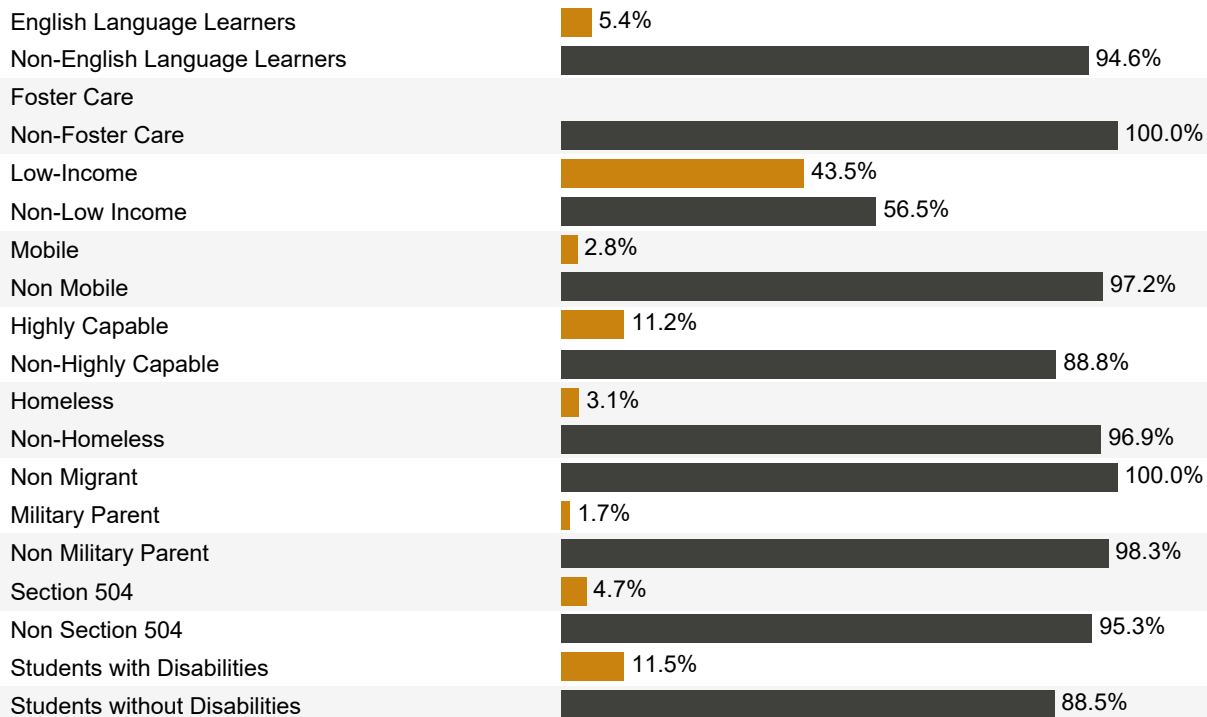
Gender



Race/Ethnicity



Program and Characteristic



Sumner High School

2021-22

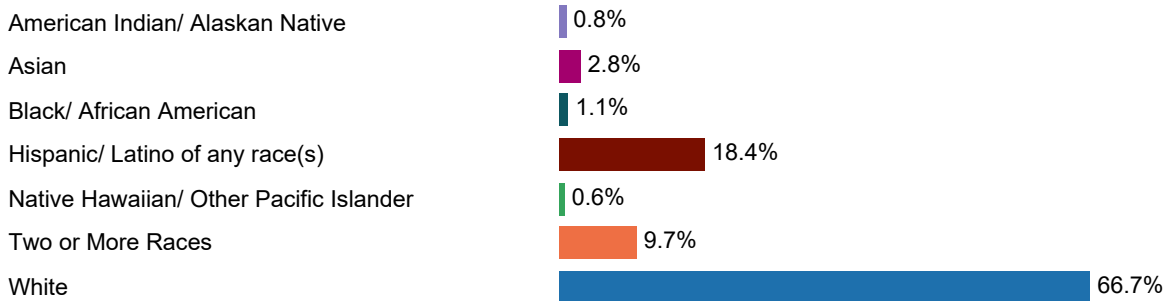
Total Student Enrollment

1,764

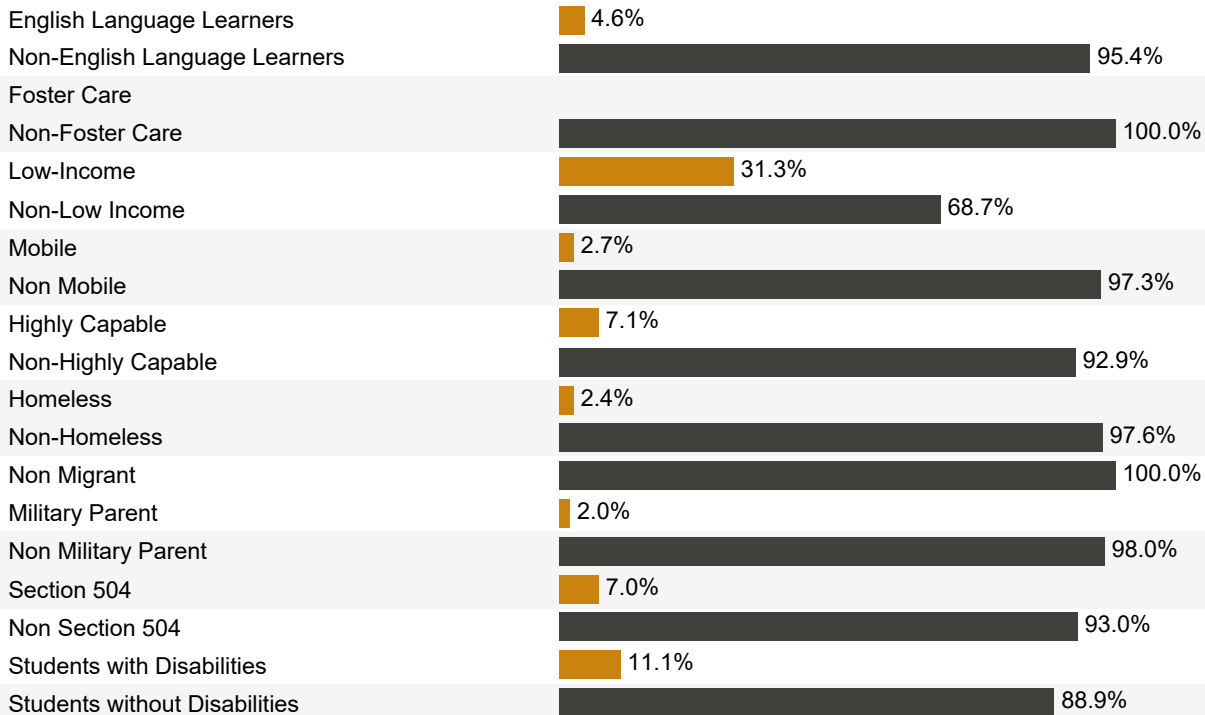
Gender



Race/Ethnicity



Program and Characteristic



Daffodil Valley Elementary

2021-22

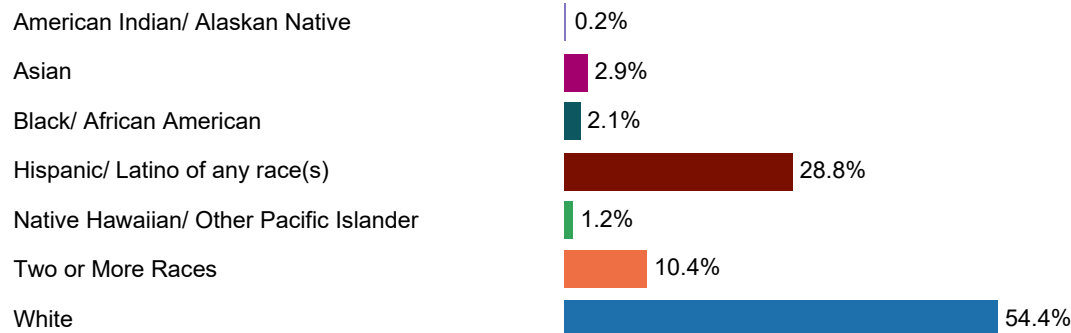
Total Student Enrollment

518

Gender



Race/Ethnicity



Program and Characteristic

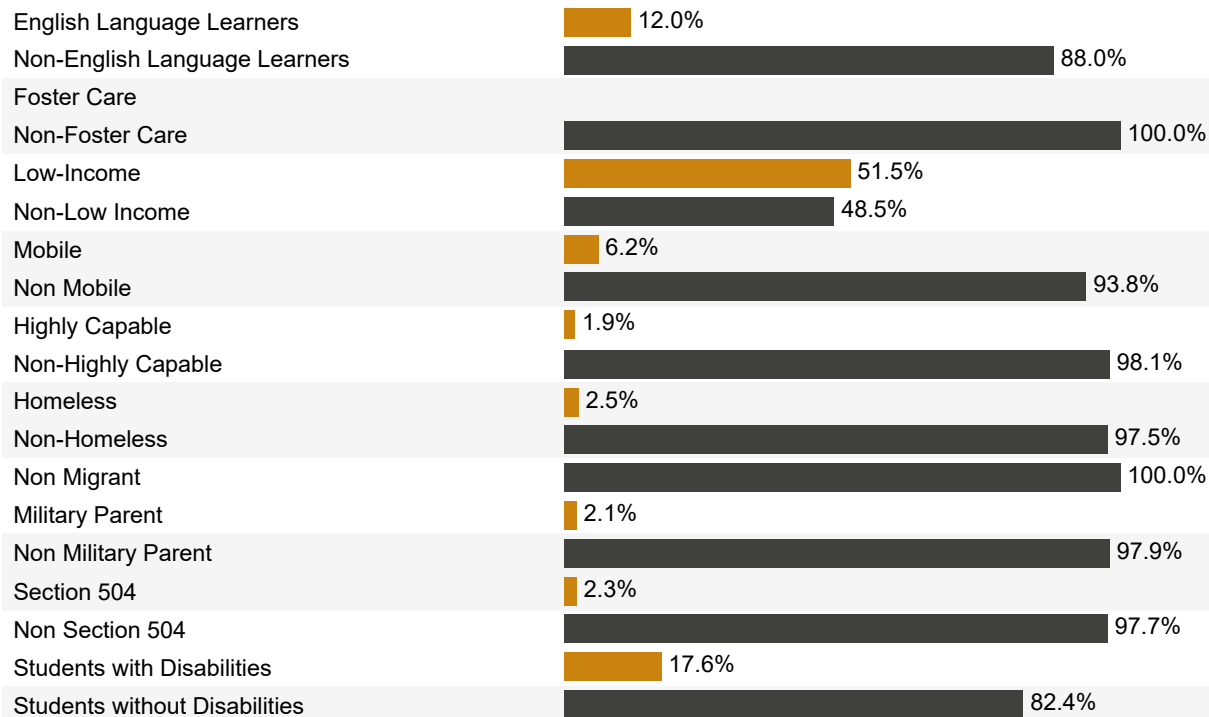


Exhibit C

Main Street Visioning Plan

December 2021



EXECUTIVE SUMMARY

Introduction

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

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

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

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

Planning Process and Engagement

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

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

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

Project Timeline:

- **November 17, 2020:** Main St. Visioning Day 1
- **November 18, 2020:** Main St. Visioning Day 2
- **November 19, 2020:** Main St. Visioning Day 3
- **November 20-December 15, 2020:** Main St. Visioning-Comments
- **December 14, 2020:** City Council Presentation
- **January - March 2021:** Design Concept Alternatives
- **February 10-20, 2021:** Public Comments on the Alternatives
- **April 12, 2021:** City Council Presentation
- **June 14, 2021:** Final Concept Design Presentation
- **July 26, 2021:** City Council discusses priorities
- **November 22, 2021:** City Council Study Session
-

Main Street Visioning Map:



Related Plans and Context

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

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

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

Main Street Visioning Plan Implementation Priorities

The Main Street Visioning Plan has three primary focus areas: Heritage Park and the surrounding streets; designing and activation of alleys; and the Main Street corridor. These elements are to be further designed in detail for construction as funds are available for implementation. The elements interact and relate to each other through physical connections, pedestrian corridors, use as event space and design characteristics.

The City Council considered action priorities for implementing the Main Street Visioning Plan and discussed these priorities on July 26, 2021. The priorities are summarized as follows:

Priority I. Heritage Park

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

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

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

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

Heritage Park Context Map:



Heritage Park Conceptual Plan Facing South:



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

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

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

Heritage Park Conceptual Plan Facing North:



Priority II. Alley Activation

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

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

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

Alley Activation Context Map



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

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

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

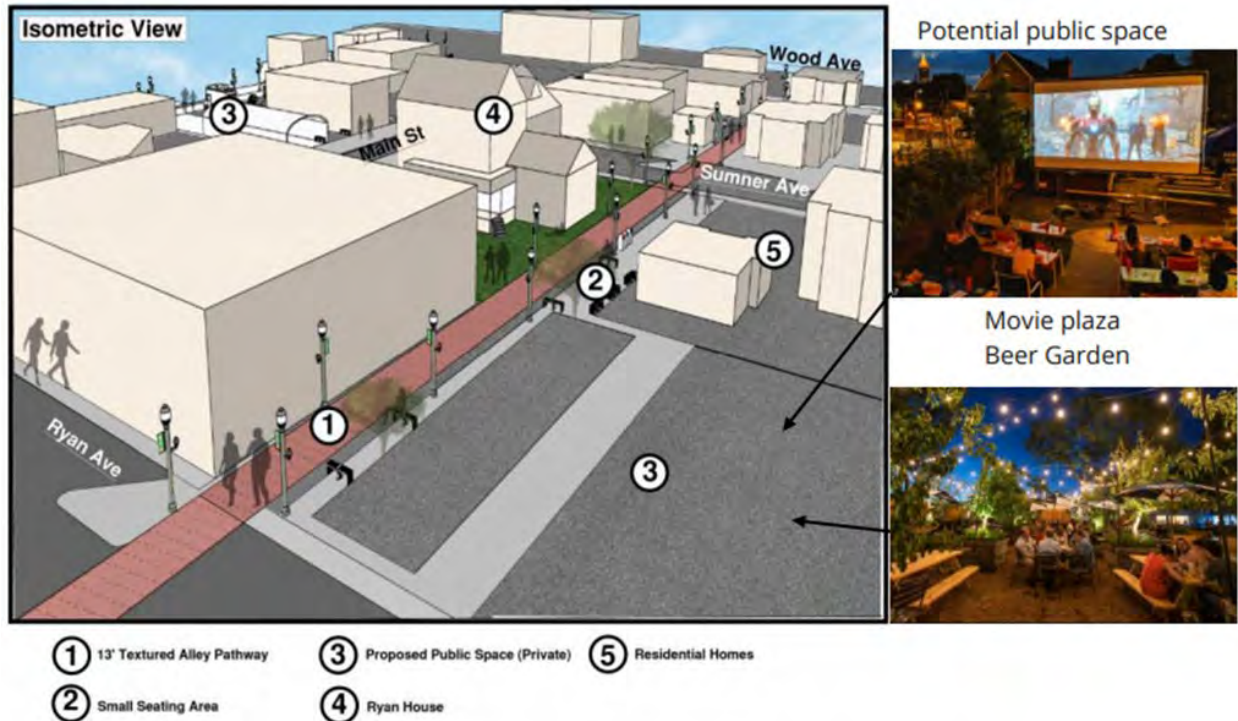
The south alley would connect from Heritage Park east through public parking and the Ryan House Park and then terminates at Wood Avenue. When completed this southern alley connection could be programmed for events, provides an attractive alternative route to Main Street and connects two downtown focal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

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

Rhubarb Alley and Design Inspiration



South Alley and Design Inspiration



Priority III. Main Street Corridor

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

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

Main Street Facing East:



I. SUMMARY OF PRIORITIES

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

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

APPENDICES

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

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

Appendix 2: Resolution No. 1605 Adopting the Main Street Visioning Plan and Implementation Priorities

Final Report

Main Street Visioning

Sumner, WA

School of Urban Studies

University of Washington Tacoma

Urban Design Studios 440, 450, 460

Summer 2021



Editorial Info

Work produced in Urban Design Studios in the Academic
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- Pedestrian Spaces

03 DESIGN DEVELOPMENT

-

04 FINAL DESIGN

-

Project Introduction

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



MAIN STREET VISIONING PLAN SCOPE OF WORK

Overview

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

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

Stakeholder outreach will include the following:

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

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

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

1.1 The UW-T will provide continuous project management for the project duration (9 months).

1.2 The UW-T shall review all student products and make sure that they meet UW-T's professional standards.

Assumptions:

- 9-month duration (3 academic quarters)

Deliverables:

- Mid-quarter progress presentations or reports and end of the quarter reports (matching academic mid-term and final presentations)

Task 2 – Visioning Process and Reports

September 2020-December 2020—Fall Quarter

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

2.2 Following a review of the draft summary of findings by City staff, the student team will update the existing conditions summary for the final deliverable.

Assumptions:

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

Scope of Works

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

Deliverables:

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

Task 3 – Initial Public Engagement—Vision Elements

September 2020-December 2020—Fall Quarter

3.1 Schedule of engagement events:

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

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

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

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

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

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

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

Assumptions:

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

Deliverables:

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

Design process & Community Engagement

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

Main Street Advisory Group:

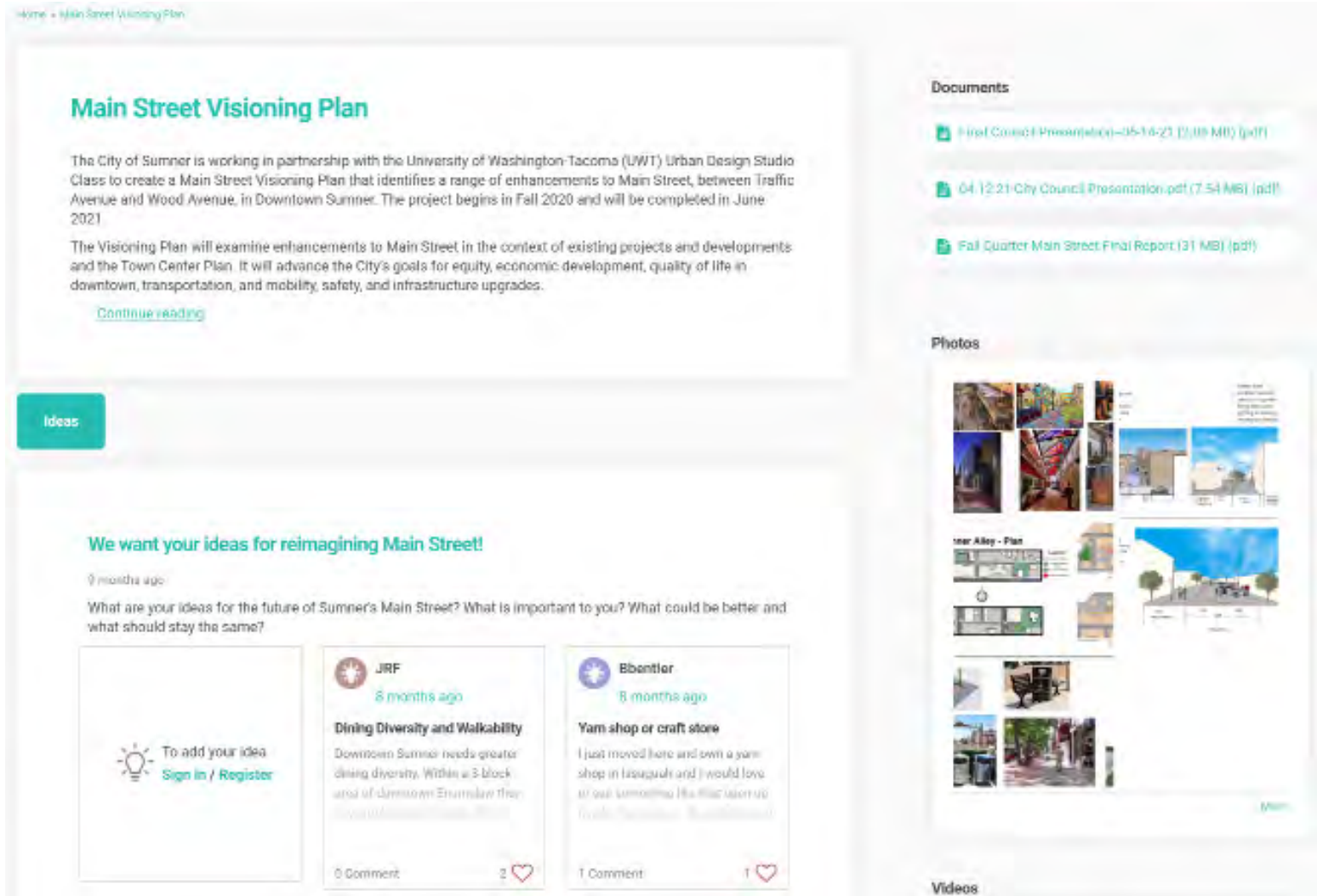
Jill Starks, CEO Sumner Main Street Assoc.
Maina Tanay, Sumner-Bonney Lake School District
Paul Green, Azure Green
Derek Barry, Community Services Manager
Kelly Locke, member of the public
Scott Waller, Associate Planner
Joleen (Peterson) Jones, JMJ Team
Micheal Kosa, Associate Engineer
Michael Hochstatter,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

Project Timeline:

