

**City of Sumner**

**Exhibit A**

(Ord. No. 2906)

# **2024 COMPREHENSIVE PLAN**

**JANUARY 6, 2025**



**COMMUNITY & ECONOMIC  
DEVELOPMENT DEPARTMENT**

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# 1. Introduction

A comprehensive plan is a community's guide to how it will grow and change, how people will live, work, get around, and how businesses and the economy will be supported and grow. The City of Sumner was one of the earliest communities in the region to begin planning with its first Comprehensive Plan completed in 1960. Sumner's Comprehensive Plan contains the community's goals and policies about land use, housing, transportation, environment, economic development, governance, historic/cultural preservation, capital facilities and other topics. The Plan has been updated throughout the years, following the State Growth Management Act requirements for updates.

## Growth Management Act

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

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

- Prepare Countywide planning policies. Each jurisdiction's comprehensive plan will be reviewed against the countywide policies for consistency.
- Prepare multi-county planning policies which are required for two or more counties with a population of 450,000 or more, and with contiguous urban areas. This has culminated in the VISION 2040 and 2050 plans prepared by the Puget Sound Regional Council (PSRC).
- Require coordination between counties and cities to define urban growth areas (i.e. the extent of urban development). Population is allocated among the urban growth areas (UGA) within the county. Each jurisdiction must plan appropriately in its UGA to accommodate the population growth expected.
- Define critical areas and adopt regulations for critical areas such as wetlands, mineral resources, aquifer recharge areas, geologic hazard areas, etc. and require that future updates to the critical areas regulations be based on "best available science" and give special consideration to habitat for anadromous fisheries.
- Prepare a comprehensive plan which must include the following elements:
  - Land Use
  - Housing – Recent changes to GMA require jurisdictions to identify sufficient capacity to meet housing needs of all income bands, identify local policies and regulations that result in racially disparate impacts, establish anti displacement policies, allow two or more units per lot in all residential zones, and allow two accessory dwelling units (ADUs) per lot in zones that allow single-family homes.
  - Transportation

- Capital Facilities
- Utilities
- Parks and Recreation and Economic Development are also identified elements under GMA, which should be incorporated when the state provides funding at least two years ahead of periodic reviews (RCW 36.70A.070 and RCW 36.70A.130).
- As an option, the comprehensive plans may include elements for Conservation, Solar Energy, and Sub-Area Plans. The elements must address State Planning Goals identified in the Growth Management Act and Countywide planning policies.
- Climate Change & Resiliency - In 2023, the State Legislature added a new requirement to GMA for local jurisdictions to include a Climate Change & Resiliency element to their comprehensive plan, along with the inclusion of new topics in other plan elements, such as wildfire risk and tree canopy cover.
- Adopt regulations consistent with and implement the comprehensive plan (e.g. revise the zoning ordinance, subdivision ordinance, etc., or prepare new implementation mechanisms).
- Prepare a Shoreline Master Program consistent with RCW 90.58. Its goals and policies are considered an element of the Comprehensive Plan and its regulations are considered part of the City's development regulations (RCW 36.70A.480)

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

- 1994–Community Character Strategy
- 1996–Design and Development Guidelines
- 2001–East Sumner Neighborhood Plan
- 2002–East Main Street Design Strategy
- 2015–East Sumner Neighborhood Plan Update
- 2018–Sumner -Pacific Manufacturing Industrial Center Subarea Plan
- 2018–Town Center Plan
- 2020–East Sumner Neighborhood Plan Update
- 2021–Main Street Visioning Plan
- 2021–Housing Action Plan

## Coordination with State and Regional Goals and Policies

### State Goals

Section RCW 36.70A.020 of the Growth Management Act lists the 15 planning goals which are to guide the preparation of a community's comprehensive plan and development regulations. The fourteenth goal was added to address climate change and a fifteenth goal was added to address the State's shoreline policy of appropriate shoreline uses, public access, and ecological conservation.

The goals address the following topics:

- Urban Growth
- Reduce Sprawl
- Transportation
- Housing
- Economic Development
- Property Rights
- Permits
- Natural Resource Industries
- Open Space and Recreation
- Environment
- Citizen Participation and Coordination
- Public Facilities and Services
- Historic Preservation
- Climate Change & Resiliency
- Shorelines

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

#### [Multi-County Planning Policies \(VISION 2050\)](#)

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

VISION 2050 is a regional plan facilitated by the Puget Sound Regional Council (PSRC) and adopted by local governments in the four-county Puget Sound region (King, Kitsap, Pierce, and Snohomish Counties). The original regional plan, VISION 2020, was adopted as the Multi-County Planning policies in March 1993 and amended in 1995. In April 2008, following several years of public process, PSRC adopted VISION 2040 as an update to VISION 2020, and later adopted VISION 2050 in October 2020.

VISION 2050 includes framework policies, designation of urban growth areas, contiguous and orderly development (including “Regional Growth Centers” and “Manufacturing/Industrial Centers”), transportation facilities and strategies, regional capital facilities, inter-jurisdictional planning, economic development, affordable housing, and open space linkages, resource protection and critical areas. VISION 2050 and the Multi-County Planning Policies were reviewed by staff and decision makers as this Comprehensive Plan was developed and for all subsequent amendments and updates. Further, the Draft EIS, and supplemental EISs, contain a policy analysis.

One of the important functions of the PSRC is to certify jurisdictions' Transportation Plans to ensure that they are consistent with the regional Transportation Plan and VISION 2050 and therefore eligible for federal funding.

### Countywide Planning Policies for Pierce County

In accordance with the Growth Management Act, Pierce County and the cities and towns located in the County prepared Countywide Planning Policies (CPPs). They were ratified and adopted by the local jurisdictions and Pierce County Council in 1992. The CPPs were amended in 1996 to incorporate elements that are consistent with VISION 2050, namely providing policies specifically addressing the achievement of compact urban development and concentrated growth in centers served by multi-modal transportation systems. The CPPs have been amended over the years to include, among other things, an update to the designation of "Urban Centers" and "Manufacturing/Industrial Centers." The CPPs were again updated in May 2020, with input from the various jurisdictions in Pierce County, for consistency with the new VISION 2050. The CPPs address required topics outlined in the Growth Management Act as well as optional topics considered important to the region. The eleven areas addressed include:

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

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

The City of Sumner Comprehensive Plan promotes a sustainable growth pattern in support of VISION 2050 and the CPPs through its environmental policies promoting low impact development and critical areas protection, enhancement of parks and trails systems, multimodal travel and mixed use growth in the Town Center around the Sounder Station and in East Sumner along the East Main Street Corridor, fiscal and capital investment policies that promote growth concurrent with transportation, sewer and water infrastructure, compact residential neighborhoods in traditional grid patterns, and service as a regional family wage industrial hub for east Pierce County.

## Sumner's Comprehensive Plan History

The City of Sumner was one of the earliest communities in the region to begin planning with its first Comprehensive Plan, completed in 1960. The Plan underwent major updates in the 1980s, 1994, 2004, 2010, and again in 2015. As needed, the City considers amendments to the Plan annually in accordance with the GMA.

### 1994 Comprehensive Plan

The Comprehensive Plan Advisory Committee was appointed by the Mayor in February 1992, consisting of 15 members, including 7 Planning Commissioners. Between February 1992 and October 1993, the Committee held over 40 public meetings, hearings, and workshops as they conducted visioning exercises, prepared a vision statement, determined urban growth boundary recommendations, prepared alternative plans, conducted environmental review, and lastly selected a preferred plan with accompanying goals, policies and objectives. Committee activities were advertised through newspaper articles, display ads, legal ads, posted agendas/notices, bulk mailings, and letters sent to those on a mailing list. In addition to regular meetings, the Committee members and City staff participated in an outreach process by attending 14 meetings of community groups such as Rotary, Sumner Promotion, Sumner Senior Center, Sumner Historical Society, neighborhood community halls, as well as others, during the visioning process and alternative plan review process. In addition, the City Council held three public hearings to consider comments on the Comprehensive Plan. The Plan was adopted via Ordinance No. 1625.

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

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

### 2004 Comprehensive Plan Update

The City provided information to the public through public hearing notices in the newspaper, articles in the community bi-monthly newsletter, mailed notice and posting information on the City's website. There were a total of nine location-specific Comprehensive Plan map amendment requests, as well as amendments to the East Sumner Neighborhood Plan area map designations and creation of a Town Center Plan. The 2004 Comprehensive Plan update involved the public in several ways and on two different "tracks". The most significant was the development of the Town Center Plan as part of this update. Public outreach included two public workshops one in July 2003 and one in September 2004; a focus group of consultants, business owners, residents and City representatives to discuss potential for downtown in December 2002; a housing charrette in January 2004 that included local stakeholders and developers and finally several public workshops with the community to finalize the recommendations in the Town Center Plan. The Economic Development element was also updated after a business survey,

individual interviews with businesses, and a workshop in May 2004 asking for recommendations on how the City could assist businesses. Both the Planning Commission and the City Council held public hearings. The amendments were adopted on June 20, 2005 via Ordinance No. 2133 for the Comprehensive Plan in general, and Substitute Ordinance No. 2133A was adopted on December 5, 2005 to include the Town Center Plan.

### [Amendments to the 2004 Comprehensive Plan](#)

#### [2007 Amendments](#)

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

#### [2008 Amendments](#)

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

#### [2009 Amendments](#)

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

Ordinance No. 2299, adopted October 5, 2009 amended the Comprehensive Plan policy and text to include a Manufacturing/Industrial Center (MIC) designation on generally all the industrially zoned land in the northern area of the City. This MIC designation included areas within the City of Pacific and created an opportunity for the MIC to become a regional center. In 2016, the MIC was designated a Regional Manufacturing/Industrial Center. Such centers are characterized by a significant amount of manufacturing, industrial, and advanced technology employment uses. Being a regional MIC allows access to more funding sources for transportation improvements.

#### [2010 Major Amendments-Update](#)

Ordinance No. 2342, adopted November 15, 2010, amended the Comprehensive Plan policy and text and the Comprehensive Plan Land Use map to include amendments to the urban growth area that resulted in a net decrease of residential capacity. The urban growth area was expanded to the south by approximately 188 acres and reduced by approximately 250 acres on the east hill for a net reduction in



the overall UGA area of 62 acres. A Draft Supplemental Environmental Impact Statement (DSEIS) and a Final Supplemental Environmental Impact Statement (FSEIS) were prepared for this major amendment.

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

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

### 2013 Amendments

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

### 2015 10-year Update

In 2015 the City underwent a major 10-year update to the Comprehensive Plan as mandated by GMA. The Update included adopting updates to the East Sumner Neighborhood plan, adopting and updated Transportation Plan and Capital Facilities Plan, six Comprehensive Plan Map amendments including rezoning Agricultural lands to Residential Protection along with numerous minor text amendments. The Amendments were adopted on July 27, 2015, Ordinance No. 2530. Through Ordinance 2530, a Planned Action Ordinance was also adopted pursuant to RCW 43.21C.440 following completion of a Supplemental Environmental Impact Statement.

### 2017 Amendment

Ordinance No. 2645, adopted June 4, 2018, amended the Comprehensive Plan Map and Zoning Map as it pertains to two separate proposals summarized as follows: 1) amended both maps such that 23.05 acres at 5710 160<sup>th</sup> Avenue East is re-designated/rezoned to Low Density Residential 1 (LDR 1) and Low Density Residential 6,000 (LDR-6) respectively; and 2) amended both maps such that 2.78 acres located along the north portion of the 15800 block of Elm Street is re-designated/rezoned to Medium Density Residential (MDR).

## 2018 Amendments-Updated Town Center Subarea Plan

Ordinance No. 2652 adopted August 6, 2018 amended the Comprehensive Plan as it related to the Sumner-Pacific Manufacturing/Industrial Center. The amendments created a Sumner-Pacific Manufacturing/Industrial Center Subarea Plan with goals and policies that ensured a coordinated approach to development, environmental review, and strategic capital investments in the Sumner-Pacific Manufacturing/Industrial Center. A Determination of Non-significance for this amendment was issued on this proposal on June 6, 2018 in compliance with the State Environmental Policy Act.

## 2020 Amendments

Sumner Comprehensive Plan and Zoning Amendments 2020 and East Sumner Neighborhood Plan Update and Planned Action Ordinance 2773 amended the Comprehensive Plan and zoning addressing annual map and text amendments across the city, with a particular focus on East Sumner Neighborhood Plan. A Supplemental EIS was prepared and the 2015 Planned Action Ordinance for East Sumner was updated.

## 2022 Amendments

Amendments in 2022 consisted of City-initiated updates to: land use descriptions in the Comprehensive Plan related to density ranges; a zoning code update related to restricting gas stations in commercial areas; and a sign code update to electronic reader board sign allowances. The Planning Commission held a public hearing on the proposed amendments, and the City Council adopted the proposals with revisions in Ordinances No. 2822, 2823, and 2824.

## 2024 10-Year Periodic Update

The City began this update process in January 2023, inviting the public to submit proposals for text or map amendments. No private proposals were received. This update consisted primarily of updates to the Housing Element to address new State requirements for affordability, the Environment Element and Critical Areas Ordinance to address current Best Available Science, the Essential Public Facilities Element and related zoning code revisions to respond to State requirements for facilities, and a new Transportation Plan and Capital Facilities Plan. Information was provided to the public through public hearing notices in the newspaper; articles in the community quarterly newsletter and City e-news; information on the City's website; postcard mailings to agencies and service providers; flyers provided at community events; and information provided at several City open house drop-in sessions. In addition, both the Planning Commission and the City Council held public hearings with required notices published. The amendments were adopted on January 6, 2025 via Ordinance No. 2906 for the Comprehensive Plan in general, and Ordinance No. 2907 for related zoning code amendments.

## Plan Documents

The State Environmental Policy Act (SEPA) (RCW 43.21C) requires government officials to consider the environmental impacts of actions they are about to take and identify reasonable alternatives and mitigation measures that would avoid or minimize environmental impacts of the proposed action. They must consider whether the proposed action will have a probable, significant, adverse environmental

impact on the following elements of the natural and built environment: earth, air, water, plants and animals, housing, employment, aesthetics, energy and natural resources, environmental health, land and shoreline use, transportation, and public services and utilities.

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

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

As adopted by Ordinance No. 2906 the Sumner Comprehensive Plan consists of this Comprehensive Plan document, and the Draft and Final EIS as described below:

- Sumner Comprehensive Plan Update, Draft Environmental Impact Statement. In compliance with the State Environmental Policy Act, the Draft EIS analyzes 29 different environmental topics comparing the impacts of their plan alternatives: the Existing Comprehensive Plan (No Action Alternative) and two Proposed Action Alternatives. Since many requirements for SEPA analysis are similar to the analysis required by the Growth Management Act for plan elements, the Draft EIS was prepared in a manner to combine documentation as allowed in WAC 197-11-210 through 238 and 197-11-640. The background information to support the Plan Elements - as required by the Growth Management Act - is provided in this document. Many of the proposed mitigation measures have been incorporated as goals, policies, and objectives in this Comprehensive Plan.
- Sumner Comprehensive Plan Update, Final Environmental Impact Statement. The Final EIS analyzes the Preferred Alternative Sumner Comprehensive Plan. It provides an updated project description of the Preferred Alternative, supplements the Draft EIS analysis, and responds to comments received on the Draft EIS. It also documents how the Preferred Alternative incorporates many of the Draft EIS mitigation measures. With the provisions of Ordinance No. 2906, the City Council adopted the Preferred Plan as the Comprehensive Plan.

## Related Documents

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

- Sumner Parks and Open Space Plan. This plan, adopted February 2018, presents the recommendations of the Sumner Parks Board and Planning Commission. The plan includes an inventory of parks and facilities, recommended levels of service, open space programs, proposed park improvements, funding, a 20-year facility plan and a detailed 6-year capital improvement program, and goals, policies and objectives which have been incorporated in this Comprehensive Plan.
- Community Character Strategy. Prepared by A. Nelessen Associates, Inc. for the City of Sumner in May 1993, and amended and adopted on April 4, 1994. This Strategy documents the findings of the Community Character Workshops and uses ideas from the workshops on how to maintain and improve Sumner's character. Recommendations and implementation strategies are provided for Downtown, East Main Street, the Eastside Urban Village, West Sumner, various districts and

neighborhoods, and Employment Centers. The document also establishes a basis for a community linkage network between the various parts of the community. The Community Character Element chapter of this Comprehensive Plan is based upon this referenced document and utilizes many of the Community Design Principles and Implementation Strategies.

- Sumner Comprehensive Transportation Plan, 2025. Prepared by the Transpo Group, Inc. for the City of Sumner the plan addresses existing traffic conditions, future traffic conditions, and proposes a package of network improvements as well as goals, policies, objectives, and level of service standards for a variety of transportation modes. The plan also contains an analysis for transportation impact fees. The study area includes the City limits as well as a larger analysis area where development may impact the Sumner transportation system. Refer to the Transportation Element for the goals, policies, and objectives.
- Sumner Capital Facilities Plan, 2025. Prepared by BERK Consulting, Transpo Group, Inc., and Parametrix, the Capital Facilities Plan was updated to reflect data in the various system plans and to analyze future levels of service and funding impacts.
- General Water Plan, Update, 2020. Prepared by BHC Consultants for the City of Sumner, the Water System Plan details current water system facilities, water supply, water storage, water quality, and other issues for the City and future service area. A list of proposed capital facilities and funding mechanisms are included.
- Stormwater Comprehensive Plan, 2011. Prepared by Parametrix for the City of Sumner, this plan describes existing drainage facilities, deficiencies, water quality, proposed plan improvements, and funding mechanisms for the City and future service area and addresses NPDES requirements.
- Sewer Collection System Comprehensive Plan, Update 2020. Originally prepared by Parametrix for the City of Sumner in 2000, the plan describes existing sewer facilities, deficiencies, proposed plan improvements, and funding mechanisms for the City and future service area. The plan also discusses the wastewater treatment plant and contractual arrangement with the City of Bonney Lake regarding capacity. The Plan was updated by BHC Consultants in 2020.
- Critical Areas Ordinance, 2025. This document was updated with the periodic update to reflect best available science.
- Best Available Science Report, 2015. This document was updated and approved by the Department of Ecology in 2014. Its purpose is to protect the shoreline and increase public access. The plan includes five shoreline designations (urban, shoreline residential, urban conservancy, natural and aquatic) along the Puyallup and White Rivers and policy and development standards for each category. A periodic review was completed in 2020 to refresh the plan to address changed conditions including the Town Center Plan and associated building heights as well as updates to the Shoreline Management Act and implementing rules.
- Sumner Shoreline Master Program, 2014 and Periodic Review 2020. This document was updated and approved by the Department of Ecology in 2014. Its purpose is to protect the shoreline and increase public access. The plan includes five shoreline designations (urban, shoreline residential, urban conservancy, natural and aquatic) along the Puyallup and White Rivers and policy and development standards for each category. A periodic review was completed in 2020 to refresh the plan to address changed conditions including the Town Center Plan and associated building heights as well as updates to the Shoreline Management Act and implementing rules.

- School District Capital Facilities Plans, 2020 and 2021. Both the Sumner-Bonney Lake and Dieringer School Districts have adopted respective capital facilities plans that contain projected student population, demand for new facilities and costs over the next 20 years. Sumner-Bonney Lake's Plan was last updated in October 2021 and Dieringer's Plan was last updated in August 2020. These plans also provide the background documentation for the school impact fees adopted by the City of Sumner.
- Sumner-Pacific Manufacturing/Industrial Center Subarea Plan. Prepared by BERK Consulting for the City of Sumner in July 2018. The Plan details existing land use, transportation, environmental, economic, and market conditions, a shared vision, and goals, policies and objectives for the Sumner-Pacific Manufacturing Industrial Center, which have been incorporated in this Comprehensive Plan.

## Implementing Plans and Strategies

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

- Sumner Urban Design Concept Plan, 1995. Prepared by Dennis Tate Associates and Kasprisin Pettinari Design, July 1995. It ensures a unified approach to community development to reinforce Sumner's small-town character and addresses City gateways, pedestrian linkages, building scale and character, signage, and streetscape.
- Urban Forestry Strategy, 1996. The City's Forestry Commission, this Strategy is intended to guide the community's investment in trees on public and private property for the subsequent 5 years. The Strategy inventories the state of the City's urban forest and proposes numerous projects to implement the policies of the Comprehensive Plan. The Strategy was adopted in February 1996 by Resolution No. 912.
- Cemetery Master Plan. Prepared by the Community Development Department, the Cemetery Advisory Committee, and the consulting firm of WCA Northwest, this Master Plan outlines the policies for operation and capital improvements to the City's cemetery. The Plan was adopted November 3, 1997 by Resolution No. 968. The Cemetery Plan is being updated in 2015.
- Sumner Parks and Trails Plan, 2018. This Plan provides the location, standards, and cost estimates for the trail system which extends from the King County Interurban Trail in the City of Algona to the Pierce County Foothills Trail in the City of Puyallup. The plan was originally adopted June 2, 2008 and updated in 2018.
- Sumner Capital Facilities Plan, 2024. Prepared by BERK Consulting, Transpo Group, Inc., and Parametrix. With approval by the Planning Commission and City Council, this document provides an inventory of existing capital facilities; establishes the level of service for transportation, water, sewer, storm sewer, parks, police, fire, schools, and general government facilities; analyzes them for deficiencies; and sets forth a 6-year financial plan for funding any improvements. A capital facilities plan is a required element of the Growth Management Act and was adopted with the 2024 Comprehensive Plan Update.
- East Main Street Design Strategy, 2002. The design strategy was originally adopted on May 16, 2002 (Ordinance No. 2056) and is intended to provide a framework for converting the section of Main Street from Valley Avenue to 160<sup>th</sup> Street East from a largely automobile oriented landscape to a

more walking friendly environment. The strategy was implemented in the zoning ordinance and will result in wider sidewalks, connected parking, reduced driveways and buildings closer to the street.

- Town Center Plan, 2018. The update to the 2005 subarea plan was completed with assistance from consultant team BERK, The Transpo Group and ECONW. This document provides the policy and real estate market analysis for revitalizing the downtown core and encouraging development of more housing to serve local businesses and utilize the Sounder station. The update included adoption of a Planned Action Ordinance per RCW 43.21C.440 following completion of a Supplemental Environmental Impact Statement
- Design and Development Guidelines, 2018. The design guidelines supplement the zoning code and provide a greater level of detail regarding landscaping, building and architectural treatments and pedestrian friendly amenities. The design guidelines were originally adopted in 1996 and underwent a major rewrite in 2008 with minor updates in 2018.

## Plan Boundaries

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

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

Refer to Figure 9-1 regarding the location of the City's Urban Growth/Urban Service Area. In addition, the City identifies the area south of SR-410 and east of SR-162 be considered a joint planning area with Pierce County, although not included in Sumner's future urban service area. Also, negotiations with the City of Pacific include commitments to ongoing joint planning as it relates to the Sumner-Pacific Manufacturing/Industrial Center.

## Definitions

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

### Goal

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



## Policy

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

## Objective

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

## Format of Sumner elements

The text in the Comprehensive Plan includes:

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

## Interpretation

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

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

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

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

## 2. Community Vision

Through the Community Vision element, Sumner sets out its long-term aspirations for the community relative to the health and well-being of people, economic vitality, protection of resources and heritage, and maintaining community character. These vision statements are broad statements of desired outcomes and are not to be construed as policies or mandates.

### Sumner: The Vision

Today and into the future, Sumner is bound together by its community pride, respect for neighbors, small-town heritage, support for small businesses as well as industry, and concern for protecting our community's natural resources. We recognize that there are community needs, such as the improvement of the Downtown business area, repair of streets and sidewalks and management of traffic, along with maintaining adequate public services, parks, and family and human services for our residents. In the coming decades, the community works together to maintain a high quality of life and to address community needs.

In 2050 Sumner shows strongly its unique "small-town" characteristics and appeal, even in the face of a changing world. In embracing our heritage while also looking forward, we set the standard of excellence for a progressive small city. Through ongoing cooperation and communication between residents, business, industry, schools, and local government, an environment exists which reflects the community's pride in itself. This environment reflects our small-town heritage, our desire for open space, our support for quality education and human services, our commitment to responsible governance, and our readiness for the future.

### Community Layout

In 2050, the community is committed to planning for sustainability through our physical layout, the character of our residential districts, our growth patterns, the maintenance of our parks and recreation investments, and our continued economic development.

In 2050, the streets of Sumner are primarily a gridded layout of surfaced streets with curbs, gutters, sidewalks, and accessibility features. The City promotes a complete street grid and walkable neighborhoods that include alternative connections between residential and commercial areas, such as alleys and pedestrian access corridors.

The community recognizes the central role that the downtown transit station plays in providing alternate modes of transportation for Sumner residents, workers, and the region. Neighborhoods are connected to the transit station and each other through an efficient transit network. In 2050, streets are maintained, clean and have been improved to accommodate growth demands so that residents have adequate sidewalks and reduced congestion. Major streets in town are designed for vehicles, pedestrians, bicycles and transit.

Homeowners, residents and business owners take care of their properties, showing great pride in their surroundings as well as pride in the community as a whole. Buildings and property are maintained and in good repair, designed to encourage walking and community interaction, which promotes mental and physical wellbeing.

Sumner maintains its investments in an adequate water system, tertiary sewage treatment facility, and adequate storm water system. Utilities are provided to all neighborhoods and businesses and support everyday resident needs and economic growth.

Sumner retains its small-town atmosphere and walkability by taking appropriate steps to improve the street system and to reduce commuter traffic through town. Traffic calming and other measures have been taken to reduce speeds, making streets safer for pedestrians and bicyclists.

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

Through adequate planning for both jobs and housing, we strive to have a larger portion of the nearby workforce living in the City and using alternate modes of transportation. There are numerous options for commuters to use rail, buses, bicycles, and other choices to travel back and forth from work and shopping. Sumner neighborhoods are linked by a network of sidewalks, trails, bicycle routes and a small-scale inter-city transit system.

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

## Residential Character

In 2050, more residents are able to enjoy the benefits of homeownership, and others are able to find high quality, well-maintained residences close to services. The majority of residential areas consist of single-family and owner-occupied multifamily housing. A diversity of housing styles, sizes and types is found, creating housing opportunities for all of life’s stages and various incomes. Many homes include porches and yards where families and neighbors interact, adding to the community character and neighborhood connections. Where renter-occupied multifamily is found, the developments are well-designed with attractive features, and well managed and maintained. Such developments provide safe connections to schools and services, attractive amenities, and outdoor green spaces and recreation spaces for residents.

In 2050, Sumner continues to be a place where we and our children can afford to live and work, and where older residents can continue to age in place. To that end, we are willing to see lot sizes decrease and to allow other housing types in appropriate ways and areas to make lots, houses, and accompanying utilities affordable to our growing population. City codes and plans support a diversity of lot sizes and variety of housing types to meet the varied needs and lifestyles found in Sumner.

A higher density of small-lot single family homes in a more traditional neighborhood pattern is concentrated in the downtown area, where it reflects the overall small-town character of Sumner, and where it is within easy walking distance of downtown services and the train station. In the Town Center area and East Sumner area, higher-density multifamily is allowed, providing alternative housing options for a range of incomes and lifestyles. These neighborhoods include a mix of commercial uses that provide nearby services to residents and promote community interaction.

## Growth

Sumner is the envy of many of our neighboring cities in the year 2050, as an outstanding model of many years of good planning and a commonsense approach to applying zoning and environmental codes, where community character has been maintained while allowing for growth. By listening to the people of the community, then passing and enforcing laws they desired, and providing incentives, Sumner has been able to encourage and promote the development of vacant and underutilized areas before allowing growth to stretch out and create sprawl. Infill is the rule, as far as practical, within the limits of our growth area.

## Environment

Sumner has preserved its system of natural resources through innovative, sustainable and environmentally responsible practices. Infill, clustering, and other types of techniques help protect valuable natural resources and focus density away from valuable resource areas such as farmland, mineral resource lands, rivers, streams, wetlands, groundwater, and forested hillsides, while allowing site-sensitive, sustainable development. As appropriate to a site's constraints, lower density development is supported in environmentally sensitive areas. However, Sumner recognizes that the long-term needs of the City may necessitate further growth into our Urban Growth Area. While agriculture is no longer one of the mainstays of the area, Sumner is committed to the "right-to-farm" in certain areas where some agriculture is allowed to still exist.

Figure 2-1: Youth volunteers



Along with the desire to protect valuable resources and sensitive areas, City plans and ordinances ensure protection of property rights. Fair compensation practices are in place to compensate owners if property rights are taken for public use. Consideration is also given to environmental justice implications of proposed projects and policies, such as disproportionate exposure of underserved and low-income communities to pollution, noise, and other environmental and health hazards.

## Parks, Recreation, and Open Space

In 2050, Sumner's park system is a unified system of a variety of parks and recreation opportunities, such as a major sports complex, community parks, and neighborhood parks situated in the various areas of the City. Each residential neighborhood has access to a neighborhood park which becomes a focal point for interaction. Residents and workers alike enjoy active and inclusive recreational facilities and programs such as baseball, soccer, tennis, or others. Picnic areas, grandstands and other amenities allow opportunities for concerts and community gatherings. Community partnerships, such as with the City, YMCA and school district, provide a cost-effective, collaborative approach to filling out the range of recreation facilities. Sumner's recreational facilities are linked by a safe network of sidewalks and trails along the Puyallup and White Rivers and connecting other areas throughout town.

The trail system provides recreational pleasure for all ages and abilities as well as aesthetic enjoyment of our natural resources and provides options for exercise and healthy living. Trails and park features are designed to protect riparian buffers and assist in the preservation of our natural resources. The City has preserved lands in a natural state along rivers and wetlands for passive enjoyment and to benefit fish and wildlife and biodiversity.

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

## History and Culture

Sumner expresses its history, heritage and uniqueness through historic preservation, the arts, and community events. Art is incorporated into the community through design and features of public spaces, entrance ways, concerts, events, murals, and sculptures. Preservation of historical and cultural landmarks helps sustain our city's heritage. Historical, cultural, and educational features are seen throughout our recreation system and throughout downtown in a variety of ways, such as interpretive signs on trails, an old-fashioned bandstand/gazebo in Loyalty Park, murals reflecting history and nature, and community events celebrating agricultural heritage and the traditions of indigenous and ethnic communities. Sumner's visual, cultural and environmental connection to Mt. Rainier is celebrated in the arts and events. The community supports organizations that help further awareness of Sumner's history and heritage. History and heritage are also maintained through established landmark and historic programs that preserve the character of buildings in the downtown. The City will have an

Figure 2-2: St. Patrick's Day Parade



active Historic Preservation Board that also helps promote the preservation of the historic downtown as the heart of and collective memory of the community. The City, in partnership with the downtown business association and others, promotes events such as parades and festivals that strengthen the sense of community and place that is Sumner.

## Economic Development

In 2050, small businesses are supported and nurtured throughout the community. Essential business services are found within walking distance of most neighborhoods. Our City policies and strategies provide opportunities for businesses that conform to our small-town atmosphere. We also encourage innovative, incubator businesses that add variety to our economy through alternative products and workstyles. A viable, economically stable business community is promoted which includes and celebrates minority-, women-, and veteran-owned businesses and is distinct and separate from the manufacturing and industrial center.

In appropriate areas, planned industrial and commercial uses are encouraged and these uses employ measures to ensure compatibility with surrounding neighborhoods, such as landscaping and limiting noise, lighting, and traffic. Employment in manufacturing is encouraged over warehouse distribution for quality jobs and reduced truck traffic. The north end of the city has become a burgeoning, modern manufacturing and industrial center of regional significance that accommodates growth and redevelopment while integrating environmental sustainability. Through lasting partnerships with educational institutions, business interests, and developers the city has a well trained workforce for industry and manufacturing.

Downtown and the main commercial core of the city are enhanced with pedestrian amenities, landscape, streetscape, and other improvements which complement the efforts of Downtown businesses to create a coherent theme. These improvements play a major role in linking Downtown with West Sumner and East Main Street and help create a unified and seamless whole. New buildings along Main Street, both in the Downtown but further east on East Main Street, are built in close relation to the street with parking to the rear of buildings creating a place that is more welcoming for walking and interaction.

## Governance

In 2050, all residences and businesses are served by full City services including water, sewer, storm drainage, fire protection, emergency medical care, police protection and others. The City government strives for equity, respect and accountability with the mission statement: "The City of Sumner will set the standard of excellence for a progressive small city." Sumner is a community that takes financial responsibility for its needs. New development contributes its fair share towards improvements in proportion to its impacts on the community.

Local government, the school district, and private schools work together in the planning process for quality education. Good leadership and educational programs are supported. A primary focal point of the community is the local schools. The school system serves Sumner and Bonney Lake, and these communities are able to partner and combine resources to the benefit of the entire school district and all students regardless of City boundaries and ethnic or demographic backgrounds. The community



supports integrated educational, recreational, and cultural activities at the performing arts center, stadium, gymnasium, sports complex, public library and other places. The City continues to work actively to address emerging issues related to land use, the environment, economic and business development, energy needs and engage the public to provide guidance for these decisions.

Communication between residents, businesses, industry, and government enables responsive, effective, thoughtful, and fair governance. City meetings are open and accessible to all. Town hall meetings provide a forum for community issues to be discussed in a relaxed setting. Sumner University, Police Citizen's Academy and other formats are utilized to educate youth and other residents about their community and government. The City strives to increase communication and uses a variety of established and innovative techniques to keep residents and local businesses informed. Our cooperative spirit maintains our community pride, builds community ties, and ensures our readiness for the future.

## 3. Community Values

The Sumner Values Statement is the result of the community developing its vision of who and what it aspires to be in the future, and from public participation during the various Comprehensive Plan updates over the years, which have elicited several main community values. The statements in this Element are broad statements of common values and are not to be construed as policies or mandates. Rather, these community values provide a framework for developing the policies in the Sumner Comprehensive Plan. These values are people, environment, security, community, economy, good government, foresight, stewardship, and education.

### People

*Sumner is made up of many diverse and valuable people with various backgrounds and differences in abilities, ages, race, ethnicity, gender, sexual orientation and religion. We value the shared commonalities and the differences. All people are recognized as vital to the future of the City and to the quality of life we strive to achieve. Residents, property owners, business owners and operators, industry, people who work here, people who play and shop here, children, seniors; all are vital to our collective future.*

### Environment

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

### Security

*Our security not only comes from our continuing investment in the public safety services available through the City government, but it comes from ourselves. The community's commitment to treating each other with kindness and respect helps keep us safe; our neighbors are our greatest source of security and a source of help when we need it. Through education, our children know the importance of avoiding drugs and alcohol, and are aware of the dangers of crime. Our schools, parks, families and community offer constructive alternatives for young and old alike. We keep our eyes and ears open, and we design places where we can be secure. Our security includes preparation for all types of emergencies. We will be ready when they happen.*

## Community

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

## Economy

*The people of Sumner support a strong and diverse economy, the retention of existing businesses and recruitment of new businesses. As such, a variety of industrial, business and employment opportunities are supported within the city. Large employers are encouraged, and the services they require are provided. Similarly, small business is fostered and opportunities for entrepreneurship and innovation are created. A strong economy provides opportunity for our residents, tax base to support our services, employment for the region, security for our people and balance to our community. Our economy respects our values and does not overwhelm us.*

## Government

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

## Foresight

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

## Stewardship

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

## Education and Human Services

*Our public school system is a source of pride and provides community identity, education to our young people, and a variety of resources for our residents. We strive to provide an inclusive educational system that meets the needs of diverse cultural groups. Our residents have access to a range of family and human services, particularly those services that support vulnerable youth and seniors.*

# 4. Plan Monitoring and Amendment

## Introduction

The Sumner Vision Statement mentions a number of measures that relate to governance and the role of City government in the community. The community vision anticipates a government that is representative, open, and responsible; and one that is fair and accessible to all segments of the community. The policies in this chapter are not exhaustive but attempt to address the role of City government in the community and in maintaining permitting and enforcement measures that support residents, employees, and business owners.

## Goals, Policies, and Objectives

- 1. *Monitor implementation of the Comprehensive Plan for consistency with the City vision, Growth Management Act requirements and policies, Multi-County Planning Policies (VISION 2050), and Pierce County Countywide Planning Policies and make amendments to the plan as necessary.***
  - 1.1. Consistent with the reporting requirements of the Growth Management Act, report to the City Council and general public on implementation of the Comprehensive Plan, identifying the degrees to which City policies are being implemented.
    - 1.1.1. Develop and implement a system of benchmarks and indicators to track and communicate implementation of this Plan.
  - 1.2. Implement procedures for no more than annual amendment of the Comprehensive Plan, and less frequently after a periodic 10-year update. Specific plan amendments may be initiated by the City Council, Planning Commission, City staff, or the general public.
    - 1.2.1. Where the City determines that a Comprehensive Plan amendment is warranted as an emergency action under RCW 36.70A.130(2)(b), the City Council may adopt amendments or revisions to the Plan outside of the annual amendment process, after providing for adequate opportunities for public participation.
  - 1.3. Implement and adopt a public participation strategy appropriate for each amendment cycle.
  - 1.4. Review and revise the Comprehensive Plan on a 10-year cycle pursuant to the Growth Management Act.
  - 1.5. As required by the Countywide Planning Policies, inventory and monitor buildable lands and report such findings as necessary.

***2. Review Sumner's Urban Growth Area (UGA) boundaries, patterns of development within the UGA, and the densities permitted during the regularly scheduled comprehensive plan update cycle.***

- 2.1. During the update cycle, determine whether the UGA boundary warrants adjustment to accommodate development pressures.
- 2.2. Sumner's UGA shall only be reduced where it is determined that a) In the present and foreseeable future it will be infeasible to serve the area with utilities and other urban services; and b) The area will not likely be needed to accommodate future growth and needed housing for the next 20-year period.

# 5. Governance and Permit Process

## Introduction

The Sumner Vision Statement mentions a number of measures that relate to governance and the role of City government in the community. The community vision anticipates a government that is representative, open, and responsible; and one that is fair and accessible to all segments of the community. The policies in this chapter are not exhaustive but attempt to address the role of City government in the community and in maintaining permitting and enforcement measures that support residents, employees, and business owners.

## Goals, Policies, and Objectives

### Governance

**1. *Strive for a civic government that is broadly representative of the community, dedicated, participatory, open, visionary, and responsible.***

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



- 1.7. Ensure that City government sets the example for compliance and innovation in its own operations and facilities with regard to water and energy efficiency, sustainable building design, low-impact development, noise and glare reduction, water and air quality, and accessibility for people with disabilities.

**2. *Equitably distribute City resources and the costs of regulations.***

- 2.1. Seek to equitably distribute City resources between existing, older areas of the City and newer growing areas.
- 2.2. In the decision process regarding distribution of City resources and services, consider impacts to and needs of underserved populations and groups vulnerable to displacement.
- 2.3. Compensate property owners when property is taken for public use.
- 2.4. Protect the rights of property owners from arbitrary and discriminatory actions, consistent with statutory requirements.

**3. *Carry out the City of Sumner's adopted mission statement, vision statement and values through daily operations of the City.***

- 3.1. MISSION: To provide needed and valued services that promote our sense of community.
- 3.2. VISION: Sumner will set the standard of excellence for a progressive small city.
- 3.3. VALUES:
  - 3.3.1. We are collaborative and professional.
  - 3.3.2. We are innovative and visionary.
  - 3.3.3. We are responsive and accountable.
  - 3.3.4. We serve with respect and integrity.

**4. *Employ well-trained and highly qualified staff.***

- 4.1. Provide opportunities for training and education to ensure that City staff have the necessary knowledge and skills for peak performance.
- 4.2. Provide training opportunities that expose employees to different government functions and disciplines to build a better team and collaboration.
- 4.3. Provide competitive salaries and benefits.
- 4.4. Provide training for, and increase awareness in City staff of, concepts related to diversity, equity and inclusion.

**5. *Enforce the City's Municipal Code fairly and efficiently.***

- 5.1. Provide necessary resources to adequately and efficiently enforce code violations.

- 5.2. Seek innovative and collaborative solutions to code violations through communication and education of the public and focus on solutions that enable compliance versus punitive measures.
- 5.3. Ensure that regulations and enforcement measures are applied equitably across all segments of the community, considering unintentional impacts on diverse and underserved populations.

### Permitting Process

The State Growth Management Act (GMA) provides a planning goal for permits, stating "Applications for state and local government permits should be processed in a timely and fair manner to ensure predictability." The policies below will support efforts to carry out this mandate. Further, the City's permitting policies encourage an inclusive and accessible process for all.

#### ***6. Communicate regularly with developers, landlords, business, industry and residents with regard to policies and regulations which could affect development.***

- 6.1. Encourage City staff and elected officials to regularly attend civic and community organization meetings.
- 6.2. Provide information to the public about policies and regulations through a variety of means, such as a regular newsletter to the general public; electronic media such as social media, Pierce County TV, and on the City website; neighborhood forums and advisory committees; and City open houses.
- 6.3. Support and create communication avenues that reach underserved communities, such as providing City information in multiple languages and partnering with community organizations that serve these communities.

#### ***7. Develop and implement a permit process for land use and other local government approvals which is timely, efficient, and fair to all affected parties.***

- 7.1. Adopt regulations that are clear, concise, and enforceable and periodically review regulations for improvement.
- 7.2. Review development regulations periodically to ensure they are necessary to implement the adopted Comprehensive Plan and other state and federal mandates.
- 7.3. Eliminate duplicative, unnecessary, and unclear regulations.
- 7.4. Provide procedures to process permits in a timely fashion.
- 7.5. Establish processes that streamline the permit process to the extent possible, such as combined permit processing, uniform applications, standardized public notices, and efficient permit review and appeal procedures.
- 7.6. Implement an online permit system that provides value and convenience to the applicant.

- 7.7. Prepare necessary documents based on the level of environmental impacts to allow for “planned action” as allowed by state law to expedite the review of projects in the Town Center, East Sumner Urban Village and other subareas.
- 7.8. Provide resources, staffing and procedures sufficient to ensure development permit review is adequate to achieve consistency with adopted City policies and regulations within reasonable timeframes.

### Tribal Participation

Tribal treaty rights, like fishing and hunting, occur both within reservation lands and in the Tribes’ “Usual and Accustomed Areas” which were part of their traditional territory. In order to maintain the integrity of federal/Tribal treaties, local governments should recognize Tribal issues related to land use and planning that may affect treaty resources. In addition to adhering to federal laws regarding required Tribal consultations (e.g., Section 106 cultural resources) the Countywide Planning Policies require local jurisdictions to engage Tribes in the local land use planning processes.

**8. *Recognize the importance of early and continuous Tribal government participation in local planning activities, acknowledging a Tribe’s status as a sovereign government with a unique history and interest in the land and natural environment,***

- 8.1. Provide meaningful and substantial opportunities for Tribal government participation and consultation in significant land use decisions that may have potential impacts to treaty rights.
- 8.2. Tribal governments shall be included in public notices and comment procedures for land use actions that require SEPA environmental review, comprehensive planning efforts, and long-range planning activities.

**Figure 5-1. NW Indian Fisheries Commission Member Tribes in Sumner Area**



Source: NW Indian Fisheries Commission

## Stakeholder Involvement

### ***9. Strive to involve the public in the permit process such that their comments may be heard and considered.***

- 9.1. Consider accessibility in public notices, publications, and website content so that permit information is available to all segments of the community, including underserved populations.
- 9.2. Provide public notice of major development proposals through a variety of means, such as notices that are published in the newspaper, mailed, emailed, posted on site, and posted on the City's website.
- 9.3. Encourage, and facilitate where possible, early communication between developers and neighbors about the project and its impacts. When appropriate, organize meetings with residents to discuss concerns and potential impacts.
- 9.4. Educate the residents about development rules and help them effectively participate in the development and land use regulation process. Reports and documents should be available in advance and available at appropriate locations, such as City Hall, the library, and other public locations. Use the City's website as a resource for communication material.

# 6. Community Character

## Introduction

Sumner's Community Vision chapter and neighborhood plans such as for the East Sumner Neighborhood, the Town Center, and the Manufacturing/Industrial Center identify key issues for the community, including maintaining and promoting Sumner's small-town atmosphere, enhancing downtown, providing beneficial employment, ensuring a compatible variety of uses, managing a reasonable rate of growth, protecting and enhancing cultural and environmental resources, providing adequate infrastructure, and promoting property maintenance, among others. This image of Sumner is consistent with the regional strategy (VISION 2050) by envisioning the City as having both a regionally designated town center and a regional manufacturing and industrial center. The variety and concentration of land uses in the downtown core, and proximity to the commuter rail and transit station, creates a strong town center. In addition, the manufacturing and industrial development on the north end of the city has become a regional center for this activity and has been formally designated by the Pierce County Council and Puget Sound Regional Council.

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

## Goals, Policies, and Objectives

- 1. *Maintain and enrich Sumner's quality of life encompassed in its walkable, friendly, small-town atmosphere, while allowing a more urban scale and density in key areas close to services.***
  - 1.1. Encourage development that enhances the human/pedestrian scale, creating a sense of community and place.
  - 1.2. Endeavor to maintain a complete community, consistent and compatible in character and design, containing housing, shops, workplaces, schools, parks, civic facilities, and community services essential to the daily life of residents.
  - 1.3. Design Guidelines. Maintain design guidelines and/or a form-based code that address streetscape, landscape, and building design to ensure high quality and compatible development. Materials and methods of construction should be of high quality, be specific to the region, and be compatible with the climate. The design should reflect the historic context of Sumner, respect the historic character and scale of nearby development, and promote an attractive, pedestrian-scale streetscape.
    - 1.3.1. Implement design guidelines that discourage the use of franchise and corporate architecture that detracts from Sumner's unique sense of place.
  - 1.4. Implement and maintain a Zoning Code which implements the comprehensive plan and community vision.

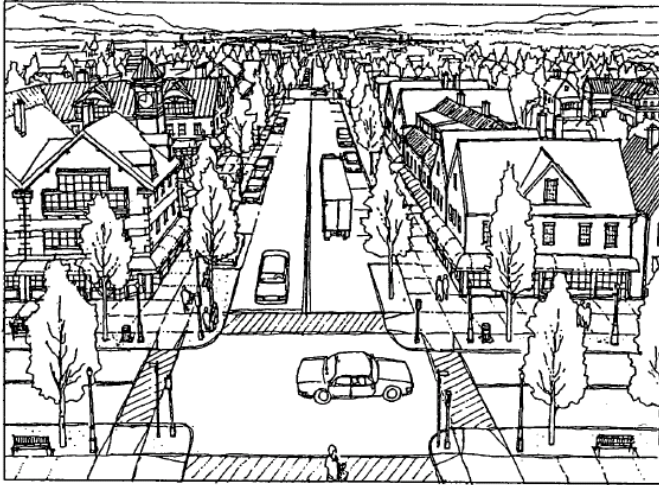
- 1.5. Encourage in the community a commitment to natural resource conservation and stewardship, management of attractive streetscapes, property maintenance, and historic preservation, which enhance Sumner's community character and sense of place.
- 1.6. Maintain a small-scale residential character along residential streetscapes through various means such as floor area ratio, small lots, and setback requirements.
- 1.7. Maintain a Sign Code that allows reasonable and fair access to advertising for business owners, while protecting the community from adverse aesthetic impacts, including excessive clutter, distracting animation, and excessive lighting and glare.
- 1.8. Maintain a consistent and prompt graffiti removal program and work with property owners to prevent and abate graffiti.

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

- 2.1. **Urban Villages.** Establish and support Urban Villages in key areas that allow a mix of residential and commercial uses that support each other and help reduce automobile trips. Area plans shall be prepared to indicate in more detail allowable uses, design themes, buffering, public spaces, etc.
  - 2.1.1. Urban Villages include:
    - Town Center
    - East Sumner Neighborhood.
  - 2.1.2. In the East Sumner Urban Village, encourage mixed use development to expand the range of housing types available in the city and to support commercial development in that area.
  - 2.1.3. To encourage businesses that serve nearby residents in the Urban Village, support alternative approaches to required parking for retail, eating, and small commercial services establishments, such as reduced on-site private parking, credits for on-street and off-site parking, and parking in split zoning areas, where appropriate.



Figure 6-1. Urban Village Concept



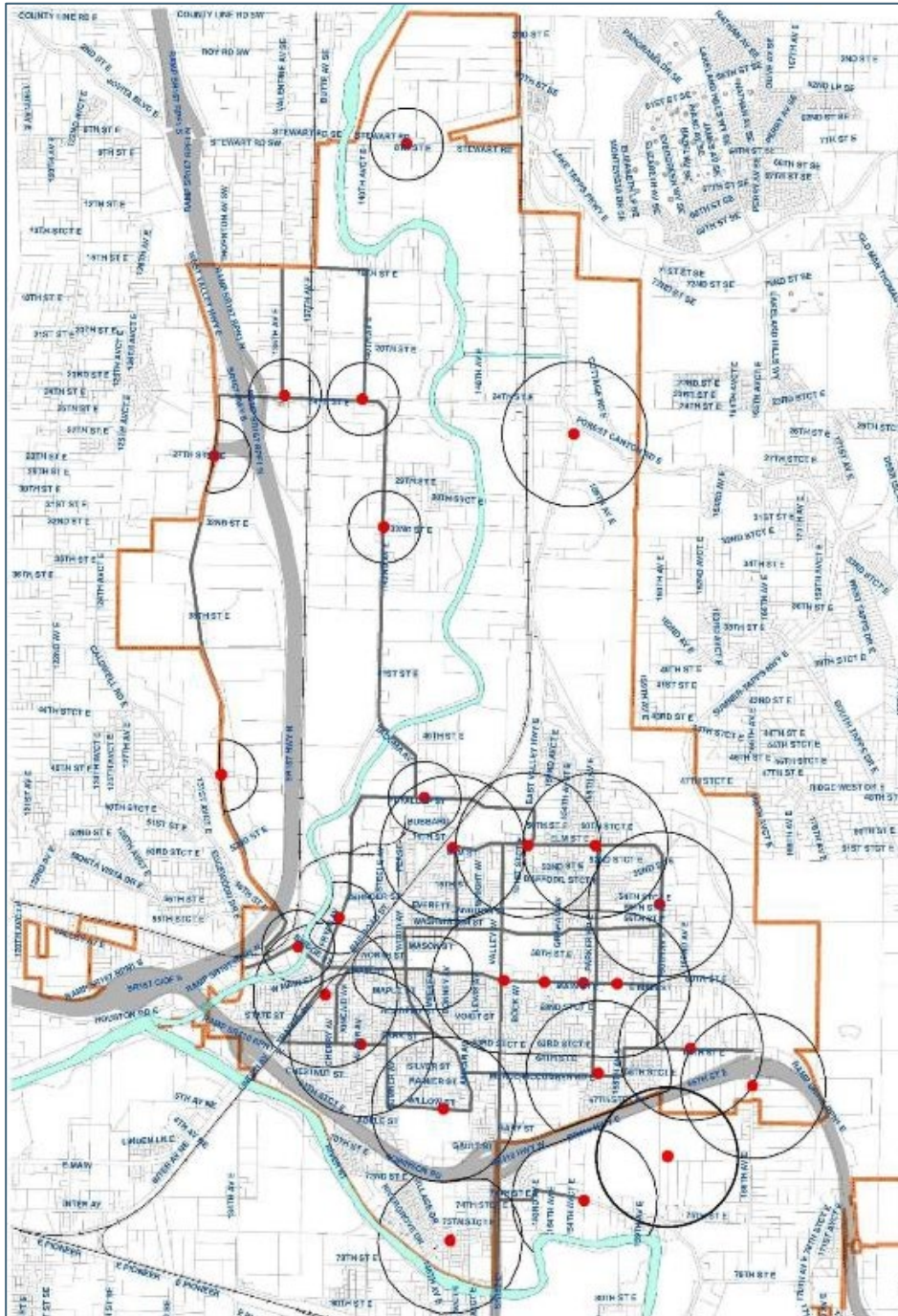
- 2.2. **Neighborhood Centers.** Identify neighborhood centers for residential neighborhoods as a durable focal point for the neighborhood. This may be a singly important building or a multiple-block area that provides an important “community amenity” to the neighborhood. Examples of community amenities are:
- Park or recreation facility, or community recreation center such as the YMCA;
  - Library, City Hall, or other civic/cultural center;
  - School;
  - Commercial services (neighborhood commercial zones);
  - Commuter transit station.
- 2.3. Identify for each neighborhood center a walking distance area. A walking distance area is indicated by a circle with a radius of generally 1,500 feet (one-quarter mile) and an estimated walking time of approximately 5 minutes.
- 2.3.1. Encourage a mix of residential-scale civic, commercial, and service uses and other community amenities to locate in neighborhood centers and within the walking distance area. Small community parks or greens, or similar neighborhood gathering spaces, should be established where appropriate.
- 2.3.2. Together with Pierce Transit and other agencies, explore the feasibility of a transit system for Sumner that is cost-effective and is based on a network of transit stops and transit linkages connecting the neighborhoods to each other and to the commuter rail stations.
- 2.3.3. In establishing transit stops and linkages, give priority to improvements located within walking distance of neighborhood centers and in neighborhoods most in need of transit options.
- 2.4. In recognition of the need for a variety of housing, allow through the Comprehensive Plan and Zoning Code a mix of residential uses as appropriate to the character of the particular neighborhood.

- 2.5. Through the use of form-based code, street and design standards, promote pedestrian and bicycle friendly streets with trees and other amenities that enhance the streetscape.
  - 2.5.1. Prioritize sidewalk improvements within neighborhood centers' walking distances, ensuring adequate and accessible sidewalks, ramps, and street crossings.
  - 2.5.2. Ensure that streetscape amenities, such as sidewalks and street trees, are equitably distributed amongst neighborhoods.
- 2.6. Create unique and safe pedestrian crossings at major intersections through street and crosswalk design and incorporation of art.
- 2.7. In conjunction with the Sumner-Bonney Lake School District, and the Dieringer School District, encourage the location of schools within walking distance of a majority of the population they are intending to serve.

**Figure 6-2. Example of a Community Amenity**



**Figure 6-3: Neighborhood Centers and Walking Distance**



**3. Reinforce the Town Center Plan area as the commercial and cultural center of Sumner.**

- 3.1. Establish the Town Center Plan area as the community core encouraging a combination of commercial, civic, cultural, recreational, and residential uses.
- 3.2. In cooperation with Pierce Transit and Sound Transit, establish the Town Center area as the intra-community transit hub.



- 3.2.1. Where feasible, create transit linkages from all neighborhoods in Sumner to the transit hub.
- 3.2.2. Prioritize the establishment of a transit service along Main Street between East Sumner and the Town Center.
- 3.3. Apply a form-based code and/or design review process for new and expanded uses in the Town Center. Any future amendments to the Sumner design guidelines should include consultation with the downtown business association(s), Chamber of Commerce, historic preservation organizations, other civic groups, and residents.
- 3.4. Within the Town Center area, promote the core area as the historic “downtown.” This is generally the area one block north and south of Main Street, within the Historic District and Station District boundaries.

**Figure 6-4. Area of the Historic Downtown**



- 3.4.1. Through the Comprehensive Plan and Zoning Code and form-based code, ensure a central role of the historic central business district, and limit competitive uses as appropriate.
- 3.4.2. Maintain a high quality and attractive appearance. Work with downtown business association(s), Chamber of Commerce and others to seasonally decorate Downtown with decorations, hanging baskets, lights, etc.
- 3.4.3. Provide and fund maintenance of public restroom facilities for the Downtown.
- 3.4.4. Implement the actions and strategies outlined in the 2021 Main Street Visioning Plan for the downtown core area.

- 3.5. Subject to a form-based code and design review, encourage infill residential development in the Town Center, such as “mixed use buildings” (multifamily units above ground-floor commercial), and “mixed use developments” (combination mixed use buildings and separate residential buildings on the same parcel), in order to allow for an active community core.

**Figure 6-5. Mix of Uses - Commercial on ground floor, residential above**



- 3.6. The City should, in partnership with the downtown business association(s) and Chamber of Commerce, actively recruit and promote pedestrian-oriented retail, service, and mixed uses. Uses that require outdoor storage, provide offsite services, or have little walk-in trade as primary parts of their businesses should be oriented to secondary locations in the Town Center, away from Main Street and Alder Avenue and designated Activity Nodes.
- 3.7. Encourage more housing in the Town Center to strengthen downtown businesses, take advantage of the commuter train, offer a range of housing in the community, and to provide an active, social character in the daytime and evenings.
- 3.8. Allow dining and other retail activities in the street right-of-way where adequate public sidewalk widths are found and explore the potential for seating space in the form of “parklets” in the right of way and in alleys where appropriate.
- 3.9. Provide for community festivals, outdoor markets, performing arts, or other community events and activities for all ages and backgrounds to promote business and activities in the Town Center, and particularly in the historic downtown core.
- 3.10. Ensure that the Town Center is a clean, safe, and convenient neighborhood, and that it maintains a high quality and attractive appearance.
- 3.11. Enhance “wayfinding” to and throughout the Town Center. Have signs on the State routes, at gateways, landmarks, the river trail, public spaces, public parking and other areas.

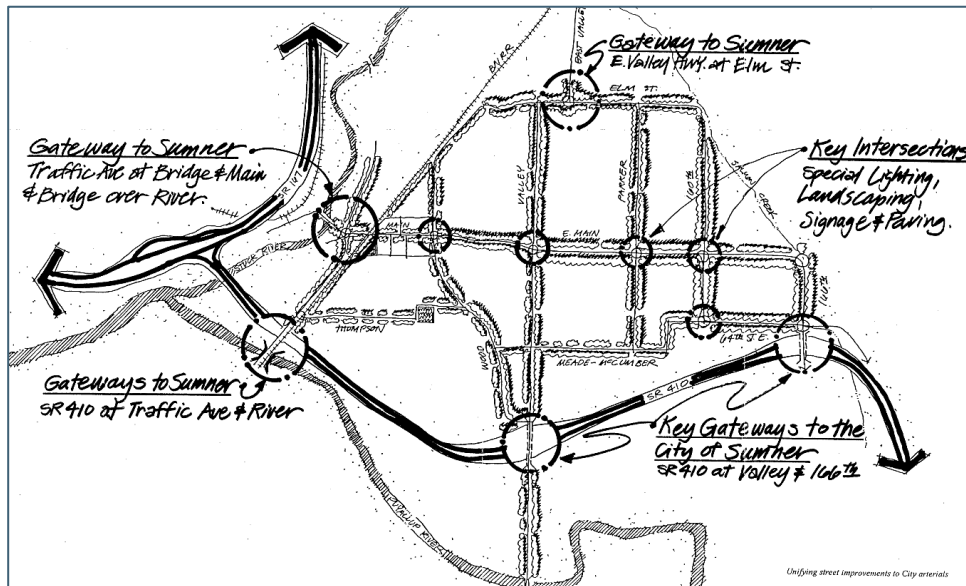
- 3.12. Improve existing public parking lots with signage, landscaping, lighting, and drainage.
- 3.13. Support alternative approaches to required parking for retail, eating and small commercial services establishments in the Town Center, such as reduced parking and credits for on-street and off-site parking, to encourage such businesses that are patronized by nearby residents.
- 3.14. Prohibit franchise architecture within the Town Center and regulate design through form-based code and design and development guidelines.
- 3.15. Discourage, and in some cases prohibit, drive-thru businesses in the Town Center and on Main Street to encourage pedestrian oriented design and uses.
- 3.16. Through the use of form-based code require new development within the Town Center to provide pedestrian amenities such as landscaping, plazas and fountains and buffers where appropriate.
- 3.17. Adopt a “form-based code” in the Town Center to ensure that the design standards for multi-family and mixed use development are specific enough to create high quality designs and were appropriate to be compatible with the historic architectural context, and scale of Main Street.
- 3.18. Development along Traffic Avenue should be in a range of 4-6 stories and be of a mid-rise urban style and provide for underbuilding parking.
- 3.19. The height in the Historic Subdistrict should be 3-4 stories to protect and preserve the small-town character and scale of Main Street and reduce conflicts with adjacent residential uses.
- 3.20. Ensure that adequate off-street parking is provided for multi-family development that is reflective of the transit-oriented nature of the Town Center Plan area without requiring expensive construction of parking that exceeds demand.
- 3.21. Every 5 years following adoption of the Town Center Plan conduct a study reviewing parking utilization and parking issues and make policy adjustments as needed.

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

- 4.1. Through street standards, design guidelines and land use regulations, promote all entrances to the City, including Traffic Avenue and Valley Avenue, 166<sup>th</sup> Street as gateways to the community. Gateways should be located at key street intersections or along major vehicular routes. Gateway design standards for community entrances, as described in the 2003 Urban Design Concept Plan, shall be applied.
  - 4.1.1. Gateway intersections identified in the 2003 Urban Design Concept Plan and in later years by the City Council include the following:
    - Traffic Avenue at SR410
    - Traffic Avenue at Old Cannery Bridge (now Cannery Way Bridge)
    - Valley Avenue at SR410/Orting Highway
    - 166th Avenue East at SR410

- East Valley Highway at Elm Street
- 24th Street at SR167 interchange (2024)
- Tacoma Ave at Puyallup Ave in MIC (2024)

Figure 6-6. Concept for Gateways



- 4.2. Require pedestrian and bicycle-oriented amenities and facilities at neighborhood centers and civic and community uses.
- 4.3. Work with stakeholders to visually and functionally link the Main Street Corridor from Highway 167 to the East Sumner Urban Village.
  - 4.3.1. Implement the actions and strategies in the 2002 East Main Street Design Strategy to promote pedestrian-oriented development and a pedestrian-friendly streetscape along Main Street.
  - 4.3.2. Establish a consistent and attractive streetscape along the extent of the corridor, such as through the use of flower baskets, pedestrian amenities and wayfinding features.

**5. Provide for open space and recreation and protect sensitive areas from degradation.**

- 5.1. In reviewing plans and development proposals, consider both long- and short-term environmental impacts and encourage design that complements the area's natural and cultural features. Natural and significant cultural features should be integrated into the design of the community.
- 5.2. Promote the preservation of the natural terrain, drainage, and vegetation of the community.
- 5.3. Provide appropriate infrastructure to ensure environmental quality.



- 5.4. Promote the efficient use of renewable resources, water and energy through the use of natural drainage, indigenous landscaping, energy efficient siting and building construction, and recycling.
- 5.5. Promote adequate provision of open space and recreation uses through implementation of the Parks and Trails plan.
- 5.6. Encourage tree planting in the Town Center and along major community streets and in public open spaces.
- 5.7. Maintain Sumner's Tree City USA designation through supporting the urban forestry program for maintaining and restoring tree canopy throughout the city.
- 5.8. Maintain Reuben A. Knoblauch Heritage Park as a key open space in the downtown and support activities and events that complement downtown businesses and residences.
- 5.9. Acquire and improve small parcels of land for developing parks and open spaces in the Town Center.

**6. *Promote a compatible and varied mix of land uses across the city.***

- 6.1. Promote a compact development pattern that exhibits variety in building types and scale. Historic and vernacular architectural styles should be respected and encouraged.
- 6.2. Where appropriate, utilize subarea planning to ensure that newly annexed and developed areas promote a walkable, transit-friendly neighborhood with pedestrian-friendly streets and a varied mix of land uses that are compatible with, and provide connections to, surrounding areas.

**7. *Promote the movement of people and goods and lessen the reliance on the automobile.***

- 7.1. Streets should be designed to accommodate vehicles and emergency access, but not at the expense of pedestrians. Community streets, pedestrian paths, and bike paths should be provided to create a system of fully-connected and interesting routes to all destinations. Street design should encourage pedestrian and bicycle use and discourage high speed traffic.
- 7.2. All new development shall provide appropriate pedestrian connections that connect residential areas to nearby commercial areas, recreation areas, transit stops, and community or civic centers that provide services.
- 7.3. Transit station traffic should be discouraged and limited on neighborhood streets, and instead directed to arterials and freeways.
- 7.4. Work with Sound Transit, Pierce Transit and other providers to explore ways to reduce through-traffic in Sumner, such as additional park and ride sites outside of Sumner and shuttle services.
- 7.5. To lessen strip-commercial development and continued reliance on the automobile in new developments, encourage a balance of uses along East Main Street. Front-yard parking shall

be prohibited and interconnection of all parking lots shall be required where appropriate. Highway-oriented uses which rely on the private automobile for their primary source of access shall be limited.

- 7.6. Pedestrian-friendly streets with shade trees as well as landscaped boulevard medians shall be included in street standards for industrial and commercial areas where practicable.
- 7.7. New development shall provide appropriate improvements and connections to the city street grid, as shown in adopted City policies, City street plans, and neighborhood circulation plans, in order to promote a connected street system that increases walkability and diffuses traffic.
- 7.8. Enhance circulation in the Town Center by implementing the Town Center Plan street prototypes and cross-sections.
- 7.9. Complete Sumner's segments of the nonmotorized regional trail system along the White and Puyallup Rivers, and support connections from all neighborhoods, downtown and employment centers to this regional trail.

**8. *Promote the development of the Manufacturing/Industrial Center (MIC) and ensure integration and compatibility of this area with adjacent neighborhoods and encourage pedestrian and transit connectivity and access.***

- 8.1. Require development in the MIC to provide adequate screening, landscaping, and pedestrian amenities, and to employ good design principles to ensure an attractive, functional employment center.

# 7. Family and Human Services

## Introduction

The Growth Management Act (GMA) stipulates mandatory and optional elements in a comprehensive plan. Family and human services are among the optional elements considered by communities. The purpose of this element is to identify where the City of Sumner can support services through policies, programs, and actions to help empower community members to be healthy and safe.

## Goals, Policies, and Objectives

### ***1. Support collaborative and cost-effective human services to meet community needs.***

- 1.1. Utilize the following criteria when supporting, funding, and evaluating human services:
  - 1.1.1. Demonstrated Need. Programs should address specific, identified needs.
  - 1.1.2. Priority Needs. Programs should serve the basic human needs of the community with a strong emphasis on affordable housing, food security, domestic violence prevention, and substance abuse prevention.
  - 1.1.3. Accountability. Support activities that meet applicable performance standards, are monitored and evaluated and provide measurable outcomes.
  - 1.1.4. Families. Emphasize programs which support strong, healthy, and nurturing families.
  - 1.1.5. Diverse Funding Support. Prioritize programs that have multiple funding sources so as not to be dependent on one. For example, municipalities could partner with private agencies, businesses and with public funding agencies to share the expense of providing service.
  - 1.1.6. Accessibility. Support local programs that are affordable, physically accessible, and help meet the needs of communities affected by poverty, exclusion, and discrimination, and other underserved communities.
  - 1.1.7. Feasibility. Prioritize programs that have a history of success and that have the necessary resources to provide the services.
  - 1.1.8. Coordination. Support programs that have demonstrated the ability to coordinate with other human service delivery systems on both the local and regional levels.
  - 1.1.9. Consistency with existing services and plans. Support proposals that are consistent with the goals of the Sumner Comprehensive Plan.
  - 1.1.10. Community Partnerships/Involvement. Encourage programs that promote the active participation of the Sumner community in their development and implementation.

- 1.1.11. Community Information and Education. Encourage programs and activities that develop and implement a community education plan to increase the community's awareness of services and resources.
- 1.2. Work collaboratively with the Sumner-Bonney Lake School District and other human service organizations (e.g., faith-based, human service providers, health care agencies, not-for-profits) to coordinate the implementation of these goals, policies, and objectives.
  - 1.2.1. Participate in an annual Sumner/Bonney Lake community summit.
  - 1.2.2. Following the community summit, meet with human service providers and citizens to advise and recommend to the City ideas and suggestions to address emerging issues.
  - 1.2.3. Support educational initiatives in the Sumner-Bonney Lake and Dieringer Schools that focus on violence prevention and reduction.
  - 1.2.4. Coordinate with human service providers to advise and recommend to the City Council ideas or suggestions to address needs and concerns identified by providers.
  - 1.2.5. Support the identification of community needs through a variety of accessible, inclusive methods that may include surveys, needs assessments, focus groups, or using existing data.
  - 1.2.6. Work with human service providers in their efforts to attain grants.
  - 1.2.7. Support the presence of school resource officers in our schools and other school safety programs.
  - 1.2.8. Support programs that provide after school and evening activities for youth.
  - 1.2.9. Partner with other human service agencies to regularly inventory community services and programs.
- 1.3. Support local food banks and other no-cost food support programs by disseminating information, creating supportive development regulations and fees, and pursuing funding sources.

## **2. *Support human services programs that focus on community health and safety.***

- 2.1. Provide human services that directly relate to other City services and programs and facilitate the delivery of services with emphasis on families, prevention and education.

### Land Use and Zoning:

- 2.1.1. Develop land use policies, development codes, charges, system impact fees, and other actions that encourage human service programs for all segments of the population in the community.

### Healthcare and Drug Prevention:

- 2.1.2. Use non-financial jurisdictional resources (i.e., grant applications, support letters, or shared space to support primary health facilities).
- 2.1.3. Continue to prohibit marijuana and cannabis businesses including retail sales, cultivation, and processing.
- 2.1.4. Promote basic safety education and activities that may include bicycle safety information, driver education for seniors and teens, and fire prevention.
- 2.1.5. Maintain a Comprehensive Emergency Management Plan.
- 2.1.6. Support school-based education programs that prevent alcohol and tobacco use.
- 2.1.7. Support substance abuse referral programs and local efforts to educate the public and City employees about substance abuse and local services.