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

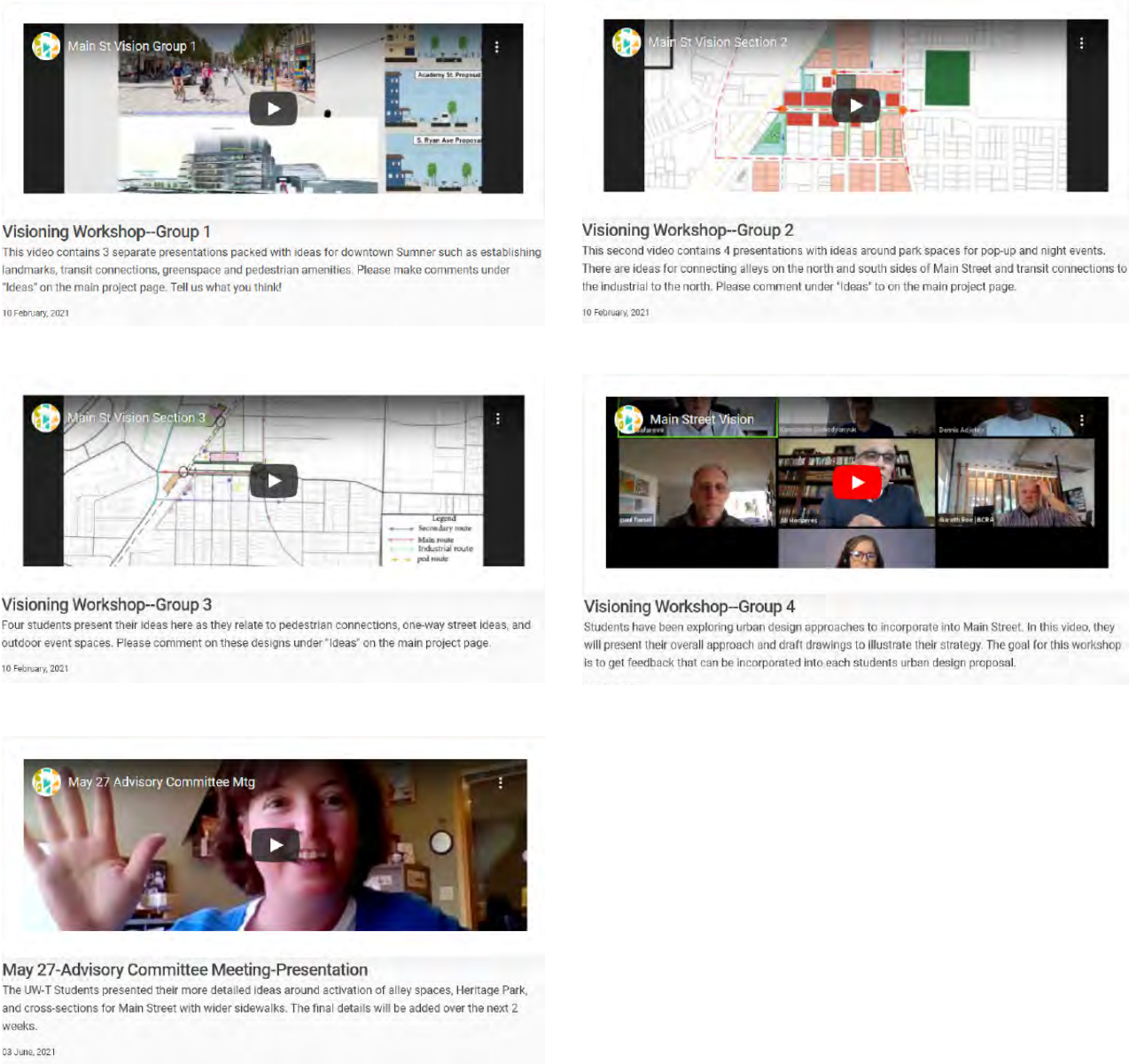
Digital Community Engagement

Main Street Visioning Plan website



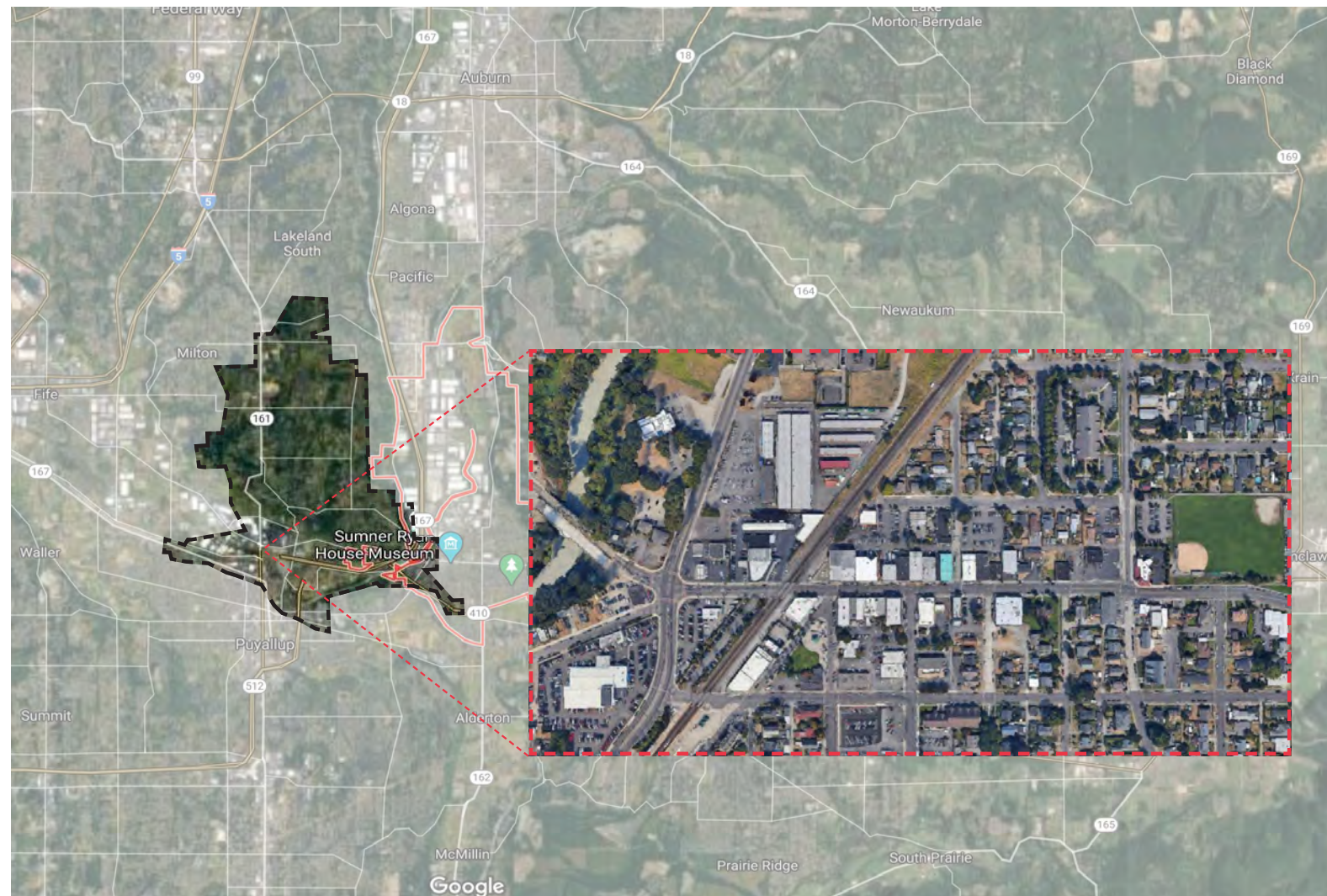
Screenshot of digital community engagement platform, that was available on Sumner Connects, City of Sumner website: www.sumnerwa.gov

Live stream videos of engagement events



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

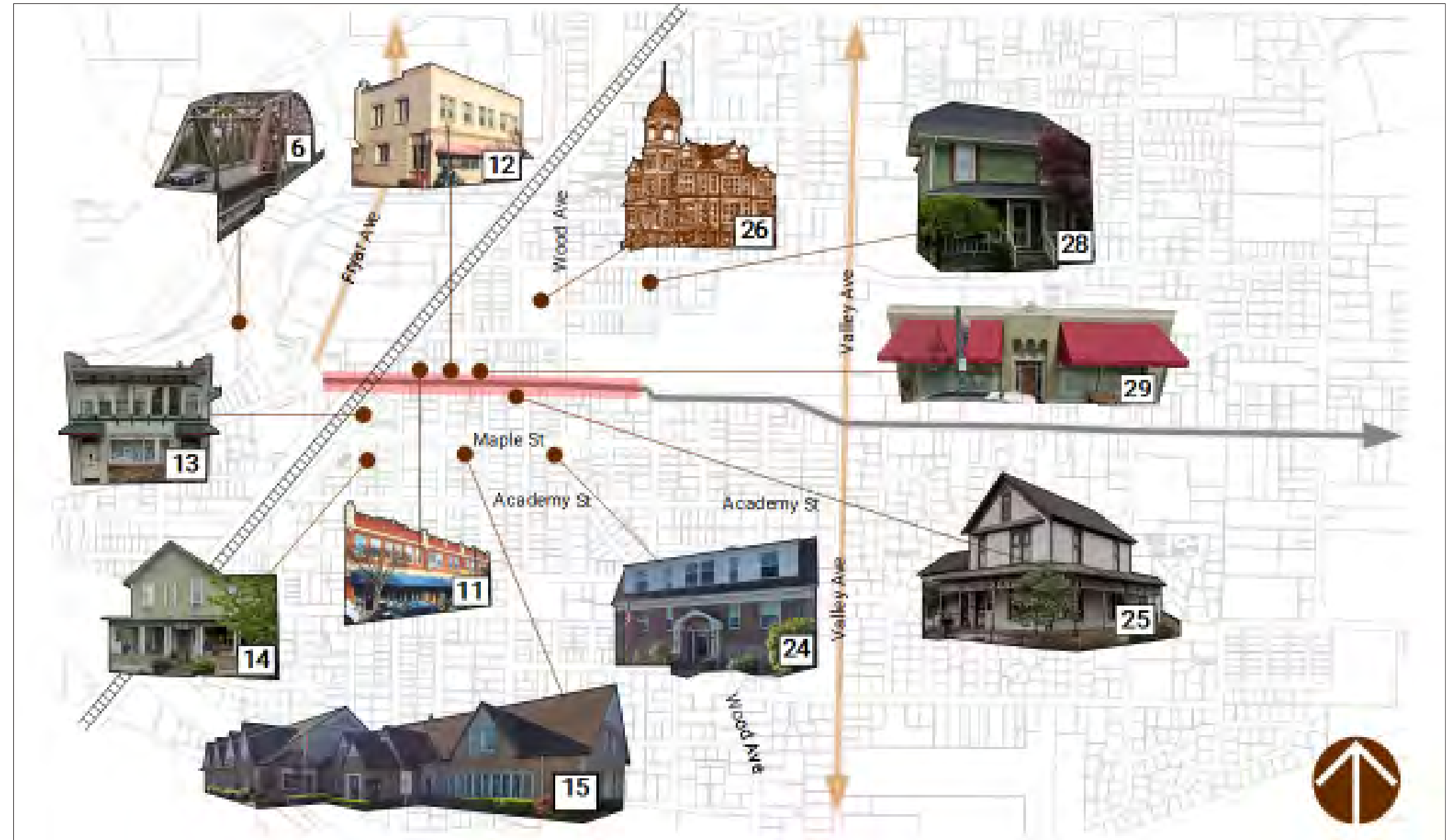




02 Analysis of Existing Conditions

Historic Buildings

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



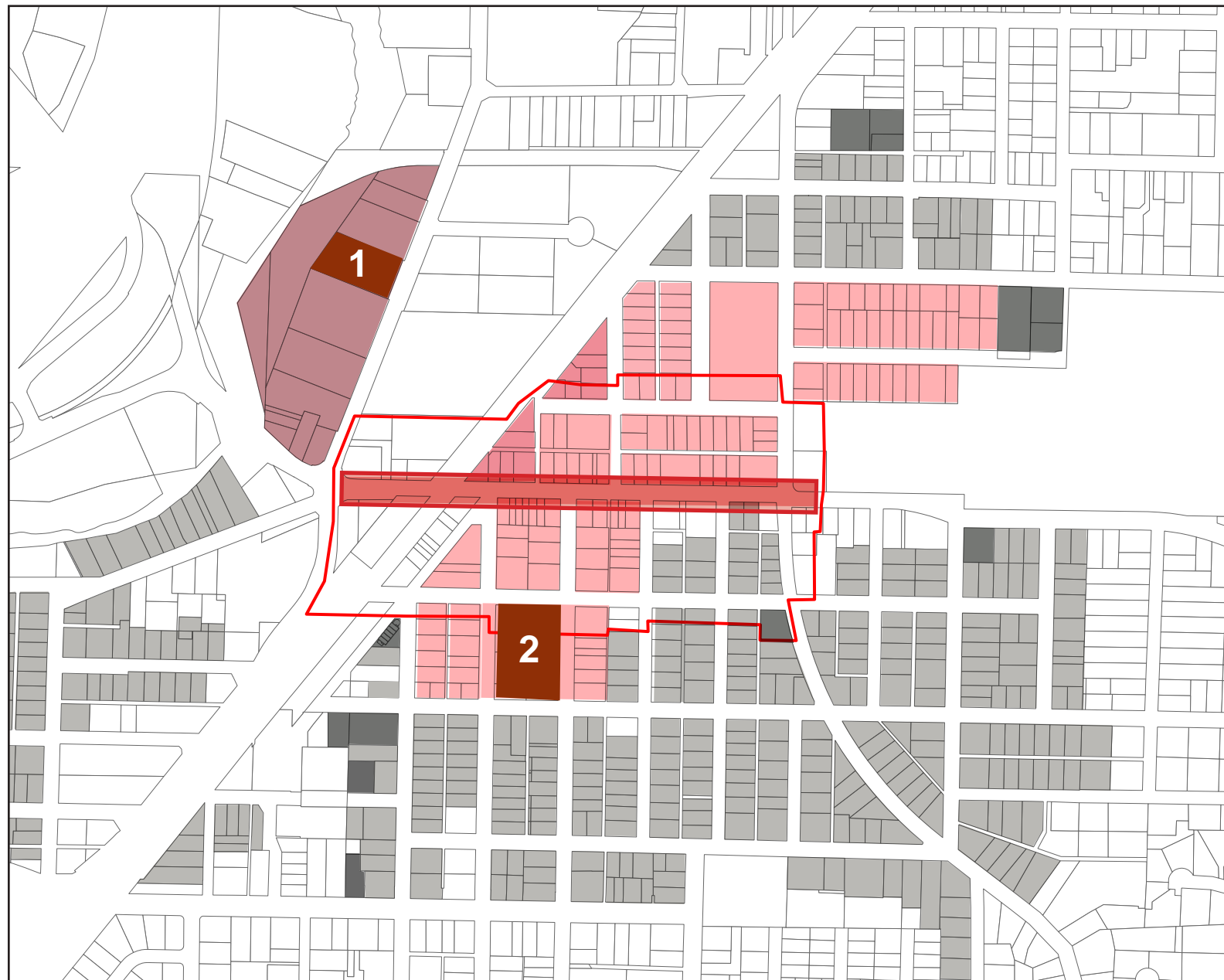
Historic Buildings

- Main St
- Bike Lane
- Railroad

Note:

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

Future Development



1



1228 Fryar Avenue

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

2



Red Apple Market Site

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

Zoning: Future Development

Housing

- Single-family
- Multi-family
- Mixed-use (Approved/Under Construction)

Mixed-Use





- 4 Story
- 5 Story
- 6 Story

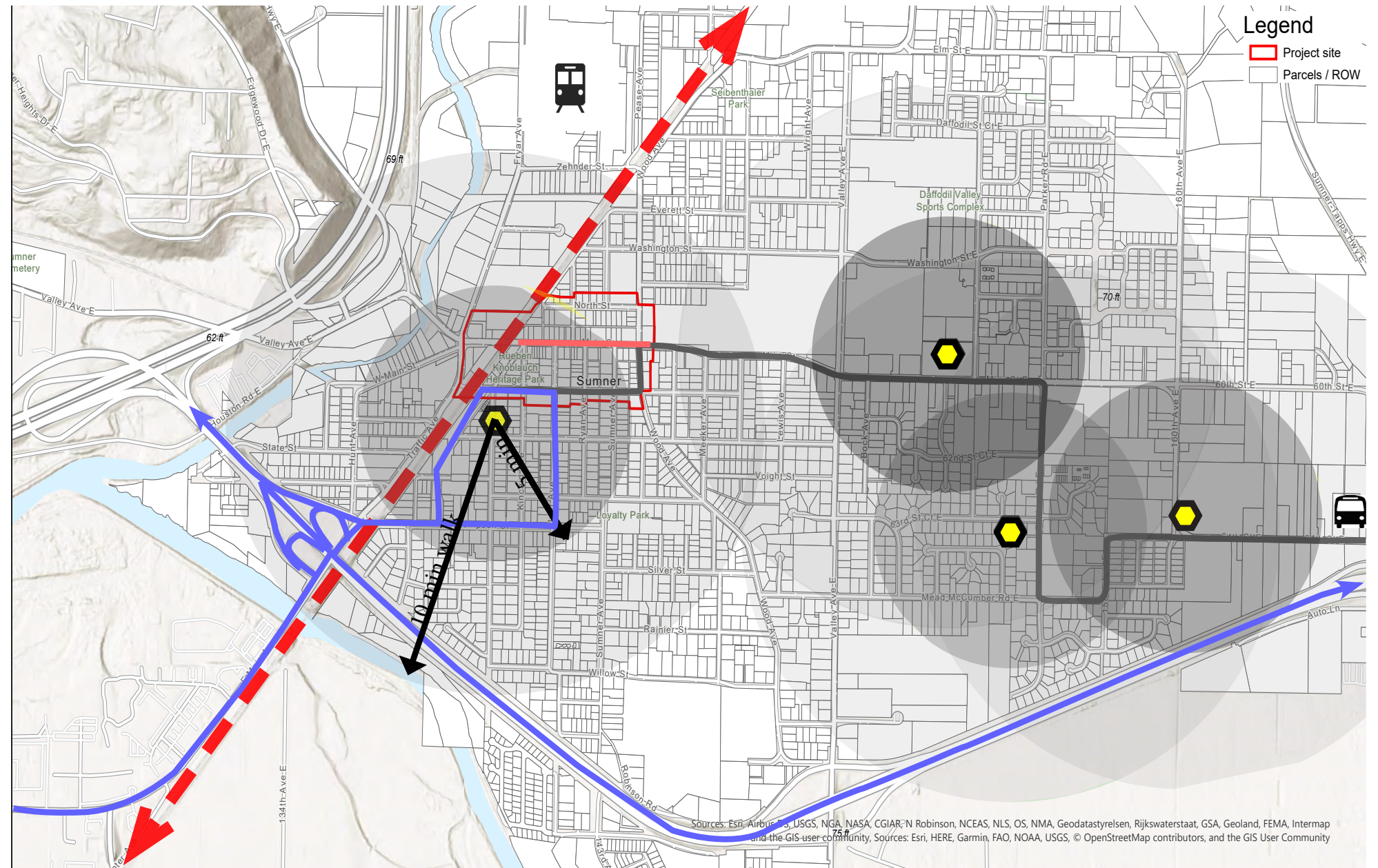


Public Transit Accessibility

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

Public Transit Accessibility

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

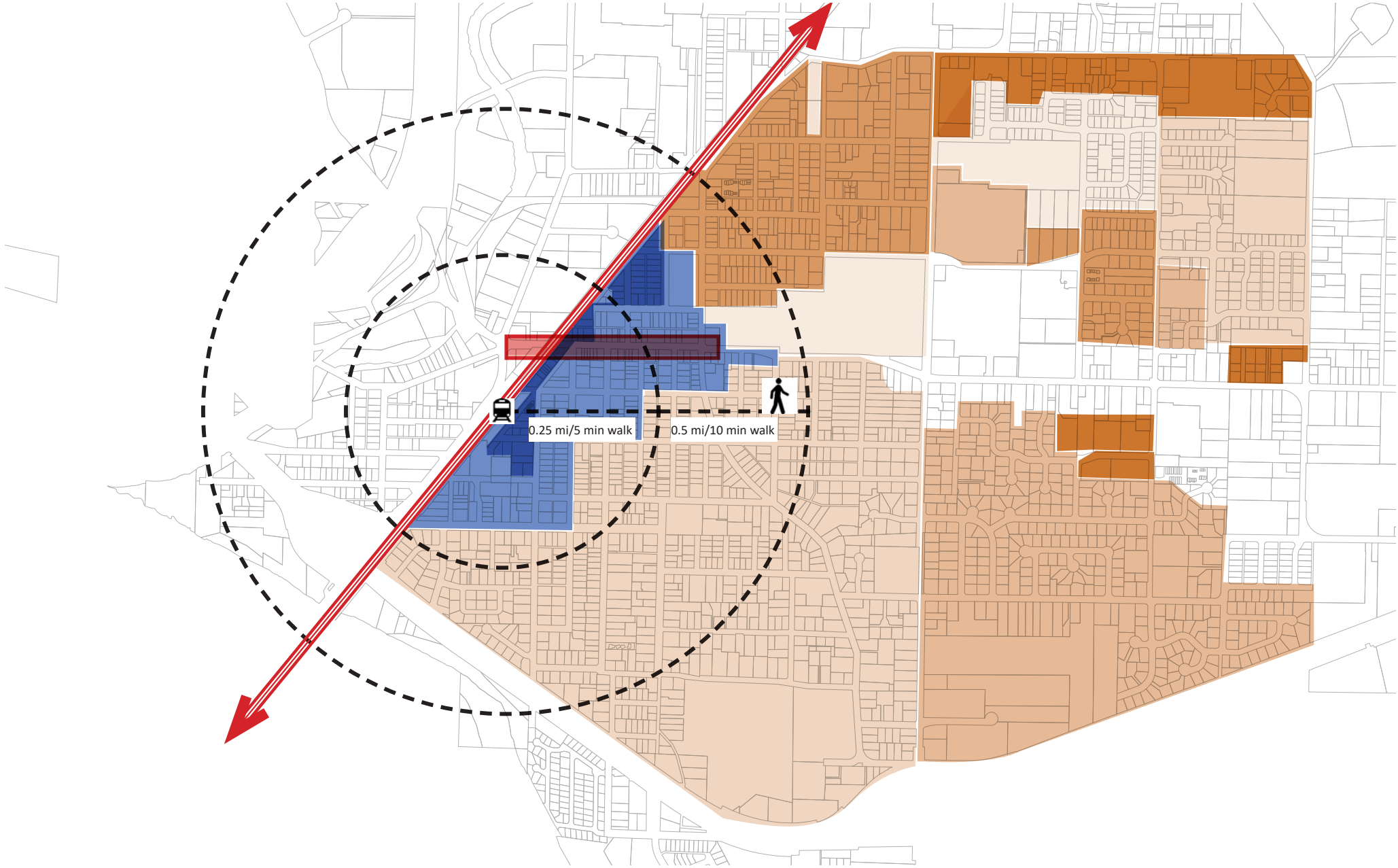


Housing Density

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

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

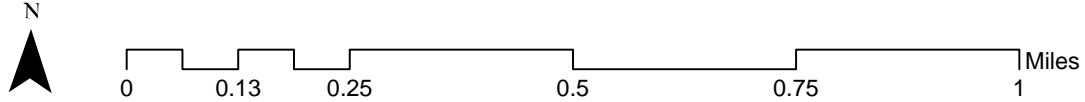
Opportunities: In facing this issue, we just need to keep in mind that there are areas at risk for displacement. This is an opportunity to realize that these new projects should incentivize development that accommodates low-income residential housing.