### Childcare Availability and Affordability

- 2.1.8. Support efforts for adequate and affordable childcare and adult care including:
  - Promote land uses, development codes, and fees that encourage day care.
  - Support neighborhood, school and business plans, and both public and public-private projects that include provision for childcare.
- 2.2. As prescribed in the City of Sumner's Housing Element, support the development and implementation of programs that increase access to housing for all stages of life.
  - 2.2.1. Support programs, partnerships, and regulations that promote adequate access to emergency and temporary housing.
  - 2.2.2. Support programs and regulations that increase access to housing for underserved populations and people of diverse backgrounds, ethnicities, and socioeconomic levels.
  - 2.2.3. Through the Housing Element, provide incentives for the development of affordable senior housing and other options to allow ageing in place.
- 2.3. Consistent with the City's Transportation Element, provide access to adequate and affordable transportation.

**Figure 7-1: Sumner Senior Center**



- 2.3.1. Work with Pierce Transit and Sound Transit to support programs for mass transit that is affordable, accessible, and safe.
- 2.3.2. Recognize the importance of adequate and accessible roads, and sidewalks.
- 2.4. Support programs that assist and empower older adults.
  - 2.4.1. Support the Sumner Senior Center and its programs.
  - 2.4.2. Encourage the development of programs to extend services to isolated older adults.
  - 2.4.3. Assist in activities that educate the community on aging concerns.
  - 2.4.4. Develop response and recovery procedures that speak to the specific needs of the population served by the Sumner Senior Center.
  - 2.4.5. Promote programs within City government, local businesses, and schools that provide opportunities for older adults to work and volunteer in the community.
- 2.5. Support youth programs and involve youth in planning and implementation.
  - 2.5.1. Support the development of youth activity programs that may include late-night, after-school, or vacation activities.
  - 2.5.2. Support and have city staff participate in forums as a method of hearing from youth about their concerns and to gain their involvement.
  - 2.5.3. Encourage involvement of Sumner staff, officials and the business community in outreach to Sumner-Bonney Lake and Dieringer Schools Districts to further career exploration activities for youth that may include mentoring, reading programs, and job shadowing.
  - 2.5.4. Encourage youth involvement in activities that raise awareness of government roles and services.

**Figure 7-2: Youth at a local parade**



**3. *Support better access to and education about counseling services and intervention.***

- 3.1. Educate public safety staff on crisis intervention and referrals.
- 3.2. Support access to human services in the judicial system.
- 3.3. Encourage the coordination of police, fire and social service providers regarding local human service resources and referral programs.

**4. *Support programs to address domestic violence.***

- 4.1. Support programs that provide referrals for victims of domestic violence.
  - 4.1.1. Support the training of public safety staff in appropriate response to issues and referral related to domestic violence.
  - 4.1.2. Work with other jurisdictions to coordinate prosecution responses to domestic violence cases.
  - 4.1.3. Support emergency shelter programs to provide a safe refuge for families in transition due to domestic violence.

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

- 5.1. Promote and encourage the location of a grocery store in the Town Center.
- 5.2. Remove barriers or provide incentives for the location of medical facilities in the community and promote other options for affordable medical care.
- 5.3. Encourage and promote events that encourage active lifestyles such as running and biking events.
- 5.4. Complete and expand the Sumner trail system and look for areas to partner with others on additional recreational facilities.
- 5.5. Ensure parks and recreation facilities are distributed equitably throughout the community and accessible within walking distance of most residences.
- 5.6. Maintain a safe, attractive, interconnected sidewalk system to increase neighborhood walkability and connections to services.

**6. *Support programs and services that advance climate resiliency and emergency preparedness in the community.***

- 6.1. Develop resilience hubs for distribution of resources and aid during emergencies that are readily accessible to all neighborhoods.
- 6.2. Ensure that parks and recreation facilities serve as refuges during extreme heat, cold, and smoke events.
  - 6.2.1. Identify indoor recreation facilities and potential refuges with the YMCA, School District, Senior Center, and other partners.
  - 6.2.2. Provide tree canopy and shade elements in parks and public lands.
  - 6.2.3. Enhance shoreline public access as a refuge from heat island effects, while protecting natural functions/features.



# 8. Economic Development and Employment

## Introduction

The Growth Management Act provides a planning goal for Economic Development, although an economic development element is not mandatory. There are standards proposed in the Act, should economic development elements be required in the future [RCW36.70A. (7) And (9)]. The Countywide Planning Policies provide a framework for economic development and employment policies within Pierce County. The Puget Sound Regional Council (PSRC) has adopted the Multicounty Planning Policies in VISION 2050 for a regional context.

The policies identified below are intended to satisfy the economic development requirements of the Growth Management Act, the Countywide Planning Policies, and the Multicounty Planning Policies. Economic development policies relate closely with other land use, infrastructure and environment policies and cannot be considered alone. Economic development should be used to drive the other goals and policies and never used solely for the sake of economic development.

As of 2021, an estimated 19,300 people commute to Sumner for work, while 4,300 residents work outside of city limits, and only about 500 people both work and live in Sumner (according to 2021 data from Census OnTheMap). Sumner's workers mostly live in other areas of Pierce County, with some commuting from King County as well. The city is a major employment hub regionally, largely due to the Sumner-Pacific Manufacturing Industrial Center (MIC), which has been designated as a "regional center" by PSRC. This creates a unique context for economic development in the city.

## Goals, Policies, and Objectives

- 1. *Seek and maintain a strong and diverse economy for all people with a variety of different types and sizes of business, industry and employment.***
  - 1.1. Provide adequate land for different kinds of businesses and development to support this element and identify strategic redevelopment opportunities as land supply decreases.
  - 1.2. Implement this Element in order to provide jobs for local residents, build and sustain a broad long-term tax base, drive redevelopment, create short-term tax base and improve infrastructure as a means of achieving other goals and policies within this plan. The provisions of this Element shall be used solely to drive the other elements of this Plan.
  - 1.3. Work with the local Destination Marketing Organizations, such as downtown associations and regional visitor bureaus to promote and market the economic development potential and amenities of the City and recruit new businesses.

- 1.4. Work towards effective communication between the City and industrial and business interests through the city newsletter, annual visits, social media, and the City's website.
- 1.5. Build upon existing strength of community, small-town character, and location to drive future policy decisions and actions.
- 1.6. Encourage agritourism that expands options for local farms and open other markets for locally grown agricultural products such as farm-to-table programs and tourist activities to support farming around the City.
- 1.7. Encourage industries and industrial processes that are sustainable and environmentally responsible and that contribute to the local community.
- 1.8. Develop and sponsor a City-wide comprehensive and strategic economic development and marketing plan to implement the applicable sections of this plan.
- 1.9. In collaboration with regional partners, implement a business retention program, which would regularly communicate with and support existing businesses.
- 1.10. Recruit restaurants, cafés, microbreweries, public facilities and other similar uses, which serve as gathering spots within the community and encourage evening activity in commercial areas.
- 1.11. Maintain and enhance a partnership with stakeholders downtown including downtown associations, transit providers, business owners, property owners, residents, and others.
- 1.12. Provide and facilitate committed ongoing communication and collaboration between City and private sector leadership toward the goal of business development.
- 1.13. Monitor the success of programs and projects based on common performance measures and adjust as needed.
- 1.14. Periodically evaluate and review Town Center planning efforts. Adjust implementing methods to changing circumstances while using the Town Center vision as a continuing guidepost.
- 1.15. Explore the potential for and encourage the development of retail and shopping opportunities near major freeway interchanges that would serve a regional market.
- 1.16. Keep the momentum for Downtown revitalization through implementation of many economic development, infrastructure and housing initiatives identified in the "Projects and Actions" section in the Town Center Plan. Provide for strategies civic investment and an ongoing partnership with stakeholders to implement the various initiatives.
- 1.17. Work with Pierce County and other cities and towns to coordinate economic development strategies and activities to support regional goals and objectives.
- 1.18. Coordinate economic development policies and activities with other Comprehensive Plan Elements.

**2. *Support the necessary infrastructure and programs to develop a talented and qualified workforce that can afford to live near where they work.***

- 2.1. Partner with educational providers to explore location of higher education opportunities, such as a college annex, within the city.
- 2.2. Partner with education and employment organizations and businesses to offer high-quality and accessible career exploration programs that give all people opportunities to learn, maintain, and upgrade skills necessary to ensure an adequate and trained labor pool.
- 2.3. Encourage cultural activities such as visual, literary and performance art that involve the community and create a regional identity that celebrates diversity.
- 2.4. Plan for adequate residential and commercial land to support a substantial work force and reduce worker commute times and maintain a good jobs to housing balance.
- 2.5. In conjunction with transit providers, encourage an adequate transit system to serve the employment centers to allow connections to the transit centers within and outside the City and ensure transit access for those coming to work in the city.
- 2.6. Encourage adequate childcare and adult care facilities to support a diverse work force.
- 2.7. Monitor demographic trends to ensure City policies and direction are consistent with the needs of the local populations, with an emphasis on communities affected by poverty, exclusion, and discrimination and other underserved communities.
- 2.8. Organize City government to provide a business contact or other mechanism to ensure businesses have easy and reliable communication with City officials and leadership.

**3. *Assure that adequate public facilities and public services are available to support industrial and commercial development.***

- 3.1. Develop and maintain accurate and up-to-date capital facility plans for domestic water, storm sewers, sanitary sewers, transportation and parks.
  - 3.1.1. Work with new development and other agencies to utilize effective and cooperative measures to fund capital facility costs.
  - 3.1.2. Review permit procedures bi-annually in conjunction with preparing the City's budget to ensure fees, processing times and resources are sufficient to meet these goals.

**4. *Encourage a supportive environment for small businesses, locally-owned businesses, and women- and minority-owned businesses as a vital part of the City's economic framework.***

- 4.1. Allow for home occupations within residential zones consistent with the residential character.
- 4.2. Encourage mixed-use areas where small scale commercial and light manufacturing uses can occur consistent with other Comprehensive Plan policies.

- 4.3. Ensure regulations accommodate a variety of lot sizes and land uses for small business development.
- 4.4. Market opportunities for small business and recruit small businesses for appropriate locations within the city.
- 4.5. Use land use and other regulatory controls to allow for a mix of small businesses, chain and franchises operations, light manufacturing, artisan shops, craft production, small research and development businesses, and other innovative and emerging trends. Promote “innovation districts” in appropriate locations.

**5. *Improve the resiliency of the local Sumner economy to climate change and reduce its carbon emissions where practicable.***

- 5.1. As part of Sumner’s Comprehensive Emergency Management Plan, identify potential measures that could support a sustainable economic recovery for businesses after a disaster.
- 5.2. Support local businesses’ efforts to bolster climate preparedness and continuity of operations by connecting them with programs that increase resiliency, such as onsite renewable energy generation, energy storage, and back-up power.
- 5.3. Where possible, support programs and agencies that work with employees and businesses to facilitate a green jobs pipeline.
- 5.4. Support the resilience of the local food economy by encouraging farmers markets and expanding community gardening opportunities on private development sites and nonprofit agency sites.
- 5.5. Promote purchasing from local businesses to support economic development and reduce emissions associated with the transportation, production, and distribution of goods.

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

- 6.1. Invest adequate resources in ways that strengthen downtown. Whenever possible, these monies shall be used to leverage additional dollars from public and private sources for improvements.
  - 6.1.1. Partner with the Chamber of Commerce, downtown business association(s), and other agencies to work with local lenders to secure sources of capital for existing businesses’ building improvements and/or business expansion.
  - 6.1.2. Assist with business expansions and new establishments such as through pre-application review and consultation and permit fast track for businesses that are proven catalysts for economic growth such as:
    - Restaurants and eating establishments in the downtown.
    - Manufacturing and businesses that provide family-wage jobs.
    - Alternative energy that furthers the community’s commitment to new technologies.
    - Aerospace and other products or services that bring in money from outside the region.

- 6.1.3. Support investment in resources and programs that enhance public safety downtown.
- 6.2. Every 5 years, in conjunction with interested parties, examine the needs for downtown parking within the Town Center and develop methods for providing attractive, safe, accessible, effective and well utilized parking. Modify and adjust on and off-street parking which serves retailers, other businesses, residents, and major employers downtown shall be implemented based on the 5-year parking study.
  - 6.2.1. Redesign and install new parking lot signs that are strategically placed throughout the downtown area. Ensure designation of short and long-term parking, and enforcement of parking limitations.
  - 6.2.2. Improve safety by creating additional lighting and pedestrian facilities in parking areas.
  - 6.2.3. Implement short-term, medium-term, and long-term parking strategies as indicated by the 5-year parking study.
  - 6.2.4. Encourage businesses conducive to shared parking, or uses that provide onsite, under-building parking.
- 6.3. Promote a diversity of uses within the downtown, which support the activity base by providing employment, recreational, residential, and a variety of commercial activities.
- 6.4. Give downtown locations highest priority when siting city and government facilities such as libraries and administration offices, which have significant employment or destination potential.
- 6.5. Adopt incentives and actively seek out and recruit developers to construct more housing in and near Downtown to strengthen Downtown businesses that will in turn offer goods and services for residents.
- 6.6. In conjunction with interested parties, improve the visual appearance of downtown through public and private measures for beautification, facade improvements, and preservation of historic properties, design strategies, maintenance, and streetscape improvements.
- 6.7. Work with other organizations to promote civic and community events which foster community pride and promote the downtown and other critical commercial areas.
- 6.8. In conjunction with transit agencies, explore linking downtown with the other parts of the city with a community-based transit system, which compliments the special needs of downtown.
- 6.9. Work with building owners to encourage viable uses on the second floors of existing buildings by exploring options in the building and fire codes.
- 6.10. Work with downtown stakeholders and the Sumner Downtown Promotion Association to develop and implement a detailed downtown "Main Street"-based revitalization strategy addressing organization, design, economic restructuring and promotion.

- 6.11. Promote and market the redevelopment potential of key downtown through partnering with property owners, developers, Sound Transit, and other key parties.
- 6.12. Continue to provide and fund maintenance of public restroom facilities for the downtown business district.
- 6.13. Create 350-500 new housing units in the Town Center in close proximity to the train station and existing businesses.
- 6.14. Promote businesses that meet the daily needs of residents - markets, dry cleaners, laundromats, eateries, pharmacies, banks, pet stores, beauty salons/barbershops, etc.
- 6.15. Encourage more mixed commercial/service/housing uses in the Town Center, along Traffic and Fryar Avenues. Discourage light industrial zoning in the Town Center in favor of mixed-use zoning unless there is an educational or artist component.
- 6.16. Create a market strategy to attract new business compatible with long-range plan and zoning intents, and strengthen and increase the variety of commercial shopping and service opportunities for the community. Allocate resources to implement market strategy.
- 6.17. Coordinate with downtown business association(s) and Chamber of Commerce on education, e.g. business management, business promotion ideas, entrepreneurship, etc.
- 6.18. Create a mixed economy Downtown that provides basic and specialty retail, services, destination attractions, hospitality and entertainment uses.
- 6.19. Accommodate mixed use developments with commercial uses on the ground floor. Require that mixed use buildings within the Town Center and that have the potential for businesses on ground floor install ceiling heights and infrastructure for future conversion of residential to commercial spaces.
- 6.20. Reduce the parking requirement for multi-family developments within the Town Center to facilitate development that accommodates the transit rider, anticipates lower car ownership in this area because of transit, and changing trends and services related to transit and transportation such as on-demand services and autonomous vehicles.
- 6.21. Within the Town Center allow for visitor parking for multi-family and portions of commercial parking to be counted toward parking capacity for such developments. Smaller retail, restaurants, and other desirable pedestrian-oriented businesses should be allowed without an off-street parking requirement provided they agree to not protest the formation of a future local improvement district for the construction of public parking in the Town Center.
- 6.22. Pursue creative solutions to accommodate parking for development through the creation of local improvement districts and other means.
- 6.23. In the Town Center structured and in-building or under-building parking is preferred over surface parking. Limit the development of surface parking.

**7. *Support the Sumner-Pacific Manufacturing/Industrial Center (SPMIC) as a vibrant and successful industrial employment area with regional and local significance.***

- 7.1. Partner with the Ports of Seattle and Tacoma on regional economic development initiatives related to the industrial sector.
- 7.2. Expand outreach to and maintain regular dialogue with the SPMIC business community.
- 7.3. Connect local businesses with workforce development programs of regional organizations like the Pierce County Workforce Development Council and the Washington State Department of Commerce.
- 7.4. Encourage partnerships between the local School District, Community College, and SPMIC employers to create paid internship programs for students interested in Manufacturing, Food Processing, or Warehousing employment.

**8. *Encourage the SPMIC to retain and grow its existing industrial businesses and attract new businesses.***

- 8.1. Raise the SEPA categorical exemption thresholds for industrial buildings and associated parking and land clearing provided there are sufficient building, grading, and critical area protections in place.
- 8.2. Partner with the Department of Commerce on the Regulatory Roadmap Project, an online site selection tool that distills all local, regional, and state requirements into easy-to-understand checklists for gauging feasibility of sites for manufacturing facilities.

**9. *The SPMIC should include a diverse range of small and large industrial businesses.***

- 9.1. Promote small business growth through incentives, business recruitment, and other forms of support.
- 9.2. Encourage small businesses' development and entrepreneurialism in the SPMIC by partnering with the Ports of Seattle and Tacoma to develop a local incubator for a range of industrial production uses, including food processing.
- 9.3. Encourage the creation of a "specialty manufacturing and artisan district" in the Pacific portion of the SPMIC and where appropriate in Sumner, that promotes the development, production, sale, and distribution of products and services in a street environment with coordinated pedestrian amenities, signage, landscaping, and increased attention to building and site design.
- 9.4. Encourage a modest level of small-footprint businesses in the SPMIC that provide close-by services for workers, such as food establishments, medical services, and childcare.



# 9. Land Use

## Introduction

The Land Use Element plays the central role of correlating land use issues. It provides direction on land use patterns, compatibility, and orderly development. The potential for rapid and incompatible development can be minimized through the coordination with infrastructure plans and through site and building design and buffering techniques. Land Use Element goals, policies, and objectives relate directly to the other elements of the Sumner Comprehensive Plan particularly the Community Character Element, Capital Facilities and Public Services Element, and Transportation Element.

The Comprehensive Plan Land Use Map (Figure 9-3) category descriptions and statistics are found following the goals, policies, and objectives provided below.

The Land Use Element establishes the growth patterns and uses that the community anticipates will be needed to accommodate projected growth over the planning period (to 2044). Pierce County has adopted housing, employment, and population growth targets for Sumner for 2020-2044 as follows:

- 1,985 housing units
- 5,313 jobs
- 4,904 residents

The Sumner-Pacific MIC also must plan for 20,000 jobs total in order to maintain its status as a Manufacturing Industrial Center, per PSRC requirements.

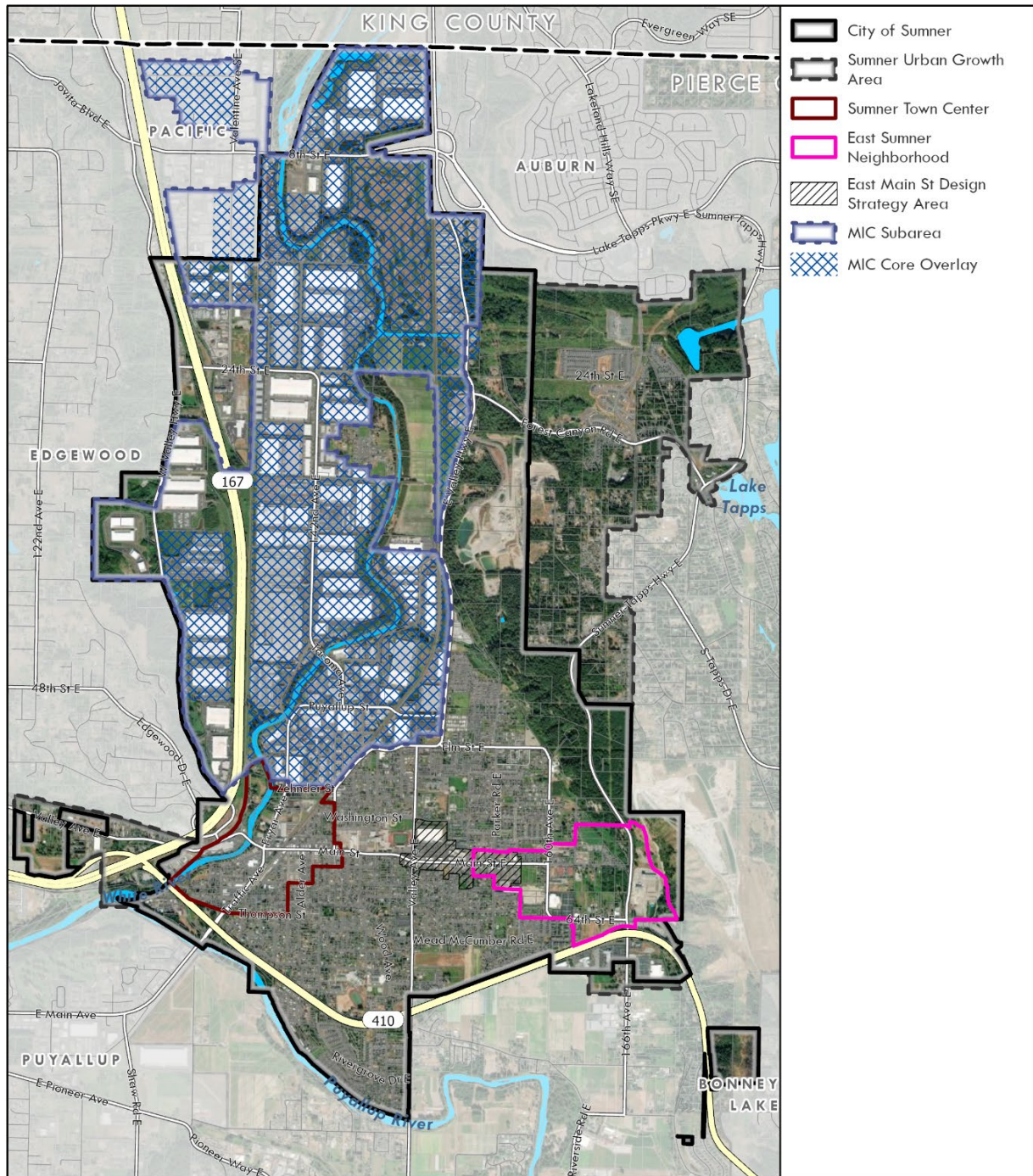
## Goals, Policies, and Objectives

### ***1. Provide for a variety of land uses in Sumner while preventing adverse impacts and ensuring consistent implementation of policies and regulations.***

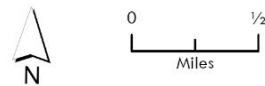
- 1.1. Ensure appropriate transitions between land uses so that more intensive uses do not adversely impact adjacent uses.
  - 1.1.1. Maintain the Sumner design and development guidelines and zoning provisions to achieve compatible and attractive new residential, commercial, and industrial uses.
  - 1.1.2. Maintain zoning and subdivision regulations to ensure adequate setbacks, landscaping, and buffering where land use conflicts and impacts may occur.
- 1.2. Encourage infill development on vacant properties with existing public services and public utilities, and new development in areas with existing or planned public facilities.
  - 1.2.1. Review existing capital facility plans and update them as necessary to ensure consistency with land use plans.

- 1.2.2. Review and develop incentive-based programs that would facilitate the development of vacant properties to leverage economic development potential.
  - 1.3. Through the Land Use Element and Community Character Element, strive to balance residential, commercial, industrial and public land uses.
    - 1.3.1. Periodically review development regulations to remove unnecessary requirements and to balance environmental protection, public participation, and housing and economic development goals.
  - 1.4. **Planning sub-areas.** Identify planning sub-areas that warrant further study and special design considerations and/or economic development focus.
    - 1.4.1. Planning sub-areas include:
      - Town Center Plan area
      - East Sumner Urban Village
      - East Main Street
      - Sumner-Pacific Manufacturing/Industrial Center.
    - 1.4.2. Where appropriate, prepare subarea plans to implement the Land Use and Community Character Elements of the Comprehensive Plan. Subarea plans shall specify in more detail the allowable uses, urban design quality, buffering, and protection of critical areas.
    - 1.4.3. Policies in other adopted City of Sumner plans that are identical to policies in the adopted Comprehensive Plan shall be updated automatically when those same Comprehensive Plan policies are updated through the legislative process.
  - 1.5. Integrate existing neighborhood plans, subarea plans, and design strategies into the Comprehensive Plan.
  - 1.6. Implement the land use map and accompanying designation descriptions as presented in the section titled "Land Use Designations" and Figure 9-3 titled "Comprehensive Plan Map" through the adoption and maintenance of the Zoning Map.
  - 1.7. Ensure new development is consistent with the policies of this Plan through implementation of regulations, programs, and project-specific review.
2. ***Consider the potential impacts to Tribal treaty rights related to fishing, hunting, and gathering grounds in land use decisions, including decisions on development patterns, comprehensive plans, and zoning designations.***
  - 2.1. When notified by Tribes of treaty rights in a particular location, incorporate ways to preserve and address treaty rights in land use decisions and designations.
  - 2.2. Ensure that the Tribes are provided timely and sufficient opportunity to comment on significant development projects and land use decisions.

Figure 9-1. Vicinity and Plan Boundaries Map



## CITY OF SUMNER Vicinity Map



Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.

Map Date: January 2024

**3. *Consistent with the Growth Management Act, designate an Urban Growth Area (UGA) within which urban growth must be encouraged and outside of which growth may occur only if it is not urban in nature.***

- 3.1. Include sufficient areas within the UGA to accommodate the city's projected urban growth and housing needs.
- 3.2. Coordinate with adjacent jurisdictions and Pierce County through joint planning to ensure service provision and development is consistent with the goals of this Plan.
- 3.3. In accordance with the Countywide Planning Policies, promote and participate in joint planning of unincorporated lands within the Sumner Urban Growth Boundary as shown on Figure 9-1.
- 3.4. Request joint planning of lands immediately adjacent to the City limits and the Sumner Urban Growth Boundary including land south of SR-410 and along SR-162. See Figure 9-1.
- 3.5. Joint planning would be completed prior to any modification of the Sumner Urban Growth Boundary and following review of growth demands and capacity.
- 3.6. Consider annexing unincorporated lands addressed in the Sumner Comprehensive Plan and located within the Sumner Urban Growth when initiated by a private party and in order to resolve service conflicts and avoid creating unincorporated "islands".
- 3.7. Ensure newly annexed lands are zoned in conformance with the Sumner Comprehensive Plan Land Use Plan Map.
- 3.8. A subarea plan should be required prior to any large annexation of the Urban Growth Area or request for expansion of the Urban Growth Areas to ensure that newly annexed areas are compatible with and do not adversely affect rural land uses.

**4. *Support the Town Center Plan as a "Countywide Center" as it relates to transportation funding.***

- 4.1. Implement the Town Center Subarea Plan (TCP) and Form-Based Code, to support dense, mixed-use development and walkable neighborhoods near the transit center.

**5. *Support the Manufacturing/Industrial Center as a designated Regional Manufacturing/Industrial Center.***

- 5.1. Implement the goals and policies in the Sumner-Pacific Manufacturing/Industrial Center Subarea Plan to ensure a coordinated approach to development, environmental review, and strategic capital investments in the Center.

**6. *Encourage neighborhood development that supports healthy communities.***

- 6.1. Promote land use planning that supports walkability, tree canopy, access to services that meet daily household needs, access to parks and open space, and access to healthy and culturally relevant foods.



- 6.2. Consider the environmental health and other impacts of land use decisions on overburdened communities (i.e., minority, low-income, Tribal, or indigenous populations that potentially experience disproportionate environmental harms and risks). Encourage the participation of these communities in decision-making processes.
- 6.3. Ensure that adequate landscape screening and trees are provided around sources of significant noise and air pollutants that may affect schools and neighborhoods.
- 6.4. Where feasible, mitigate the environmental health effects of climate change, including air quality, stormwater, and heat impacts, through the acquisition of parks and open space and tree planting, prioritizing overburdened communities.
- 6.5. Engage with the community on the topic of climate impacts and adaptation strategies.
- 6.6. Support energy efficiency and upgrade programs that reduce health risks for vulnerable populations due to extremes of heat and cold.
- 6.7. Adopt land use standards and connect residents to informational resources to mitigate wildfire risk.
- 6.8. Study the potential impacts of a citywide tree retention program on climate resilience and housing development.
- 6.9. Support small-scale agricultural uses in residential developments and local community gardens sponsored by public agencies, nonprofit organizations, and private development.

#### Land Use Designations:

7. ***The land use designations and target densities described in the sections below are to be utilized in conjunction with the Comprehensive Plan Map, shown in Figure 9-3. These designations guide the zoning districts in the adopted zoning map. Figure 9-2 summarizes the categories and densities of particular districts.***

#### 7.1. Residential

- 7.1.1. Resource Protection: The Resource Protection District applies to areas that have significant natural resources or potential for small- to -moderate-scale agricultural uses. The district's purpose is to: Protect natural resources such as agricultural, mineral resource, fish and wildlife habitat areas from the intrusion of non-resource based development; to promote the conservation of natural resource lands and related activities or operations; and to maintain large areas free of impervious surfaces in order to increase the potential for natural infiltration of rainfall and the retention of natural drainage water patterns, minimizing the need for storm water facilities and increasing the protection of ground water resources.
- 7.1.2. Residential Protection: This designation is applied to areas adjacent to lands in resource production (e.g. agriculture, mineral extraction, forestry) and in sensitive critical areas as appropriate (e.g. landslide/erosion hazard areas). Uses in Residential-

Protection act as a buffer between resource productions and environmentally sensitive areas and higher density/intensity developments. Property owners would be on notice that in adjacent areas resource uses will be encouraged.

The very low densities reflect the absence of City services and the desire to minimize potential land use conflicts when resource production areas cease extraction activities and become more urbanized in the future.

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

- 7.1.3. Low Density: This designation (LDR) provides for primarily single-family dwellings and duplexes in areas with current or planned access to City facilities and services. At the higher end of the low density range (LDR-3 at 7-20 du/ac), public transit can more easily be supported. Through a planned residential development permit process, this base density may be increased significantly for affordable senior housing. Low density residential uses provide a transition from the Residential Protection district and protected critical areas to higher density uses. Primary uses include detached single-family dwellings, duplexes, private garages, and other accessory buildings. Secondary uses allowed typically with appropriate criteria include accessory dwelling units (i.e., "mother-in-law units"), adult family homes, assisted living facilities, senior apartments and retirement homes, manufactured home parks and subdivisions, hospitals, educational facilities, utilities subject to compatibility criteria, and churches and religious institutions. Many of these secondary uses may bring a higher number of residents, visitors and vehicle trips than normally associated with low density residential areas. However, allowing such secondary uses reflects the desire to accommodate needed housing and human services uses that can be integrated into the neighborhood.
- 7.1.4. Medium Density: The medium density designation (MDR) is intended to provide for multi-family living to ensure that opportunities to obtain reasonable-cost housing exist for community residents. Primary uses include multi-family housing of various types including duplexes, multiplexes, and low-rise apartments (three stories or fewer), zero-lot line structures, townhouses, condominiums, senior apartments and retirement homes, etc., and may also include single-family dwellings. Secondary uses allowed typically with appropriate criteria can include accessory dwelling units, adult family homes, day care, educational facilities, utilities subject to compatibility criteria, churches and religious institutions, assisted living facilities, limited office/professional buildings, and manufactured home parks and subdivisions. Through a planned residential development permit process, the base density in Medium Density Residential may be increased significantly for affordable senior housing. Medium density developments may require design review to ensure diversity of building

types/avoidance of building form repetition, plan goal consistency, and neighborhood compatibility.

7.1.5. High Density: This designation (HDR) allows for higher density multi-family developments to allow for a broad range of housing choices in areas with existing and planned infrastructure, and to allow for infill development and the reduction of sprawl. Primary uses include multi-family housing of various types including townhouses, condominiums, apartments, etc. Secondary uses can include low and moderate density residential developments, adult family homes, day care, manufactured home parks and subdivisions, and assisted living facilities. New single-family uses are prohibited so as not to take up housing capacity in the high density district, although existing single-family uses may remain. Through a planned residential development permit process, the base density in High Density Residential may be increased significantly for affordable senior housing. This designation should be applied where the following conditions exist:

- The area has access to appropriate services (e.g. near commercial services and transit);
- Where medium density residential or other moderate density use/mixed land use provides a buffer between low density and high density residential;
- A repetition of building forms is avoided in the proposed development;
- Design review will be required to ensure design appropriate to the neighborhood character;
- Adequate public and community facilities exist to support the density.

## 7.2. Mixed Use

7.2.1. Urban Village: Urban villages are intended to be self-contained mixed use areas with a compact street grid and interconnected pedestrian corridors that promote walkability throughout the neighborhood. They are intended to support a mix of residential, commercial and civic uses. An urban village in Sumner would be something like a “mini-downtown.”

The urban village(s) will provide a focus for neighborhoods outside of the downtown area. Urban villages promote development that is pedestrian scale, transit-oriented and in harmony with the character of the community. Primary uses include retailing and commercial services, banks (with no drive through facilities), professional offices, bed-and-breakfasts, hotels, civic uses, multi-family dwellings of various types including duplexes, townhouses, condominiums, apartments, etc. Secondary uses can include single-family dwellings and accessory dwelling units in residential zones only, and other dwellings such as duplexes and townhomes. Other secondary uses include adult family homes, day care, public and private educational facilities, utilities subject to compatibility criteria, churches and religious institutions, convalescent care and rest homes. Mixed uses, converted residential buildings, converted commercial buildings,



and variable lot sizes are encouraged to ensure pedestrian orientation, visual interest, and historic character protection.

### 7.3. Commercial

- 7.3.1. Neighborhood Commercial: This designation is intended to provide for neighborhood centers that include convenient retailing, small offices, and other commercial activities principally oriented to adjacent residential areas and neighborhoods. Primary uses include convenience stores, eating and drinking establishments, personal service shops, day care, dry cleaners, laundromats, and other uses that serve primarily the immediate neighborhood, and are not auto-oriented. Secondary uses include public/quasi-public uses such as parks and other similar facilities as well as utilities subject to compatibility criteria. Higher density residential developments may also be allowed in specified neighborhood commercial areas where integrated appropriately with the commercial uses and surrounding neighborhood.
- 7.3.2. General Commercial: This designation is applied to areas outside of the downtown area and urban villages where retailing, commercial, and office uses serving a larger market are promoted. While the uses accommodate automobiles to a greater degree, buildings with a street orientation, screened parking, and ample landscaping ensure more attractive commercial areas. Primary uses include retail businesses, automotive sales, professional offices, medical services and clinics, hotels, theaters, restaurants, personal service shops. Secondary uses include convenience stores, utilities subject to compatibility criteria, and light manufacturing, assembling, and repairing where accessory to retail uses. General commercial uses may occur in different forms to encourage specific uses. For example, retail or commercial uses near large employment centers may be limited to commercial uses to support workers. Multi-family residential uses may be incorporated (on second floors above retail) where they can be integrated into the proposed development and are compatible with the surrounding neighborhood. Existing general commercial areas will be encouraged to incorporate pedestrian-oriented elements and positive design features such as additional landscaping, reduced front setbacks, screened parking, and pedestrian scale street fronts, lighting and signage. New development in general commercial areas will require design review to ensure these goals are met. Areas with this designation should provide an appropriate mix of facilities for all transportation modes including transit, bicycle, and pedestrian modes.
- 7.3.3. Interchange Commercial: This designation applies to areas surrounding the 24<sup>th</sup>/28<sup>th</sup> street interchange on SR167 and the area south of SR410 near the 166<sup>th</sup> Avenue interchange. These areas are designated as Interchange Commercial (IC) because they function primarily as automobile dependent businesses, lack pedestrian connections to residential zoning and neighborhood services, and the future character is anticipated to be primarily automobile dependent. While not following as closely to the requirements for pedestrian oriented design, the design standards applied here will require attractive and high-quality development. Primary uses in this zone will be

similar to General Commercial such that there will be automotive sales, equipment sales, gas/convenience stores, automotive repair and maintenance, hotels/motels, theaters, and grocery stores. The area will have greater setbacks allowed than in General Commercial and have less emphasis on pedestrian connections to the street while internal pedestrian amenities will still be required.

#### 7.4. Manufacturing and Industrial

- 7.4.1. Light Manufacturing: Principle uses in this district include light manufacturing (particularly assembling and manufacturing of products from previously prepared material), warehouse/distribution, and packaging plants, and limited office uses. Secondary uses include retail services, restaurants, government uses, agricultural activities, and utilities subject to compatibility criteria.

Goals for landscaping are to ensure adequate landscaping/screening:

- Along streets
- Within parking lots
- Buffers next to lower intensive zones, public open space and critical areas
- Screening of outdoor storage
- Alongside lot lines when not immediately adjacent to a parking lot/truck maneuvering area.

Goals for site and building design are:

- Quality building materials and modulation along street fronts
- Screening of parking and loading
- Discourage multiple curb cuts.

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

- 7.4.3. Public and Private Facilities and Utilities: The primary purpose of this designation is to identify lands utilized to provide public and private utilities, facilities, and services. Allowable uses include parks, schools, medical facilities, nonprofit service uses/organizations, public and private utilities, and government buildings. In some cases, properties designated as Public and Private Facilities and Utilities are also located within the Manufacturing/Industrial Center Overlay area; however, these properties have natural resource restoration and recreation uses only. See Figure 9-3 Comprehensive Plan Map. Proposed parks are indicated in the Parks Plan.

## 7.5. Overlay Designations

- 7.5.1. Shoreline: This overlay references the Sumner Shoreline Master Program which indicates required setbacks and allowable uses for land within the shoreline jurisdiction (generally 200 feet from ordinary high-water mark). In Sumner, land along the Puyallup and White (Stuck) Rivers is governed by the State Shoreline Management Act and Sumner's Shoreline Master Program. There are three shoreline designations: urban, shoreline residential and urban conservancy. Refer to Figure 19-1 in the Shoreline Element.
- 7.5.2. Manufacturing/Industrial Center: The Manufacturing/Industrial Center (MIC) is part of the larger Sumner/Pacific MIC, (Figure 9-2) an area that is targeted for high intensity industrial land uses to create an employment and economic center on a local, county, and regional level. This area is characterized by light and heavy manufacturing uses, limits on retail uses, and a prohibition of residential uses in this area. The Sumner/Pacific MIC is designated a Regional MIC, giving it special status for infrastructure funding, and is a priority for infrastructure improvements to promote the industrial and economic development in the area.
- 7.5.3. Innovation District and Enterprise Area: The Innovation District and Enterprise Area (IDEA District) is a flexible overlay designation that may be applied to non-residential areas at the request of a property owner. An IDEA overlay provides greater flexibility in the allowable uses and development standards than the underlying zone, in order to encourage and to expand economic opportunities for innovative, small-scale businesses to locate in Sumner. Criteria are established to ensure that proposed uses are compatible with surrounding properties. The IDEA District could contain a combination of office, retail, residential, co-working spaces, a makerspace and entrepreneur support services.
- 7.5.4. Planned Mixed Use Development: The Planned Mixed Use Development (PMUD) overlay area requires a mix of commercial and residential development that will undergo extensive public process including design review, hearing examiner recommendation, and City Council approval. The PMUD offers greater flexibility to develop a mix of ground floor commercial, walkable neighborhoods, increased density as appropriate, adequate open space, complete street designs and opportunities for green and environmentally friendly development. The result is a development that fits the character of the surrounding neighborhood as a whole and is an asset to the community. A PMUD may have a mix of commercial, mixed use structures, and stand-alone multi-family residential in a variety of configurations from live/work units, residential over ground floor commercial, to townhouses, and cottages. Buffer areas can also be configured within a PMUD to minimize conflicts between uses such as large-lot single-family or between more intense uses such as industrial, depending on the neighborhood.
- 7.5.5. Planned Residential Development: The Planned Residential Development (PRD) overlay is similar to a PMUD but for residential developments. The PRD offers greater

flexibility to develop a mix of housing types with varying lot sizes and dimensions, increased density as appropriate, adequate open space, and building setbacks and heights that are compatible with adjacent residential uses. The result is a development that allows for a high level of variety in housing and flexibility in site design while remaining compatible with the character of the surrounding neighborhood.

- 7.5.6. Town Center Plan Area: The Town Center Plan covers an area within approximately one-half mile radius of the Sumner commuter rail station. This is an area that is targeted for future residential and mixed use development that takes advantage of being near transit and amenities and conveniences in the downtown core. The increased population in the downtown would add to the market for an “everyday” downtown and further strengthen the economic vitality of Main Street. The Town Center Plan also envisions a mixed of uses along Main Street, Traffic and Fryar Avenues and Activity Nodes. The Town Center Plan area has a greater increase in heights and residential densities than other areas of the city. The Town Center Plan Subarea is implemented through design standards, and a “form based code.” The Town Center is also designated a “Countywide Growth Center.” A Form Based Code, adopted for the Town Center, contains design details on building forms and streetscapes.

There are four districts within the Town Center Plan subarea:

- Historic Central Business District (HCBD)
- Station District (SD)
- West Sumner District (WSD)
- Riverfront District (RD)

- 7.5.7. Manufactured Home Park Overlay: The Manufactured Home Park (MFHP) Overlay district applies to properties primarily in manufactured home park use where the MFHP was created prior to 2024. The purpose of the overlay is to support the continuation of manufactured homes as the primary use on the property and to help ensure that MFHPs continue to provide an affordable housing option for Sumner residents. The overlay is not intended to apply to new MFHPs but may be applied in the future to MFH subdivisions if residents become vulnerable to displacement and apply to the Director for designation. The overlay is a land use designation only and is not intended to include provisions for rent control or tenant protections.

**Figure 9-2: Land Use Designations**

CATEGORY	DENSITY
<b><u>Residential</u></b>	
Resource Protection (RES)	1 du/20 acres
Residential-Protection (R-P)	1 du/20 acres
Low Density Residential-1 (LDR-1)	2.9 - 10.0 du/acre*
Low Density Residential-2 (LDR-2)	5.1 - 13.0 du/acre*
Low Density Residential-3 (LDR-3)	7.0 - 20.0 du/acre*
Medium Density (MDR)	8.1 - 22.0 du/acre*
High Density (HDR)	12.1 - 25 du/acre*
<b><u>Commercial</u></b>	
General Commercial (GC)	12.1-25 du/acre*
Interchange Commercial (IC)	--
Neighborhood Commercial (NC)	12.1-25 du/acre*
Town Center Plan area	Unlimited density per TCP Form Based Code
Urban Village (UV)	26-40 du/acre*
<b><u>Manufacturing</u></b>	
Light (M-1)	--
Heavy (M-2)	--
<b><u>Public/Private Facilities &amp; Utilities (P)</u></b>	
<b><u>Overlay Designations</u></b>	
Shoreline	Refer to Sumner SMP
Planned Residential Development (PRD)	Based on underlying zone
Planned Mixed Use Development (PMUD)	5-37.5 du/acre
Town Center Plan Subarea Sub-Districts	Unlimited if height, open space, setbacks, and parking are met.
Innovation District & Enterprise Area	Based on underlying zone

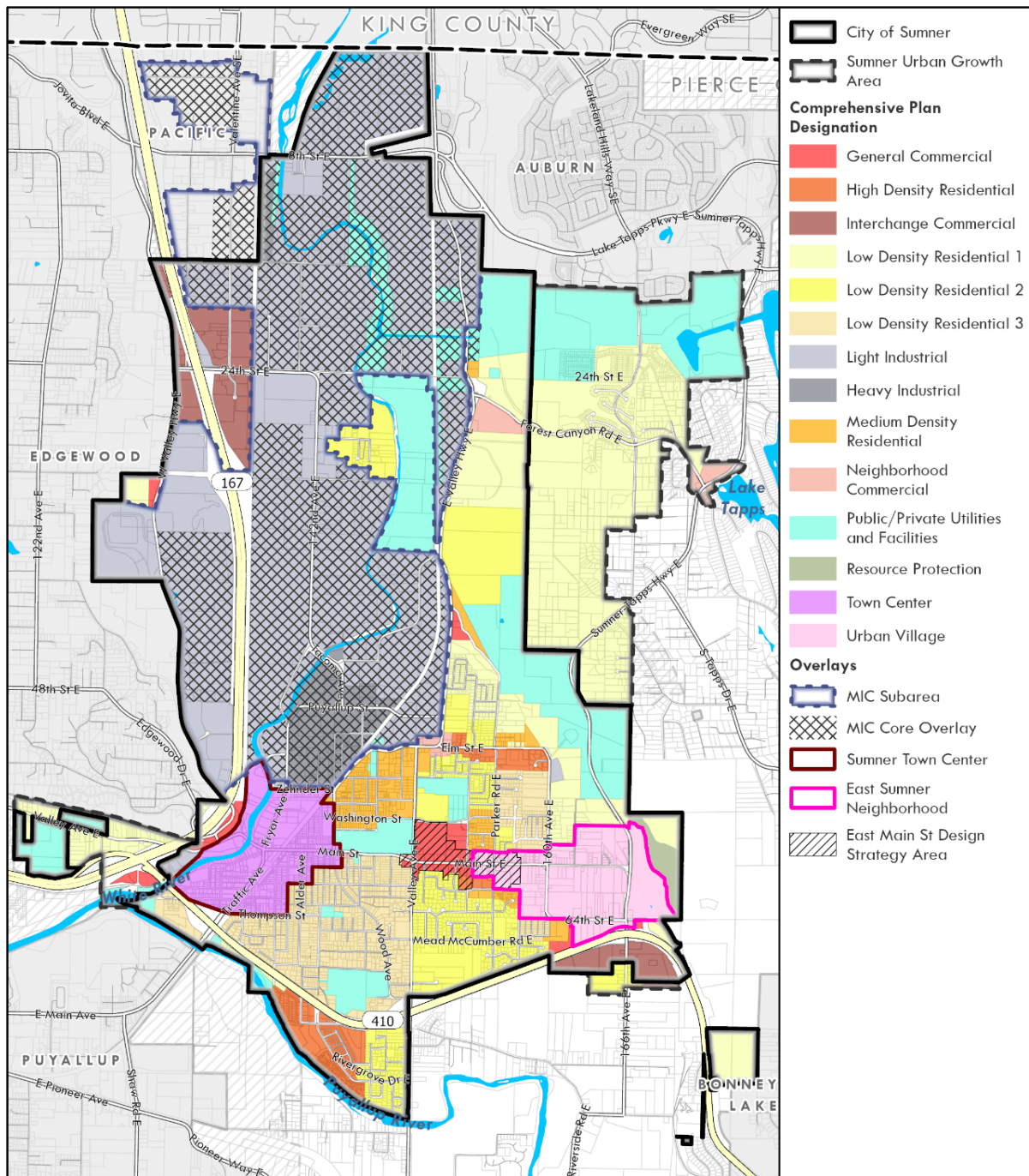
Source: Sumner Community Development Department

Notes: du = dwelling unit

SMP = Shoreline Master Program

\*Density may be increased to 30-50 du/ac for affordable senior housing through a PRD process, or for affordable housing on properties owned by religious organizations.

Figure 9-3. Comprehensive Plan Map



CITY OF SUMNER

# Comprehensive Plan Map

Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.



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CITY OF  
**SUMNER**  
WASHINGTON

Map Date: January 2024



# 10. Essential Public Facilities

## Introduction

The State Growth Management Act requires that local government comprehensive plans include a process for identifying and siting of essential public facilities. Essential public facilities are typically difficult to site and include facilities such as airports; state educational facilities; state or regional transportation facilities; state and local correctional facilities; solid waste handling facilities; opioid treatment programs (including both mobile and fixed-site medication units); harm reduction programs excluding safe injection sites; substance use disorder treatment facilities; and mental health facilities, group homes, recovery residences, community facilities, and secure community transition facilities. No local comprehensive plan or development regulation may preclude the siting of essential public facilities per State law. In addition, the State encourages local jurisdictions to provide criteria for the siting of other behavioral health facilities.

## Goals, Policies, and Objectives

- 1. *Establish a process and criteria for the appropriate siting of essential public facilities of a State-wide or Countywide nature.***
  - 1.1. Identify essential public facilities based upon the Growth Management Act, State Office of Financial Management list of essential public facilities required or likely to be built, Countywide Planning Policies for Pierce County, and any City lists which may be developed.
  - 1.2. Through the Land Use Plan identify publicly owned lands and quasi-public uses on lands useful for public purposes and incorporate such designations into the Land Use Plan.
  - 1.3. Work with the County and other cities to establish a cooperative inter-jurisdictional approach to the siting of essential public facilities in accordance with the process established in the Countywide Planning Policies for Pierce County. Joint planning agreements shall be sought where appropriate. Through joint planning or interlocal agreements, the City shall seek to mitigate disproportionate financial and environmental burdens due to the siting of essential public facilities, particularly in communities that face disproportionate shares of noise, light, and air quality pollution impacts.
  - 1.4. Public review shall be carried out in accordance with the public process established by the state, regional, or local agency. When possible, public review materials should be made available in the most commonly spoken languages in Sumner.
  - 1.5. Facilities shall provide mitigative measures and amenities, including fiscal mitigation, as appropriate, for neighborhoods in which the facilities are located.



- 1.6. Siting of facilities in the City of Sumner and Sumner Urban Growth Area shall be made in accordance with the following principles:
  - The State, regional, or local agency proposing the facility (Agency) shall demonstrate a justifiable need for the public facility and for its location in the Sumner Planning Area or adjacent areas based upon forecasted needs and a logical service area;
  - In consultation with the City of Sumner, the Agency shall establish a public process by which the residents of the County and the City have a reasonable opportunity to participate in the site selection process and review of the impacts and benefits of the proposed facility; and
  - Facilities shall be sited consistent with the siting criteria below and Sumner Municipal Code.
- 1.7. Siting criteria for essential public facilities. To promote consistency in essential public facility siting across Pierce County, adhere to the essential public facilities siting criteria laid out in the Pierce County Countywide Planning Policies for new or expanded essential public facilities in the Sumner Planning Area, including the following identified criteria:
  - Specific facility requirements.
  - Impacts of the facility.
  - Impacts of the facility siting on urban growth area designations and policies.
- 1.8. In addition to the siting criteria in the Pierce County Countywide Planning Policies, agencies shall consider the following when siting essential public facilities in the Sumner Planning Area:
  - Consistency with the Sumner Comprehensive Plan policies, capital facility plans, environmental regulations, and other implementing ordinances.
  - Impacts and benefits associated with the facility to ensure these impacts and burdens are equitably distributed.
  - Reduction and/or mitigation of risk of displacement of overburdened residents, affordable commercial space, small businesses, and housing.

**2. *Establish a process and criteria for the appropriate siting of local behavioral health facilities.***

- 2.1. Siting criteria for behavioral health facilities shall provide for site design and buffering techniques to ensure compatibility with surrounding uses.
- 2.2. The following criteria will be considered when siting behavioral health facilities:
  - Proximity and/or access to social services and other services to meet the needs of residents and support facility operations.

# 11. Historic and Cultural Resources

## Introduction

Sumner's beginnings and cultural features provide a source of pride for the community and a context for understanding Sumner today. The City of Sumner is located within the traditional homelands of the Coast Salish Tribes, including the Puyallup Tribe and the Muckleshoot Tribe. Sumner continues to be a place of cultural importance for local Tribes. However, despite the Tribal history of the area, few Tribal archaeological resources have been found due to the lack of surveys.

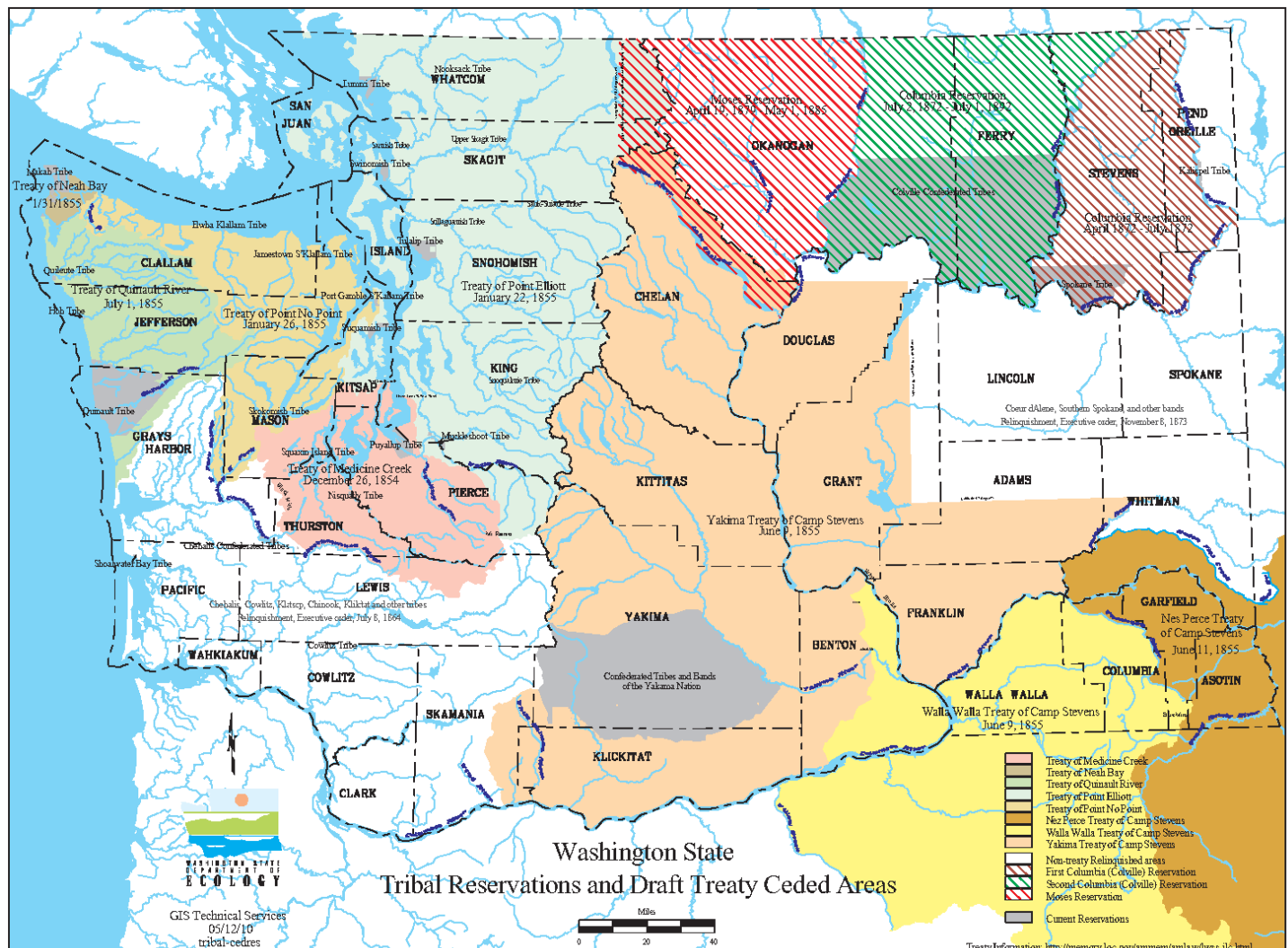
Adequate planning during a project is important, in order to avoid, where feasible or practical, development that could disturb historic and cultural resources. In 2008, the City adopted the historic preservation ordinance that provides the ability for property owners to voluntarily place their properties on the Sumner Historic Register.

## Goals, Policies, and Objectives

- 1. *Identify, preserve, protect, and enhance restore areas of Sumner with historical, cultural, educational, or scientific values.***
  - 1.1. Preserve and maintain the historic, cultural, scientific, or educational integrity of known resources of local, state, or national significance to the extent feasible, including properties listed on the National or State Register of Historic Places. Developers should plan and design development on sites having historic, cultural, or archeological resources in a manner that prevents impacts to the resource and provides educational benefits to the public, where appropriate.
    - 1.1.1. Through the permitting and environmental review process, document how impacts to archaeological, historic, and cultural sites and resources were considered and how impacts were avoided or how avoidance is infeasible.
    - 1.1.2. Consider the potential impacts of development on culturally significant Tribal sites and collaborate with the affected Tribes, such as the Puyallup Tribe and Muckleshoot Tribe, to ensure the protection of Tribal cultural resources.
    - 1.1.3. Request consultation with the State Department of Archeology and Historic Preservation (DAHP) for demolition or construction projects on sites located in Town Center, with structures older than 45 years old, or with structures identified by DAHP as potentially eligible for listing.
    - 1.1.4. Require developers to immediately stop work and notify the City, DAHP, the Puyallup Tribe, and the Muckleshoot Tribe if any artifacts of possible historic, cultural, or archeological value are uncovered during excavation.

- 1.1.5. Require Inadvertent Human Remains Discovery Language recommended by DAHP to be added to permits as a condition of project approval.
- 1.2. Work with Tribes, agencies and property owners to encourage measures that protect, enhance, and restore ecosystems that could be adversely impacted by climate change, in order to make available cultural foods and other resources for indigenous Tribes.
- 1.3. Encourage the efforts of historic preservation organizations, such as the Sumner Historical Society, Puyallup Historical Society, the Japanese American Citizens League, the Tribes, and other community groups to promote historic preservation, historic and cultural education, and recognition of Sumner's history.
  - 1.3.1. Consider partnerships with historical preservation organizations, such as the Sumner Historical Society, that could allow, where appropriate, an agreement for the use of city facilities.
  - 1.3.2. Encourage historical societies, historic preservation agencies, community groups, and others to provide access to historic documents, such as maps, photos, and newspapers, for landowners, residents, and others.
  - 1.3.3. Encourage community programs for the collection and preservation of oral histories of the community through partnerships with schools, the senior center, and other groups.
  - 1.3.4. Encourage public awareness and understanding of prehistory and the history of Tribes in the Sumner area.

**Figure 11-1. Tribal Reservations and Draft Treaty Ceded Areas (Washington Department of Ecology)**



- 1.4. Coordinate with community organizations, property owners, and residents to protect, acquire, and/or restore key historic properties where feasible.
  - 1.4.1. Promote the preservation and revitalization of significant lands, historic sites and structures, and historic trees through a combination of techniques such as landmark programs, incentives, and local government historic preservation programs.
  - 1.4.2. Implement design guidelines that protect and promote the historic and community character of Sumner.
  - 1.4.3. Maintain a historic preservation program to support Sumner's designation as a Certified Local Government for historic preservation purposes.
  - 1.4.4. Encourage the historic preservation commission to develop a local register of historic places and, with permission from the Tribes, a list of traditional cultural properties.

- 1.4.5. Analyze and consider a historic overlay zone in the downtown area as a tool for preserving the character of Main Street.
- 1.5. Identify state and federal grants and other funding sources to support historic preservation in Sumner.
- 1.6. Encourage private property owners with eligible properties to voluntarily seek Register listing.
- 1.7. Work with property owners and historic preservation societies toward protecting or adapting significant historic sites prone to floods, extreme snow events, and other hazards worsened by climate change through building retrofits, green infrastructure, and other strategies.

**2. *Enhance and improve the cultural arts environment.***

- 2.1. Work with other organizations to promote visual, literary, and cultural arts and events in the community.
- 2.2. Maintain a cultural arts strategy reflective of Sumner's history and diverse communities to implement the goals of this Plan.
- 2.3. Partner with community or volunteer organizations, businesses, and supporters to promote cultural arts throughout the community.
- 2.4. Encourage a diverse range of cultural arts and events that recognize the experiences and contributions of various ethnic groups throughout Sumner's history.

**3. Recognize the role of the historic downtown as the historic center of Sumner and heart of the community.**

Figure 11-2. Historic Downtown Sumner



- 3.1. Ensure the character of the historic downtown is retained as new businesses and buildings are established, such as through design standards, historic preservation ordinances, or other means.
- 3.2. Encourage the incorporation of street furniture and features along streets in the historic downtown, such as streetlights and benches, that are compatible with the historic character of the area.
- 3.3. Enliven and refresh historic downtown by encouraging adaptive reuse of buildings and new construction that acknowledges the historic character of the area.
- 3.4. Provide ongoing support and expansion of walking tours that highlight public art, architecture, history, trees, and other icons of the historic downtown.



# 12. Environment

## Introduction

The Growth Management Act (GMA) requires that critical areas, natural resource lands, and the environment be protected. Countywide Planning Policies and the Multi-County Planning Policies (VISION 2050) also establish mandates for protection of the environment in the planning process. Updates to policies and regulations are required to be based on “best available science” and give special consideration to conservation or protection measures necessary to preserve or enhance habitat for anadromous fisheries. Legislation further requires jurisdictions to address climate change and greenhouse gas reduction in their policies and regulations. In addition, the Draft Environmental Impact Statement, prepared for the Comprehensive Plan in compliance with the State Environmental Policy Act (SEPA), discloses a variety of environmental impacts that could result from implementing the Comprehensive Plan. The policies below are intended to satisfy these statutory and regional policy directives.

Critical Areas within the City of Sumner include wetlands; critical aquifer recharge areas; fish and wildlife habitat conservation areas; frequently flooded areas; and geologically hazardous areas. The beneficial functions and values they provide include water quality protection; fish and wildlife habitat; flood storage; groundwater recharge and discharge; drinking water protection; erosion control; protection from natural hazards; and recreation.

## Goals, Policies, and Objectives

### Overall

#### ***1. Practice environmental stewardship by protecting, enhancing and promoting the natural environment in the City of Sumner.***

- 1.1. Maintain up-to-date regulations that protect critical areas, the function and values of the natural environment, and/or safeguard the public from hazards to health and safety.
- 1.2. Incorporate the use of “best available science” as required by the Growth Management Act in developing policies and development regulations to protect the functions and values of critical areas. Give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.
- 1.3. Promote cultural events that celebrate and inform the community about natural areas, such as salmon-related events and tours of restoration sites.
- 1.4. Work with the Sumner-Bonney Lake School District and other organizations to promote environmental education on topics such as local ecology, conservation, waste reduction, and environmental justice.

- 1.5. Through the Parks Board, new development permits, community organizations, other agencies and other resources, promote equitable public access to unique and valuable natural areas, where access is designed to minimize impacts to the natural area.
- 1.6. Consider environmental justice in future project and policy decisions and ensure the benefits associated with environmental stewardship projects are equitably distributed throughout the city.
- 1.7. Develop a continuing program to assist the public with preventing storm damage through the proper use of vegetation and trimming of dangerous limbs.
- 1.8. Work with Pierce County to continue education programs related to winter preparedness as part of their preparedness education program.
- 1.9. Expand public education campaigns regarding fire safety, including information on wildfire hazards and protecting homes.
- 1.10. Maintain a program of street tree planting to boost carbon sequestration, improve air quality, and counter heat island effects, particularly in overburdened communities.

## Air Quality

### ***2. Protect air quality from adverse impacts.***

- 2.1. In order to reduce emissions and reliance on the automobile as the primary method of transportation, encourage alternative modes of transportation.
- 2.2. Require air quality impact analysis for major new developments which could adversely impact the air quality levels in the vicinity.
- 2.3. Work with other agencies to educate the public about air quality impacts.
- 2.4. Work with other agencies to monitor air quality within the planning area.
- 2.5. Support infrastructure, codes and permit processes that encourage alternative fuels and electric vehicles.
- 2.6. Require trees and other vegetated barriers between busy roadways and schools, residential areas and other places with a high concentration of vulnerable children and adults.
- 2.7. Engage with the community, particularly overburdened populations, to understand and respond to local needs and concerns regarding air quality.

## Noise

### ***3. Encourage a reduction in noise impacts associated with human activity and development.***

- 3.1. Require new developments which could generate substantial levels of noise or could expose people to noise impacts sufficient to cause environmental health problems to submit an analysis of potential noise impacts and to propose mitigation.

- 3.2. Maintain the noise ordinance to address various noise sources, and periodically update it for consistency with industry standards and new environmental health data.

## Natural Resource Lands

### **4. *Protect viable long-term natural resource lands, including commercial agriculture and mining.***

- 4.1. In coordination with other jurisdictions, protect viable mining areas through allowances for permits, provisions for mitigation of impacts and restoration, notice to adjacent property owners, and compatibility of uses.
- 4.2. Cooperate with Pierce County in protecting lands designated by the State as agricultural lands of long-term commercial significance, through conservation tools such as transfer of development rights, purchase of development rights, cluster zoning, and limitations on the extensions of public utilities and public facilities.
- 4.3. Establish right-to-farm legislation to protect agricultural lands with significant long-term commercial significance, including adjacent agricultural lands in the county.

## Surface Water

### **5. *Protect surface water quality and quantity from significant degradation as required by state and federal law.***

- 5.1. Implement development regulations and a surface water quality management plan to protect water quality.
- 5.2. Maintain regulatory requirements for adequate vegetated stream buffers to protect functions and values such as temperature reduction, as well as filtration and attenuation (slow release) of surface water runoff.
- 5.3. Protect wetlands and wetland buffers to protect functions and values, such as flood attenuation, through water storage and water filtration.
- 5.4. Monitor surface water quality discharges to provide a sufficient data base for determining if water quality is being degraded.
- 5.5. Work with other agencies to educate the general public and developers on the potential surface water quality degradation resulting from development and human activity and how to reduce impacts.
- 5.6. Maintain consistency with local, regional and federal water quality protection plans and permits.
- 5.7. Continue to implement wetland regulations as an essential part of water quality protection.
- 5.8. Continue to be a leader in developing and implementing state-of-the-art stormwater management techniques including low impact development.

- 5.9. Incorporate low impact development principles and practices into the design, construction and operation of all city facilities and city-funded projects when economically feasible.
- 5.10. Require residential and commercial developers to incorporate low impact development techniques, where feasible, that preserve a site's natural hydrologic functions and practices that protect native vegetation and soils, facilitate reuse of resources, such as reclaimed water, and reduce impervious surface.
- 5.11. Identify and evaluate potential changes to land use development regulations and building codes to support and promote low impact development.

## Groundwater

### **6. *Protect groundwater quality within the aquifer recharge area from substantial degradation.***

- 6.1. Implement regulations to prevent groundwater quality degradation.
- 6.2. Support inclusive education of the public about potential groundwater quality issues resulting from development and human activity within the critical aquifer recharge areas (CARA).
- 6.3. Collaborate with adjacent jurisdictions and agencies within watersheds of the White and Puyallup Rivers to protect groundwater resources which support the Sumner water supply.
- 6.4. Protect trees and vegetation in areas that contribute to groundwater discharge and recharge.

## Geologically Hazardous Areas and Special Flood Hazard Areas

### **7. *Protect life and property in geologically hazardous areas and special flood hazard areas. Geologically hazardous areas include landslide, erosion, seismic, and volcanic hazard areas.***

- 7.1. Work with other agencies to develop and implement inclusive public education and notification systems related to geologically hazardous areas.
  - 7.1.1. In conjunction with other agencies, including Pierce County, school districts, and East Pierce Fire & Rescue, implement an emergency notification system and evacuation plan to provide early warning of impending disasters. As necessitated by new development, the system and plan shall be periodically revised.
  - 7.1.2. Use title and plat notices for new development to inform current and future property owners of potential risk from applicable geologically hazardous areas and special flood hazard areas.
  - 7.1.3. In conjunction with Pierce County, the federal government, the Red Cross, and other applicable agencies, educate the public about the risks associated with geologically hazardous areas and special flood hazard areas and methods to reduce risk.
  - 7.1.4. Create a disaster resistant and resilient community through proper design of critical facilities, inclusive public education of the public, and land use planning.

- 7.1.5. Emergency notification systems and evacuation plans should consider the diverse needs of the population to address accessibility, access to technology, and language.
- 7.2. Minimize the potential for loss of life and damage to public and private investments resulting from flooding in special flood hazard areas, such as along the White (Stuck) and Puyallup Rivers.
  - 7.2.1. Work with the appropriate agencies to secure easements and make the necessary improvements along the riverbanks to ensure damage is minimized and environmental impacts are mitigated.
  - 7.2.2. Work with other agencies to modify the operational mandate of the Mud Mountain Dam to reduce flood risk.
  - 7.2.3. Work with appropriate agencies to develop and implement regulations to reduce flood damage, including reinforced building design, compensatory flood storage, limitations on the location of building in floodplains, and adoption of a “zero-rise” standard or floodplain development.
  - 7.2.4. Continue to implement wetland protection and stormwater management regulations to help mitigate flooding impacts to the community.
  - 7.2.5. Acquire property that is located within flood-prone areas as necessary to implement flood protection projects and plans.
  - 7.2.6. Continue and expand public education related to floods.
- 7.3. Implement and enforce the wetlands and floodplain regulations to retain the existing flood storage capacity.
- 7.4. Seek mitigation projects to increase flood storage as necessary to meet the adopted level of service for stormwater and flood conveyance.
- 7.5. In partnership with Tribes, Pierce County, and private business, plan and develop a flood protection and habitat restoration area on 170 acres of city owned property generally east of the White River and south of Stewart Road.
- 7.6. Work with surrounding jurisdictions including the Dieringer and Sumner-Bonney Lake School Districts; East Pierce Fire & Rescue; Pierce County; and nearby cities and towns to coordinate and collaborate where possible on the creation and implementation of appropriate flood hazard mitigation measures.
- 7.7. Continue to update and implement floodplain development regulations which limit the opportunity for new homes and businesses to be constructed in flood hazard areas through the City’s Flood Damage Prevention Ordinance, Critical Areas Regulations, and Shoreline Master Program.
- 7.8. Continue to include and update mitigation requirements in floodplain development regulations, which can significantly reduce the potential for flooding to negatively impact

drinking water sources, pipelines, septic systems, sewer lines, and water lines that intersect flood hazard areas.