Housing density

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







Image caption & sources: ArcGIS property value mapping



Roads & vehicular access

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






Road speed limits

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

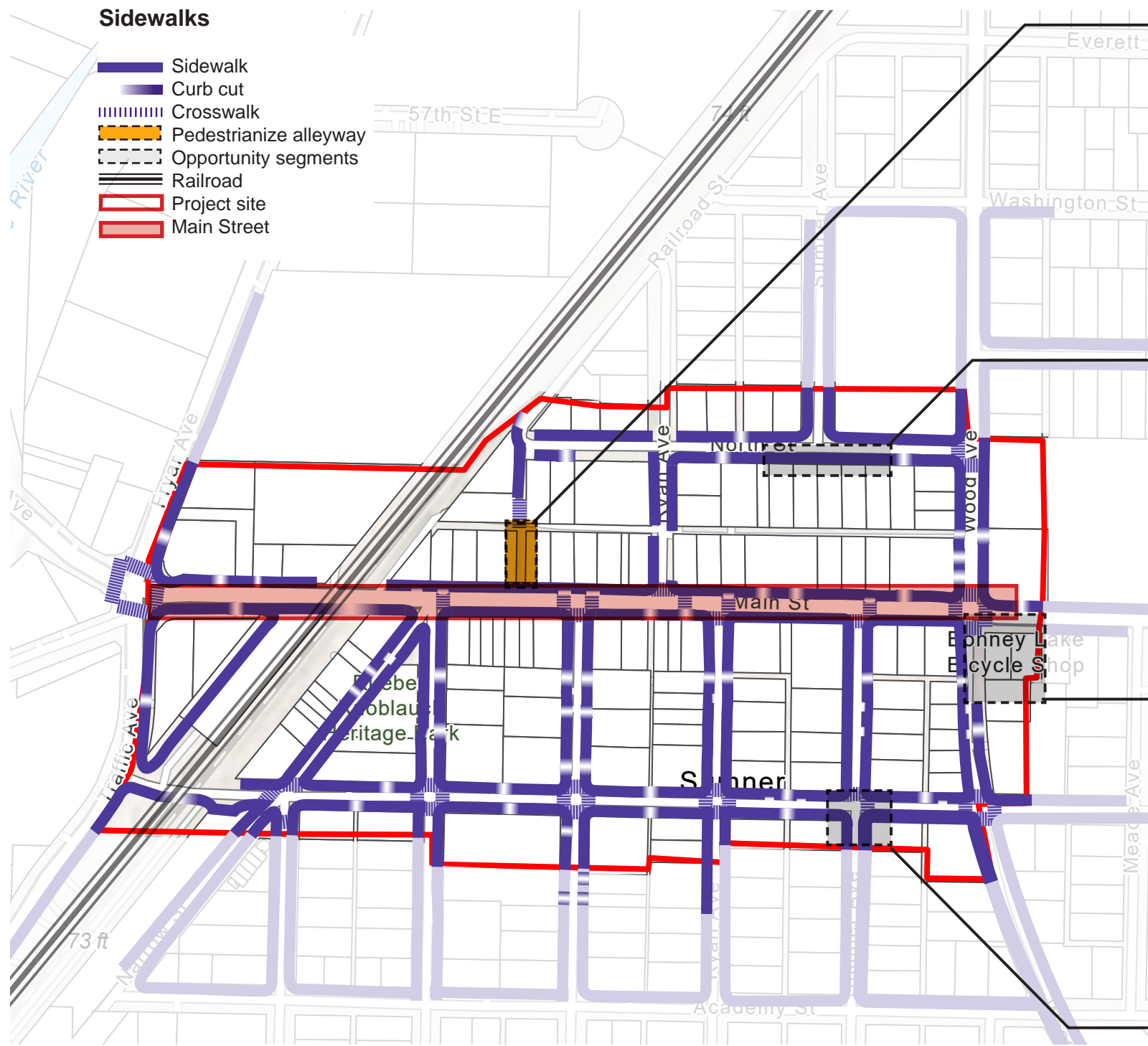


Road widths in the downtown area are generally wide (50 - 60 ft) which offers opportunity for parallel parking on both sides or an opportunity for incorporating wide sidewalks to activate commercial uses along main east - west corridors. Main street and Maple street are the only east-west connections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

Road widths & types

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





Pedestrian Accessibility

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

Green & Blue Infrastructure








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

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






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

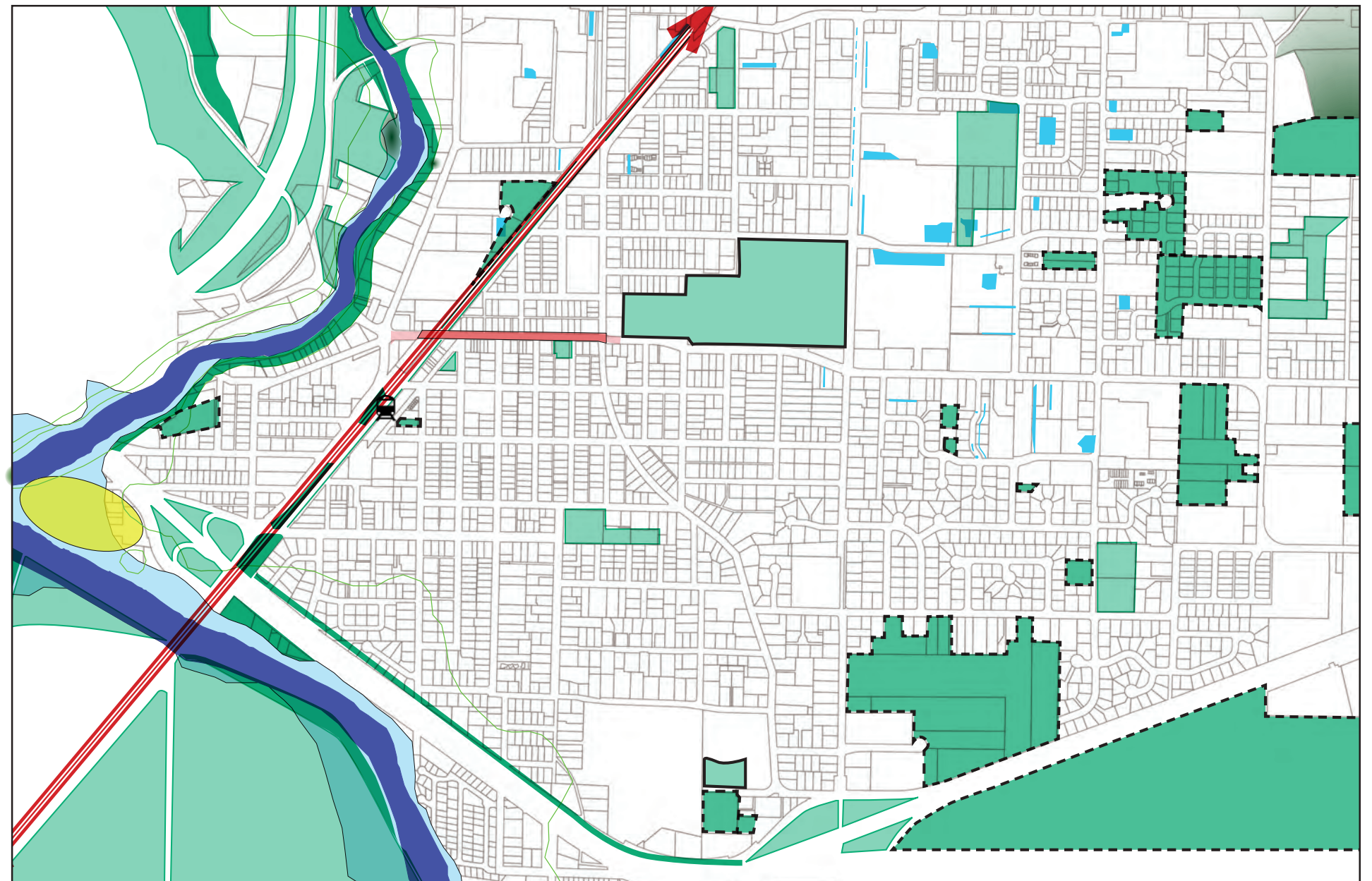
Natural green spaces like the riverbank and the nearby wetlands could be elevated as destinations within a green infrastructure. The proximity of the site to the river provides and opportunity to createa a unique pathway that connects Main Street and Downtown Sumner to the rest of the region.

Legend

-  Train Tracks
-  Train Station
-  Water Treatment
-  Flood Zone(10m)
-  River
-  Stormwater ret.
-  Main St

Green spaces

-  Private
-  Undeveloped
-  Public
-  Concentrated
-  Wetlands



Parking Surfaces

Parking

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

Pervious and Impervious

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

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

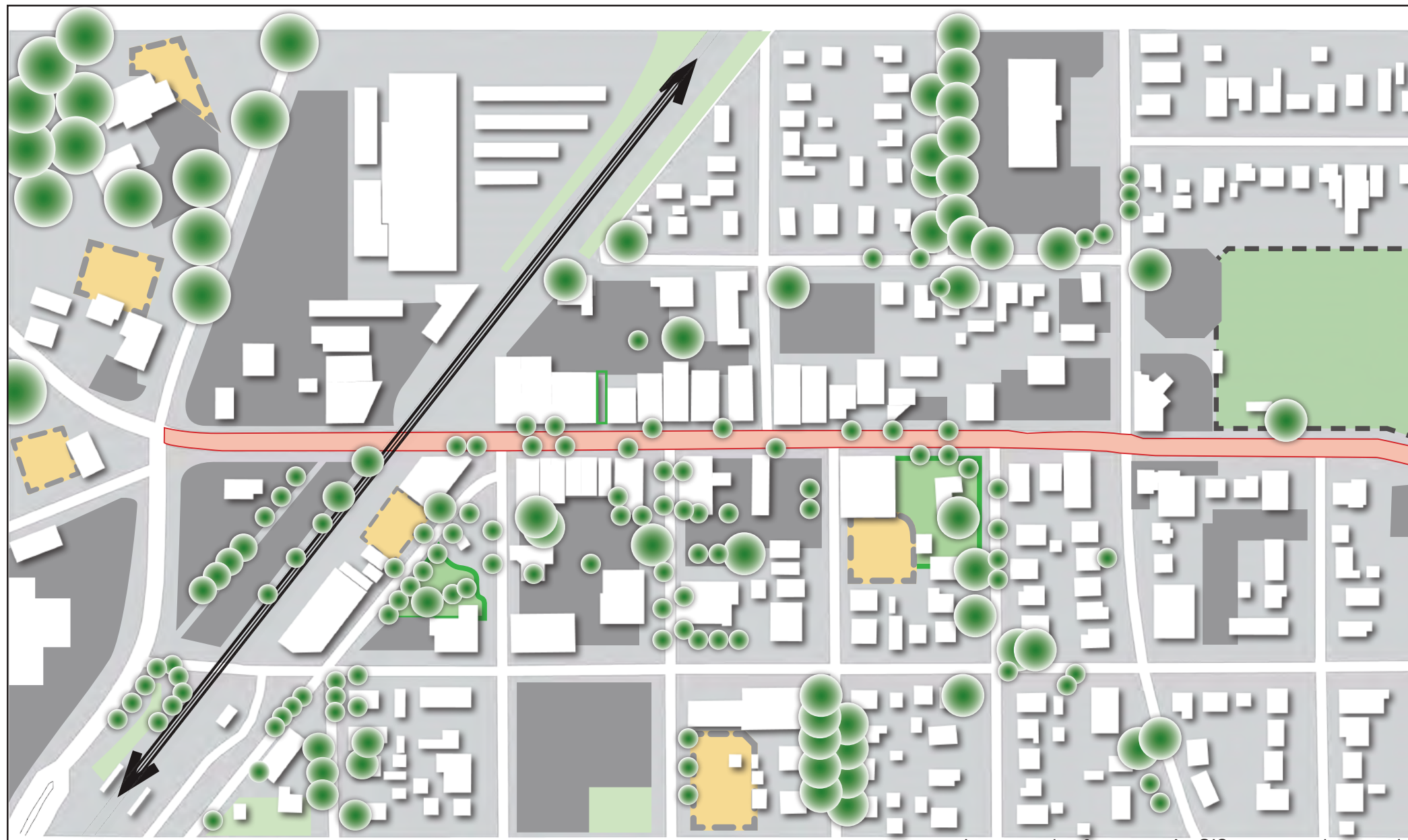
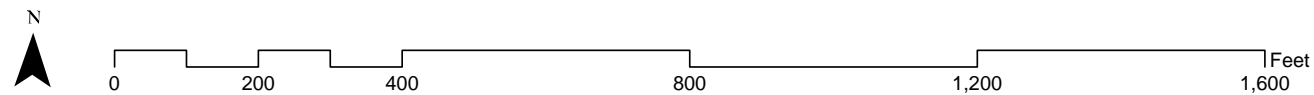
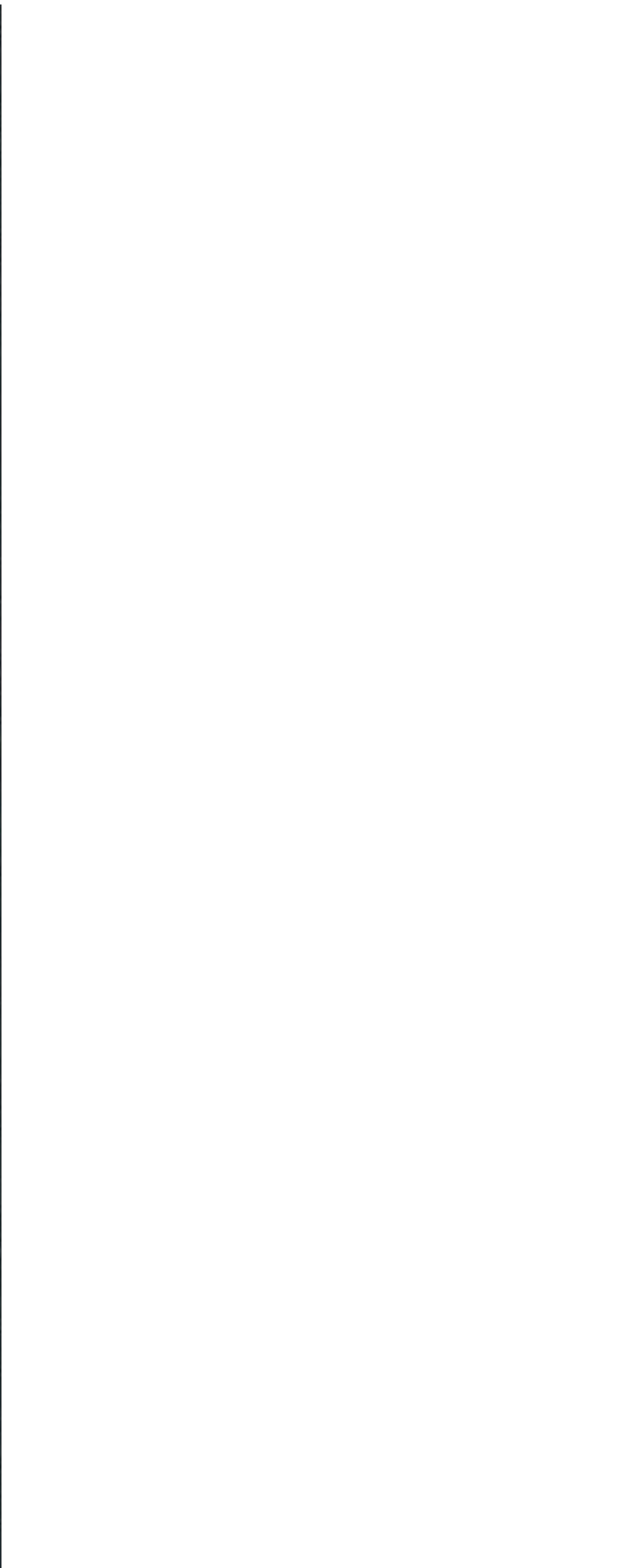


Image caption & sources: ArcGIS property value mapping



Parking & Surfaces

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



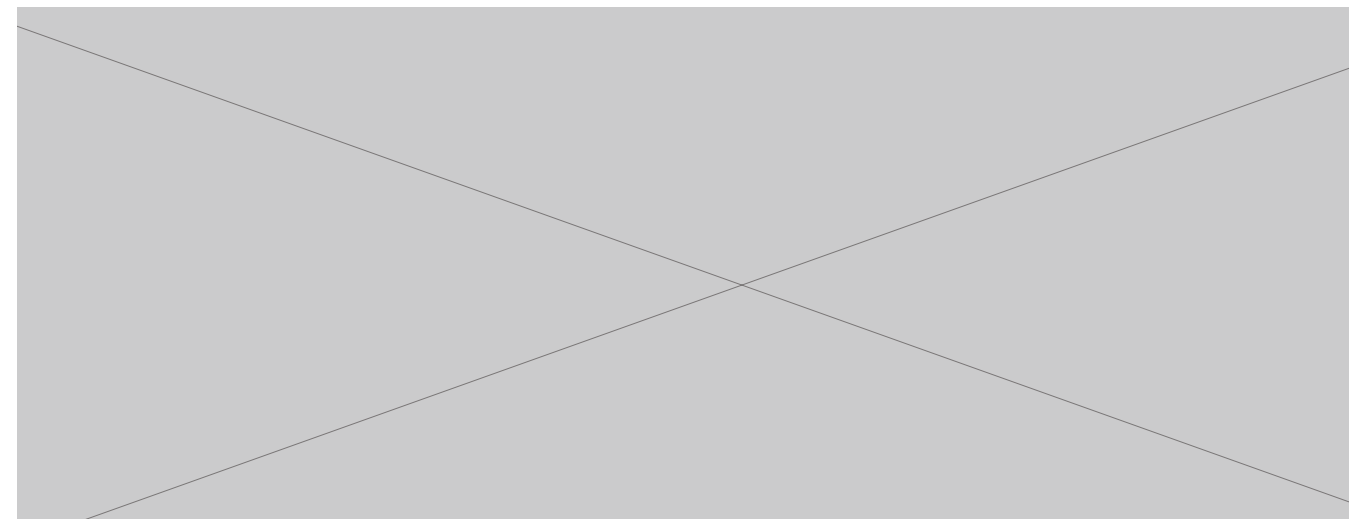
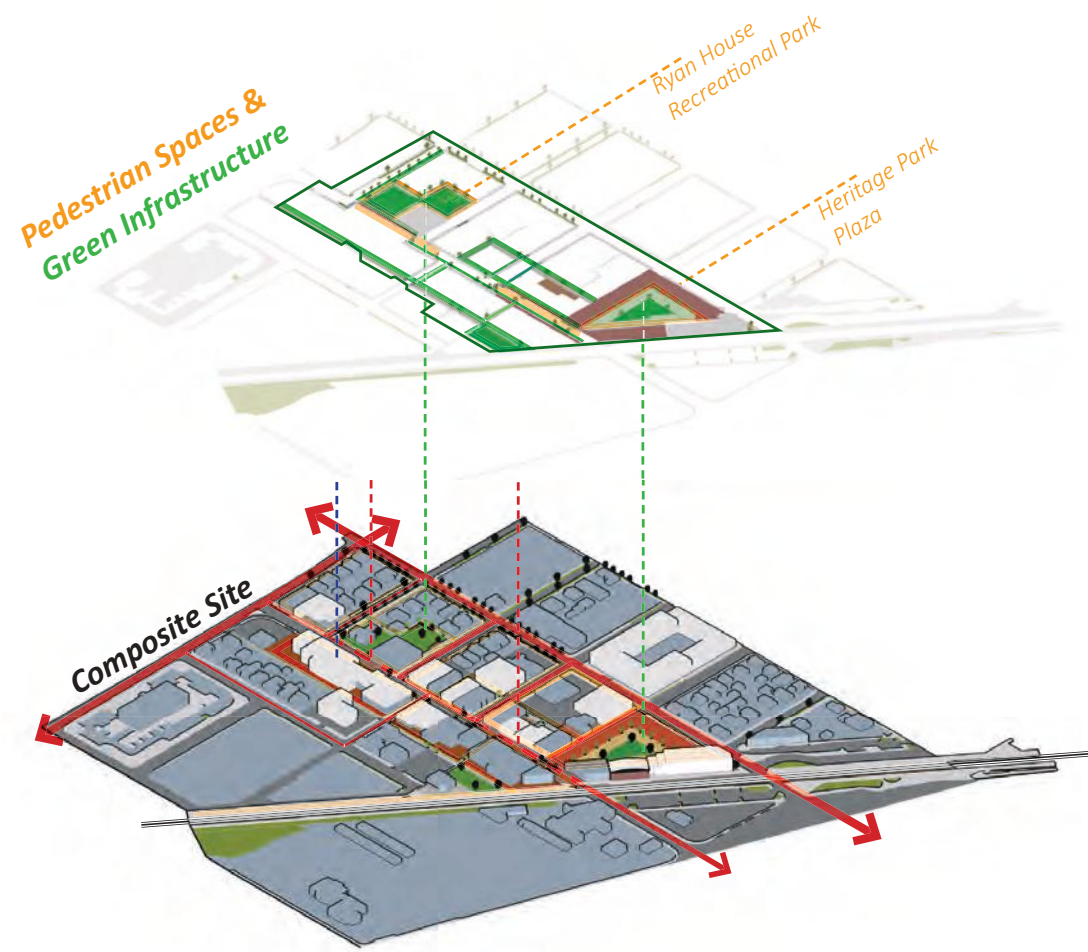