- 7.9. Take measures to reduce risk and hazard from volcanic hazards off Mount Rainier.
  - 7.9.1. Take measures to reduce the location of large occupancy assembly uses in areas of volcanic hazard risk.
  - 7.9.2. Require analysis of volcanic hazard risk and mitigation to accompany substantial new development in areas of identified volcanic hazard risk.
- 7.10. Take measures to reduce risk and hazard from earthquakes (seismic hazards) and associated effects through disaster preparedness and public education, and facility design.
- 7.11. Require new development to address potential landslides, runoff, and other geologic hazards, to protect hillsides and surrounding development from landslides or other geologic hazards and the impacts associated with building on steep slopes.
- 7.12. Take measures to reduce erosion and other geologic hazards in all areas, particularly in areas with high risk of erosion, and the associated impacts.
- 7.13. Implement land use and environmental regulations with flexibility to include protecting geologically hazardous areas.

#### Fish and Wildlife Habitat Conservation Areas

### **8. *Protect and enhance unique, valuable, and critical plant, fish, and wildlife habitat conservation areas and promote biodiversity.***

- 8.1. Implement regulations and programs to protect unique, valuable and critical plant, fish, and wildlife habitat conservation areas, including flexible design standards.
- 8.2. Protect shorelines, fish and wildlife habitat conservation areas, and wetlands through appropriate regulations, acquisition, and non-regulatory policies such as education, stewardship, density credits, restoration, etc.
- 8.3. Maintain an urban forestry strategy to encourage the planting of trees on public and private property.
  - 8.3.1. Within the urban forestry strategy develop specific standards for planting of public trees such as minimum size, type, minimum soil conditions, and maintenance requirements.
  - 8.3.2. Incorporate climate resilience strategies into the City's urban forest management, such as increasing citywide species diversity, native or climate resilient species, and increasing tree planting in areas with low canopy cover.
  - 8.3.3. Manage City watershed lands on forested hillsides to improve climate resiliency and resistance to extreme events such as wildfires.



- 8.4. Take measures to protect forested hillside areas, which provide environmental benefits such as slope stability, wildlife habitat, water filtration, and attenuation (slow release), from the impacts of development.
- 8.5. Work with other agencies and the public to support restoration of the White River and its tributaries including Salmon Creek and continue to support and implement the White River Restoration Project to restore salmon habitat and reduce flood risks.
- 8.6. Give priority consideration to conservation and protection measures that preserve and enhance areas where anadromous fisheries and endangered, threatened, and sensitive species have a primary association.
- 8.7. Allow for the clustering of development at higher densities on a portion of a property when preserving fish and wildlife habitat conservation areas or wetlands on site.

## Air Quality and Emissions

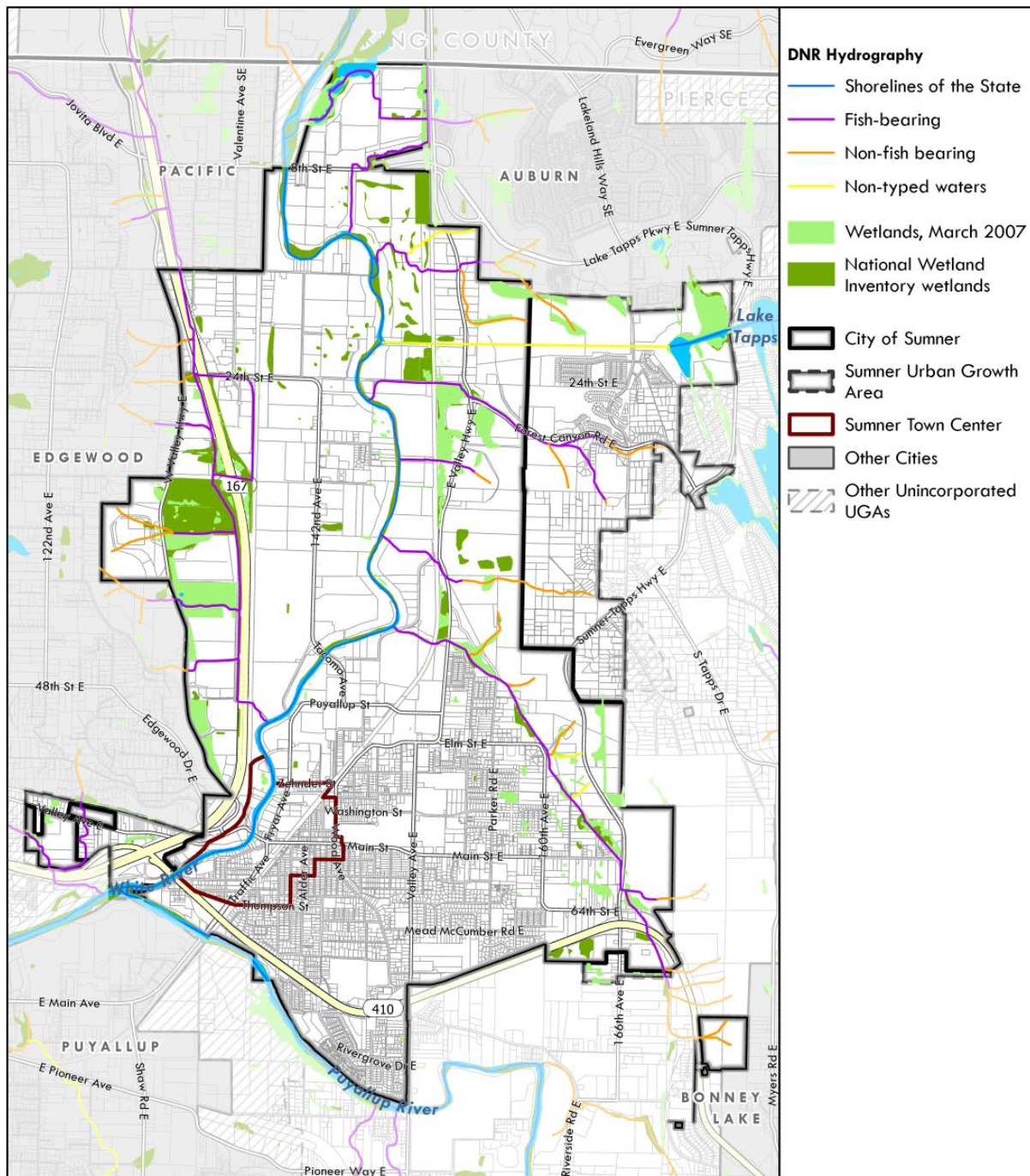
### ***9. Reduce greenhouse gas emissions and encourage energy efficiency.***

- 9.1. Through incentives and technical support, encourage energy conservation, energy efficiency, efficiency in building materials and site design, and the application of sustainable, or “green” design practices in all public and private development including large commercial and industrial projects, residential subdivisions, and infrastructure such as streets within the city.
- 9.2. Identify and evaluate potential changes to land use and development regulations to support and promote energy-efficient, sustainable, and green development.
  - 9.2.1. Ensure that the Sumner design guidelines and zoning regulations have the flexibility to accommodate and provide incentives for the installation of green energy features.
  - 9.2.2. Require street trees and on-site landscaping in all new developments, as appropriate to the development.
- 9.3. Require proposed rezones that significantly increase vehicle miles traveled to conduct a greenhouse gas emissions analysis and to propose mitigation.
- 9.4. Promote a healthy and sustainable environment in terms of air quality and climate, energy resources, and active lifestyles by using prudent building design and construction methods such as recycled construction materials, reducing space heating and electricity usage, reducing water consumption and waste generation, and encouraging alternative travel modes such as transit, walking, and biking.
- 9.5. Consider adopting City purchasing policies that prioritize sustainable and recycled products.

***10. Establish regulations and processes to allow and streamline permits for new energy technologies, such as battery storage facilities, small- and large-scale solar facilities, and similar alternative technologies.***

- 10.1. Explore ways to streamline and reduce costs in the permitting process for residential-scale solar facilities.

Figure 12-1. Critical Areas Map



CITY OF SUMNER

## Streams and Wetlands

*Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.*

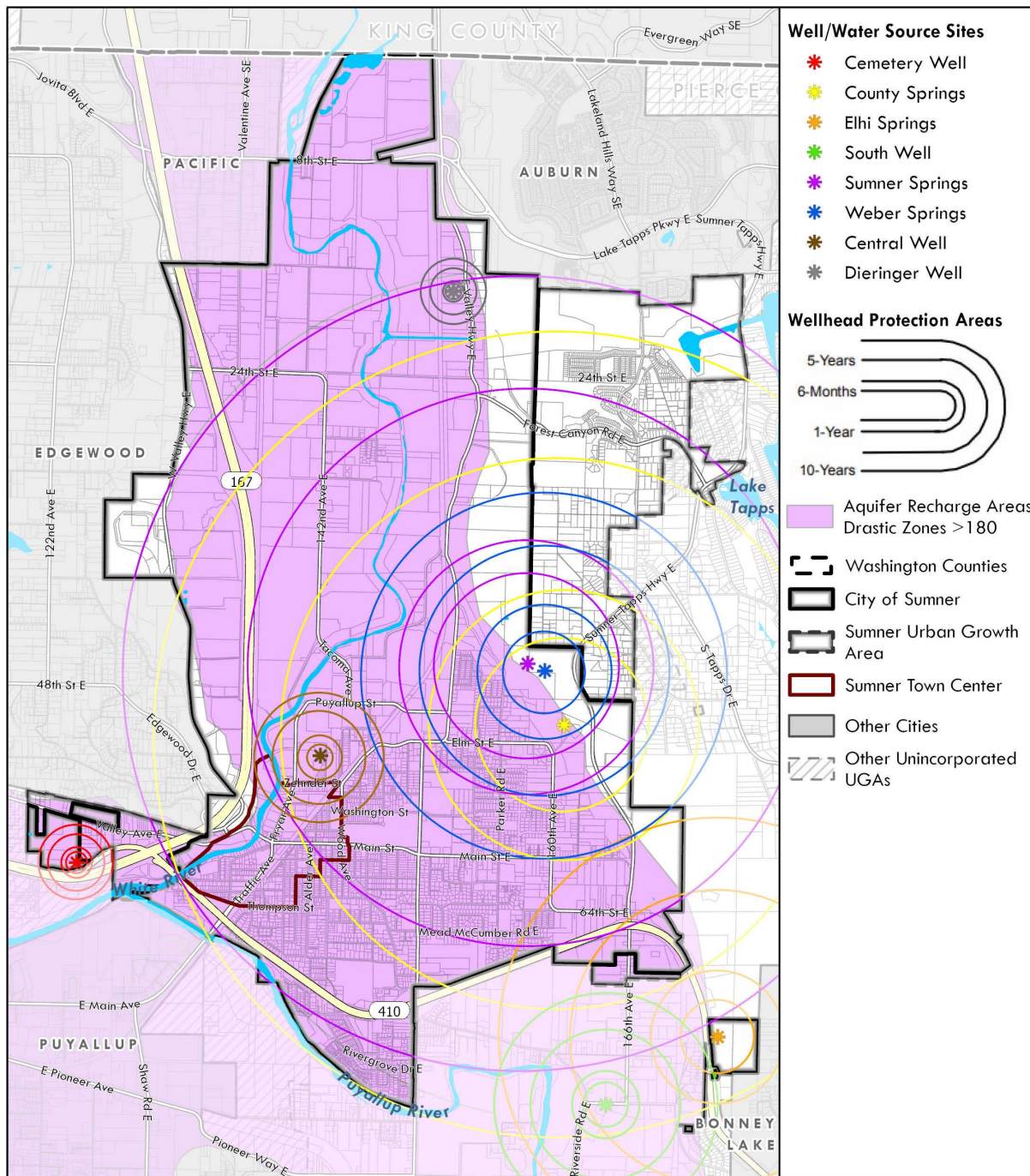


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Map Date: February 2024



Figure 12-2. Aquifer Recharge Areas and Groundwater Resources



CITY OF SUMNER

# Aquifer Recharge Areas and Groundwater Resources

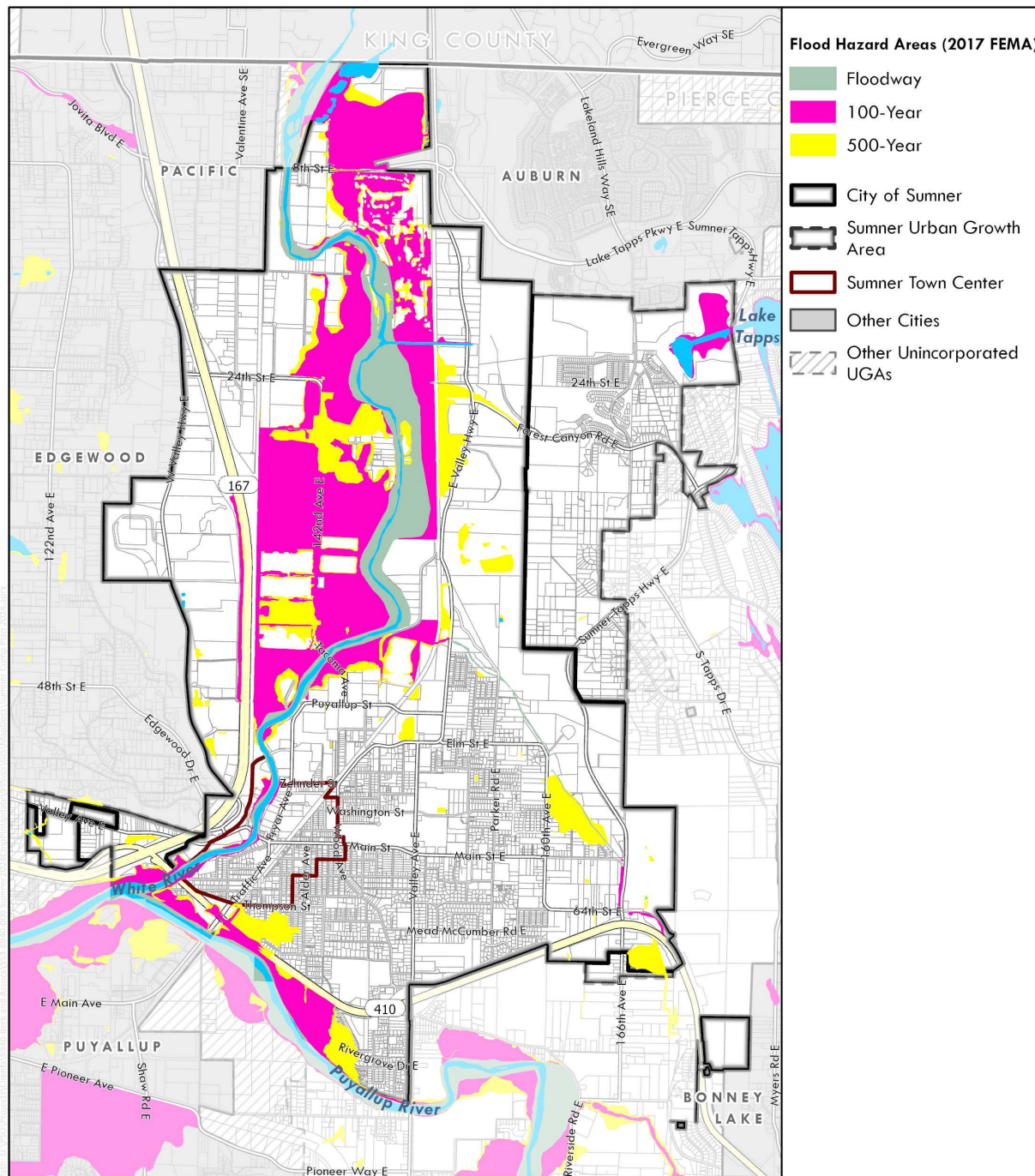
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Map Date: August 2023

Figure 12-3. Flood Hazard Areas



CITY OF SUMNER

## Flood Hazard Areas



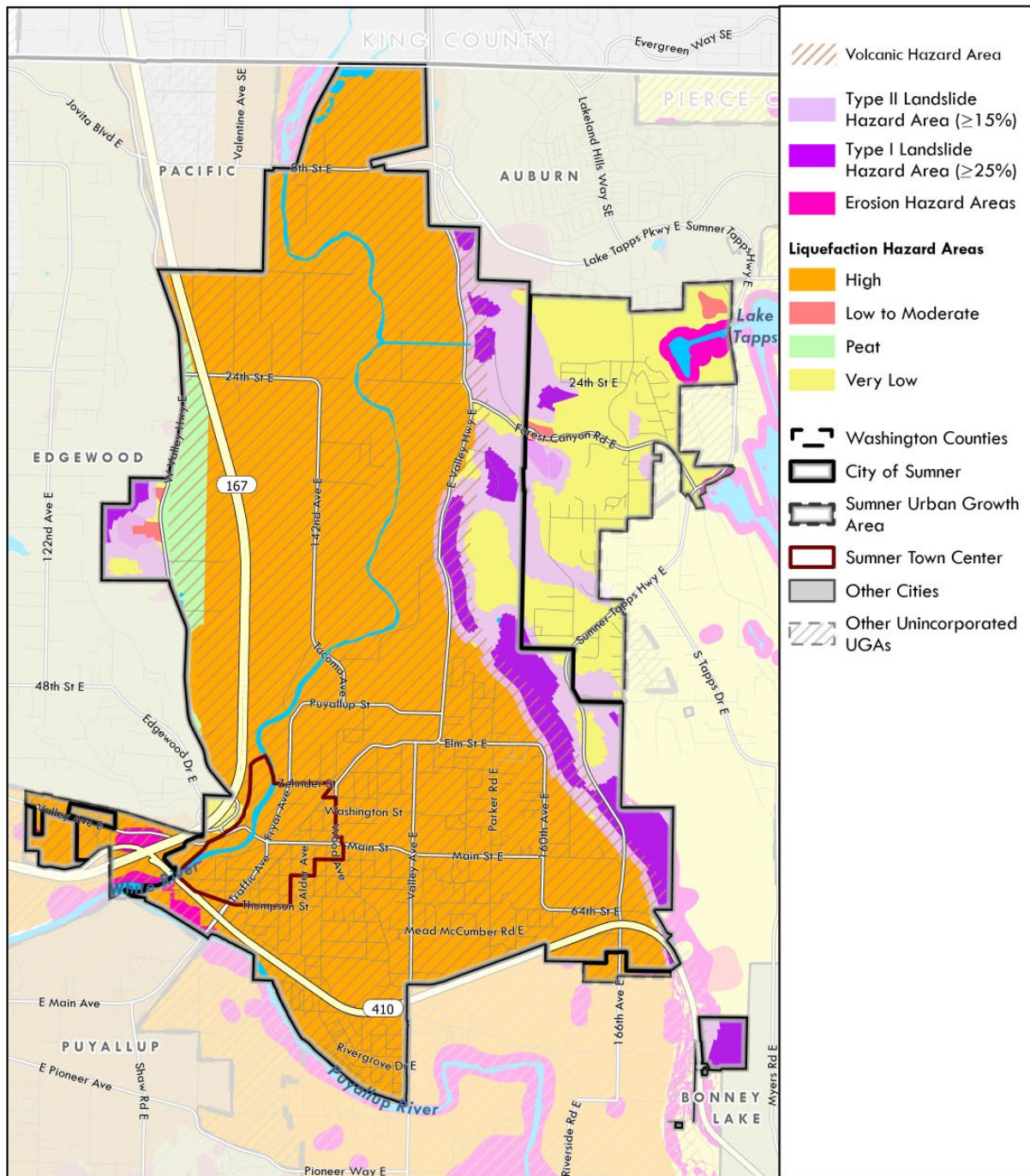
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Map Date: August 2023



Figure 12-4. Geologically Hazardous Areas



CITY OF SUMNER

## Geologically Hazardous Areas

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# 13. Climate Change and Resiliency

## Introduction

As of 2023, the Growth Management Act (GMA) requires comprehensive plans to include a Climate Change and Resiliency element, with two subelements: greenhouse gas reduction and resiliency. The greenhouse gas emissions reduction subelement identifies actions the City will take to reduce greenhouse gas emissions and per capita vehicle miles traveled. The resiliency subelement includes policies that enhance resiliency to the impacts of climate change. Both elements must prioritize actions that benefit communities overburdened by environmental health and climate change impacts.

Climate Change and Resiliency goals and policies are integrated throughout the Comprehensive Plan and cross-referenced in this element.

## Greenhouse Gas Emissions Reduction

Key sources of greenhouse gas emissions in Sumner include electricity, heating, and cooling; transportation; solid waste and wastewater processing; natural gas and propane transport and use; industrial processes; land use; and tree loss. The Comprehensive Plan includes goals and policies intended to reduce these emissions that contribute to climate change.

Goals and policies that reduce greenhouse gas emissions include:

### **Governance and Permit Process:** 1.7

- Key topics: energy efficiency

### **Community Character:** 1.1, 2.3, 2.3.1, 2.3.2, 2.3.3, 2.5, 2.5.1, 2.5.2, 2.6, 2.7, 3.2, 3.2.1, 3.2.2, 3.6, 5.4, 5.6, 5.7, 6.1, 6.2, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9

- Key topics: walkability and pedestrian scale; bicycle-friendly streets; transit-oriented development; efficient use of water and energy; tree planting and urban forestry

### **Family and Human Services:** 5.4, 5.6

- Key topics: walkability and bikeability

### **Economic Development and Employment:** 1.7, 5.3, 5.5

- Key topics: sustainable industries and practices; reducing emissions

### **Land Use:** 4.1, 6.1

- Key topics: walkability and transit-oriented development

**Environment:** 1.10, 2.1, 2.5, 8.3, 8.3.1, 8.3.2, 9, 9.1, 9.2, 9.2.1, 9.2.2, 9.3, 9.4, 9.5, 10.1

- Key topics: tree planting and carbon sequestration; alternative energy technologies; alternative modes of transportation; alternative fuels and electric vehicles; energy conservation and efficiency; recycled materials

**Housing:** 3.1, 3.2, 3.3, 3.4, 3.4.1, 3.5, 3.6

- Key topics: energy conservation and efficiency; alternative modes of transportation; transit-oriented development; reducing pavement area to prevent heat loss

**Parks:** 1.1.2, 2.1.1, 2.2.1, 3.1, 3.1.1, 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.3, 3.3.1, 3.3.2, 3.4, 3.4.1

- Key topics: walkability and bikeability

**Transportation:** 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 7.2, 7.5, 7.7, 7.9, 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 10.3.1, 10.6, 10.7, 10.8, 10.9, 11.8

- Key topics: alternative fuels; electric vehicles; transportation demand management; walkability and bikeability; transit-oriented development

**Capital Facilities:** 3.1, 3.2, 3.3, 3.4, 3.6, 3.8, 16.1, 16.2

- Key topics: recycling; energy efficiency and green development practices in City projects; tree planting for energy efficiency; alternative energy

**Utilities:** 1.4, 1.4.1, 1.4.2, 1.4.3

- Key topics: alternative energy

## Resiliency

Sumner and the rest of Pierce County are expected to be impacted by climate change over the next 20 years and beyond. The area can expect increased precipitation, higher temperatures in the summer months, more high fire danger days, and increased streamflows. This is likely to increase the risk of heat waves, flooding, and wildfires, which can impact infrastructure, the natural environment, and human health. The goals and policies in this plan are intended to make Sumner more resilient to these impacts.

Goals and policies relating to resiliency include:

**Governance and Permit Process:** 1.7

- Key topics: water and air quality; sustainable building design; low impact development; energy efficiency

**Community Character:** 1.5, 5.4, 5.6, 5.7, 5.9

- Key topics: natural drainage; energy efficiency; recycling; tree planting; parks and open space preservation; natural resource conservation

**Family and Human Services:** 1.3, 2.1.5, 2.2.1, 2.4.4, 5.5, 6.1, 6.2, 6.2.1, 6.2.2, 6.2.3

- Key topics: emergency preparedness and management; food access; parks and open space; tree canopy and shade; refuges for heat, cold, and smoke

**Economic Development and Employment:** 5.1, 5.2, 5.3, 5.4, 5.5

- Key topics: economic resiliency to climate change; food economy resiliency

**Land Use:** 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 6.9

- Key topics: tree canopy; landscape screening for air and noise pollutants; parks and open space; tree planting; reducing health risks; mitigating wildfire risk; supporting small-scale agricultural uses

**Historic and Cultural Resources:** 1.1.4, 1.2, 1.7

- Key topics: protocol for artifact discovery; ecosystem protection; cultural foods and resources; protection of historic sites from climate impacts

**Environment:** 1.6, 1.7, 1.8, 1.9, 1.10, 5.1, 5.2, 5.3, 5.5, 5.7, 5.8, 5.9, 5.10, 5.11, 6.1, 6.3, 6.4, 7.1, 7.1.1, 7.1.2, 7.1.3, 7.1.4, 7.1.5, 7.2, 7.2.1, 7.2.2, 7.2.3, 7.2.4, 7.2.5, 7.2.6, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.11, 7.12, 7.13, 8.1, 8.2, 8.3, 8.3.1, 8.3.2, 8.3.3, 8.4, 8.5, 8.6, 8.7, 9.1, 9.2, 9.2.1, 9.2.2, 9.4, 10.1

- Key topics: green energy; emergency preparedness; fire safety and wildfire prevention; water quality; low impact development; stream cooling; wetland protection; tree protection; flood resilience; protection of plants and animals; recycling; energy and resource efficiency

**Housing:** 3.3, 3.4, 3.4.1, 3.5, 3.6, 6.1

- Key topics: energy efficiency; shade; reducing pavement area; minimizing utility costs for residents

**Parks:** 1.1.4, 2.1.3, 2.2, 2.2.1, 2.2.2, 2.2.3, 2.2.4, 2.3, 3.1.2, 3.1.5, 3.4, 3.4.1

- Key topics: habitat protection; open space protection; parks and recreation; urban tree canopy; stormwater filtration; accessibility

**Transportation:** 1.5, 3.4, 10.1, 10.1.1, 10.4, 10.5

- Key topics: stormwater filtration; habitat protection; infrastructure resilience

**Capital Facilities:** 3.2, 3.3, 3.5, 3.6, 3.10, 3.11, 15.2.2, 15.4, 16.1, 16.2

- Key topics: recycling; resiliency of capital facilities projects; energy efficiency; tree planting, stormwater management and water quality; solid waste reduction; generators for critical facilities; flood protection

**Utilities:** 4.1.1, 4.1.2, 6.2, 6.4, 6.5, 7.1, 7.2

- Key topics: energy efficiency; weatherization; service continuity; emergency response; cost effectiveness

**Shoreline:** 2.1, 6.1, 6.2, 7.1, 8, 8.1

- Key topics: water access; shoreline protection; flood protection

# 14. Housing

## Introduction

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

The 2021 Sumner-Bonney Lake Housing Action Plan identified existing and future housing needs in Sumner. These needs include: increasing numbers of the elderly, female-headed households, smaller household sizes, and the homeless; very low vacancy rates for single-family units and somewhat low vacancy rates for multi-family units; a large percentage of households which earn less than the County median income; and single-family housing costs above county median and rental costs below the county median. Additional 2024 analysis as part of the Comprehensive Plan's environmental review found that racially disparate impacts appear to be present in Sumner, particularly around homeownership and housing cost burden. Housing cost burden is also higher for renter households. Additionally, displacement risk is considered to be high in Sumner relative to other parts of Pierce County. Policy revisions as part of the 2024 Comprehensive Plan periodic update aim to reduce barriers to affordability and homeownership to address these impacts.

The Land Use Element and Comprehensive Plan Map (Figure 9-3) provide for a variety of housing densities and housing types including single-family, multi-family, and mixed uses. The goals, policies and objectives below are intended to reinforce other elements of the Comprehensive Plan, and to describe the community's commitment to housing.

Pierce County has adopted housing targets for Sumner for each income band, per state requirements in the Growth Management Act (Figure 14-1).

**Figure 14-1. Adopted Housing Targets by Income Band (2020-2044)**

	Total	0-30% AMI Non- PSH*	0-30% AMI PSH*	30-50% AMI	50-80% AMI	80-100% AMI	100- 120% AMI	>120 % AMI	Emergency housing needs (beds)
<i>Estimated Supply (2020)</i>	<b>4,492</b>	73	0	445	1,334	1,049	518	1,073	0
<i>Allocation (2020-2044)</i>	<b>1,985</b>	256	347	368	291	125	114	484	121

Source: Pierce County Ordinance No. 2023-22s.

## Goals, Policies, and Objectives

### **1. *Encourage public and private reinvestment in older residential neighborhoods and private rehabilitation of housing.***

- 1.1. Consider waiving or reducing permit fees for low-income housing rehabilitation projects.
- 1.2. Review and revise regulations to encourage rehabilitation instead of demolition of existing homes, where feasible.
- 1.3. Equitably invest in municipal infrastructure capital replacement, repair, and maintenance, including sidewalks, street trees, and parks.
- 1.4. Promote safety and deter vandalism in residential neighborhoods through environmental design best practices in development permits and “safe street” concepts.
- 1.5. Promote County and local programs that reduce maintenance and rehabilitation costs for residents.
- 1.6. Accommodate local nonprofit housing agencies’ efforts to purchase and rehabilitate housing to meet affordable housing needs and special needs of the community.
- 1.7. Support the preservation of existing mobile home/manufactured home parks as affordable housing.

### **2. *Provide a range of housing types for all life stages and economic segments of the Sumner community.***

- 2.1. Promote the development of senior housing units in proximity to needed services.
- 2.2. Provide incentives for developing senior housing such as permit fee waivers and reductions, parking requirement reductions, and multi-family tax exemptions.
- 2.3. Encourage design elements in housing that support transit access, pedestrian connections, and universal access features for populations with special needs, older adults, populations with lower incomes, and residents with limited access to an automobile.
- 2.4. Provide residents with information on County, State, and other programs that support homeownership, such as loan and down payment assistance for first-time homebuyers, veterans, and residents with disabilities.
- 2.5. Plan for an adequate supply of land to accommodate projected housing needs for all income bands.

- 2.5.1. Through the Comprehensive Plan, Zoning Code, Subdivision code, Design Guidelines, and other regulations and standards, allow for a variety of housing types and lot configurations including government-assisted housing; housing for moderate-, low-, very low-, and extremely low-income households; manufactured housing; multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and duplexes, triplexes, and townhomes.
- 2.5.2. Allow for a variety of lot sizes in low density residential districts including a percentage of lots larger and smaller than the minimum lot size.
- 2.5.3. Allow for at least two dwelling units on all lots zoned predominantly for residential use.
- 2.5.4. Provide flexibility for larger lots in low density residential districts to build triplexes and fourplexes.
- 2.5.5. Allow for two accessory dwelling units per lot in low density, medium density, and high density residential districts.
- 2.5.6. Support the development of accessory dwelling units by reducing regulatory obstacles and streamlining permit procedures such as providing pre-approved plan sets and reduced permit fees.
- 2.5.7. Incorporate reasonable measures as necessary to accommodate the projected population growth.
- 2.5.8. Establish lot sizes and standards that maintain Medium- and High-Density Residential zoning districts for higher density residential development.
- 2.5.9. Review the Zoning Code, Subdivision Code, Building Codes, and other development-control ordinances to identify and address excessive, duplicative, unclear, or unnecessary regulations. The analysis should consider in particular unit type

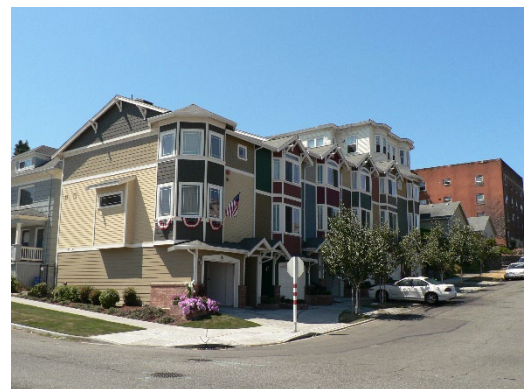
**Figure 14-2: Duplex Example**  
(Google Street View)



**Figure 14-4: Triplex Example**  
(Sightline Institute)



**Figure 14-3: Townhouse Example**





allowances; lot, site, and building dimensions; street improvement standards; parking; common service lines; and other development standards.

- 2.5.10. Review the City's administrative procedures and streamline the permit process for housing development, with affordable housing as a priority.
- 2.5.11. Consider implementing strategies such as an inclusionary housing program, minimum densities, density bonuses, adaptive re-use, and others to promote affordable housing.
- 2.5.12. Participate, where appropriate, with developers and agencies in the preparation of applications for federal or state housing funds.
- 2.5.13. Identify and catalogue real property owned by the City that is no longer required for its purposes that might be suitable to assemble, reutilize, or redevelop for affordable housing projects.
- 2.5.14. Implement, where feasible, the strategies in the 2021 Sumner-Bonney Lake Housing Action Plan or as amended in the future.
- 2.5.15. For SEPA environmental reviews of housing construction, establish thresholds for SEPA exemptions to streamline the review process, consistent with allowed State thresholds.
- 2.5.16. Support affordable housing development by religious organizations through density bonuses and consider fee waivers.
- 2.5.17. Evaluate potential impacts and benefits of short-term rentals on the use of ADUs and other housing units.
- 2.6. Collaborate with other Pierce County jurisdictions on housing affordability through the South Sound Housing Affordability Partnership (SSHA<sup>3</sup>P) or similar housing agencies.
- 2.7. Support the reclamation of mine sites for housing once mining operations end.
- 2.8. Provide a jobs and housing balance that satisfies the local need for employee housing and affordability.
- 2.9. Promote fair and equal access to housing for all persons in accordance with state law by connecting residents to information on tenant protections.
- 2.10. Five years after the comprehensive plan periodic update, make a report to the City Council, Pierce County Regional Council, and Washington State Department of Commerce regarding the progress made in permit processing timelines, housing affordability, and housing availability.
- 2.11. Participate in the development of data for buildable lands analysis as required by the Growth Management Act.

**3. *Encourage energy efficiency in housing developments.***

- 3.1. Encourage, through incentives and technical support, energy conservation, energy efficiency in building materials and site design, and the application of sustainable, or “green” development practices.
- 3.2. Reduce reliance on automobiles by promoting higher density and infill developments that are located near major transportation links such as the Sumner Commuter Transit Station, and by supporting a network of transit stops connecting neighborhoods to the station.
- 3.3. Continue to enforce the energy efficiency requirements in the State Energy Code and other Washington State building codes.
- 3.4. Establish standards for street widths, landscaping, and parking lots to reduce heat loss or provide shade.
  - 3.4.1. Adopt flexible street standards to allow for narrower streets in appropriate locations to reduce pavement area.
- 3.5. Recognize and support energy conservation and efficiency programs.
- 3.6. In cooperation with the County, Puget Sound Energy, and other providers, promote programs that help minimize utility costs for residents, particularly seniors and households with lower incomes, such as bill assistance, permitting and fee assistance, weatherization programs, pipe repairs, and installation of energy efficient heating and cooling appliances in existing housing.