03 Design Development

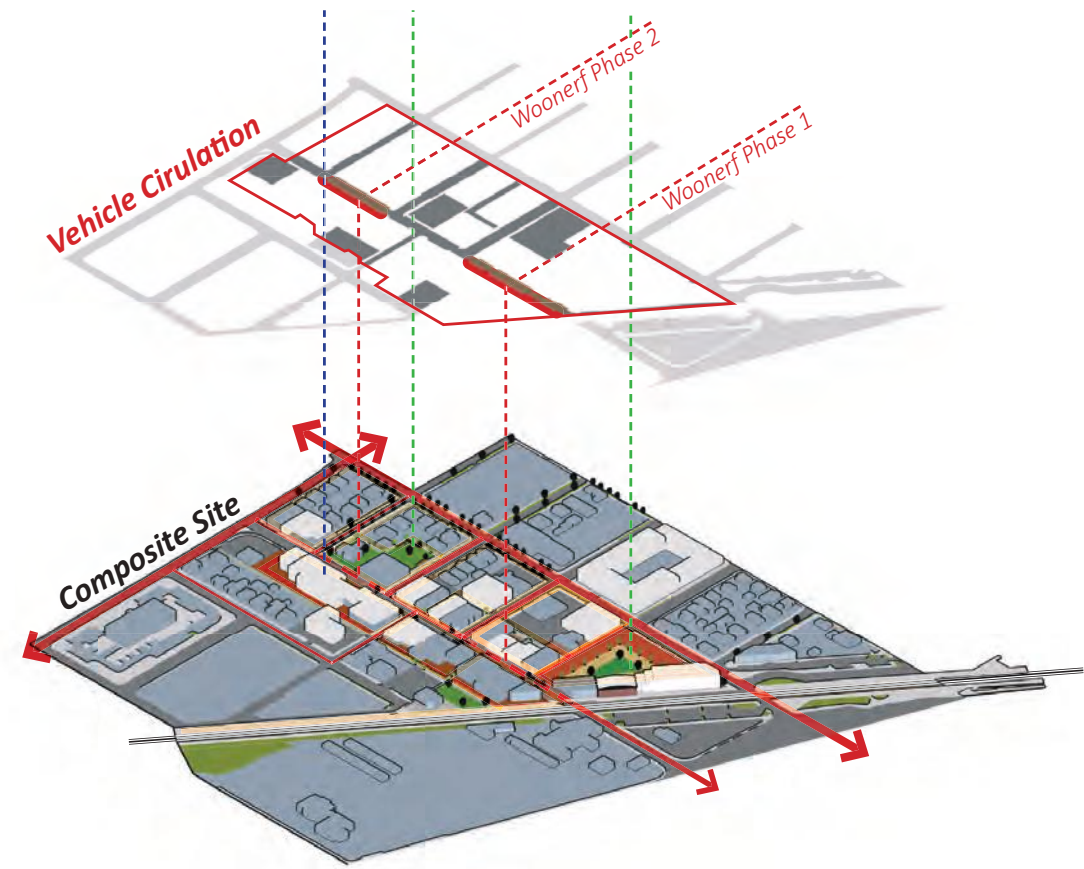
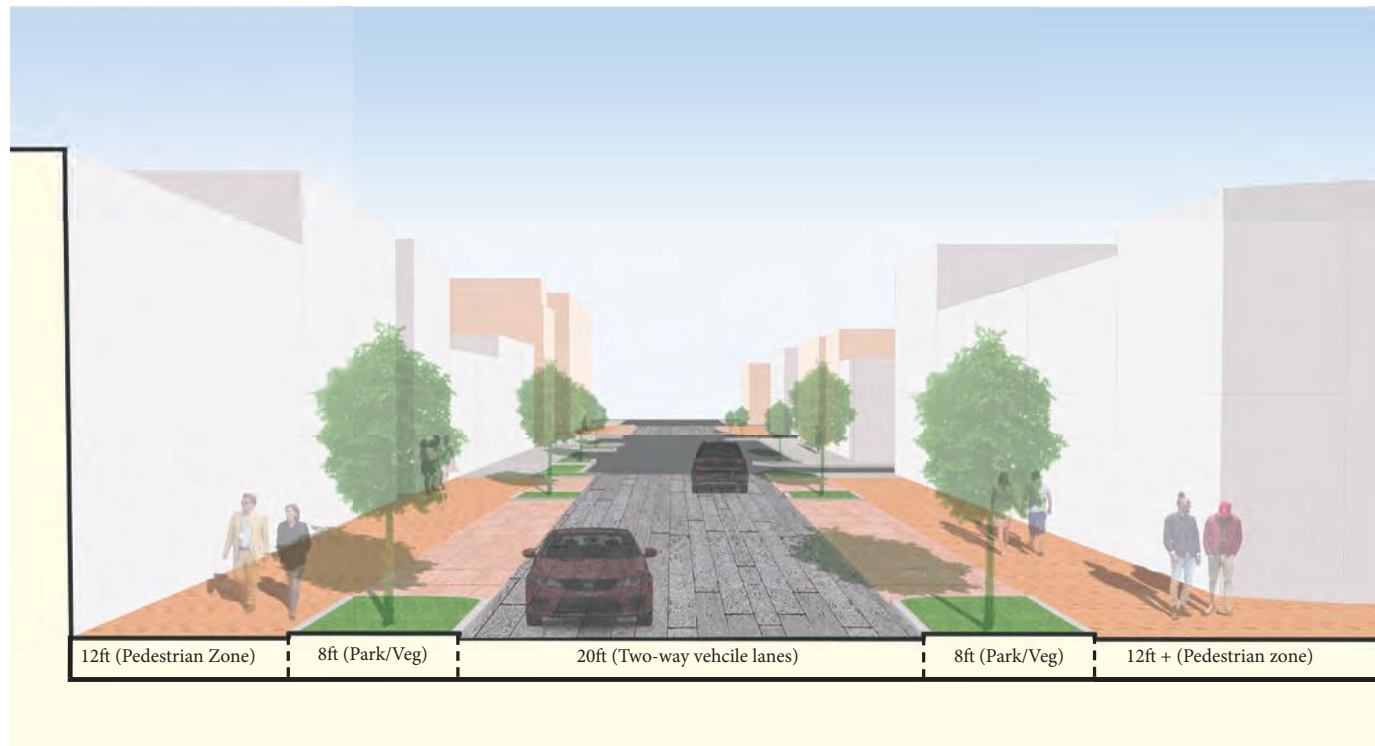
Expanding Public Green Space

Ryan House Garden Park

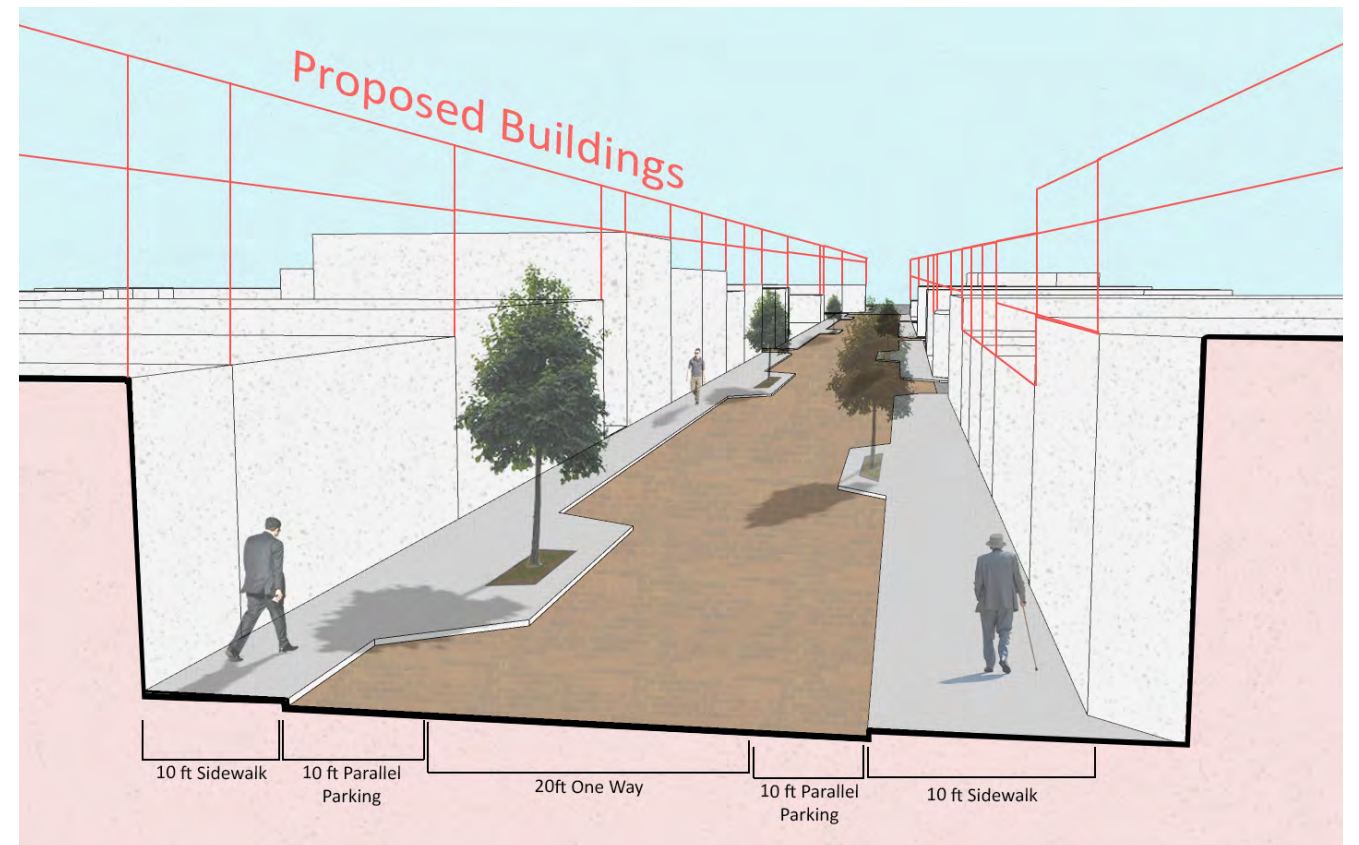
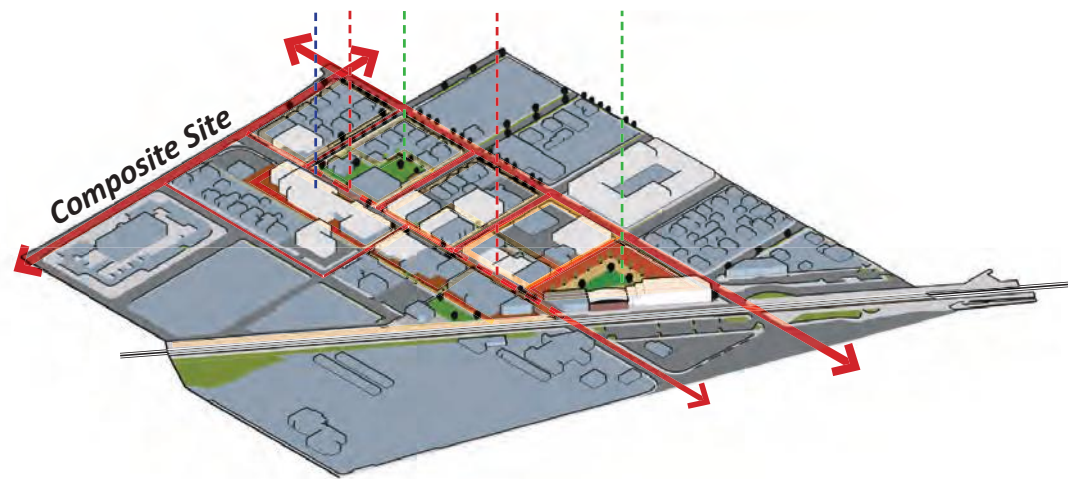
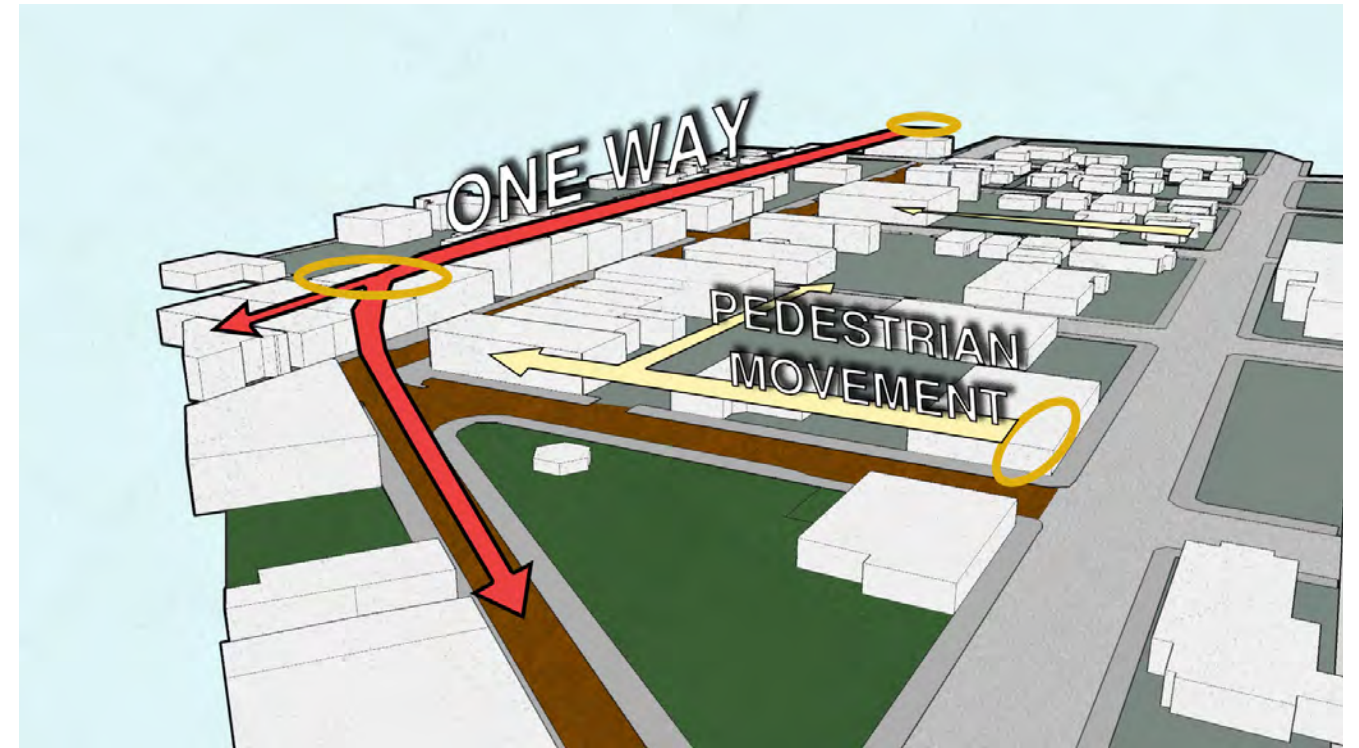
The redesigned Ryan House Garden Park, is a public park and rest space. The Park has a clear sight line along the proposed green alleys. The redesign expands on the existing Ryan House space, and creates pedestrian paths that improve mobility through the site.



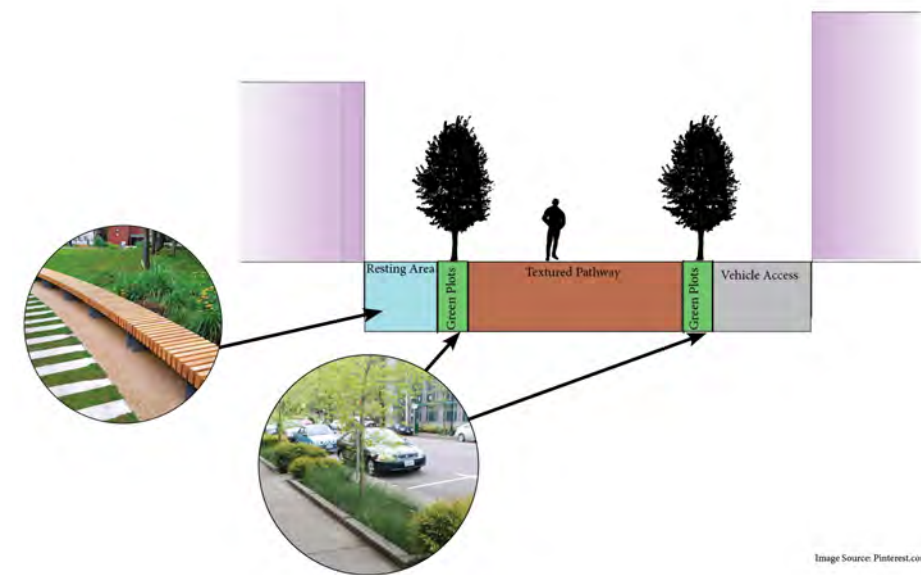
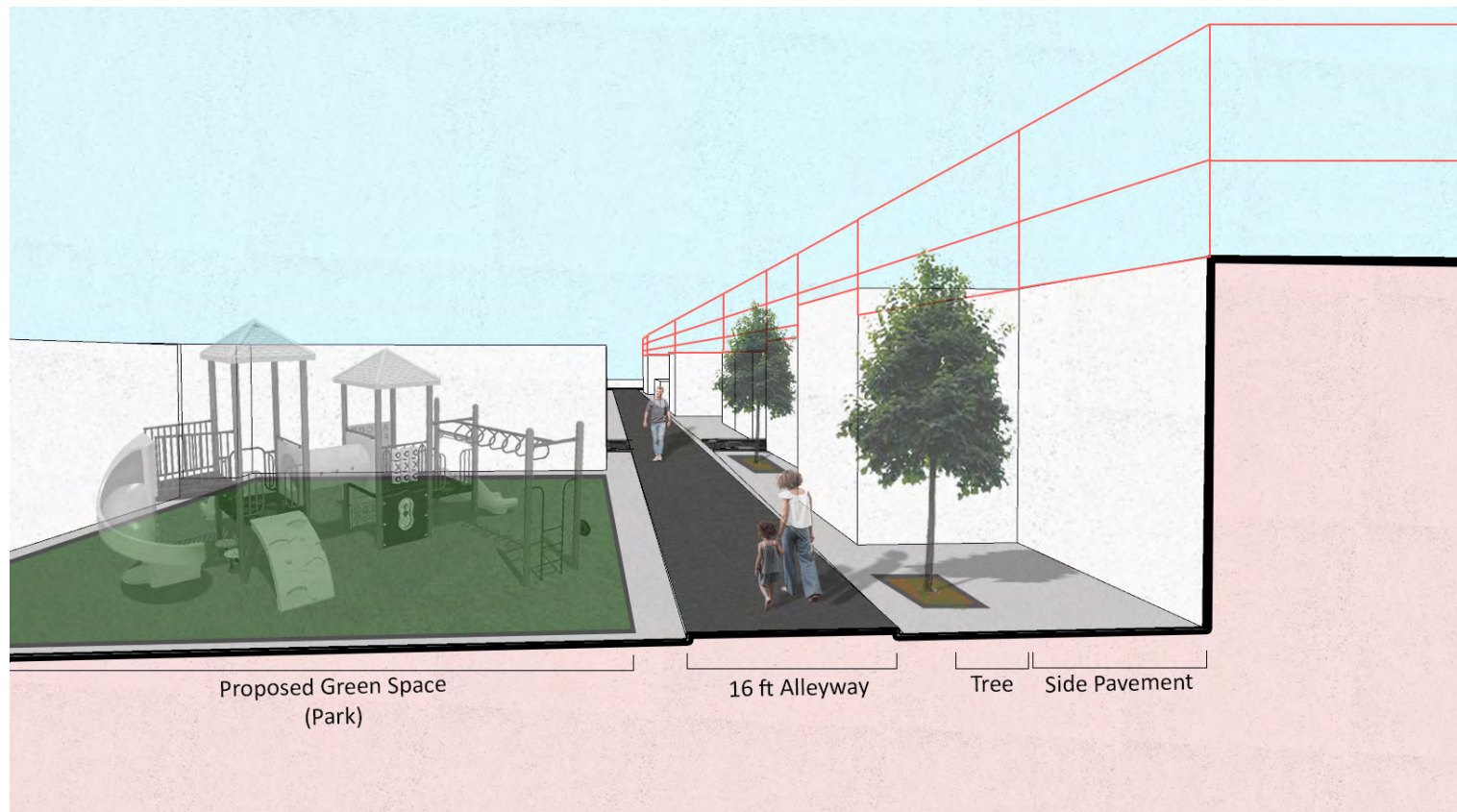
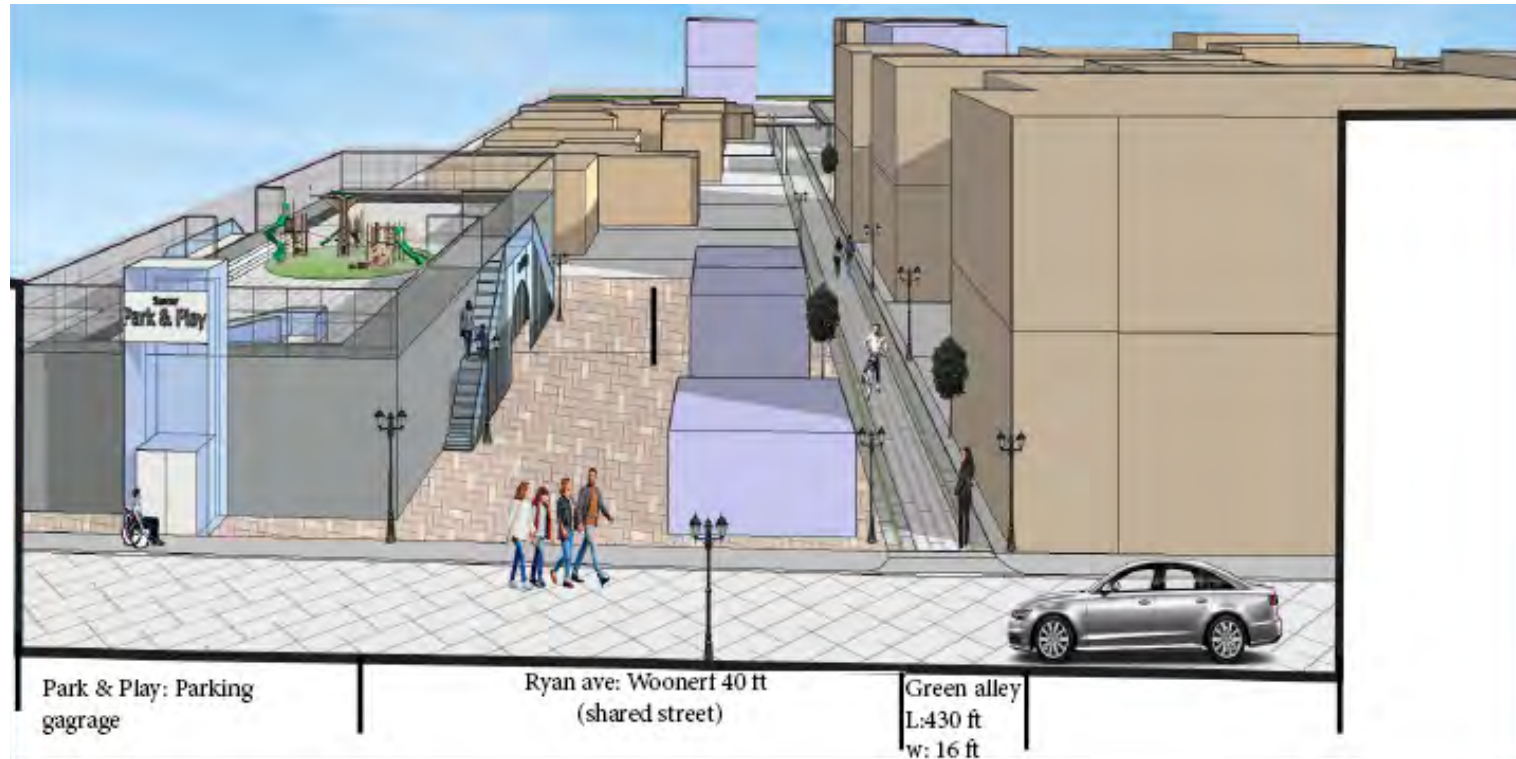
Woonerf on Main St