**4. *Provide for a variety of housing types and densities in the Town Center Plan area in close proximity to the train station.***

- 4.1. Promote the construction of housing stock in the Town Center by at least 500-1000 dwelling units by 2035.
- 4.2. Adopt greater height limit, 5-6 stories, for development at higher density in West Sumner and west of the White River to promote re-development of the area for transit-oriented development.
- 4.3. Adopt greater height limits, 4-5 stories, east of the BNSF Railroad with a transition area to low density residential at a maximum of 3 stories as appropriate.
- 4.4. Maintain the Town Center “transition areas” that will be at reduced height (maximum 3 stories) to create a more compatible transition between low density residential zones and areas with increased height.
- 4.5. Encourage land assembly allowing for feasible and attractive housing or mixed housing/commercial developments. Waive permit fees associated with lot consolidation such as lot line adjustments. Facilitate matching compatible owners that can work jointly to consolidate and sell/develop.
- 4.6. Prohibit garden style apartments in the Town Center that would promote surface parking.

- 4.7. In order to promote redevelopment to desired densities, prohibit new single-family residential development and limit expansion of existing single family.
- 4.8. Maintain the Multi-family Tax Exemption allowance and create other substantial incentives for re-development in the Town Center by providing property tax relief for qualified affordable housing developments for 12 years.

**5. *Support high-density multifamily development and apartments in key locations in East Sumner Neighborhood Plan area.***

- 5.1. Apply the Multi-Family Tax Exemption allowance to the East Sumner Urban Village area to create incentives for affordable housing.

**6. *Support measures to prevent or mitigate residential displacement through tenant protections and existing programs.***

- 6.1. Consider working with agencies to provide public information on County/State programs on eviction prevention, property tax assistance, mortgage assistance, energy assistance, and foreclosure prevention counseling.
- 6.2. Consistent with state and federal law, consider supporting tenant protections such as tenant relocation assistance, just cause eviction protections, and notice of intent to sell.
- 6.3. Consider adopting provisions in the zoning code such as special zones or development standards that protect manufactured home parks over other types of housing developments.

# 15. Parks and Open Space

## Introduction

The Parks and Trails Plan (2024) is adopted by reference into the Comprehensive Plan. Goals and policies are as follows below.

## Goals, Policies, and Objectives

### ***1. Ensure facilities are safe and comfortable for a wide range of users.***

#### 1.1. Provide amenities people need.

##### 1.1.1. Restrooms

##### 1.1.2. Parking

- Further develop trailheads.
- Add parking improvements, including ADA options.
- EV charging/parking.

##### 1.1.3. Accessibility

- Inclusive playgrounds and amenities

##### 1.1.4. Weather

- Covered court & shade structures
- Spray park

#### 1.2. Maintain facilities for safety.

##### 1.2.1. Playgrounds

##### 1.2.2. Vandalism prevention

##### 1.2.3. Industry safety standards

#### 1.3. Keep spaces comfortable & inviting.

##### 1.3.1. Lighting

##### 1.3.2. Landscape features

##### 1.3.3. Maintenance levels of service/standards

##### 1.3.4. Develop consistent and sufficient placemaking and wayfinding signage (Tourism Plan)

**2. *Foster spaces that are attractive and inviting, balancing a variety of needs and uses.***

- 2.1. Provide spaces for exercise and physical health.
  - 2.1.1. Paths/trails for walking and jogging.
  - 2.1.2. Diversify courts for basketball, volleyball, pickleball, and tennis.
  - 2.1.3. Fix drainage issues to increase availability of fields for soccer, football, lacrosse, and other sports as well as passive use.
- 2.2. Provide spaces for people to experience nature.
  - 2.2.1. Construction/maintenance of Sumner Link Trail.
  - 2.2.2. Find places in new park designs to incorporate nature, potential Tribal horticulture.
  - 2.2.3. Continue nursery to replace lost trees with mature trees.
  - 2.2.4. Find strategies to protect White River Restoration habitat areas from unauthorized use.
- 2.3. Provide spaces to build community.
  - 2.3.1. Strategies to foster individuals using spaces together.
    - New seating
    - Create informal yard game areas
    - Off-leash dog park
  - 2.3.2. Strategies to foster personal meetings/celebrations (e.g., birthday parties).
    - Move gazebo to...
    - Possible purchase of Rotary Scout Hall
    - Heritage Park building
    - Evaluate reservation system
    - Update Senior Center fixtures/explore expanded use
  - 2.3.3. Strategies to foster/support community events
    - Resign Heritage Park—new stage area & building
    - Activate Hops Alley
- 2.4. Provide spaces that foster art and culture.
  - 2.4.1. Develop unique pocket parks and plazas with Sumner-specific murals and programming (Tourism Plan).
  - 2.4.2. Redesign Heritage Park stage for better entertainment options.
  - 2.4.3. Include acoustical design in new event spaces for maximum uses.

**3. *Integrate and connect parks, trails and open spaces with various users for easy access.***

3.1. Biking routes for recreation/transportation

3.1.1. Develop bike lanes to encourage non-vehicular transportation and links (TMP, Tourism Plan).

3.1.2. Promote bike trails linking downtown and industrial area (Tourism Plan).

3.1.3. Complete Rivergrove Pedestrian Bridge to reconnect Rivergrove to amenities (TMP).

3.1.4. Complete bridge over Puyallup River to connect Sumner/Rivergrove to regional system.

3.1.5. Work with region to further connect and promote regional trail system.

3.2. Parking access

3.2.1. Explore the parking needs and options to access the trail and future trailhead locations.

3.2.2. Improve parking access/safety.

3.2.3. Continue alley activations to improve safety, experience of downtown parking.

3.3. Pedestrian access

3.3.1. Activate alleys to balance pedestrian access from Main Street.

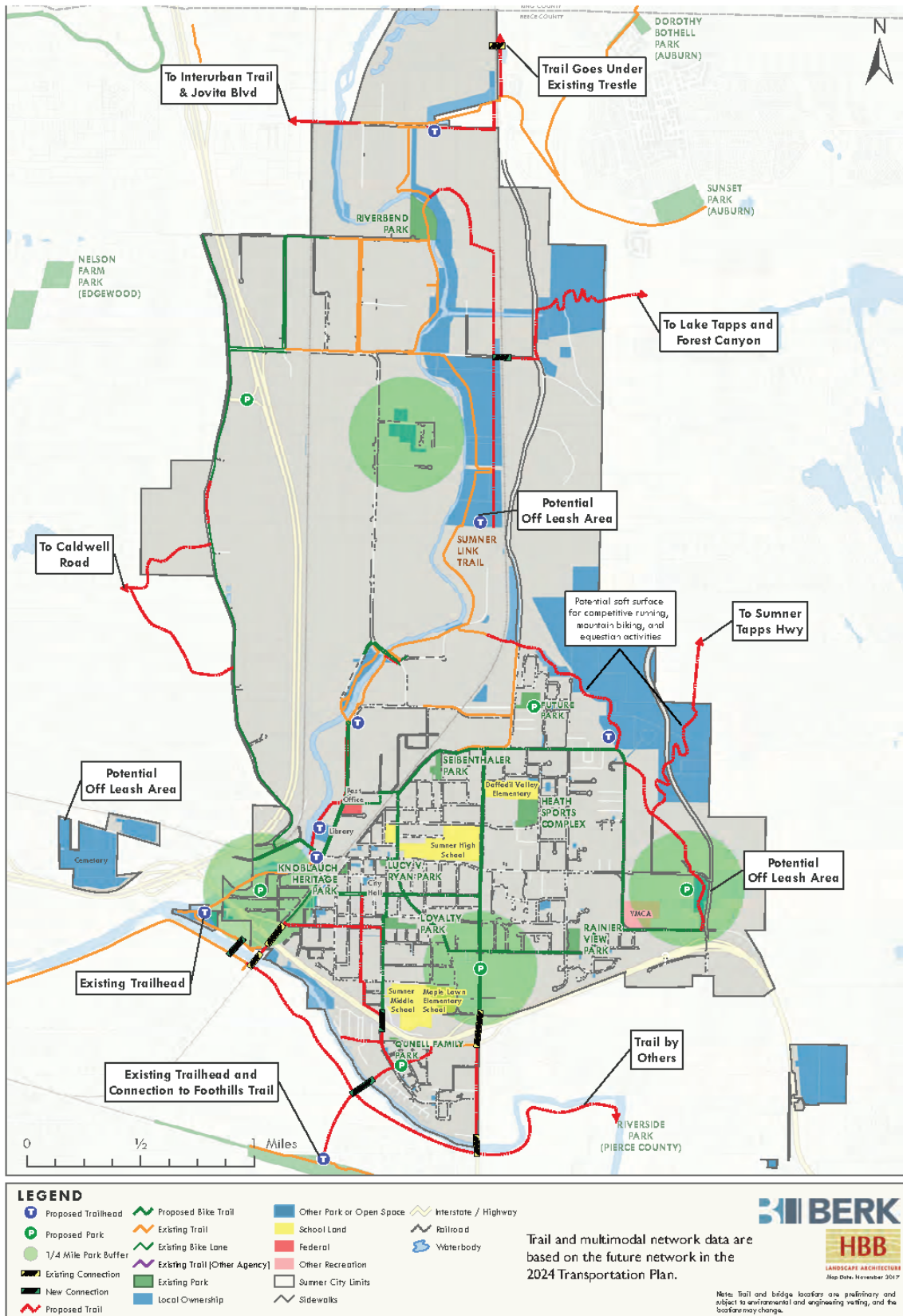
3.3.2. Complete Rivergrove Pedestrian Bridge to reconnect Rivergrove to amenities (TIP).

3.4. ADA, Senior access

3.4.1. Blend of improvements for ADA and senior access.



Figure 15-1: Parks and Trail System



# 16. Transportation

## Introduction

The Transportation Element provides the link between the Land Use Element and the transportation facilities and services that the City of Sumner needs to support forecast growth during the next 20 years. It addresses issues related to mobility and access, safety, the impact of transportation systems on the natural environment, and the intrinsic relationship between transportation and land use. The availability of transportation facilities and resources is a major factor in determining land use development patterns. Similarly, the use of land influences the need for and location of new or expanded transportation facilities and the required scope of ongoing repair and maintenance of existing facilities. A conscious effort shall be made to ensure a coordinated planning effort between land use and transportation to ensure that Sumner's transportation system is effective, efficient, and modally integrated.

The Transportation Element identifies the City of Sumner's goals and policies for transportation including future transportation system and facilities, level of service (LOS) standards, and a concurrency monitoring system. Future land uses proposed as part of the Land Use Element inform the selection of transportation strategies and necessary transportation facilities (e.g., roadways, sidewalks, trails, bike lanes). Similarly, the Capital Facilities Element and the City's ongoing Transportation Improvement Program (TIP) present specific facility recommendations based on the goals and policies stated in the Transportation Element.

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

In accordance with PSRC's focus on people and sustainability, the Transportation Element strives to emphasize the importance of pedestrians and bicycles and prioritize the creation of a network of multimodal transportation-related improvements and policies to ensure that vehicle traffic can coexist with the community's need for a safe and comfortable active transportation environment. It also recognizes the need for the City to work with other transportation service providers to plan, design, fund, and implement transportation projects and programs to serve the community.

Forecast land use alternatives were evaluated for the City of Sumner and used to develop improvements to the motorized and nonmotorized facilities in the City of Sumner. Future 2044 traffic forecasts were developed through the modeling process, which converts land use estimates of housing and employment (by category) into daily person trips by trip purpose. The daily person trips are then converted into weekday PM peak hour vehicle trips based on factors from the PSRC regional travel demand model. Under the planned growth, there are expected to be approximately 12,550 weekday PM peak hour vehicle trips and 30,016 weekday PM peak hour vehicle miles traveled by 2044, which is an increase of almost 2,500 vehicle trips and 6,400 vehicle miles traveled over 2024 conditions.

## Goals, Policies, and Objectives

### Overall

- 1. *Provide an efficient and safe multimodal transportation system to improve mobility for all residents, employees, and visitors of Sumner while balancing Sumner's quality of life, needs related to growth, and supporting the economic vitality of the city consistent with the Regional Transportation Plan.***
  - 1.1. Provide a multimodal transportation system that is compatible with State and regional growth plans, plans of adjacent jurisdictions, and with public transit providers.
  - 1.2. Support a range of travel modes: auto and truck vehicles, pedestrian, bicycle, and bus and rail transit.
  - 1.3. In managing transportation improvements that might increase regional traffic through the community, balance the desire to maintain the city character with future growth and diverse needs of the community.
  - 1.4. Design the transportation system to provide adequate access to the industrial and commercial areas while reducing freight conflicts in residential areas.
  - 1.5. Adopt construction guidelines that will reduce the potential failure of key bridges and transportation routes.

### Public Involvement

- 2. *Involve and educate the residents, employees, and business/property owners of Sumner in planning for and implementing transportation projects and programs in and around the city.***
  - 2.1. Encourage and solicit public participation in transportation-related decisions to help ensure planning and implementation have public support.
  - 2.2. Continue to educate the community on the transportation system including traffic laws, transportation planning concepts, future Sumner transportation system needs for all travel modes, and other topics to help the community in understanding transportation and making decisions.

### Agency Coordination

- 3. *Coordinate the planning and implementation of the Sumner Transportation Plan with the Regional Metropolitan Transportation Plan (MTP) and State and local agency plans.***
  - 3.1. Coordinate with the State and other major providers of regional infrastructure such as freight corridor operators to identify and implement improvement needs along the State highway system and other regional facilities serving Sumner.
  - 3.2. Coordinate planning and implementation of transportation improvement projects and programs with local agencies.

- 3.2.1. Plan, design, and construct the improvements to provide continuity for vehicular and nonmotorized transportation modes.
- 3.2.2. Jointly fund significant improvements that serve regional travel patterns.
- 3.2.3. Ensure compatibility of improvement projects and the timing of their implementation.
- 3.3. Work with Sound Transit, Pierce Transit, and other transit providers to support and expand a multimodal transportation system by ensuring that the City's transportation plans and facilities are consistent with public transit plans and programs.
- 3.4. Work in conjunction with the County to continue its Bridge Retrofit Program.

#### Transportation System Mobility and Efficiency

#### ***4. Develop a transportation system that provides safe and cost-efficient mobility and accessibility of goods, services, and people for the community of Sumner.***

- 4.1. Maintain a LOS D standard or better for selected arterials and collectors in the city where analysis indicates such LOS is warranted.  
  
The levels of service shall be measured using methodologies identified in the *Highway Capacity Manual* (HCM).
  - 4.1.1. Provide reasonable levels of traffic operations while optimizing the impacts and costs of creating wider roadways and intersections to improve transportation capacity and efficiency.
  - 4.1.2. Allow left turns and through movements on side streets intersecting with arterials to operate below the adopted LOS D standard when the LOS affects relatively low traffic volumes and may not meet warrants for traffic signals.
- 4.2. Construct multimodal transportation improvements to ensure that an adequate transportation system is in place to serve increased travel demands.
  - 4.2.1. Concurrency shall be defined as having a financial commitment in place to resolve the deficiency within six years. Concurrency shall be implemented as part of the City's development review process under SEPA. The City will not approve new developments unless the LOS standards or concurrency requirements are met.
  - 4.2.2. Concurrency shall not be applied to Highways of Statewide Significance per State guidelines.
- 4.3. Streets and arterials shall be classified to reflect their desired functional use and be designed consistent with the design guidelines in the Sumner Transportation Plan and the City of Sumner Development Specifications and Standard Details.
- 4.4. Plan for, design, construct, operate, and maintain an appropriate and integrated transportation system as outlined in its adopted Complete Streets Policy.

- 4.5. To minimize impacts of freight and commercial traffic on the city transportation system and the community, maintain truck route restrictions based on functional classification, connectivity, and land uses and work with freight and regional partners to identify options for truck parking.
- 4.6. Ensure the efficient movement of goods and services to and from the Sumner-Pacific Manufacturing Industrial Center (MIC) and along truck routes. Consider freight needs along truck routes including identifying existing areas that need improvements and accommodating truck travel with new transportation projects.
- 4.7. Provides efficiencies in traffic circulation through a flexible, interconnected grid system that avoids the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers. Provide an interconnected system of sidewalks, trails and other nonmotorized corridors that encourage travel between neighborhoods and community centers.

To achieve an interconnected transportation network, the City should:

- Allow cul-de-sacs only where the natural or built environment would preclude a grid street system.
  - Require new development to provide full or partial/half street improvements.
  - Seek to establish a maximum interval between local access streets in residential and pedestrian-oriented commercial areas of 500 feet.
  - Prohibit private roads and gated access drives in new subdivisions, multifamily and mixed-use developments, except where there is a demonstrated need.
  - Support multimodal travel by encouraging streetscape that enhances the pedestrian and bicycle environment.
- 4.8. Retain existing and identify, acquire, and preserve rights-of-way to implement the interconnected transportation system identified in the Transportation Plan.
    - 4.8.1. The vacation of public right of way should not be approved unless there will be an overriding public benefit.
  - 4.9. Implement the access management strategies including those in the East Main Street Design Strategy while balancing the rights of property owners with the public purpose of safe and efficient movement of vehicles and pedestrians.
  - 4.10. Provide for the efficient movement of traffic through transportation system management strategies such as advanced traffic control measures, intelligent transportation system technologies, speed management, access management, channelization improvements and multimodal design features. Use advanced technologies to better manage traffic volumes on major arterials and improve the efficiency and coordination of traffic signals. Advocate for technology upgrades in adjacent jurisdictions and on state highways that affect the City's transportation network.
  - 4.11. Prioritize maintenance, service needs, and enforcement of the transportation system so that it is safe and functional and preserves the existing facilities.

- 4.11.1. Maintain the existing and future arterial and street transportation system and associated facilities (e.g., sidewalks, transit stops, landscaping) through transportation maintenance and preservation programs.
- 4.11.2. Coordinate with service providers and developers on the location of major utility and transportation corridors and the construction of roadway improvements to help minimize transportation disruptions caused by construction, reduce costs, and maintain pavement integrity.
- 4.11.3. Continue to review and implement traffic control and pedestrian safety improvements in residential areas. Define and prioritize locations for improvements based on:
  - Traffic engineering studies
  - Traffic speeds
  - Safety and crash data, and police department observations
  - Input from the community
- 4.11.4. Include mapped inventories of Sumner's transportation system, conduct studies, and review data to support operational changes and designs that improve safety.
- 4.12. Accommodate the transportation needs of special events, such as alley activation projects, temporary street closures, and construction zones, while safeguarding public safety and property. Follow the Federal Highway Administration Manual on Uniform Traffic Control Devices or other guidelines and standards in planning for special event accommodations.
- 4.13. Allow food truck parking within City right-of-way, where appropriate and after consideration of public safety and health and impacts to private property.

#### Subarea Plan Transportation and Circulation System

### **5. *Support implementation of the multimodal transportation system identified in adopted Sumner Subarea Plans.***

- 5.1. For the Town Center Plan Area, apply form-based code and street design standards in new and upgraded street improvement projects, to promote a pedestrian-friendly, bicycle-friendly, landscaped, active streetscape.
  - 5.1.1. Implement the specific street designs in the form-based code for arterial streets, collector streets, local streets, and West Main Street as specified in the Town Center Plan.
- 5.2. For the East Sumner Neighborhood Plan Area, implement the transportation objectives of the plan and the circulation map.
  - 5.2.1. Provide vehicular routes through the neighborhood to diffuse traffic, reduce congestion, and complete the street/sidewalk grid.



- 5.2.2. Improve local and regional transit service to reduce vehicle traffic and connect residential and commercial areas.
- 5.2.3. Provide a nonvehicular network of sidewalks and pathways that supports alternate modes of travel and connects key amenities, such as the central wetlands and the YMCA, to residences and businesses.
- 5.3. Support the Sumner-Pacific MIC as a primary hub for regional, national, and international goods movement by ensuring the integrated development and operation of trucking and rail terminals to enhance the freight transportation system.
- 5.4. Recognize the critical role of safe, reliable and efficient movement of people and goods by identifying and addressing areas within the MIC or connecting corridors where access and circulation is hindered by infrastructure gaps and inadequate design. Ensure future transportation improvements allow for safe and efficient movement of both freight and people.
- 5.5. Pursue the expansion of the Pierce Transit benefit district to serve Sumner and eastern Pierce County and provide options for access to the Sumner Sounder Station.

#### Pedestrians and Bicycles

**6. *Promote the design of multimodal transportation facilities that support local and regional growth centers by providing an interconnected system of pedestrian and bicycle facilities.***

- 6.1. Develop pedestrian and bicycle level of service guidelines to assess completion of the established pedestrian and bicycle network in the Sumner Transportation Plan.
- 6.2. Maintain the Sumner Link Trail as a regional nonmotorized corridor and prioritize projects that enhance the trail with neighborhood connections, trailheads, and amenities.
- 6.3. Ensure design standards for the transportation system facilitate and encourage access and circulation by pedestrians and bicyclists and provide connections to schools, parks, community facilities, transit, and commercial districts.
- 6.4. Development proposals shall provide for convenient nonmotorized connections where feasible, commensurate with the scale and occupancy of the development.
- 6.5. Sidewalks will be provided on both sides of all City streets unless special circumstances, such as topography or environmental constraints, make it cost prohibitive.
- 6.6. Construct a separate system of multipurpose trails to serve transportation and recreation needs of the community. Connect the system with adjacent communities to facilitate regional connectivity. Implement the trail system and connections to the arterial, collector, and other pedestrian and bicycle facilities per the Sumner Parks and Trails Plan.
- 6.7. Develop and maintain street cross-section designs that promote street trees, separated sidewalks, and wide sidewalks along commercial uses; and develop and maintain cross-

section designs for mid-block pedestrian and bike corridors that encourage non-auto circulation.

#### Commuter Rail and Transit

**7. *Reduce the need to expand the general capacity of arterials and collector streets in the city by developing and expanding an integrated system of public transportation options and strategies to provide mobility alternatives.***

- 7.1. Monitor growth and development for changes in transit demand and address needs through a local transit system.
- 7.2. Continue working with transit providers to expand and enhance bus transit service and a regional park-and-ride system that serves regional destinations and neighborhoods and employment areas of Sumner.
- 7.3. Prioritize agency coordination and funding for commuter connections to Sumner's primary employment center, the Sumner-Pacific Manufacturing Industrial Center (MIC).
- 7.4. Preserve existing railroad rights-of-way within the City's Urban Growth Area and connections to the national rail system.
  - 7.4.1. Promote safety upgrades at railroad crossings to improve safety of the traveling public.
- 7.5. Support construction of improved pedestrian and bicycle connections with local and regional transit service. Work to provide pedestrian safety improvements along arterials and bike lockers and facilities at transit connections.
- 7.6. Enhance safety and operations of rail service (freight and passenger) through grade separation of roadways and improving at-grade crossings.
- 7.7. Support a shuttle or autonomous transit that would connect the Historic Downtown area with eastern areas of the city.
- 7.8. Ensure that the commuter rail station does not have an unreasonable adverse impact on the residential character of the neighborhood.
- 7.9. Support the use of high-capacity transit and commuter train by the entire Sumner community. Encourage housing near the train station for households desiring transit availability, provide services and businesses that cater to residents and train commuters, and provide safe connections for pedestrian and bicycle commuters.

#### Commute Trip Reduction and Transportation Demand Management

**8. *Promote programs that reduce the demand on the transportation system.***

- 8.1. Encourage the use of high occupancy vehicles (HOV) programs (e.g., buses, carpools, and vanpools) through both private programs and under the direction of Pierce Transit and Sound Transit.

- 8.2. Promote the use of transit, carpools, or vanpools.
- 8.3. Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs for telecommuting or at an alternate work site closer to home.
- 8.4. Encourage employers to provide TDM measures in the workplace through such programs as preferential parking for HOVs, transit pass subsidies, improved access for transit vehicles, and employee incentives for using HOVs.
- 8.5. Implement the provisions of the State Commute Trip Reduction Act.
- 8.6. Consider pricing programs as an option for reducing reliance on single-occupancy vehicle travel.
- 8.7. Incentivize transit oriented and higher density land uses that encourage walking or biking near transit stations.

#### Equity in Transportation-Related Decisions

***9. Consider the impacts of transportation on underserved populations and provide transportation in an equitable manner.***

- 9.1. Prioritize improvements that will improve multimodal transportation in underserved neighborhoods.
- 9.2. Incorporate social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.
- 9.3. Ensure mobility for all residents within the UGA by providing an accessible and affordable transportation system and encouraging public and private transportation operators to meet the needs of such persons. The City shall ensure that its transportation system meets the requirements of the Americans with Disabilities Act (ADA), apply design standards responding to the diverse community needs and improve existing City transportation facilities to meet these needs.

#### Land Use and Environmental Considerations

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

- 10.1. Incorporate environmental factors into transportation decision-making, including attention to human health and safety by designing transportation facilities within the Sumner UGA minimizing adverse environmental impacts resulting from both their construction and operation.
  - 10.1.1. The City shall fulfill this need by:
    - Considering environmental costs of development and operation of the transportation system.

- Aligning and locating transportation facilities away from environmentally sensitive areas.
- Working with the State to incorporate appropriate structural and vegetative sound abatement as part of highway widening projects.
- Mitigating unavoidable environmental impacts wherever possible.
- Soliciting and incorporating the concerns and comments of interested parties.
- Considering the social equity and environmental justice impacts of transportation projects.
- Evaluating street cross-sections for efficient and effective use of pavement and landscaping features and low-impact design.

10.2. Ensure that transportation system improvements are compatible with adjacent land uses, minimize potential conflicts, and create safe and adequate connections to adjacent land uses. The City shall:

- Prevent new residential driveways from having direct access to arterials, unless no other options exist.
- Incorporate transit, pedestrian, and bicycle access to major developments.
- Provide landscaping and noise buffers along major roadways.
- Provide facilities for bicyclists and pedestrians to access transit.
- Promote development site plans that encourage pedestrian travel.

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

10.3.1. The City shall:

- Support vehicle emissions reduction and cleaner burning fuels programs.
- Coordinate with Sound Transit and other jurisdictions on Commute Trip Reduction (CTR) programs for major employers in the Sumner planning area.
- Require air quality studies of new major developments likely to have significant impacts created by site-generated traffic.
- Promote other TDM Programs.
- Work with the private and other public sectors to introduce cleaner burning fuels for the existing motorized fleet, and vehicles powered by alternate fuel sources.
- Support and implement projects that promote cleaner burning and alternative fuels such as providing electric vehicle charging infrastructure.

10.4. Promote, through regulations and incentives, the use of low-impact development techniques that will reduce impervious surfaces, provide for stormwater infiltration, and protect the natural environment and systems. Low impact development should be included in new transportation projects where possible.

- 10.5. Increase the resilience of the transportation system and support security and emergency management to protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.
- 10.6. Reduce greenhouse gases by expanding the use of conservation and alternative fuel sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.
- 10.7. Evaluate converting public fleets to zero-emission vehicles where feasible.
- 10.8. The City should promote and allow telework wherever possible.
- 10.9. Expand public electric vehicle charging stations and encourage and incentivize private electric vehicle charging stations.

### Program Financing and Implementation

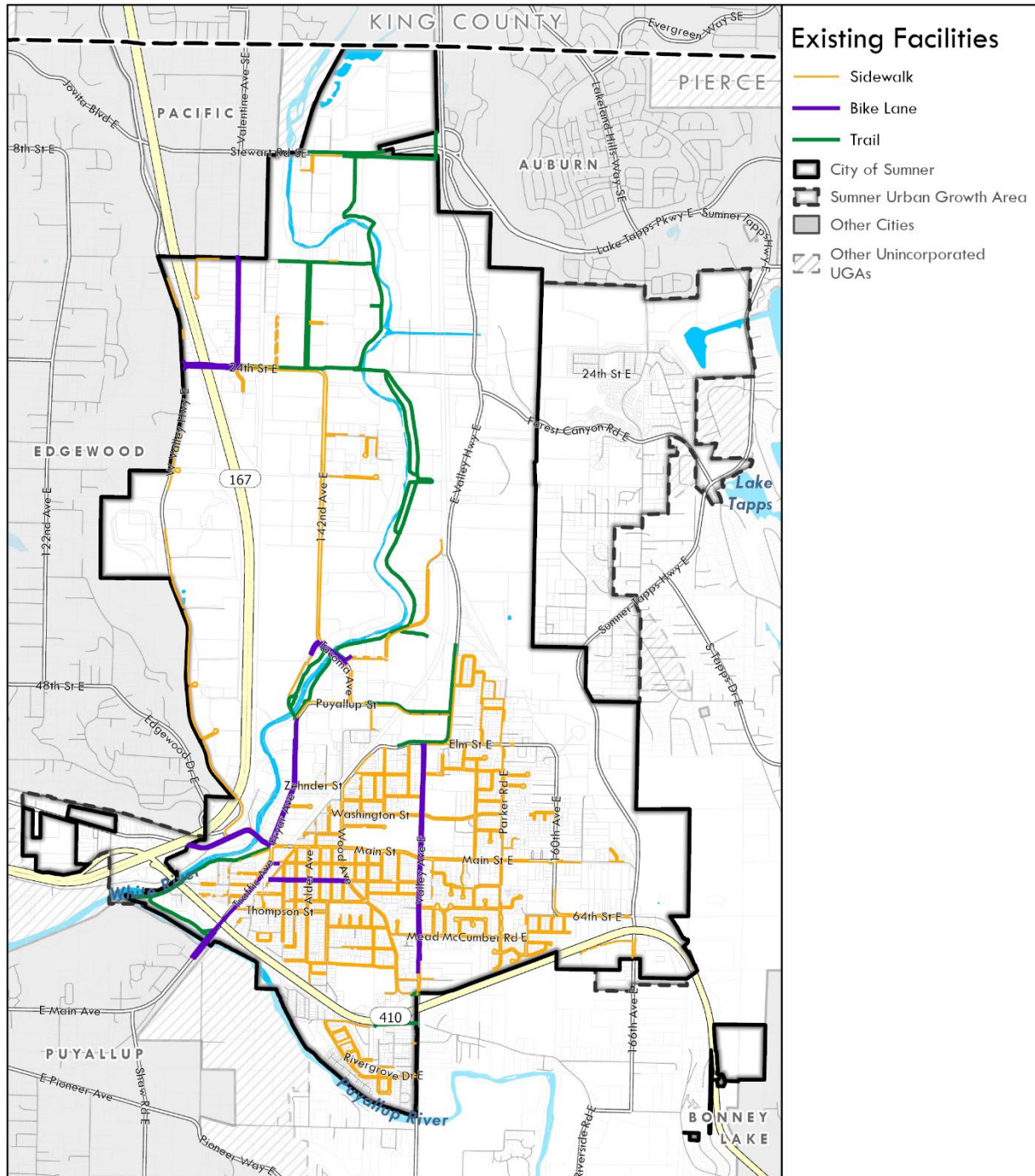
#### ***11. Fund and implement the transportation plan based on the relative benefits to various user groups and the community and regional priorities, benefits, and cost allocation.***

- 11.1. Prioritize city improvement projects and participation in State and regional projects based on the following objectives:
  - Human health and transportation safety of all modes.
  - Maintenance and preservation of existing transportation system facilities.
  - Meet current and future demands to support growth within Sumner and maintain transportation concurrency.
  - Expand facilities and services to improve connectivity of the transportation system.
  - Environmentally beneficial.
  - Addresses a need identified for underserved and/or vulnerable populations.
- 11.2. Funding programs that should be considered by the City include:
  - Local, State, and Federal grant programs.
  - Development mitigation.
  - Local city transportation and general tax funds.
  - Local Improvement Districts (LIDs).
  - Expanded business license fees.
  - Other local option taxes fees that are currently allowed or that may be available in the future.
- 11.3. Work with other transportation service providers and agencies to fund and implement transportation projects and programs to serve the community and connect to major transportation hubs.
- 11.4. Ensure that new growth pays a proportionate share of the costs of transportation facilities needed to support growth. Where applicable, new development shall contribute to the costs of needed improvements through such means as:

- SEPA-based mitigation.
  - Transportation Impact Fees.
  - Frontage Improvements.
  - Low Impact Development (LID) that reduces public impacts and costs.
  - Other means allowed by State and local law.
- 11.5. Ensure that the annual Six-Year Transportation Improvement Program (TIP) is financially feasible, leverages available City Funds, and is consistent with the priorities of the Transportation Plan.
- 11.6. Reassess improvement needs, priorities, level of service standards, and the land use plan if available and achievable funding falls short of meeting the identified needs.
- 11.7. Approve major land use changes only when those proposals accompany specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs based on concurrency, access, safety, and level of service standards or guidelines.
- 11.8. Develop and charge a multimodal transportation impact fee for the purposes of building a transportation network that supports multiple travel operations.
- 11.9. Balance 20-year financing of transportation improvements between both existing and future users based on the principle of proportional benefit to all users.
- 11.10. Update the Transportation Plan when the Sumner Comprehensive Plan is revised or updated in such a way that it affects the city's transportation demands or projects outside the city's control, such as special transportation related projects led by the WSDOT, PSRC, transit agencies, or Pierce County, cause a fundamental shift in transportation demands or capacity within the Sumner UGA.