One way street



Activated Alleyways



Place Making & Character

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

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



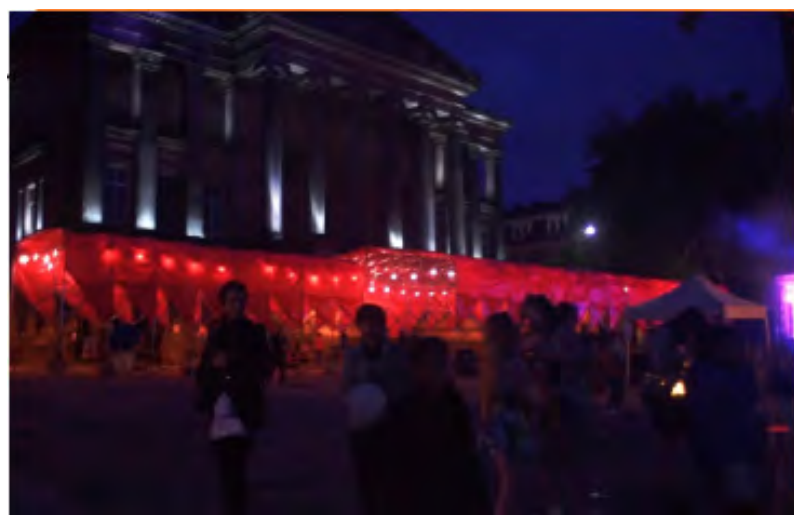
Source image: <https://development.asia/insight/enhancing-urban%E2%80%93rural-connectivity-through-transport-hubs>



People's Canopy Folded



People's Canopy Partial Street Coverage



Night Time

People's Canopy

Location: Lancashire, England, United Kingdom

Designer/firm: people's Architecture Office

Year: 2015

Description:

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

Issues address:

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

Opportunities:

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





04 Final Design

Spring Quarter 2021

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

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

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

Urban Design Framework

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

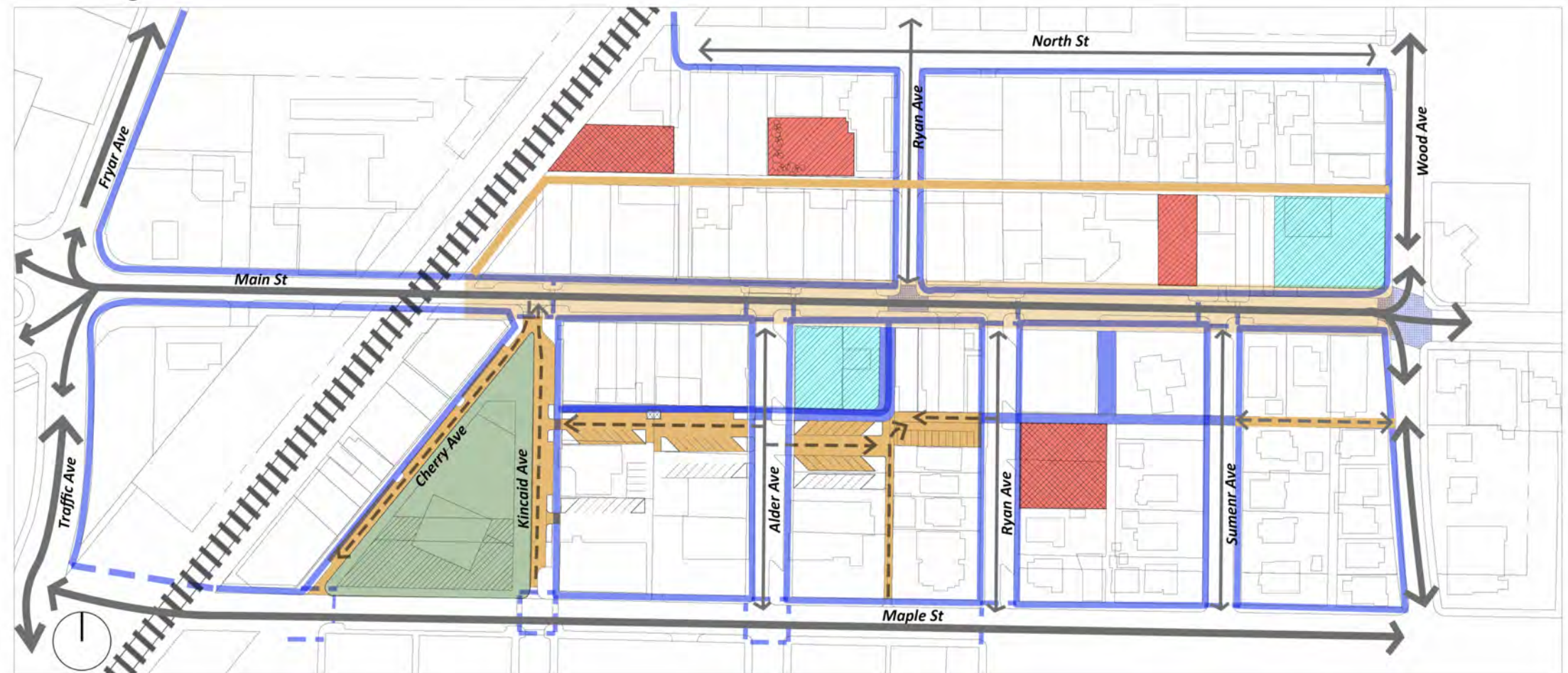
We designed these spaces with adaptability as a key feature. The three focus areas act as connections to major destinations within the site.

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

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

Introducing curb extensions and bulbs to create crosswalks.

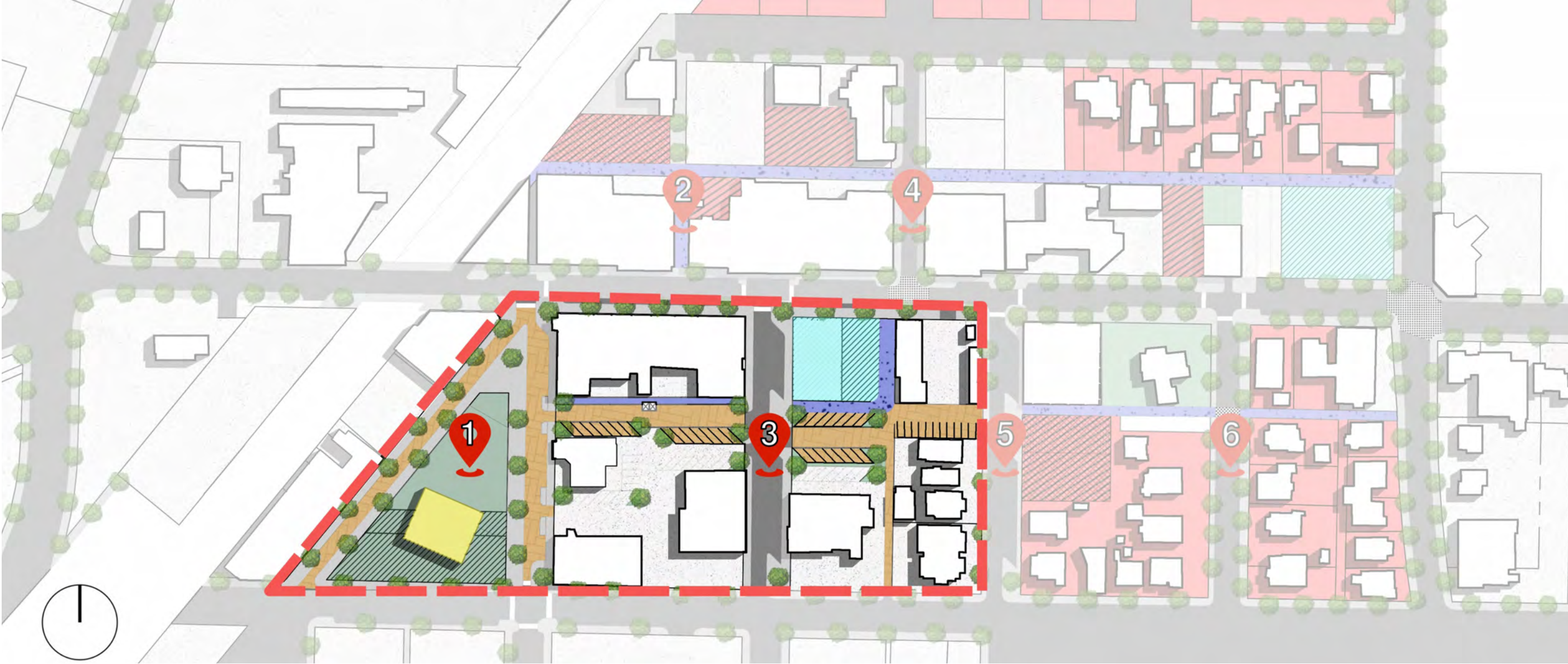
Vehicular two-way street will be kept the same in Main Street so traffic volume could be as lively as ever.



Legend

	Private Property for redevelopment		Private Property
	Private Property for Public Use		Pedestrian Path
	Proposed Future Redevelopment		Downtown Pedestrian Core
	Heritage Park Plaza		Vehicle Path
	Woonerf/Shared vehicle-pedestrian path		

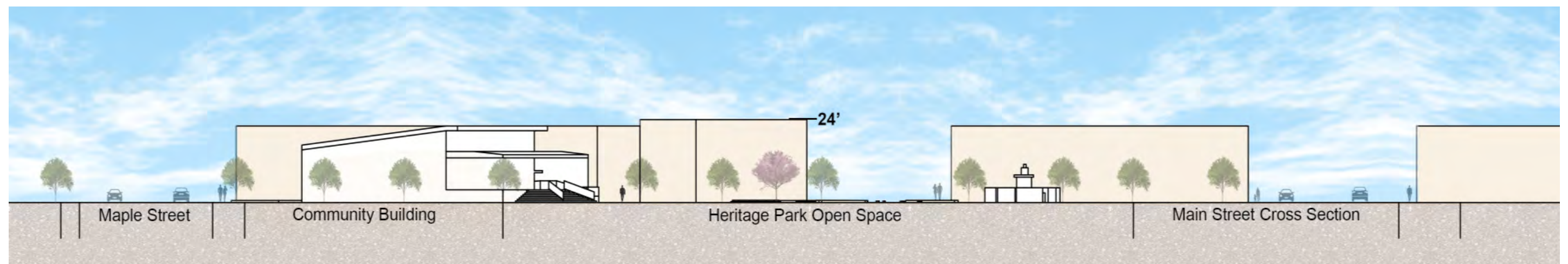
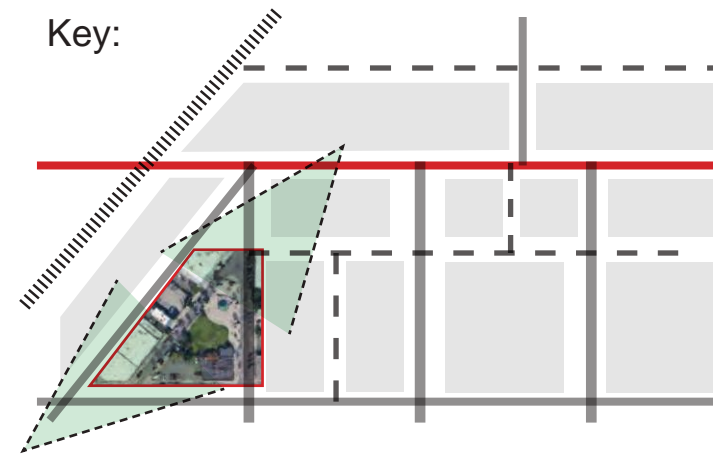
Priority I. Heritage Park



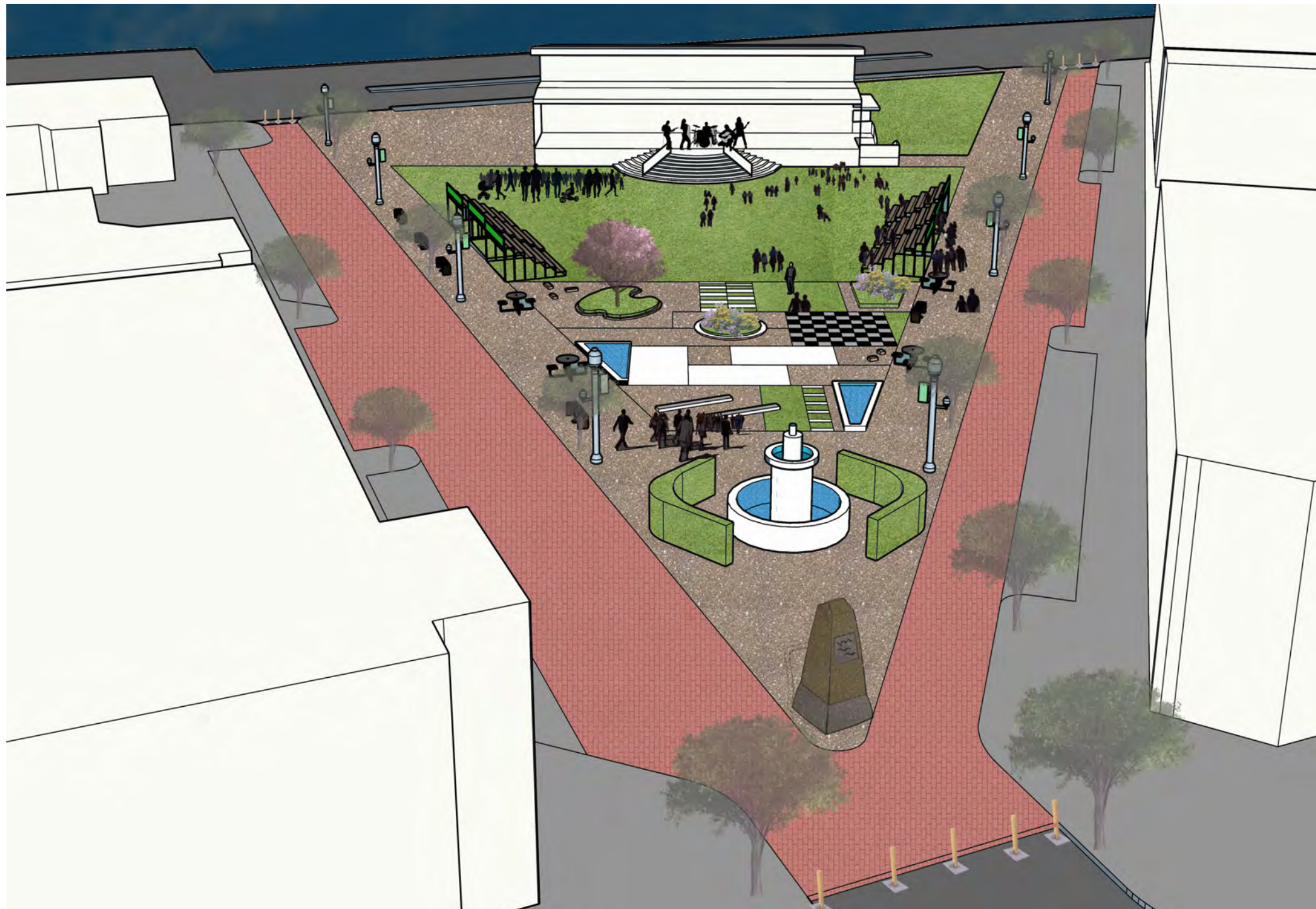
- Private property for Green Redvelopment
- Private Property for Public Open Space
- Private Property
- Alleyways
- Existing Buildings
- Proposed Community Buidling
- Woonerf
- Green Space
- Parking
- All-walk crosswalks



3D Proposal View from SW



Section through the Heritage Park proposal



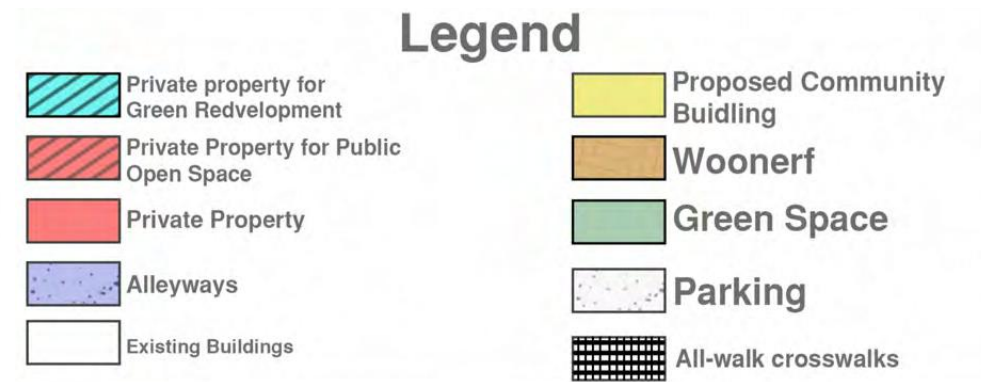
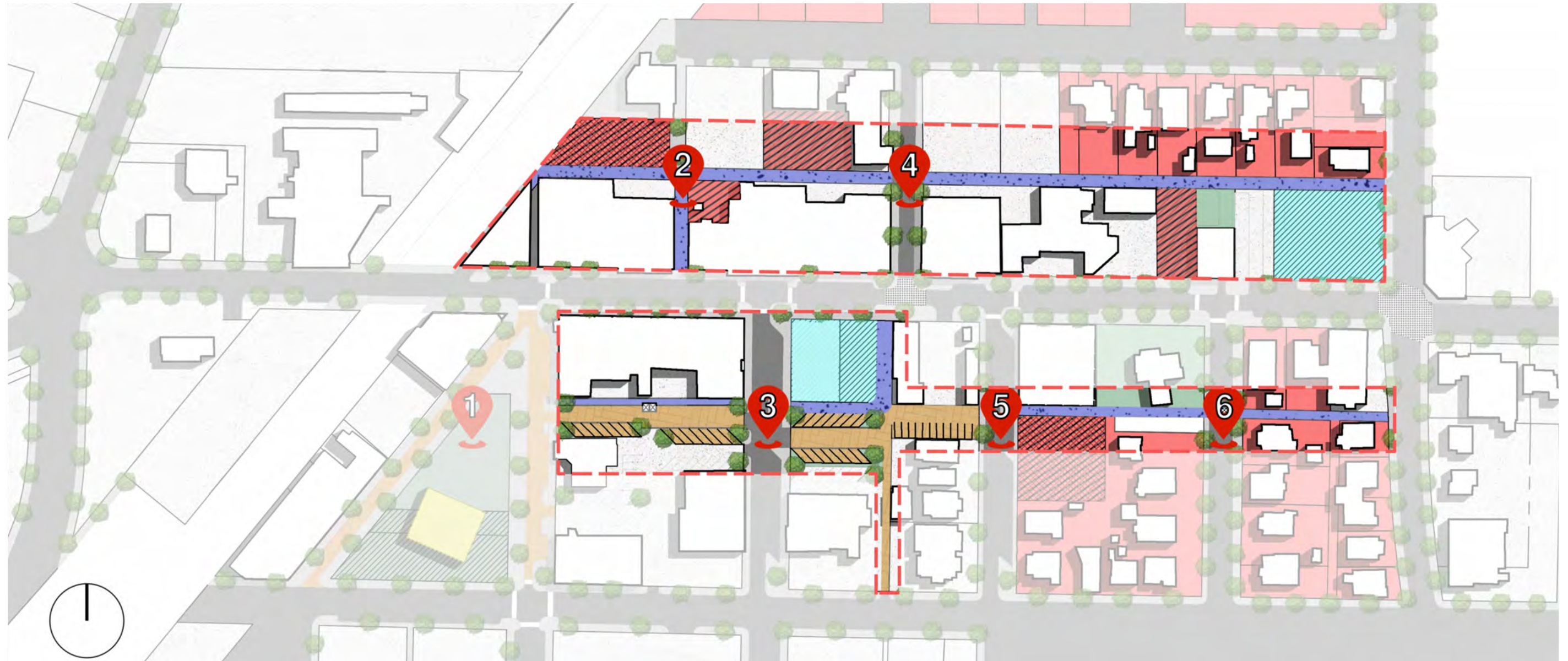
3D view of Heritage Park from NE

Priority I. Heritage Park

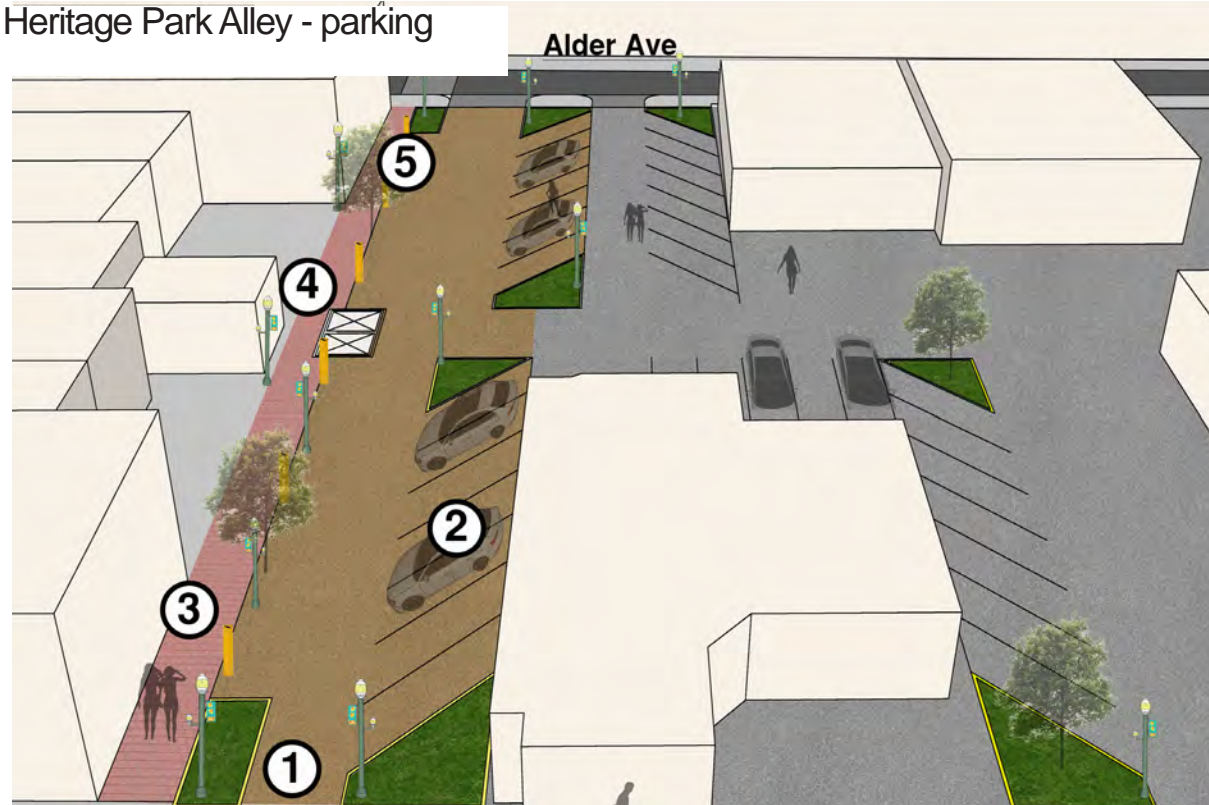
Heritage Park area has been re-envisioned as a plaza that expands into the nearby roadways. The plaza acts as the main destination and event hub. The south alleys and Main Street would converge at the Heritage Park area.

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

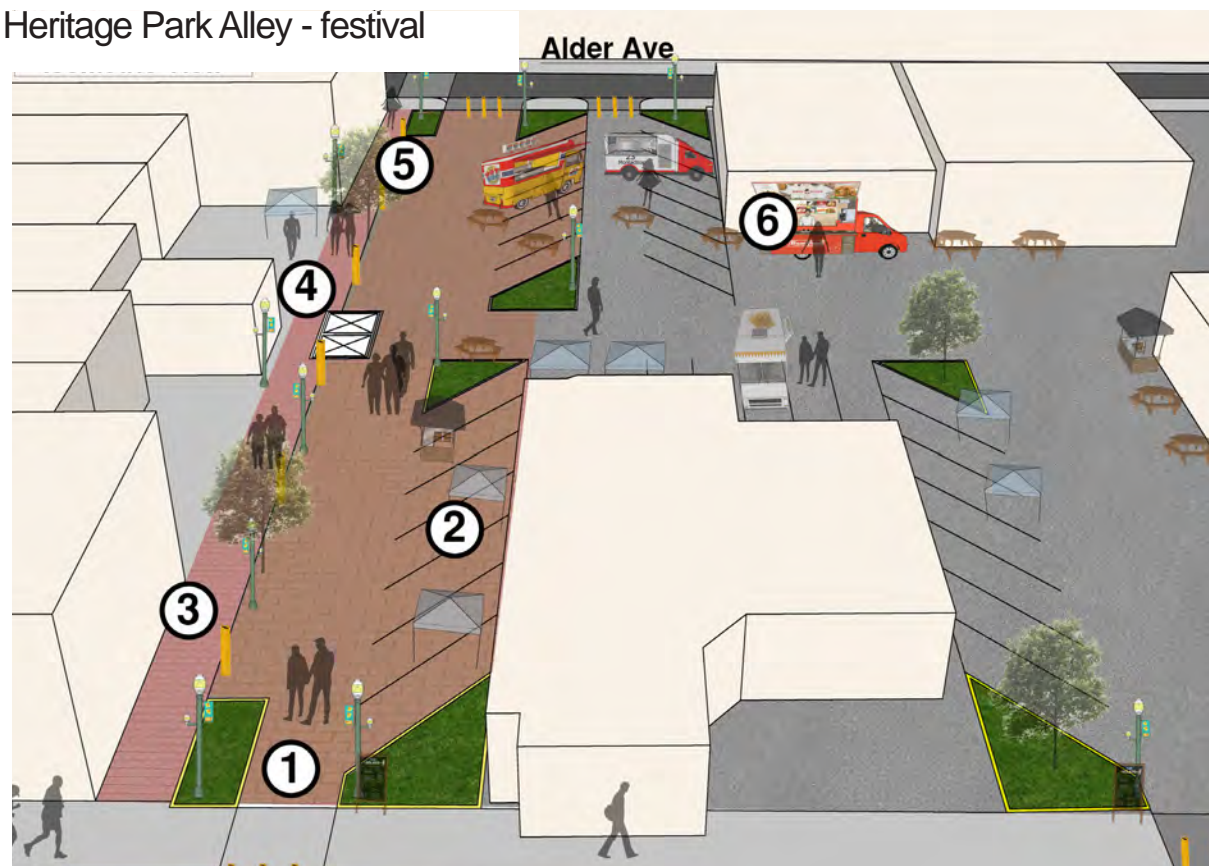
Alley Activation Site Plan



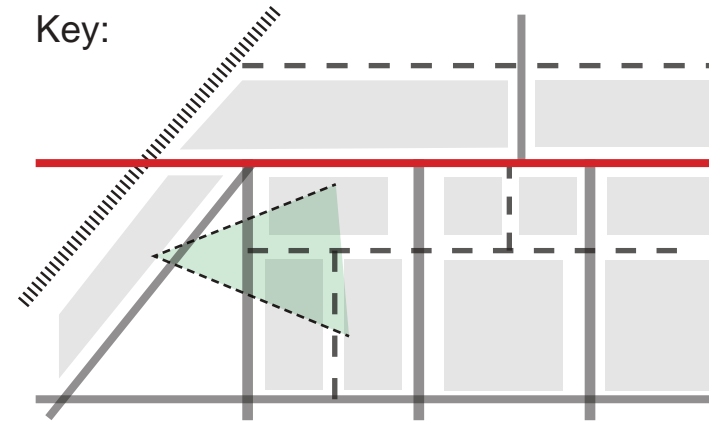
Heritage Park Alley - parking



Heritage Park Alley - festival



Key:



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

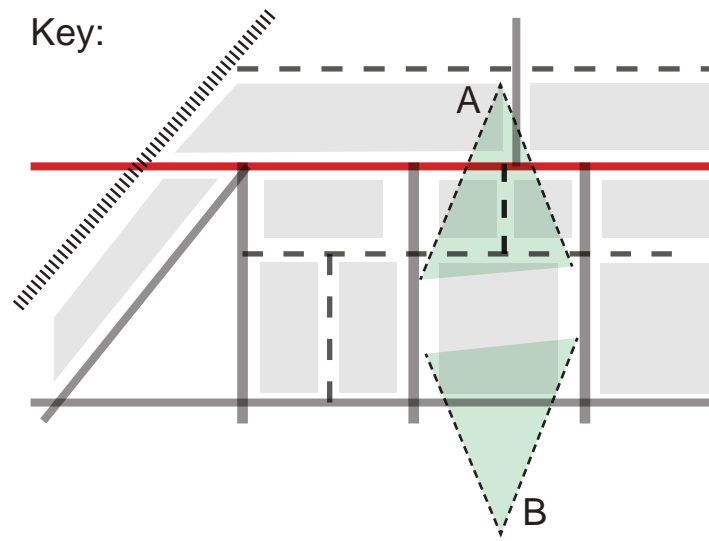
Priority II. Alley Activation

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

Activated Alleyways (south)

Design ideas for activating and connecting alleys:

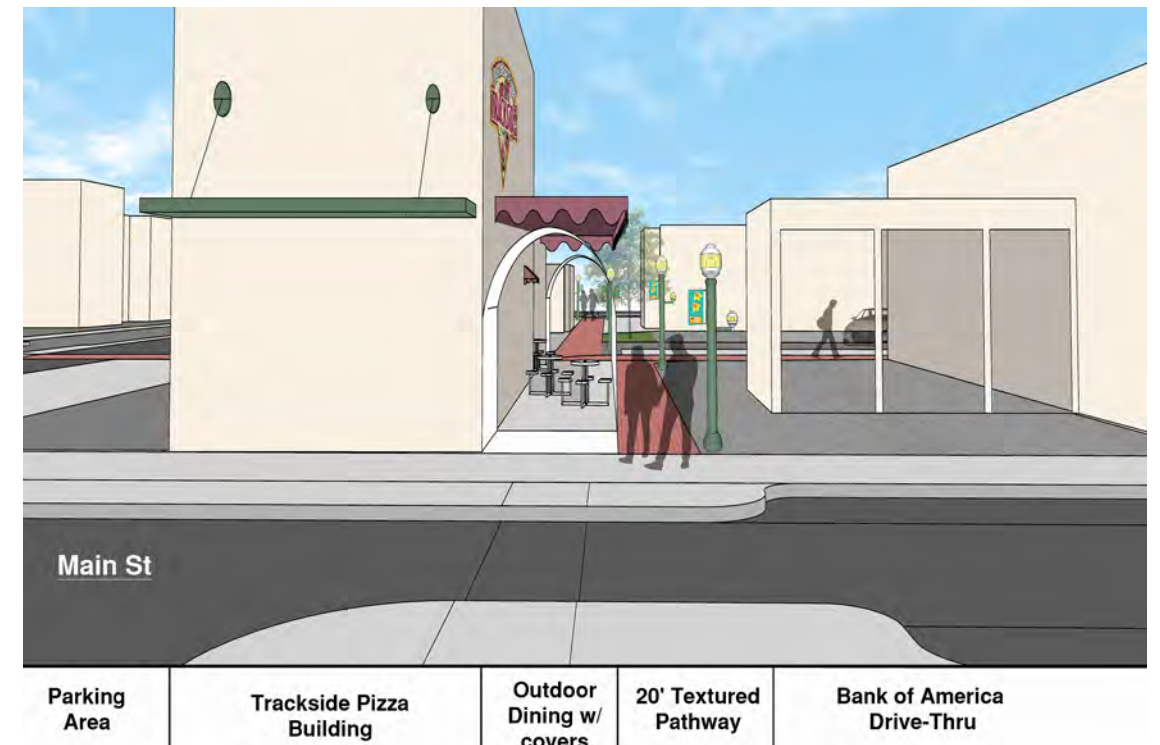
- Woonerf concept for all alleyways
- Maintain/increase vehicle parking opportunities
- Back-in, angled parking
- Gathering spaces
- Seating
- Lighting
- Spaces for food-trucks and temporary vendors
- Artwork, banners, murals
- Distinct paving texture and materials
- Graphics or other pavement designs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



South Alley (view A)

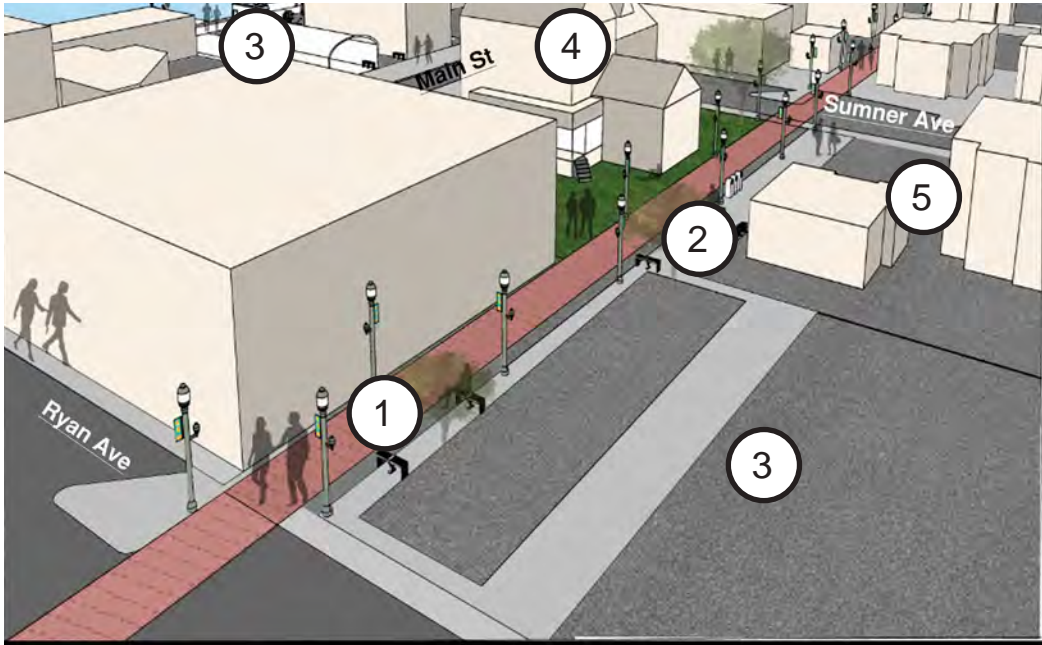


South Alley (view B)



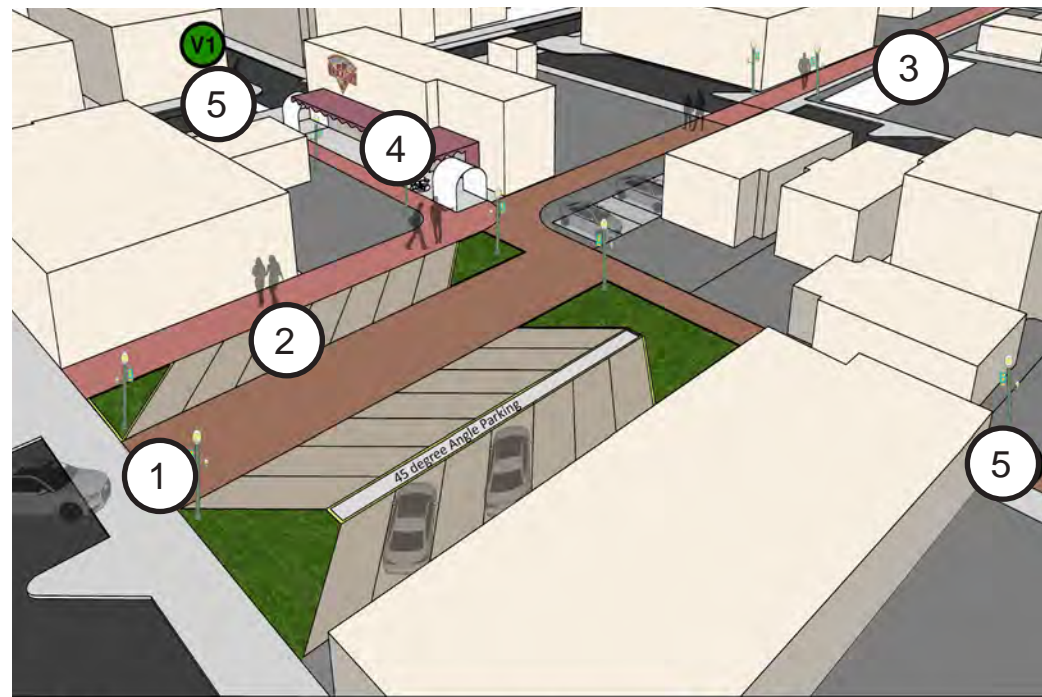
Activated Alleyways (south - east)

South Alley (view A)



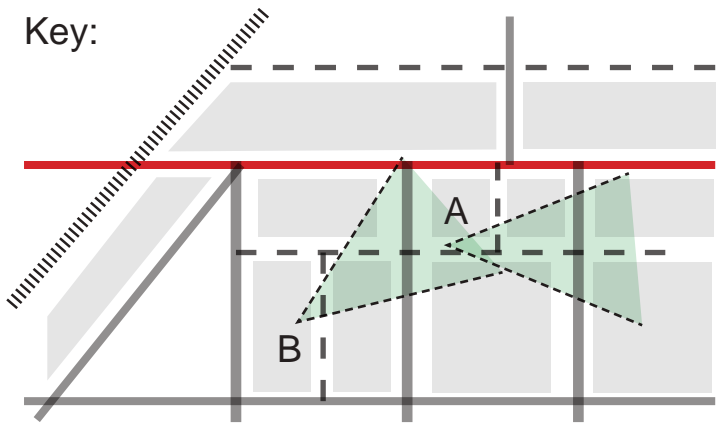
- ① 13' Textured Alley Pathway
- ② Small Seating Area
- ③ Proposed Public Space (Private)
- ④ Ryan House
- ⑤ Residential Homes

South Alley (view B)



- ① 26' Stamped Pathway Multi-Use
- ② 18' Angled Parking
- ③ Proposed Public Space (Private)
- ④ Trackside Pizza & Outdoor Seating
- ⑤ Perspective Views
- ⑥ Shared Waste Disposal

Key:



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

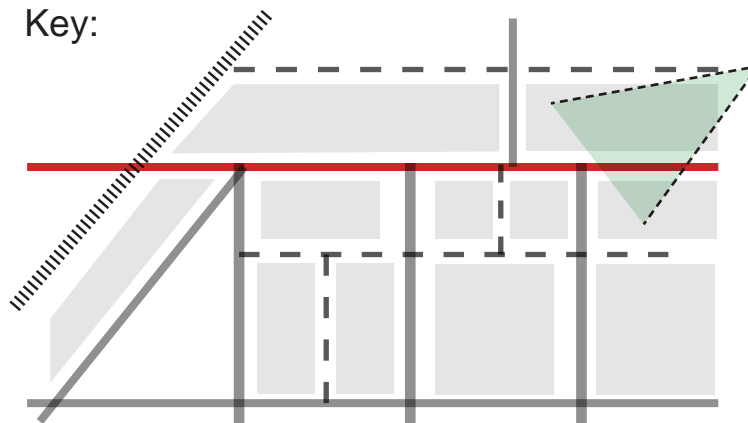
- ① 13ft Textured Pathway
- ② Seating area
- ③ Public space
- ④ Ryan House
- ⑤ Housing
- ⑥ Shared Waste Disposal

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

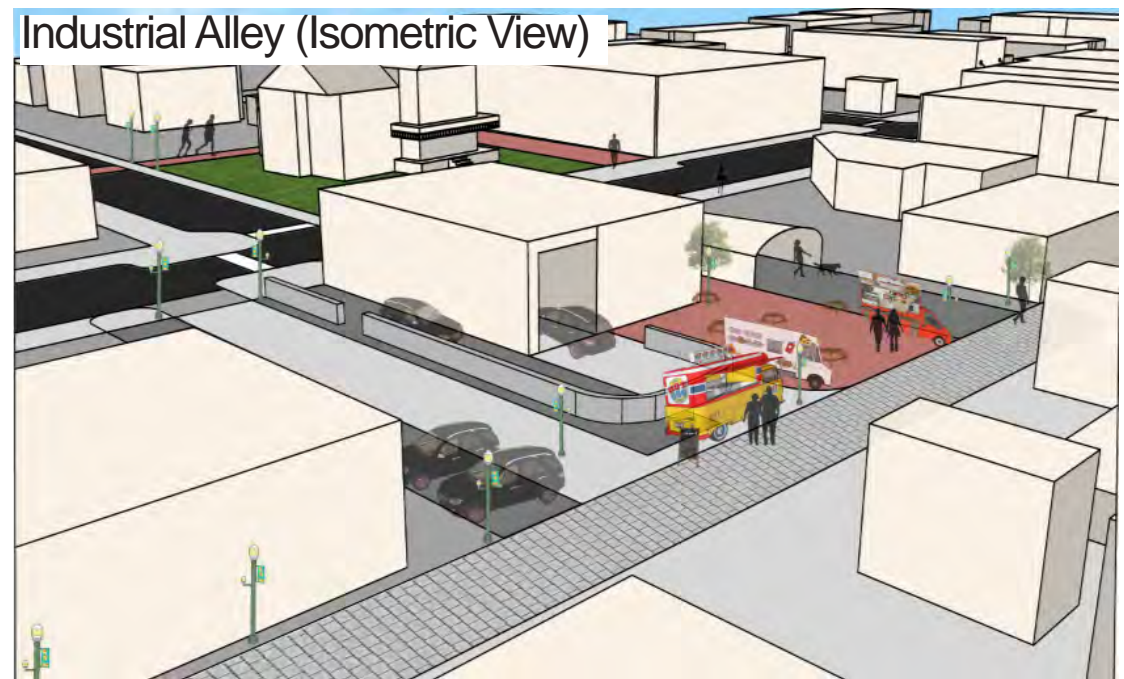
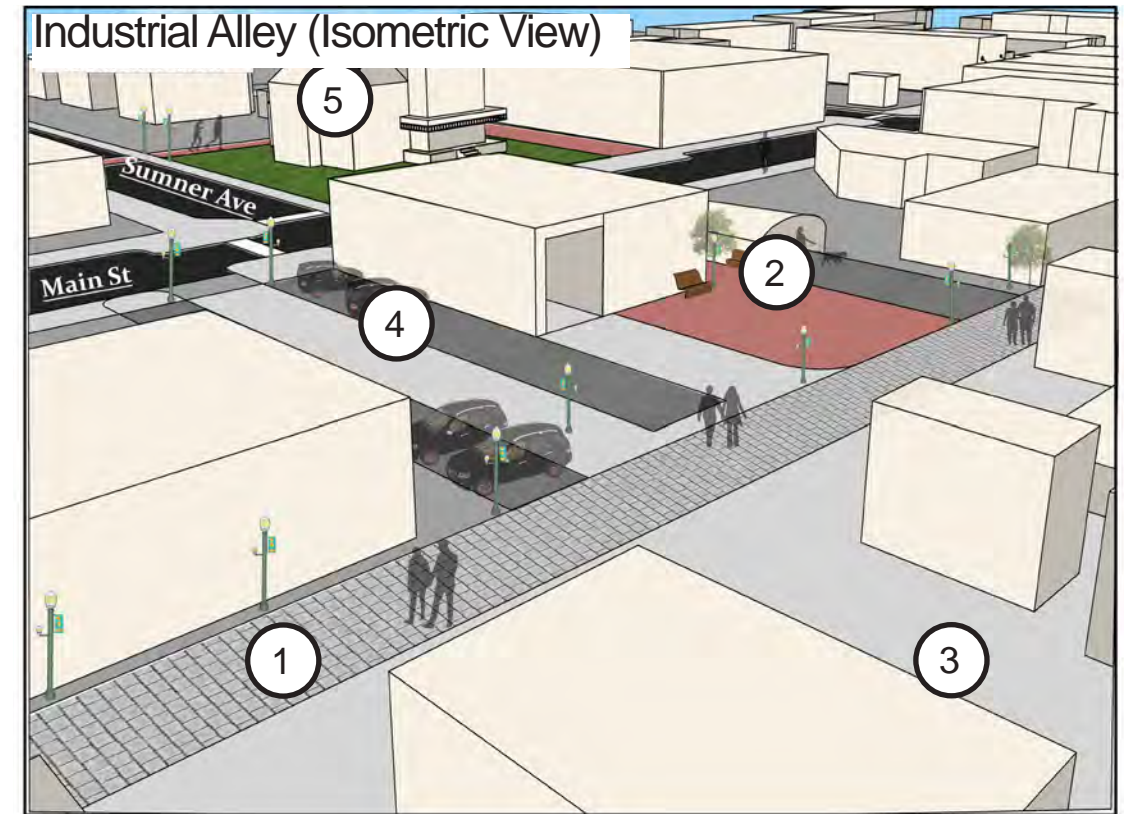
Activated Alleyways (north - east)

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

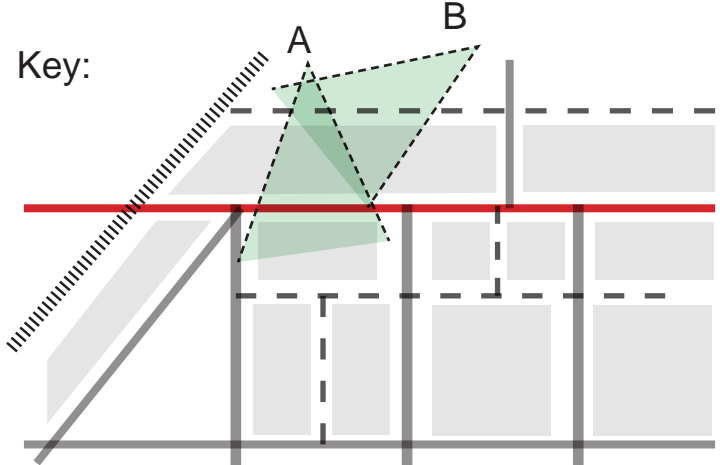
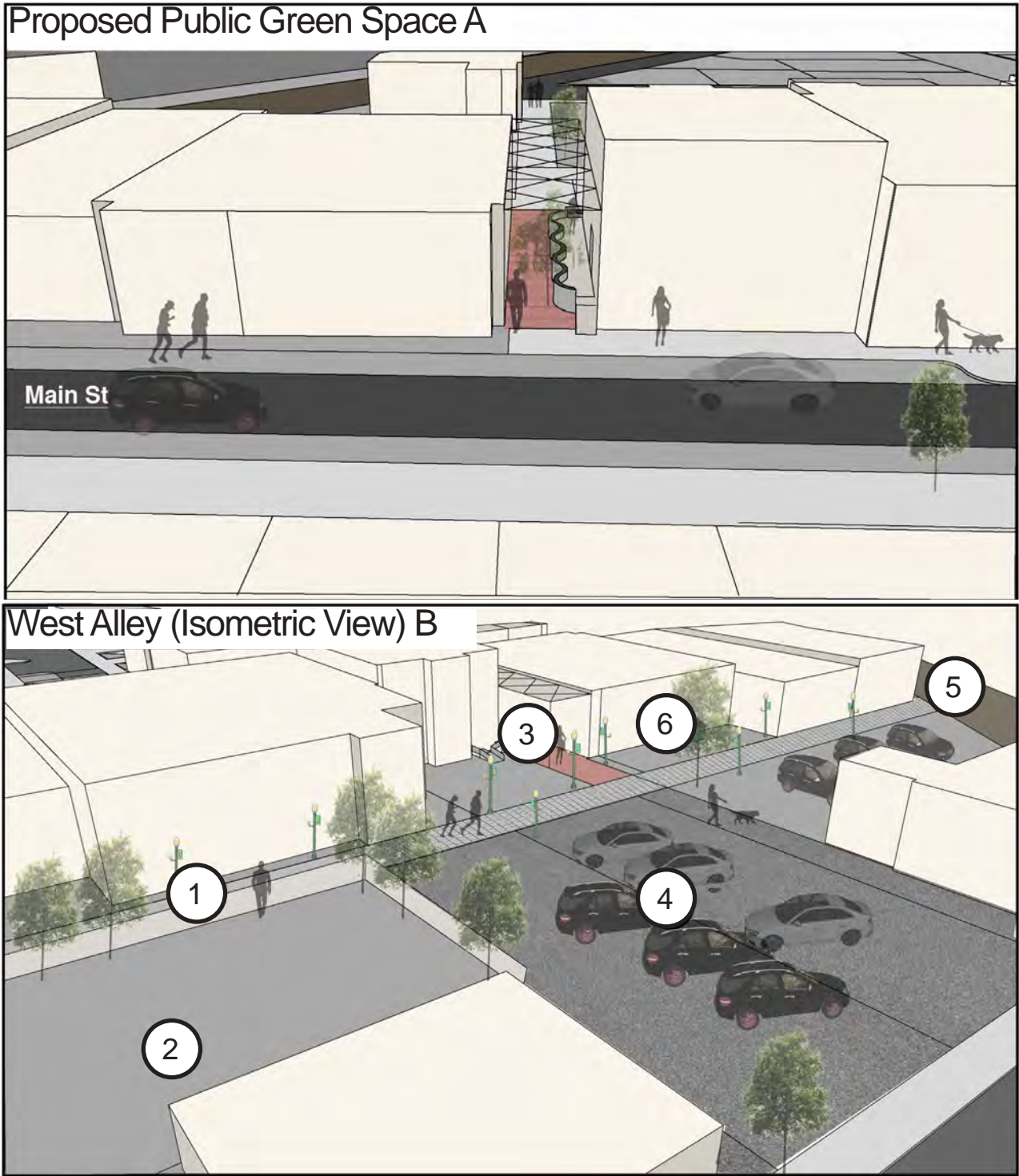
- Provides re-developed space within the alley expands pedestrian accessibility
- Encourage businesses to be open to the alley by providing seating
- Lighting along the pathway and within Rhubarb alley



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



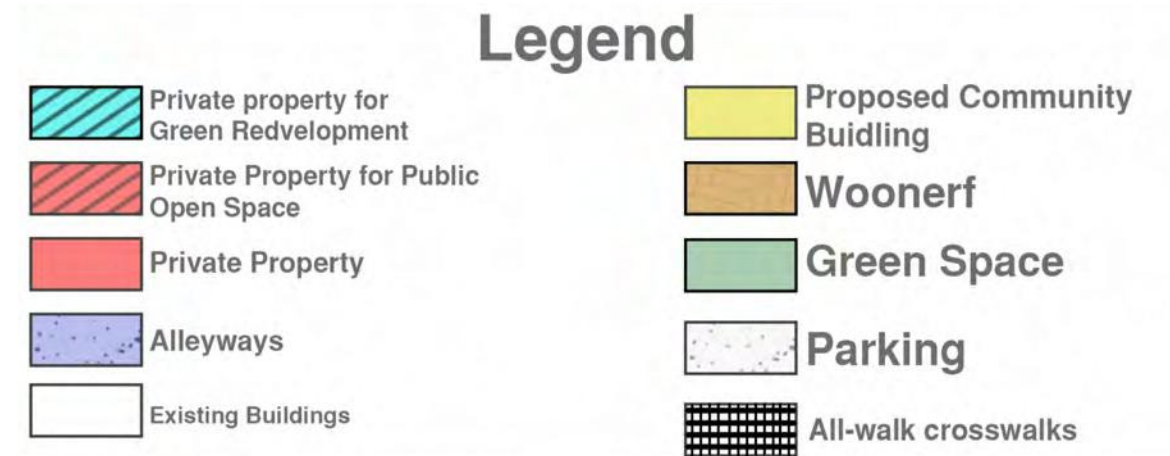
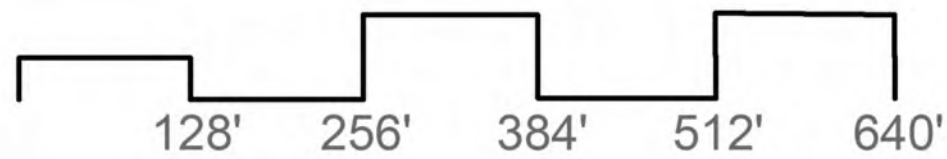
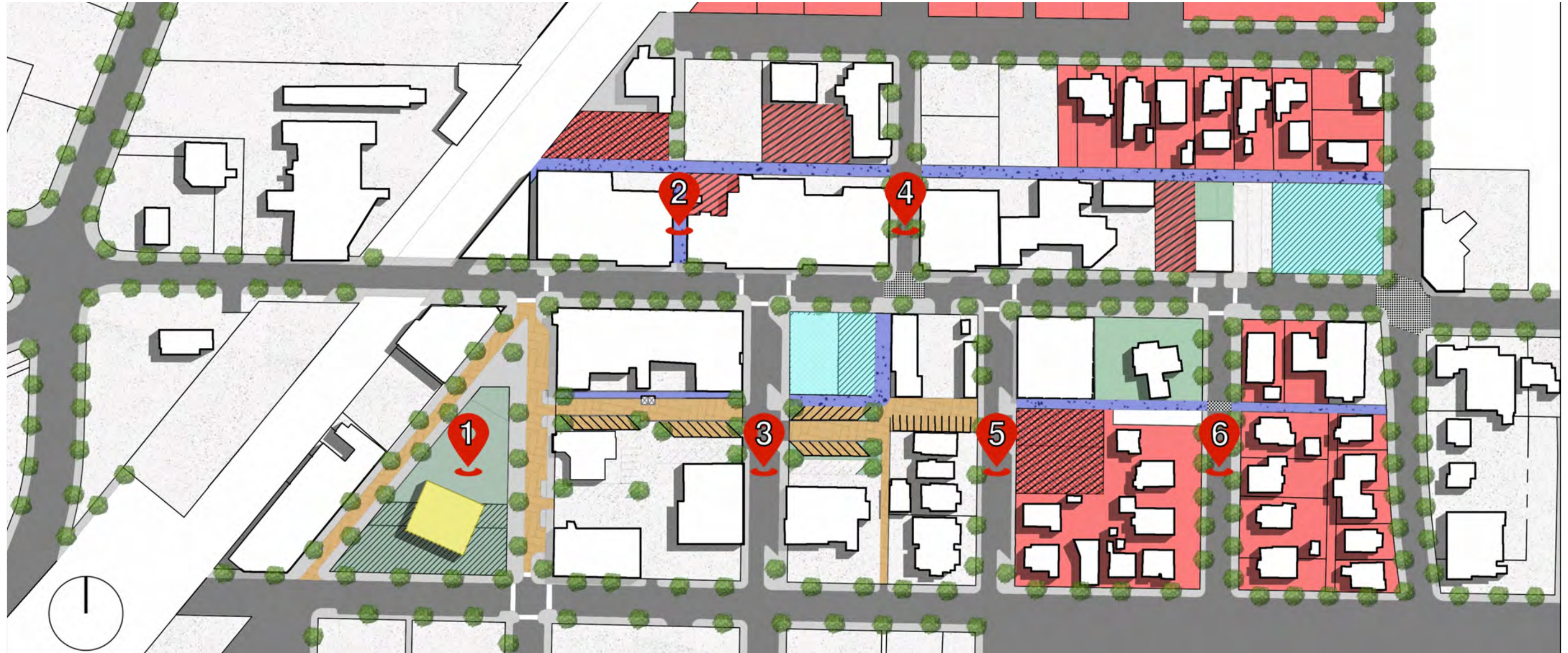
Activated Alleyways (north - west)



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

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

Site plan



Priority III. Main Street Corridor

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

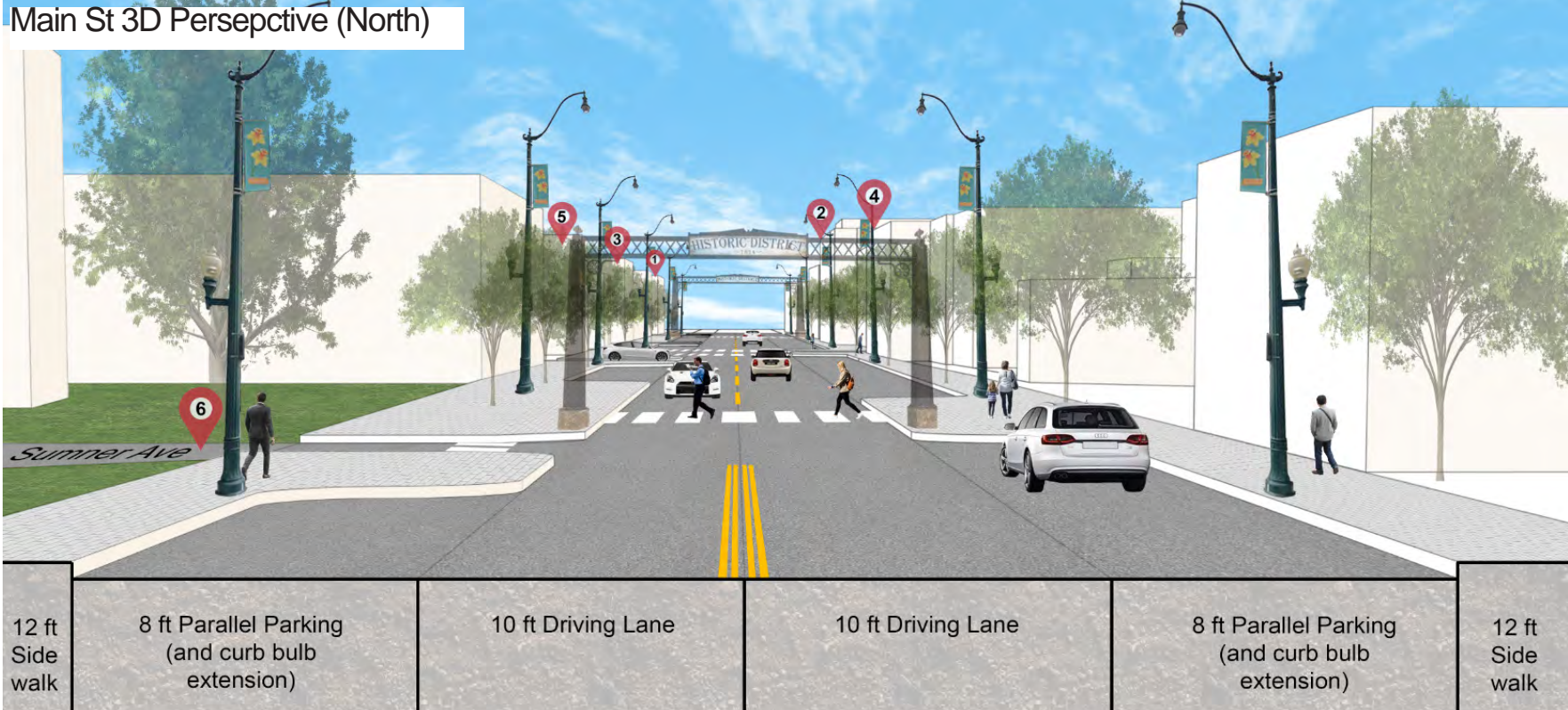
Curb bulbs are extended to improve pedestrian safety at intersections and crosswalks. Vehicular circulation is designed to maintain the current density of traffic, while increasing the ability of Main Street to host events. We propose widened the sidewalks to create a safer walking experience for pedestrians,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