Figure 16-1: Existing Nonmotorized Facilities



CITY OF SUMNER

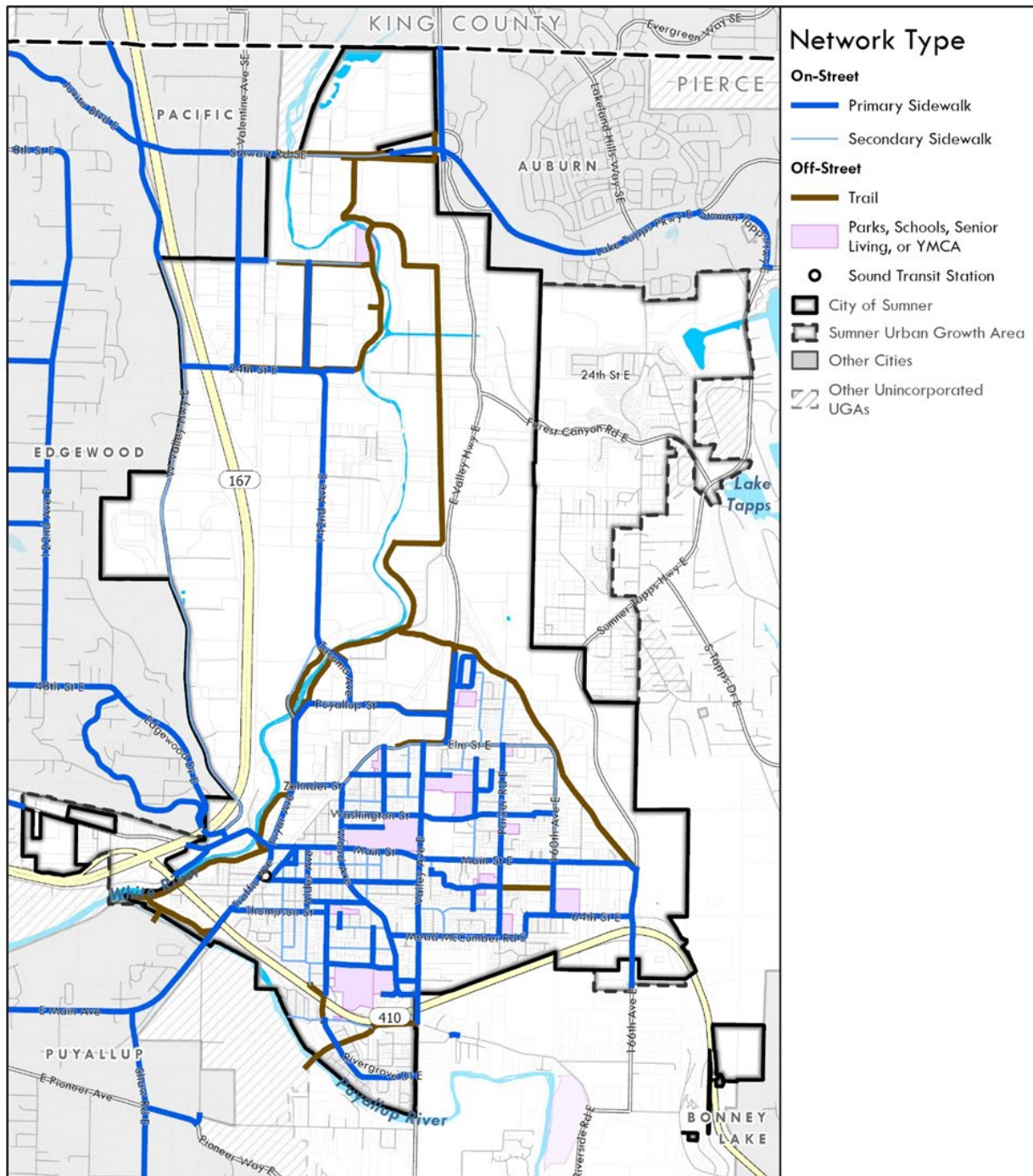
## Existing Non-Motorized Facilities

Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.



Map Date: August 2024

Figure 16-2: Future Pedestrian Network



## CITY OF SUMNER Future Pedestrian Network

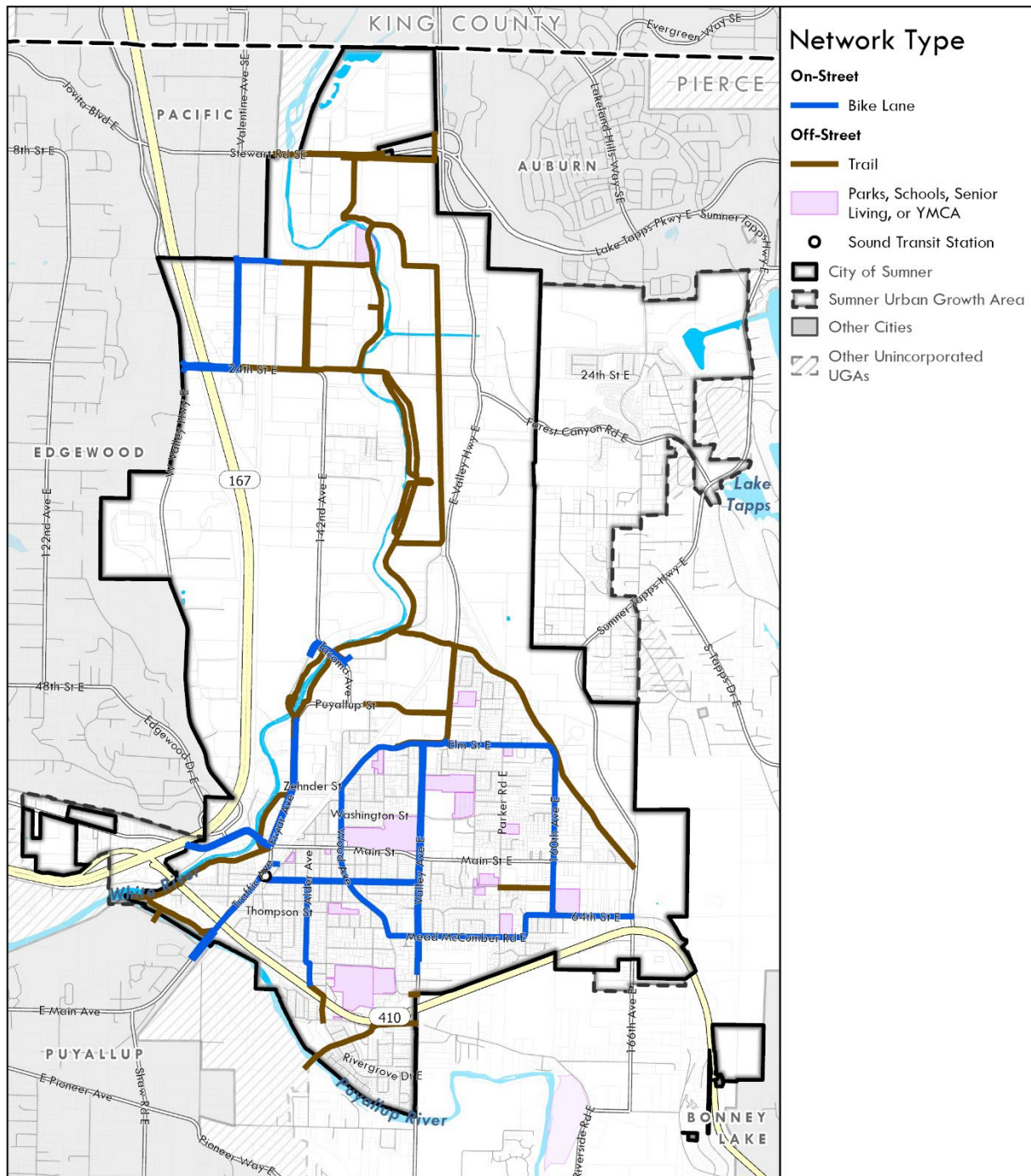


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Map Date: February 2024



Figure 16-3: Future Bike Network



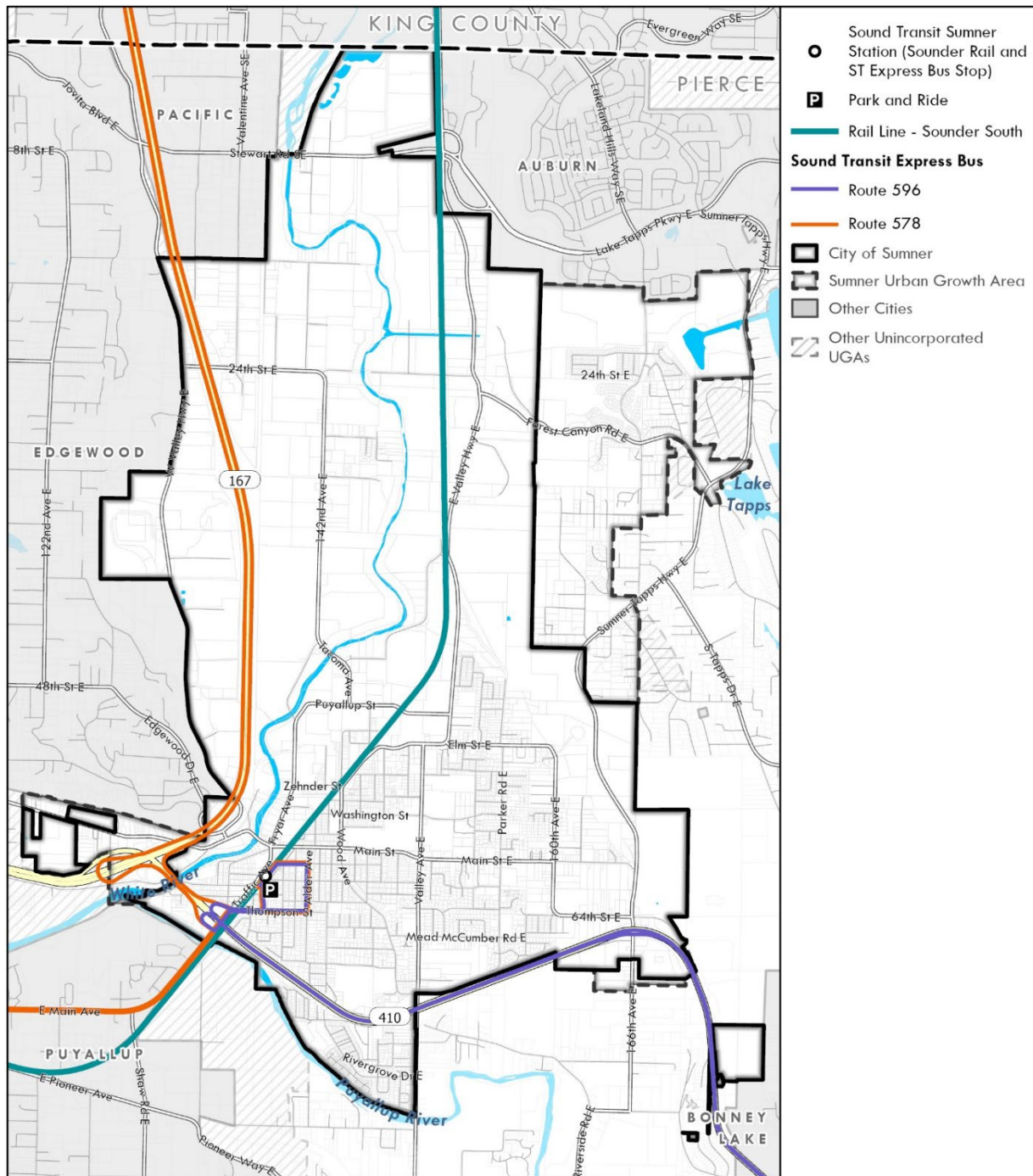
## CITY OF SUMNER Future Bike Network



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Map Date: August 2024

Figure 16-4: Existing Transit Service



CITY OF SUMNER

## Existing Transit Service

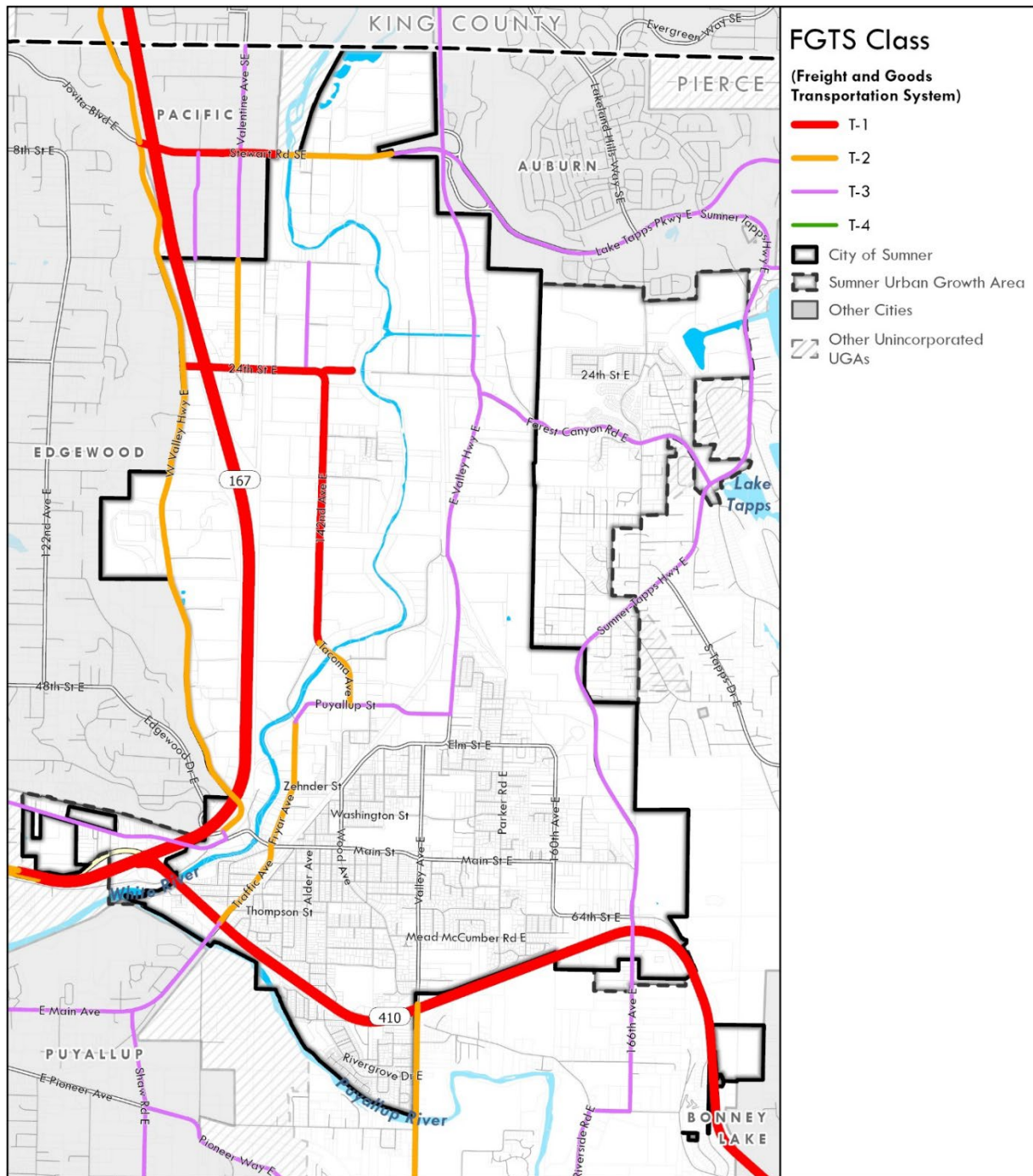
Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.



Map Date: February 2024



Figure 16-5: Existing Truck Routes



CITY OF SUMNER

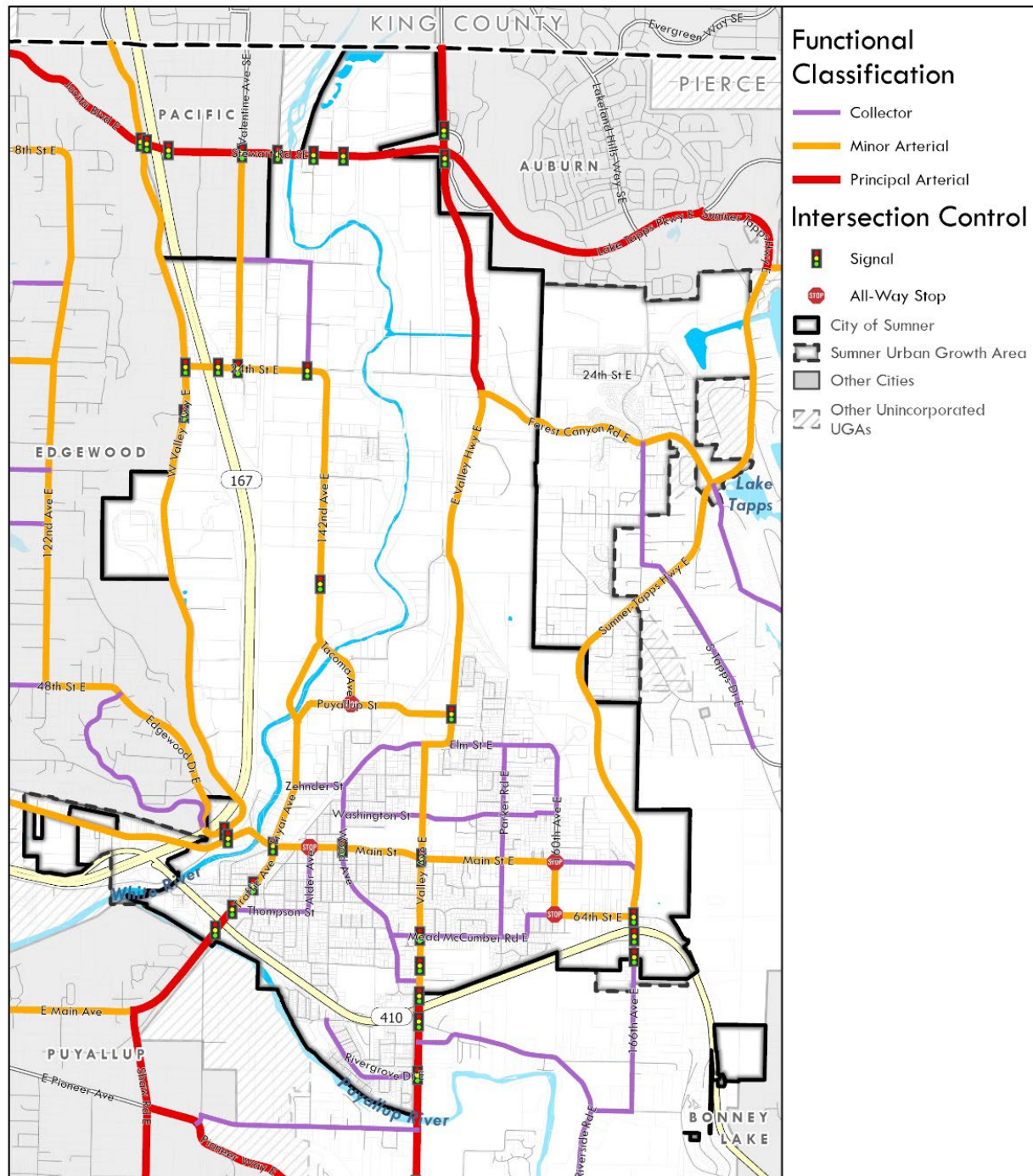
## Existing Truck Routes

Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.



Map Date: February 2024

Figure 16-6: Existing Traffic Control and Functional Classification



CITY OF SUMNER

## Existing Traffic Control and Functional Classification

Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.



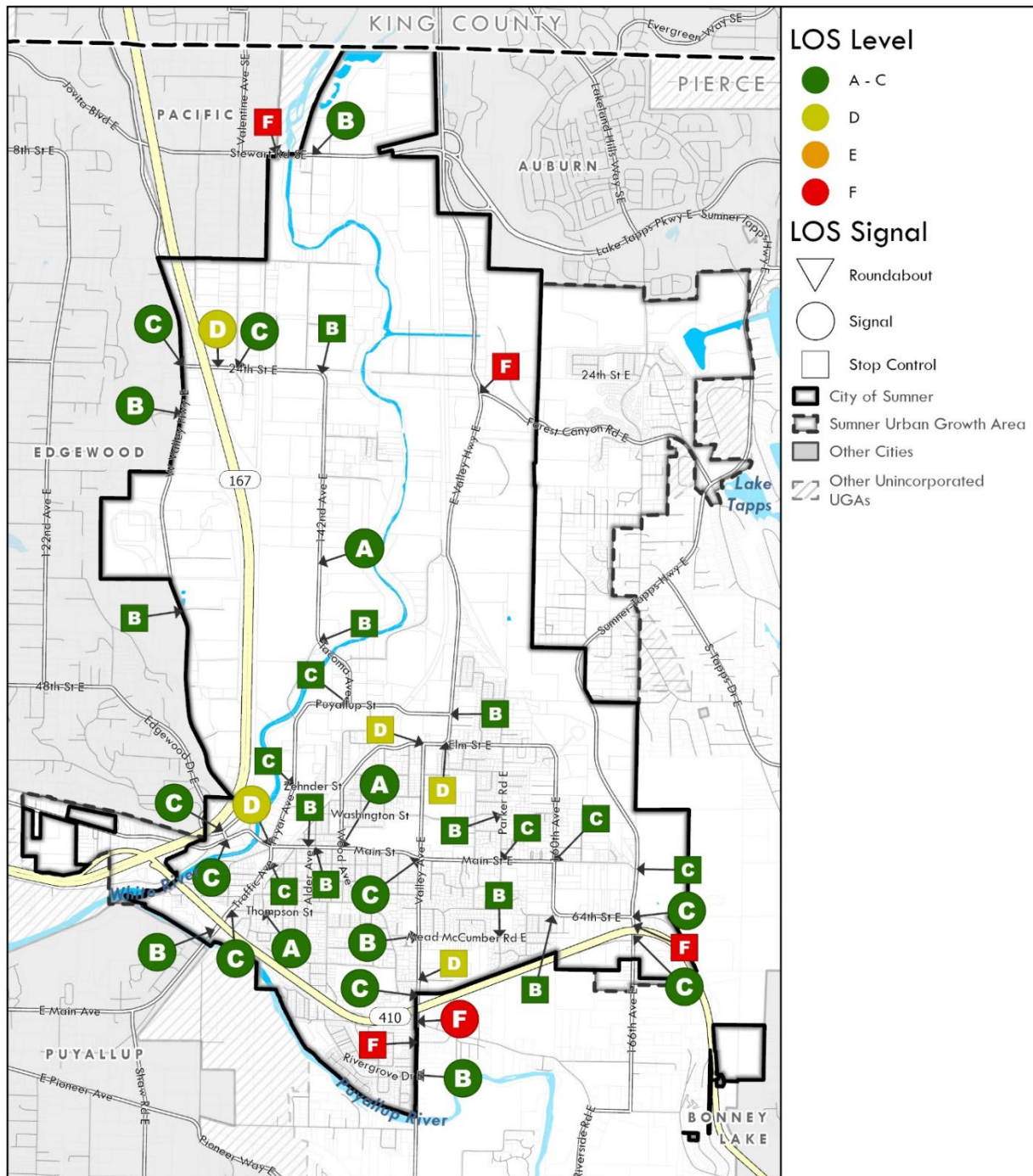
0 1/2  
Miles



Map Date: February 2024



Figure 16-7: Existing Weekday PM Peak Hour Level of Service



CITY OF SUMNER

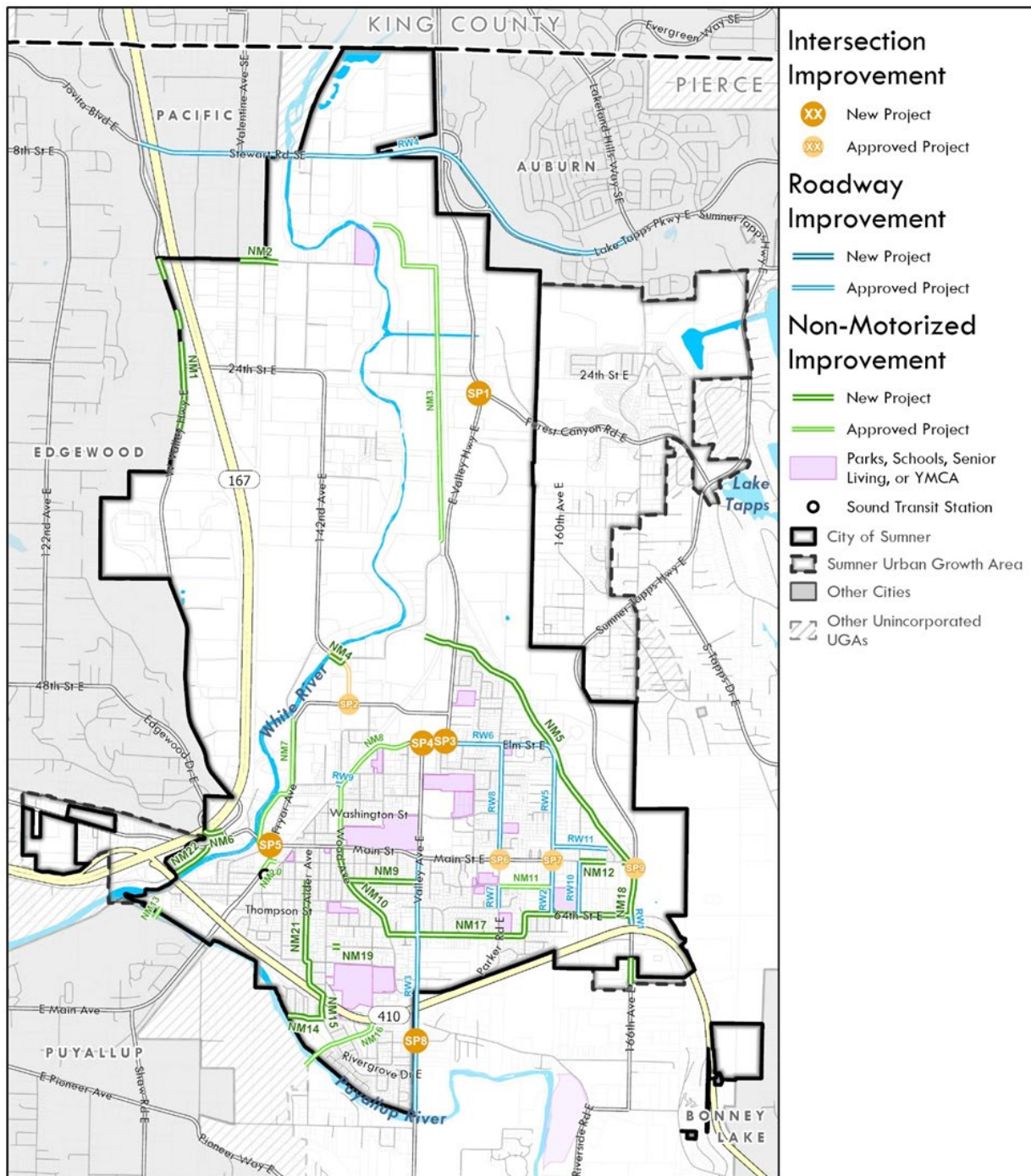
## Existing Weekday PM Peak Hour Level of Service

Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.

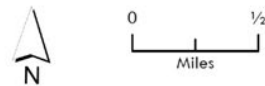


Map Date: February 2024

Figure 16-8: 20-Year Transportation Improvement Projects



## CITY OF SUMNER 20-Year Improvement Projects



Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.

Map Date: February 2024

# 17. Capital Facilities

## Introduction

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

## Goals, Policies, and Objectives

- 1. *Provide effective, efficient, affordable, and quality capital facilities and public services at the level necessary to support a growing community.***
  - 1.1. Consider access and economic, social, environmental, and health impacts when locating community facilities and services, including civic places like parks, schools, and other public spaces.
  - 1.2. Encourage planning and coordination of emergency management and public safety programs.
- 2. *Consider present and future impacts of capital facilities and public services decisions on underserved populations to improve quality of life for all Sumner residents and address past inequities.***
  - 2.1. Ensure impacts and burdens associated with capital facilities and public services are equitably distributed throughout the city.
  - 2.2. Prioritize improvements to public facilities and services in communities where there are lower levels of service, populations with limited incomes, and/or populations at greater risk of disparate impacts, such as poor health outcomes.
    - 2.2.1. Through cooperative and coordinated planning with other jurisdictions and districts, ensure efficient and equitable siting of essential regional capital facilities.
  - 2.3. Actively seek input on public facility and service proposals from communities where there are lower levels of service, populations with limited incomes, and/or populations at greater risk of disparate impacts, such as poor health outcomes. Provide engagement materials in the languages most commonly spoken in Sumner.



**3. *Consider the impacts of climate change and incorporate climate resiliency measures in capital facilities projects.***

- 3.1. Reduce the City's carbon footprint by incorporating, where practicable, green development practices in all buildings the City constructs, remodels and renovates.
- 3.2. The City should meet a LEED® Silver certification for new construction or additions or major renovations of City facilities over 5,000 gross square feet in area only when long-term economic benefits may be realized, including the reduction of operating costs, enhanced asset value, optimized building performance and a healthier workplace for its employees.
- 3.3. Implement energy-saving technologies in all City facilities as facilities are built or remodeled, such as energy efficient lighting, water-conserving appliances.
- 3.4. Leverage the City's purchasing power related to capital improvement projects to help expand the markets for green building products, including recycled-content materials and clean, renewable energy technologies.
- 3.5. Initiate programs to replace and upgrade stormwater systems to accommodate future increased conveyance requirements due to climate change and urban flooding.
- 3.6. Support the planting of trees along street edges and parking lots and large expanses of asphalt to create a pleasing environment and to increase energy efficiency by reducing heat absorbed by asphalt that increases ambient temperatures.
- 3.7. Facilitate and encourage conservation of resources to delay the need for additional facilities.
- 3.8. Facilitate the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.
- 3.9. Support the development of infrastructure for alternative fuels that reduce vehicular pollution.
- 3.10. Install generators for all identified critical facilities without adequate generators.
- 3.11. Construct a floodwall or setback levee on the Puyallup River in the Rivergrove Drive neighborhood to reduce flooding on adjacent properties.

**4. *Ensure new public facilities and services to support new development are provided concurrent with the development.***

- 4.1. Develop procedures to ensure that public facilities and services necessary to support development and established Levels of Service are available at the time of development.
- 4.2. Work with other service providers and adjacent jurisdictions to coordinate service provision and improvements to capital facilities.
- 4.3. Coordinate with adjacent jurisdictions through joint planning to ensure service provision and development is consistent with the goals of this plan.

- 4.4. Generally make new development responsible for providing the services necessary to support the demands created by the development.
- 4.5. Encourage infill development which takes advantage of existing public facility capacity.
- 4.6. Establish and maintain a current 6-year capital improvement plan to finance the necessary capital improvements identified in the applicable capital facility plans.
- 4.7. Provide for regular monitoring of capital facility and public service needs and make appropriate amendments to capital facility plans.
  - 4.7.1. Update, as necessary, the capital facility plans used in the preparation of the Comprehensive Plan to reflect the final land use designations and assumptions. Utilize the Capital Facilities Plan to make capital budget decisions and development of the city's biennial budget.
  - 4.7.2. Communicate with other service providers on population projections and growth in order to maintain accurate coordination of service provision.
  - 4.7.3. Update the Capital Improvement Program periodically.
  - 4.7.4. Monitor implementation of the Capital Facility Plan and Capital Improvement Program against the rate of growth and development to determine if adequate public facilities are being provided. If adequate facilities and services are not available, the land use element shall be adjusted accordingly.

**5. *Ensure adequate funding is available to meet capital facility and public service needs.***

- 5.1. Explore funding from a mix of sources, changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools to meet capital facility and public service needs.
- 5.2. Seek broad funding for the construction, maintenance, and replacement of water services and facilities, stormwater system improvements, and sanitary sewer services and facilities, as needed, to ensure reliable service.
- 5.3. If funding is insufficient, adjustments should be made to the levels of service, Land Use Element, revenue sources, or any combination thereof.

Parks

**6. *Maintain a safe, attractive, equitable, enjoyable, and diverse park system that meets the needs of the City's residents, businesses, and visitors consistent with the City's adopted Parks and Trails Plan.***

- 6.1. Implement the facilities and improvements identified in the adopted Parks and Trails Plan.
- 6.2. Maintain the following minimum levels of service for the parks system (based on 2024 conditions):

**Investment:** Maintain a level of investment per capita (resident equivalent) that is consistent with the current value of the system per person. The 2024 value is included in the Capital Facilities Plan and may be adjusted periodically for system value, inflation, or annexation.

**Recreation Facilities:** Provide for a mix of parks and recreation facilities at a level consistent with the community's current level of facilities:

Active Recreation Facilities (fields, courts, skate parks, and similar): Sumner facility per 1,000 resident equivalents consistent with the 2024 ratio of 0.4 facilities per 1,000.

Informal Recreation Facilities (playgrounds, picnic shelters, open lawn areas, and similar): Sumner facility per 1,000 resident equivalents consistent with the 2024 ratio of 3.4 facilities per 1,000.

Parks: Sumner park acres per 1,000 resident equivalents consistent with the 2024 ratio of 3.2 acres per 1,000.

- 6.3. Aim for the following target levels of service for the parks system:

**Investment:** Achieve a level of investment per capita (resident equivalent) that is consistent with a 30% increase in the current value of the system per person. The 2024 value is included in the Capital Facilities Plan and may be adjusted periodically for system value, inflation, or annexation.

**Recreation Facilities:**

Active Recreation Facilities (fields, courts, skate parks, and similar): 0.5 facilities per 1,000 resident equivalents.

Informal Recreation Facilities (playgrounds, picnic shelters, open lawn areas, and similar): 4.4 facilities per 1,000 resident equivalents.

Parks: 5.4 acres per 1,000 resident equivalents.

**Open Space:** (including increases to tree canopy cover): 3.8 acres per 1,000 resident equivalents.

**Access:** 10-minute maximum walk to a park for all Sumner residents.

## Police

7. *Provide and maintain a police system sufficient to meet the community's public safety needs. This system may include normal police functions, responding to calls for service, community policing, care and custody of prisoners, and animal control.*

- 7.1. Level of Service:

- Maintain a ratio of at least two (2) commissioned officers per 1,000 population.



- Maintain a ratio of not less than 1 commissioned patrol officer for every 1000 calls for service per year. Patrol Officers should have at least 40% of their patrol shift available for proactive policing activities.
  - Provide one sergeant for every 5 commissioned patrol officers.
  - Provide and maintain one detective position at a ratio of 1/400 part A offenses.
- 7.2. Provide support to Sumner Schools through the continued School Resource Officer program.
- 7.3. Consider including environmental design best practices for safety and vandalism prevention in site design guidelines for new development.
- 7.4. Maintain public safety staffing to support community events such as parades, festivals, concerts, community gatherings, etc. that promote Sumner's sense of community.

## Fire

**8. *Through the inter-local agreement with East Pierce Fire & Rescue (EPFR), provide and maintain suppression, prevention, education, and medical response, including advanced life support response system.***

- 8.1. Support implementation of the EPFR capital facilities plan (refer to the plan for a complete list of levels of service and planning assumptions).
- 8.2. EPFR shall strive to maintain sufficient personnel and equipment, strategically located such that the first-due response units arrive at fire and emergency medical incidents in urban areas served by staffed fire stations (as characterized by the City of Sumner) within 8 minutes, 30 seconds to the 90th percentile.
- 8.3. EPFR shall strive to maintain sufficient personnel and equipment, strategically located to provide a minimum acceptable (effective) response force capable of arriving at emergency incidents within 13 minutes, 30 seconds to the 90th percentile. "Sufficient personnel" is further defined in the EPFR Capital Facilities Plan.

## Library

**9. *Through the Pierce County Library District, provide a library and access to library services consistent with the Pierce County Library Systems Capital Facilities Plan.***

- 9.1. The City of Sumner adopts by reference the Pierce County Library Systems Capital Facilities Plan as adopted and periodically amended, including any level of service guidelines contained therein.

## General Facilities

**10. *Provide sufficient City facilities to meet the needs of City operations.***

- 10.1. Establish and provide the following Level of Service for City government buildings:

- General Government 1.36 s.f./capita
- Police 294 s.f./employee
- City Shops (buildings only) 1.8 s.f./capita

10.2. Seek innovative and shared financing for City facilities, including lease arrangements and impact fees.

10.3. Maintain services and a rate structure adequate to keep the cemetery self-sufficient.

## Water, Sewer, and Stormwater

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

11.1. Establish the following Levels of Service for water supply:

#### Demand:

- Residential Demand 72.73 gallons per day (gpd)
- Employee Demand 25.28 gpd/employee<sup>1</sup>

#### **Fire Flow:**

Use	Min. Flow (gallons per minute - gpm)	Required Duration (hours)
Medium and low density residential	1,000	2
High density residential and commercial	1,500	2
Industrial	3,500	3
Several existing buildings	4,500	4

#### **Reliability:**

#### **WATER SYSTEM - RELIABILITY LOS**

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

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

The minimum LOS for reliability is "B" as outlined above.