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

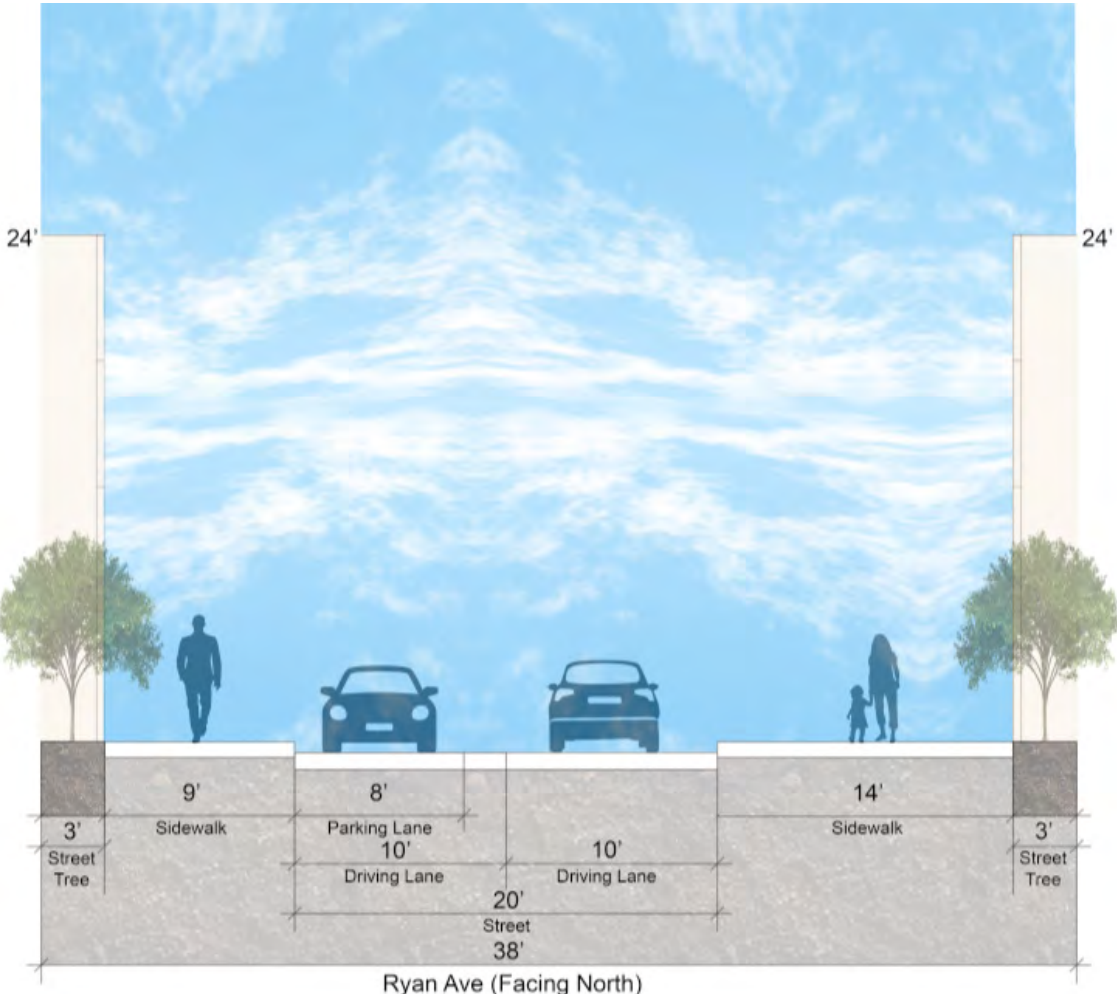
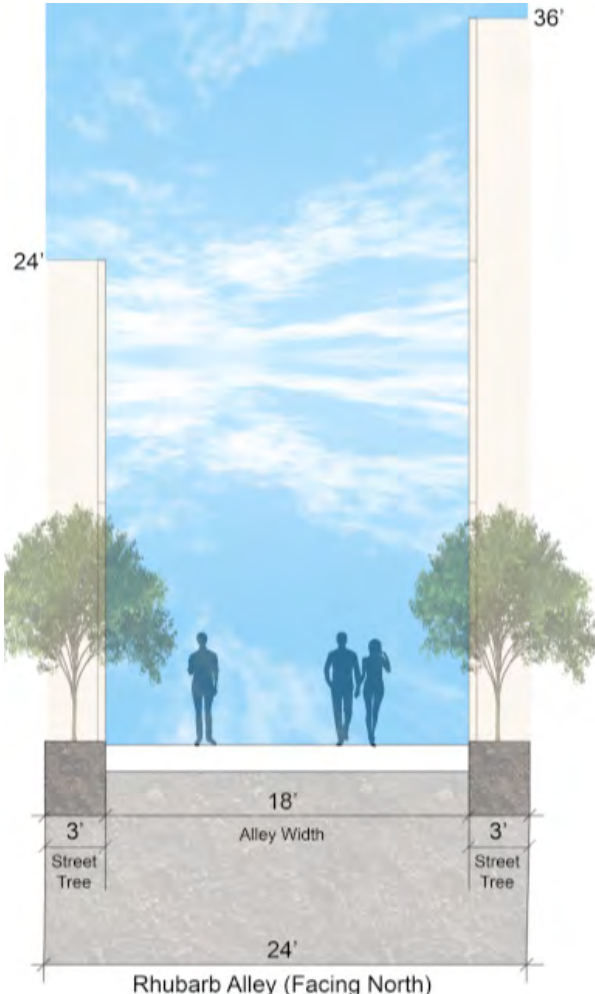
Main St 3D Persepctive (North)

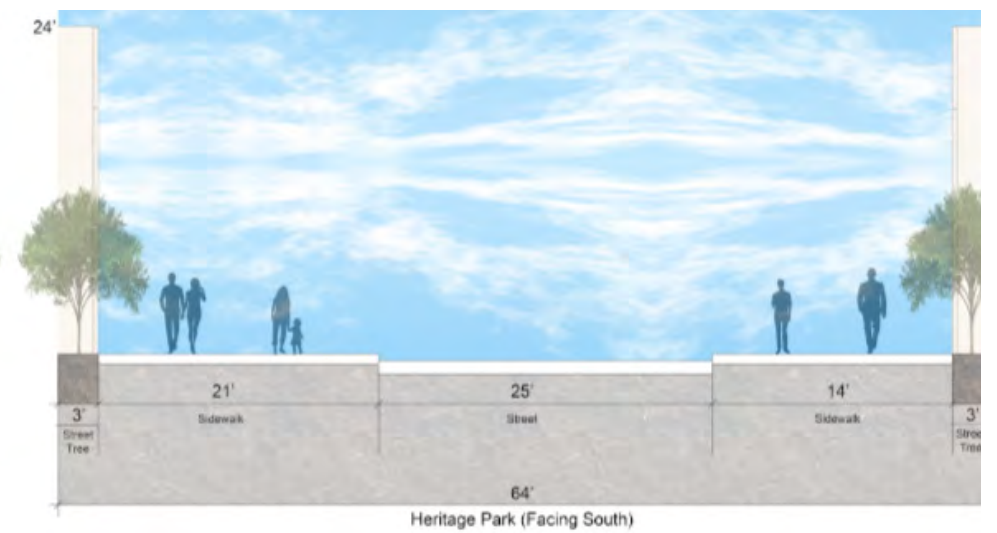
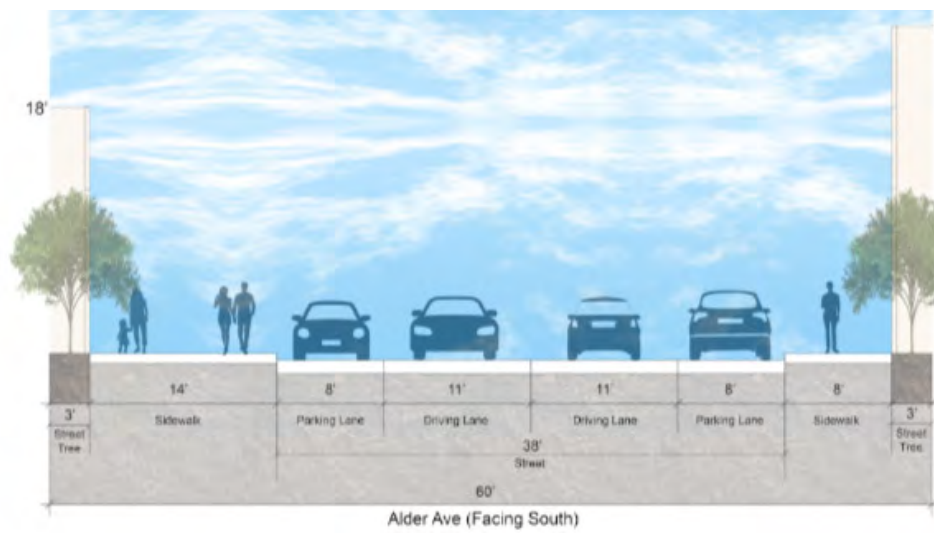
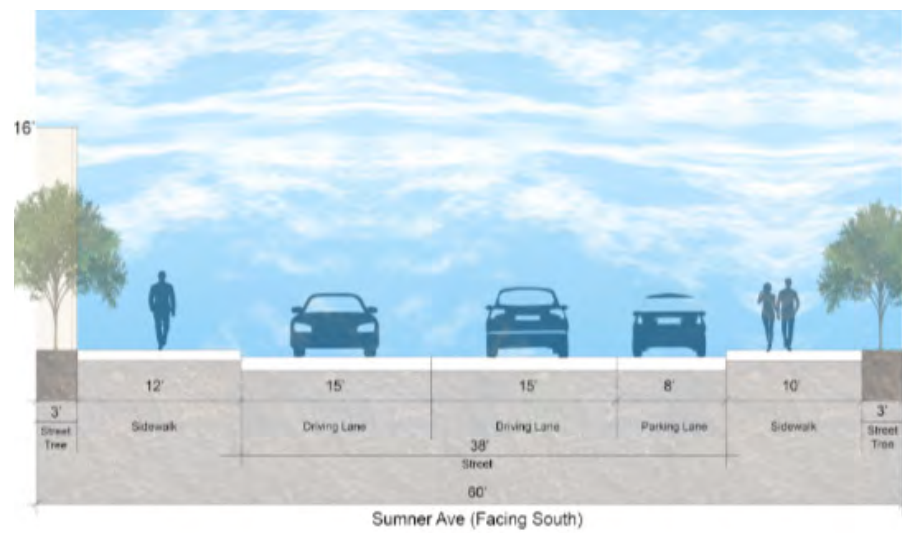


Main St 3D Persepctive (North)



Street Section





Appendix 2: Draft Resolution

RESOLUTION NO. 1605 CITY OF SUMNER, WASHINGTON

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this resolution, including but not limited to the correction of clerical errors; or references to other local, state, or federal laws, codes, rules, or regulations.

ADOPTED AND APPROVED this _____ day of _____, 2021.

Mayor William Pugh

ATTEST:

Michelle Converse, CMC

APPROVED AS TO FORM:

City Attorney Andrea Marquez

Exhibit D

Construction Projects

Scale: 0 250 500 Feet

10/01/2021 - 09-30-2022

--- Street Crack Seal Locations

Bushore/Eagle Demo

Stuck Park Fence Repair

24th St E Utility Relocation

Catch Basin Cleaning (Entire City of Sumner)

Sumner-Tapps Hwy Fence Construction

Sumner-Tapps Hwy Guardrail Construction

Alder/Kincaid Utilities

Curb Islands Construction

Treatment Plant Dryer Repair

Academy St. Bike Lanes

160th Ave E Retrofit & Sidewalks

Temporary Power Poles

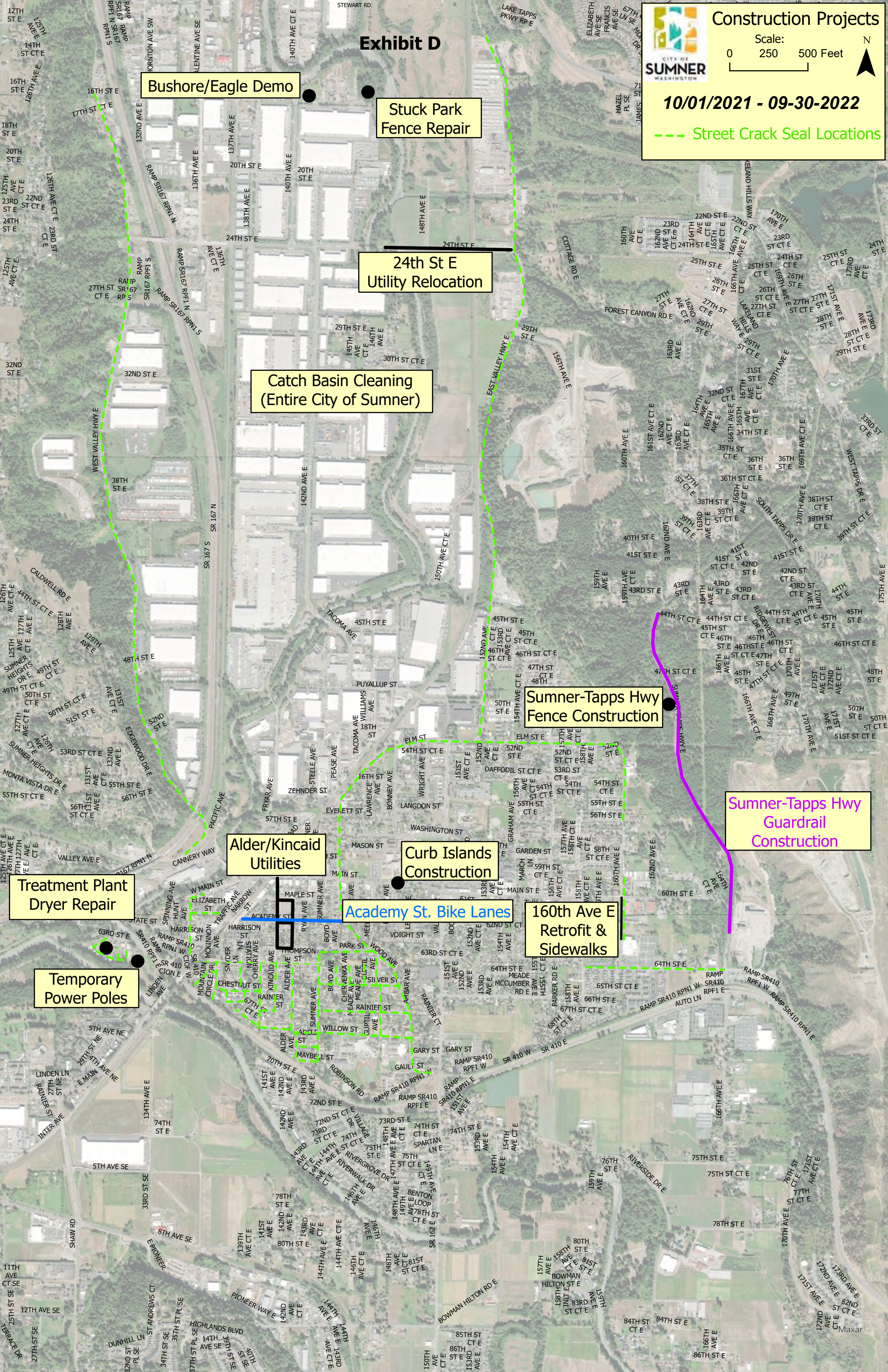


Exhibit E



DEI Committee Goals Strategic Implementation Plan 2022 – 2024



Table of Contents

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<i>Definitions</i>	4
<i>Implementation Strategy</i>	5
Goal 1: Create a Diverse, Equitable, and Inclusive Organizational Culture	5
Goal 2: Training and Professional Development	7
Goal 3: Community Outreach	7
Goal 4: Measuring and Accountability	8



DEI Committee			
Name	Position	Department	Goal(s)
Andria Hannegan	Pretreatment Coordinator	Public Works	Committee Chair / Goal 2
Maili Barber	Deputy City Attorney	Legal	Committee Co-Chair / Goal 4
Adrienne McNeilly	HR Manager	Administrative Services	Goal 1
Brad Moericke	Chief of Police	Police Department	Goal 2
Andrea Marquez	City Attorney	Legal	Goal 2
Jason Wilson	City Administrator	Administrative Services	Goal 1
Joseph McKinney	Communications Coordinator	Communications	Goal 3
Dori Franich	Financial Services Manager	Administrative Services	Goal 4
Ann Bustamante	Pollution Prevention Specialist	Public Works	Goal 4
Derek Barry	Community Services Manager	Development Services	Goal 3
Lana Hoover	Community Relations Specialist	Development Services	Goal 3
Robert Wright	Source Control Specialist	Public Works	Goal 4
Chrissanda Walker	Associate Planner	Development Services	Goal 4
Ron Basinger	Plant Superintendent	Public Works	Goal 1
Jeff Steffens	Administrative Services Director	Administrative Services	Goal 2



Definitions

Diversity – includes all the ways in which people differ, and it encompasses all the different characteristics that make one individual or group different from another. It is all-inclusive and recognizes everyone and every group as part of the diversity that should be valued. A broad definition includes not only race, ethnicity, and gender — the groups that most often come to mind when the term "diversity" is used — but also age, national origin, religion, disability, sexual orientation, socioeconomic status, education, marital status, language, and physical appearance. It also involves different ideas, perspectives, and values (UC Berkeley Center for Equity, Inclusion and Diversity).

Equity - “Racial equity is the condition that would be achieved if one's racial identity no longer predicted, in a statistical sense, how one fares. When we use the term, we are thinking about racial equity as one part of racial justice, and thus we also include work to address root causes of inequities, not just their manifestation. This includes elimination of policies, practices, attitudes, and cultural messages that reinforce differential outcomes by race or that fail to eliminate them (Center for Assessment and Policy Development).

Inclusion - a state of being valued, respected, and supported. It’s about focusing on the needs of every individual and ensuring the right conditions are in place for each person to achieve their full potential. Inclusion should be reflected in an organization’s culture, practices, and relationships.



Implementation Strategy

Goal 1: Create a Diverse, Equitable, and Inclusive Organizational Culture

Strategy 1:1: City Policy Review

- Objective 1:1:1: Build DEI awareness throughout the organization.
- Objective 1:1:2: Ensure that The City's mission, vision, and values reflect their ongoing commitment to embracing an organizational culture that diverse, equitable, and inclusive.
- Objective 1:1:3: Thorough analysis of The City's website to ensure DEI is represented throughout the pages.
- Objective 1:1:4: Ensure that the organizational culture is one that makes employees feel that they belong.

Strategy 1:2: Establish an ongoing assessment cycle and monitor progress of goals.

- Objective 1:2:1: Develop a communication strategy to uphold transparency and accountability for The City's stakeholders.
- Objective 1:2:2: Create a report summarizing the results of the assessment/survey to inform future DEI initiatives.

Strategy 1:3: Review and establish HR policies and procedures that are equitable and inclusive.

- Objective 1:3:1: Review current HR policies, procedures, curriculums, and manuals. (Set up ongoing, annual review policies and procedures to ensure The City continues to meet best practices for equity.)
- Objective 1:3:2: Create and implement workplace integrity policy best practices.
- Objective 1:3:3: Create a culture within HR that is equitable and inclusive.
- Objective 1:3:4: Create a robust onboarding and orientation process/program.
 - Provide a robust, inclusive training program that properly prepares all employees to be successful in their roles.
- Objective 1:3:5: Retention and Promotion
 - Build a strong culture of recognition and rewards for employees.
 - Develop a professional development program.
 - Create a mentorship program for new employees and those seeking to grow professionally.
 - Encourage a Healthy Work-Life Balance



- Ensure that all employees have the tools needed to be successful. (Ongoing)
- Encourage employee creativity and innovation.
- Build a holistic and healthy benefits package for employees.
- Develop a standard for evaluation plan that is inclusive and equitable for all employees.

Strategy 1:4: Resources are devoted to developing and sustaining The City's goal of establishing an organizational culture that is equitable and inclusive.

- Objective 1:4:1: Allocate resources for DEI training, workshops, and programs.
- Objective 1:4:2: Establish an annual funding process for DEI work (internal and external).
- Objective 1:4:3: Allocate resources to the DEI committee for their work.

Strategy 1:5: Communication

- Objective 1:5:1 Report to staff, council, leadership, etc. any and all updates and progress regarding the DEI strategic plan.
- Objective 1:5:2: Digitize the DEI strategic plan and implementation plan for ease of access and future revisions as circumstances change.
- Objective 1:5:3: Create and maintain a physical and digital space for employees to engage in meetings.
- Objective 1:5:4: Create and maintain an accessibility protocol for all meetings (internal and external), events, and activities.
- Objective 1:5:5: Develop and disseminate resources for City employees to easily access DEI information.

Strategy 1:6 Artifacts

- Objective 1:6:1: Ensure that all artifacts including art, décor, material, designs, and etc. within The City reflects a culture that is diverse and inclusive.

Strategy 1:7: Formalize and empower the DEI committee to lead DEI efforts for the city.



Goal 2: Training and Professional Development

Strategy 2:1: Employee Training

- Objective 2:1:1: Refer to DEI Training Program

Strategy 2:2: New Employee Training

- Objective 2:2:1: Refer to DEI Training Program

Strategy 2:3: Leadership Training

- Objective 2:3:1: Refer to DEI Training Program

Strategy 2:4: DEI Committee Training and Development

- Objective 2:4:1: Book Club Reading and Discussion
- Objective 2:4:2: 21 Day Challenge

Goal 3: Community Outreach

Strategy 3:1: Cultural Festivals

Strategy 3:2: Celebrate Diversity through Sumner Downtown Business Association.

Strategy 3:3: Participate in community events and activities.

Strategy 3:4: Create a process to obtain community feedback on events and activities that impact the community.

Strategy 3:5: Create a communication plan to ensure the highest level of community participation.



Goal 4: Measuring and Accountability

Strategy 4:1: Mission, Vision, and Values

- Objective 4:1:1: Continue endorsing the DEI committee to the entire organization.
- Objective 4:1:2: Measure key performance measures/key behavior indicators.
- Objective 4:1:3: Evaluate how staff demonstrates The City's mission, vision, values.
- Objective 4:1:4: Maintain environment supportive of DEI

Strategy 4:2: Create a Diverse, Equitable, & Inclusive Departmental Culture

- Objective 4:2:1: Progressive Discipline for violations of DEI policy and procedures.

Strategy 4:3: Training & Professional Development

- Objective 4:3:1: Measure training related to all four DEI initiatives.

Strategy 4:4: Communication

- Objective 4:4:1: Ensure consistent messaging of DEI to all levels of The City's staff.
- Objective 4:4:2: Ensure communication, questions, and efforts of DEI team are met.