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

LOS "A": Water quality meets both Primary and Secondary Public Health Standards.

LOS "B": Water quality meets only Primary Drinking Water Standards.

For water quality, Sumner chooses a LOS "A".

- 11.3. Require water services for new development, unless otherwise allowed by state or county regulations.

11.3.1. Encourage the design, siting, construction, operation, and relocation or closure of water infrastructure in a manner that is cost-effective, environmentally sensitive, appropriate to the location and need, minimizes and mitigates impacts on adjacent land uses, and prioritizes action to protect vulnerable populations.

- 11.4. Require all new development to avoid or mitigate adverse impacts to functioning water systems.

## Water Conservation

- 11.5. Implement water conservation programs consistent with the Sumner Water Plan.

- 11.5.1. Require new and existing businesses to use water at or below the average per capita employee level and businesses that use higher than average rates of water to mitigate their impacts.
- 11.5.2. Implement water service technologies, such as “smart meters,” that assist customers in monitoring and reducing water usage.
- 11.5.3. Support existing public education and outreach campaigns to address and promote water conservation.

## Sanitary Sewer

### ***12. Provide a sanitary sewer system adequate to meet the demands of the community that ensures public health and safety and protects the environment.***

- 12.1. Establish and provide for a Level of Service as defined in the adopted Sanitary Sewer Plan.
- 12.2. Require sanitary sewer services for new development, unless otherwise allowed by state or county regulations.
  - 12.2.1. Encourage the design, siting, construction, operation, and relocation or closure of sanitary sewer infrastructure in a manner that is cost-effective, environmentally sensitive, appropriate to the location and need, minimizes and mitigates impacts on adjacent land uses, and prioritizes action to protect vulnerable populations.
  - 12.2.2. Require all new development to avoid or mitigate adverse impacts to functioning sanitary sewer systems.

## Septic Systems

- 12.3. Ensure existing on-site septic systems may continue to serve existing residents as long as they are properly functioning, well maintained, and remain in compliance with Tacoma-Pierce County Health Department requirements.
    - 12.3.1. Require all new development to avoid or mitigate adverse impacts to functioning septic systems.
  - 12.4. Encourage homeowners to connect to the sanitary sewer system where available.
  - 12.5. Require homeowners to connect to the sanitary sewer system if existing onsite septic systems fail to maintain compliance with Tacoma-Pierce County Health Department requirements.
- ### ***13. Seek cooperative planning approaches among jurisdictions, agencies, federally recognized Tribes, adjacent regions, and special purpose districts to address regional issues of water and sanitary sewer, future development needs, regional issues, and emergency response.***
- 13.1. Coordinate emergency response across jurisdictions to ensure adequate water and sanitary sewer service, with priority given to minimal service disruptions for historically underserved populations.

- 13.2. Ensure that the City's Emergency Response Plan is coordinated with regional jurisdictions and the City's Public Works Department to include local measures for communicating and addressing emergencies.
- 13.3. Coordinate and prioritize messaging that is in plain language, short, culturally appropriate, in language prevalent in the area, and in multiple formats, such as audio, large print and captioning.

***14. Implement strategies, appropriate regulations, and new technologies that balance cost and benefits for the City, health and safety, and promote affordability and equitable access to water and sanitary sewer services to all communities.***

- 14.1. Promote incentive programs, strategies, and appropriate regulations to provide equitable access of water and sanitary sewer services to underserved areas, with particular priority investments to address disparities in underserved communities.
- 14.2. Provide utility bill or deposit assistance or subsidies to supplement tenant-based rental assistance to increase protection for vulnerable households.
- 14.3. Prioritize use of new technologies, programs, and applications that increase the reliability, affordability, and accessibility of water and sanitary sewer services and pay options.

***15. In conjunction with existing system providers, provide surface and storm drainage collection systems to protect water quality, public and private property, and the natural environment.***

- 15.1. Establish and maintain the Level of Service as the 25-year storm event, except in those areas where the 100-year storm design is appropriate to protect the natural environment.
- 15.2. Require new development to provide for facilities to reduce water quantity and quality impacts associated with new development.
  - 15.2.1. Encourage the design, siting, construction, operation, and relocation or closure of storm drainage infrastructure in a manner that is cost-effective, environmentally sensitive, appropriate to the location and need, minimizes and mitigates impacts on adjacent land uses, and prioritizes action to protect vulnerable populations.
  - 15.2.2. Encourage the use of low impact development (LID) and stormwater best management practices to manage stormwater runoff where feasible.
- 15.3. Participate in coordinated regional watershed-based efforts with goals of achieving local drainage health, protection, preservation of water quality, and resources in watersheds.
- 15.4. Review, develop, and implement design and development standards to meet the City's goals to improve water quality and reduce flooding and reflect the requirements and manuals of state and federal agencies, as appropriate.



## Solid Waste

***16. Consistent with adopted Solid Waste Management Plans, provide solid waste collection and disposal services to the community.***

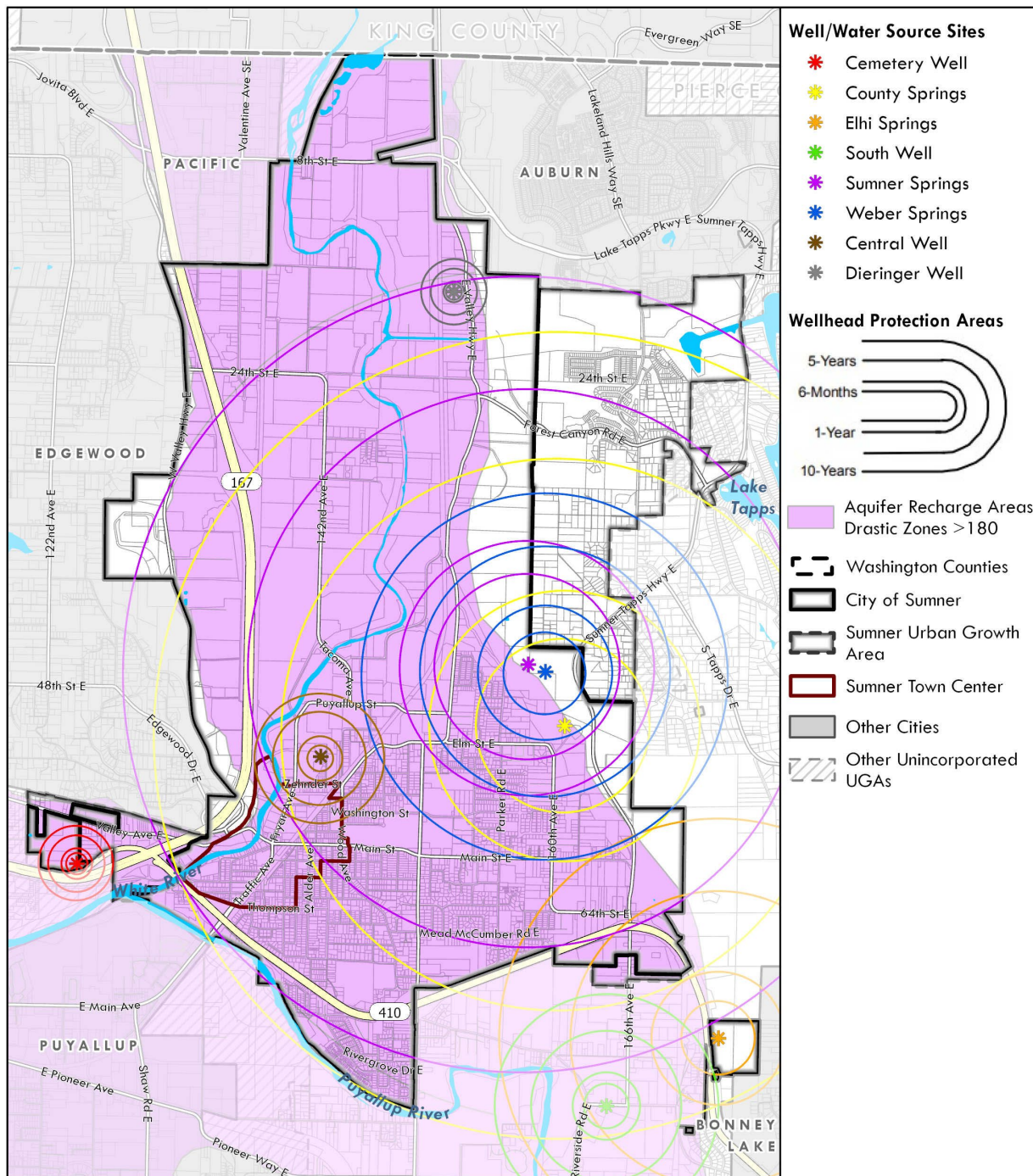
- 16.1. Support recycling within the community through a curb-side program, education and using recycled products for City purposes wherever feasible.
- 16.2. Implement programs for waste reduction in accordance with the adopted Solid Waste Plan.

## Schools

***17. Support the Sumner-Bonney Lake and Dieringer School Districts in providing the best education for all students in the districts.***

- 17.1. Coordinate and communicate with the appropriate school districts on issues of mutual interest, including school facility location, impacts of new development, impacts of school facilities and activities on the community, parks and recreation programs, population and growth projections, and school involvement in the community.
- 17.2. Based on the Sumner-Bonney Lake School District Capital Facilities Plan establish impact fees to mitigate the demands on the school systems of new development.
- 17.3. Promote working with school districts on school siting and design to support safe, walkable access, including strategies to provide adequate urban capacity for new schools and to avoid serving urban students with schools in the rural area.

Figure 17-1: Water Resources



CITY OF SUMNER

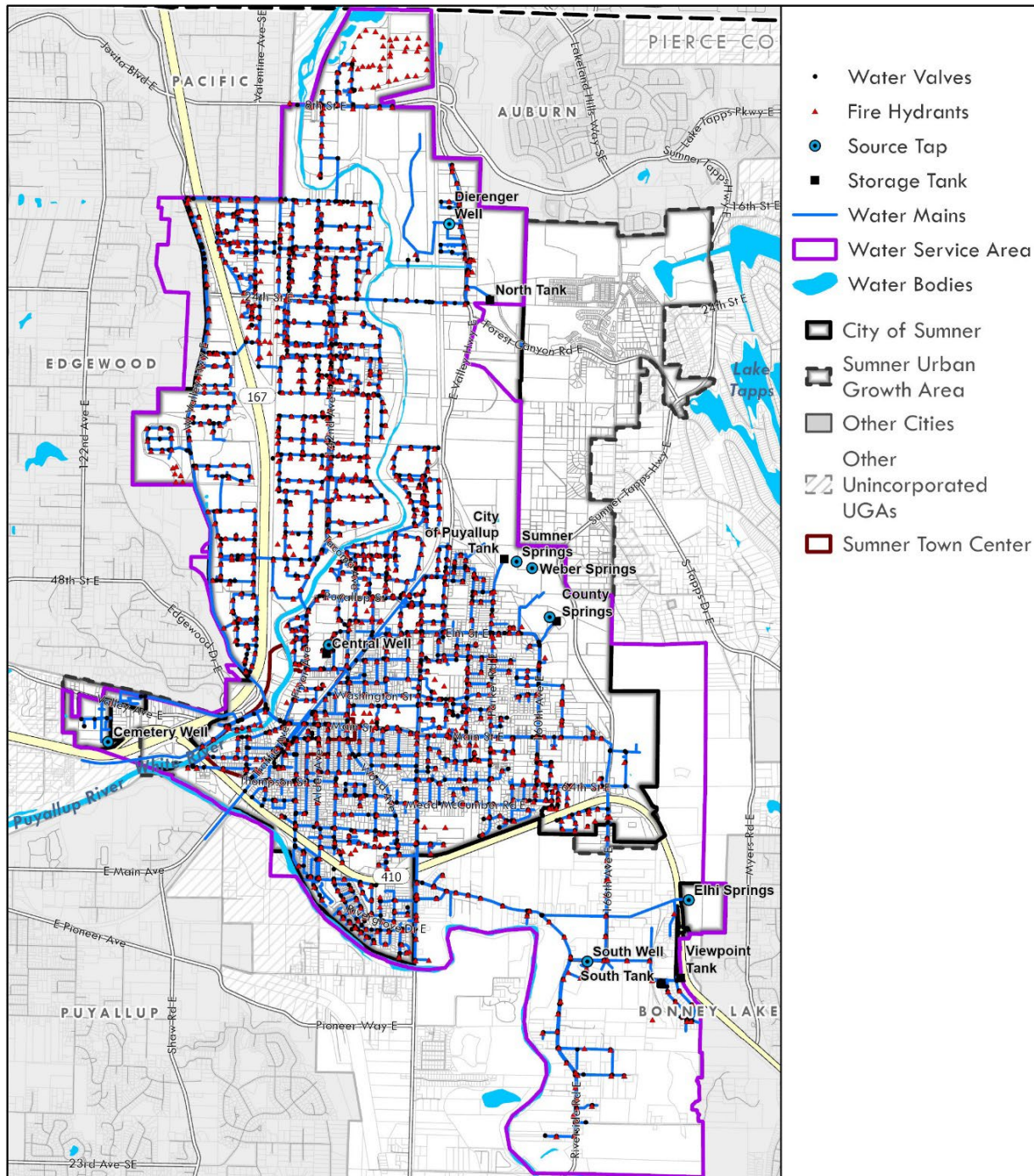
# Aquifer Recharge Areas and Groundwater Resources

Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.





Figure 17-2: Water Utility and Infrastructure



## CITY OF SUMNER Water Utility & Infrastructure Area

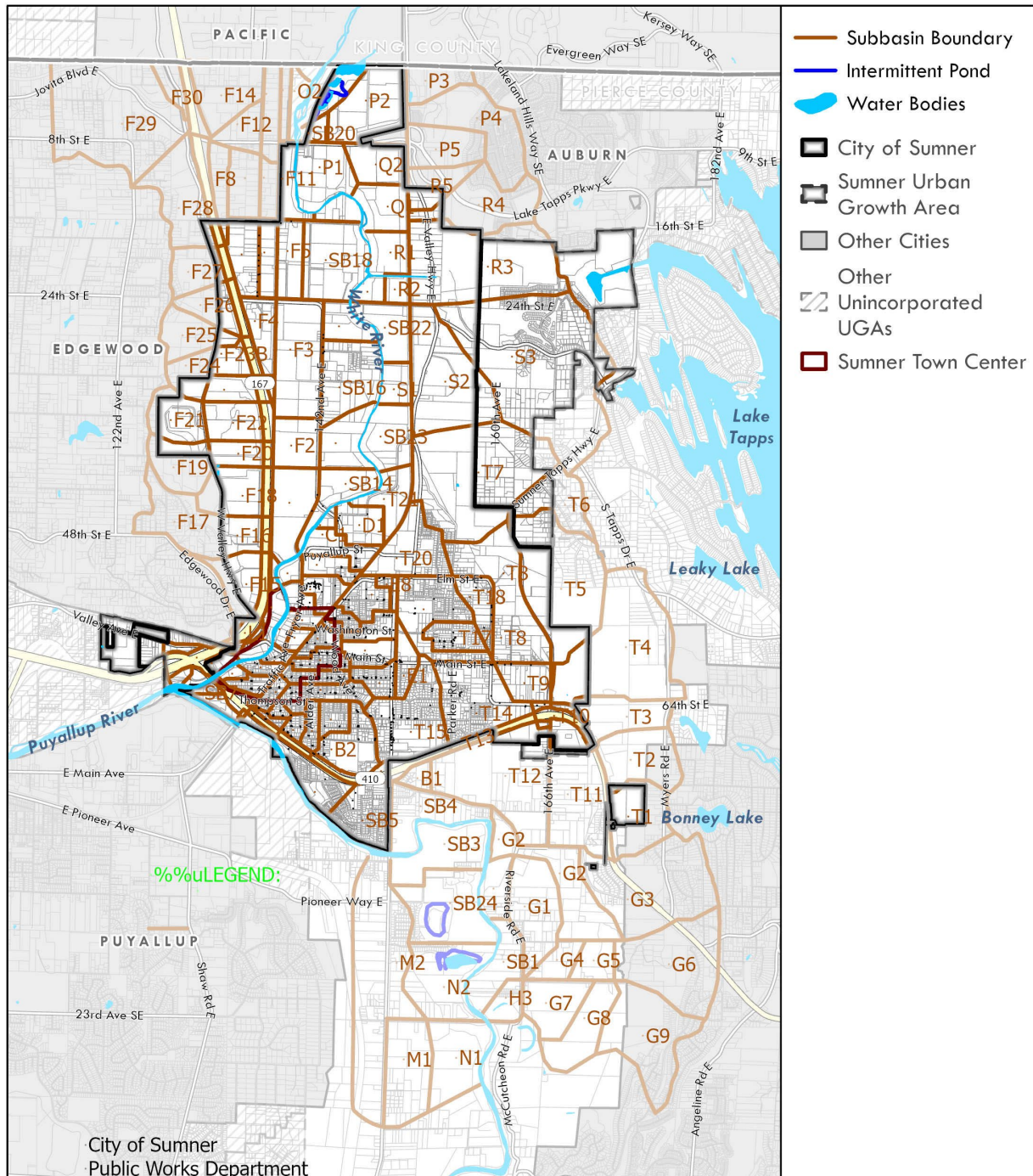
*Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.*



Map Date: November 2023



Figure 17-3: Stormwater Subbasins



CITY OF SUMNER

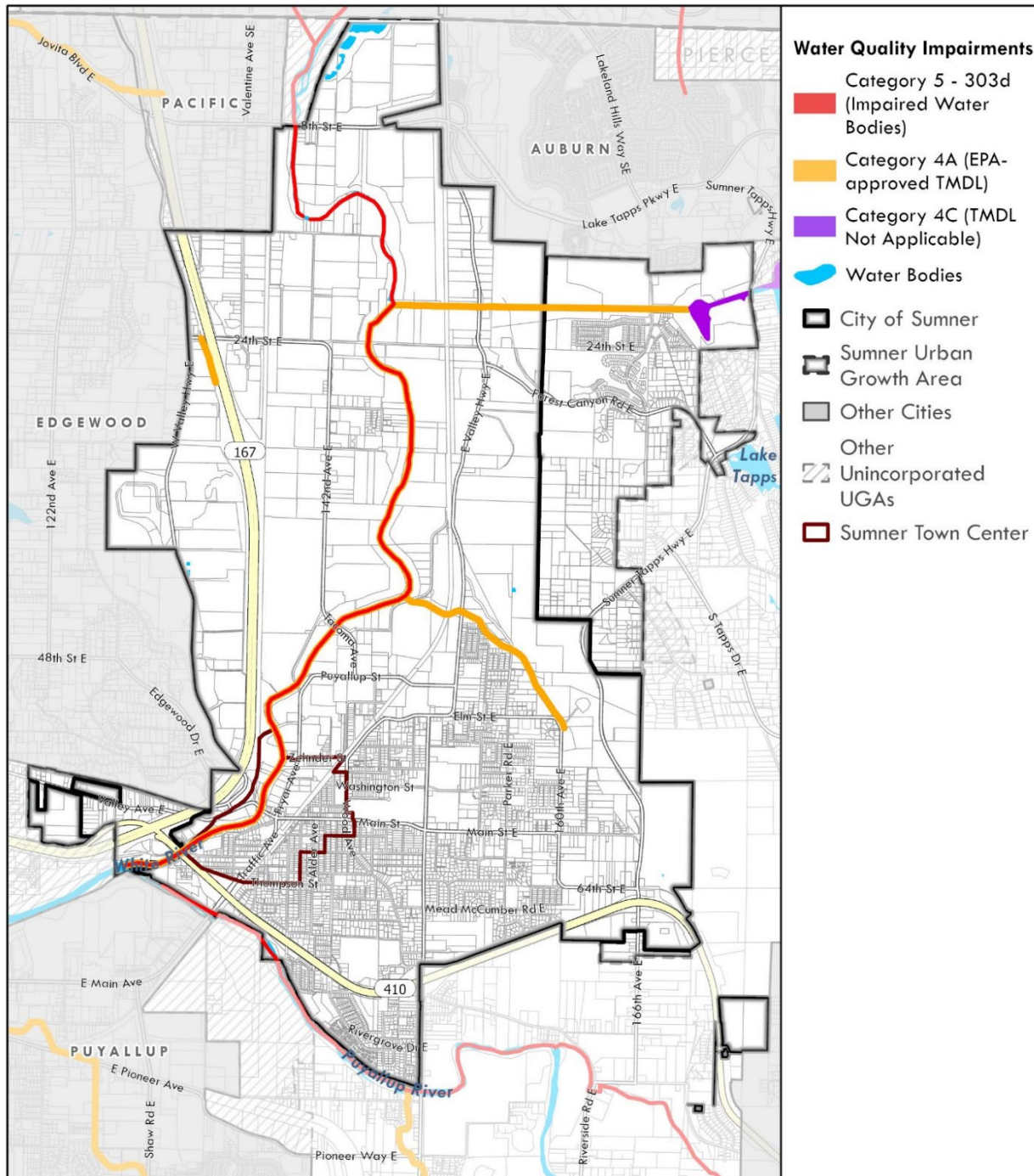
## Stormwater Subbasin Boundaries



Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.

Map Date: October 2023

Figure 17-4: Impaired Water Bodies



CITY OF SUMNER

## Impaired Water Bodies

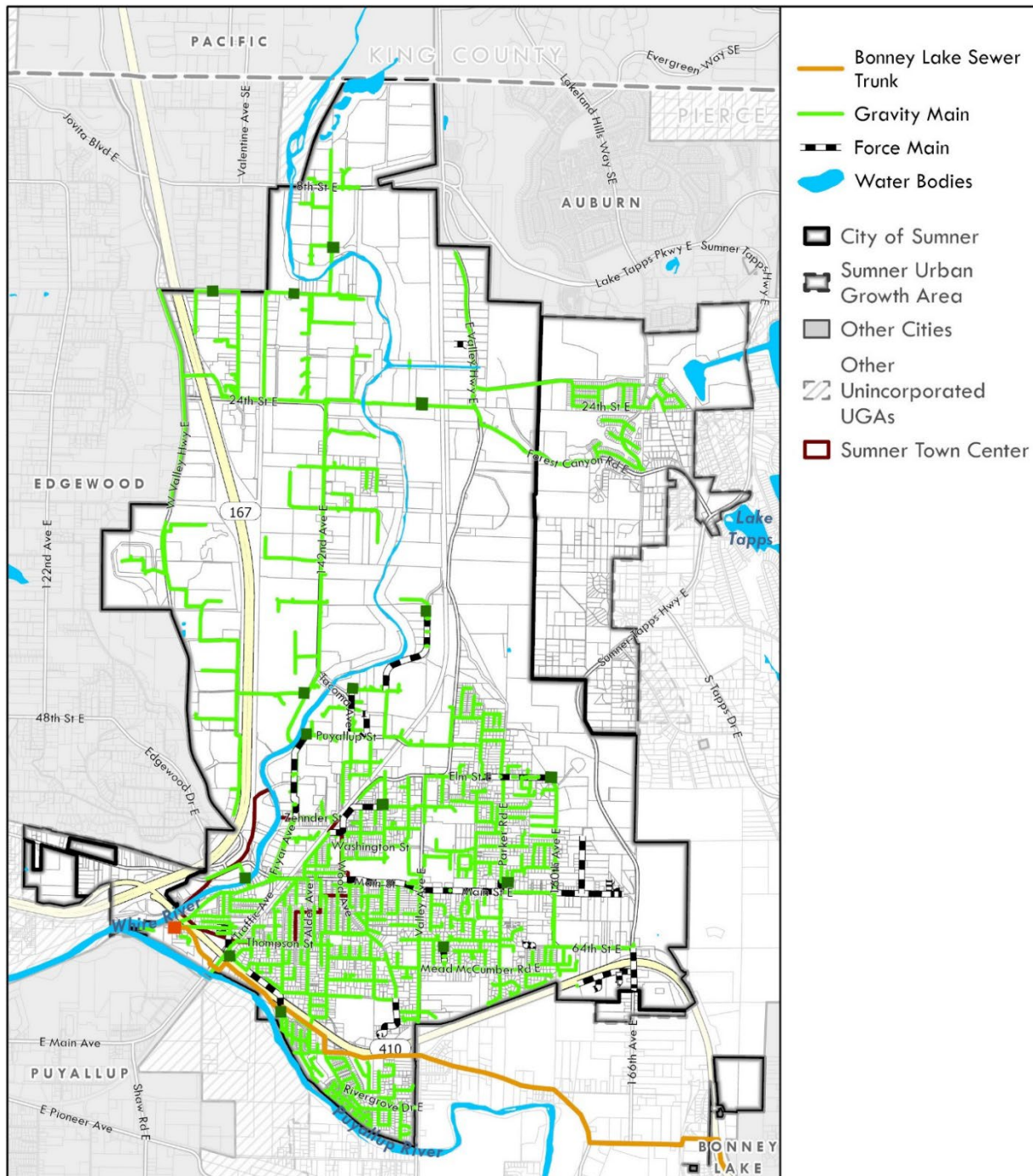


Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.

Map Date: November 2023



Figure 17-5: Sewer System



## CITY OF SUMNER Sewer System

Disclaimer: Map features are approximate only. The City of Sumner does not guarantee the accuracy of this map nor assume any liability from the use of or reliance on the information herein.



Map Date: November 2023



# 18. Utilities

## Introduction

The Growth Management Act (GMA) requires that a utility element address "the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to electrical lines, telecommunication lines, and natural gas lines." City-provided utilities, like water and sewer, are addressed in the Capital Facilities chapter. Private entities provide utilities such as natural gas, electric, standard telephone, and cellular telephone services and these are addressed in this Element. The Utilities Element establishes policies for providing, supporting, and partnering with providers to ensure that Sumner will be adequately served and will have access to new technology and more efficient services over time. In addition to ensuring adequate utility services, State legislation requires jurisdictions to address climate change and greenhouse gas reduction in their policies and regulations. Policies related to utilities and climate change are included in this element and elsewhere in the Comprehensive Plan.

## Goals, Policies, and Objectives

- 1. *Facilitate the development of natural gas and alternative energy utilities at the appropriate levels of service to accommodate the growth that is anticipated to occur in Sumner.***
  - 1.1. Assist service providers to ensure land will be made available for the location of natural gas lines, including location within transportation corridors.
  - 1.2. Accommodate the extension of natural gas distribution lines to and within the Urban Growth Area. Coordinate land use and facility planning with service providers to allow eventual siting and construction of natural gas distribution lines within rights-of-way which are being dedicated or within roads which are being constructed or reconstructed.
    - 1.2.1. Periodically review and amend existing regulations, including sensitive area regulations, as necessary to allow maintenance, repair, installation, and replacement of gas lines.
    - 1.2.2. When requested provide the natural gas utility with updates of population, employment, and development projections. The City will seek to jointly evaluate actual patterns and rates of growth and compare such patterns and rates to demand forecasts.
  - 1.3. Encourage system design practices intended to minimize the number and duration of interruptions to customer service.
  - 1.4. Facilitate conversion from natural gas to cost-effective and environmentally sensitive alternative technologies and energy sources.

- 1.4.1. Review design and development standards to determine improvements to encourage alternative energy sources.
- 1.4.2. Develop strategies to enhance existing public education and outreach campaigns to promote sustainable practices and alternative energy.
- 1.4.3. Promote existing state-level policies and initiatives, funding programs, and incentive programs for renewable energy technologies.

**2. *Plan and allow for regional and local improvements to electric facilities sufficient to support projected growth and desired land use patterns in Sumner.***

- 2.1. Make decisions with respect to electric utility facilities so that safe, adequate, and efficient availability of electrical service in other jurisdictions is not negatively affected.
- 2.2. Accommodate facilities needed to support residential areas and sufficient to support economic development in Sumner.
- 2.3. Encourage underground utility networks in new developments in the city and in locations where significant work in the right-of-way has the potential to accommodate undergrounding. Where appropriate, require undergrounding of utilities in targeted areas such as Town Center and in other areas as appropriate for the type, size, and location of the development.
- 2.4. Undergrounding of distribution lines should be in accordance with approved franchise agreements and Puget Sound Energy applicable tariffs on file with the WUTC.

**3. *Coordinate with telecommunication services to provide new and cost-effective emerging information and technologies and provide the community equitable access to options and reliable service.***

- 3.1. Maintain appropriate telecommunication facility regulations in the Zoning Code and ensure that proposal review considers setbacks, land use compatibility, aesthetics, fencing and vegetative buffering, and other concerns, consistent with State laws.
- 3.2. Allow telecommunication utilities only where impacts of their infrastructure size and appearance can be mitigated or relocated to nonresidential areas while prohibiting new cellular towers in residential areas.
- 3.3. Encourage utility partnerships to take advantage of the City's fiber optic network to facilitate service delivery and encourage other broadband services throughout the City.

**4. *Adopt incentives, strategies, actions, and regulations that encourage equitable development and access to utilities.***

- 4.1. Promote equitable access of utility services to all residents, prioritizing services and access to historically underserved communities.

- 4.1.1. Connect residents to State and local resources such as utility bill or deposit assistance programs and subsidies to supplement tenant-based rental assistance to increase protection for vulnerable households.
  - 4.1.2. Support programs that assist low-income households with utility-related home repairs, weatherization, and other energy-efficient improvements to owner-occupied and rental housing.
- 4.2. Prioritize design, siting, construction, operation, and relocation or closure of utility systems in a manner that is cost-effective, environmentally sensitive, and minimizes and mitigates impacts to vulnerable populations and communities that have been disproportionately affected by noise, air pollution, or other health impacts.
- 5. *Promote, when reasonably feasible, colocation or joint use of public and private utility in shared trenches, conduits, or poles so that utilities may encourage expansion, maintenance, and upgrading while minimizing disruptions to the public and reducing cost to the public of utility delivery, and consistency with limitations as may be prescribed by applicable law and prudent utility practice.***
  - 5.1. Work with the utility to appropriately place utility facilities on public rights-of-way when reasonably feasible.
  - 5.2. Provide timely effective notice to utilities to encourage coordination of construction, maintenance, or repairs to roadways or other facilities.
- 6. *Seek cooperative planning approaches among jurisdictions, agencies, federally recognized Tribes, adjacent regions, and private utility providers to address regional issues of utility needs and resources and emergency response.***
  - 6.1. Coordinate land use decision-making with utility providers to ensure consistency in timing and standards.
  - 6.2. Prioritize utilities-related actions to ensure adequate service and minimal service disruptions for historically underserved populations.
  - 6.3. Assist local utilities in their planning and emergency responses by providing updates on population, demographics, and employment, if needed.
  - 6.4. Ensure that the City's Emergency Response Plan is coordinated with regional jurisdictions and utility providers to include local measures for communicating and addressing utility outages and emergencies.
  - 6.5. Coordinate and prioritize messaging that is in plain language, short, culturally appropriate, in languages prevalent in the area, and in multiple formats, such as audio, large print, and captioning.

- 7. *Implement new technologies that balance costs and benefits for the city, health and safety, aesthetics, protection of the environment and economy, and promote affordability and equitable access of utilities to all communities.***
- 7.1. Prioritize the provision of cost-effective and energy-efficient new technologies to underserved populations.
  - 7.2. Prioritize the use of new technologies, programs, and applications that increase the reliability, affordability, and accessibility of utility services and pay options.

# 19. Shorelines

## Introduction

The State Shoreline Management Act requires that jurisdictions with rivers and lakes that are considered “shorelines of statewide significance” prepare a Shoreline Master Program to protect shoreline areas and guide development located in the 200-foot-wide State “shoreline jurisdiction” area that surrounds a water body. Shorelines within Sumner consist of the White River, Puyallup River, and a portion of Lake Tapps within the Sumner Urban Growth Area.

The City of Sumner Shoreline Master Program was adopted in accordance with State law under RCW 90.58.

As required by the Shoreline Management Act, the following elements (topic areas) have been considered in the preparation of Sumner’s Master Program: Economic Development, Public Access, Circulation, Recreation, Shoreline Use, Conservation, and Historical/Cultural Resources. The major goals and policies in the Master Program are organized under these seven elements. These form the basis for more specific policies and regulations in the Master Program that are applicable to shoreline uses.

The Growth Management Act requires that the Shoreline Master Program goals and policies be included as a separate element (chapter) of the Comprehensive Plan. These goals and policies are organized under the seven elements contained in the Master Program and are shown below. Note that these are overarching and comprehensive in nature. For specific policies and requirements for all development within the Shoreline Jurisdiction, refer to the Shoreline Master Program.

## Goals, Policies, and Objectives

### Economic Development Element

- 1. *Provide for economic activity that is water-dependent, water-related, or that provides an opportunity for a substantial number of people to enjoy the shoreline (water-enjoyment).***

1.1. **Objective:** To plan for uses that benefit from a shoreline location.

### Public Access Element

- 2. *Increase public access to the shoreline and preserve and enhance views of the shoreline.***

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



### Circulation Element

**3. *Provide safe and adequate vehicular circulation systems to shorelines where routes will have the least possible adverse effect on unique or fragile shoreline features and existing ecological systems, while contributing to the functional and visual enhancement of the system.***

- 3.1. **Objective:** To allow vehicular circulation systems within shoreline jurisdiction that benefit permitted uses without degrading the environment or aesthetic values of the area.

### Recreational Element

**4. *Provide public access and opportunities for recreation along the shoreline wherever appropriate.***

- 4.1. **Objective:** To develop public access and recreation opportunities that are compatible with adjacent uses and that protect the shoreline environment.

### Shoreline Use Element

**5. *Ensure that the overall design of land use patterns will locate activity and development in areas of the shoreline that will be compatible with adjacent uses and will be sensitive to existing shoreline environments, habitat, and ecological systems.***

- 5.1. **Objective:** To promote the best possible pattern of land and water uses consistent with the Shoreline Management Act of 1971, the City of Sumner Comprehensive Plan, the City of Sumner Parks and Trails Plan, and the Sumner Zoning Code.

### Conservation Element

**6. *Preserve, protect, and restore to the greatest extent feasible the physical, biological, and visual attributes of the shoreline environment.***

- 6.1. **Objective:** Through the use of best available science, develop and implement siting criteria, design standards, and best management practices that will ensure the long-term enhancement of unique shoreline features, natural resources, and fish and wildlife habitat.
- 6.2. **Objective:** To designate and develop areas where there is an opportunity to restore, enhance, and conserve the natural shoreline for the benefit of fish and wildlife habitat.

### Historic/Cultural Element

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

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

## Flood Hazard Management

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

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

Figure 19-1: Shoreline Environmental Designations Map (2020)

