

# 2025 Comprehensive Plan Amendment Docket

Land Use/Policy Evaluation | August 2025

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# Policy Compatibility

## Docket Applications

The City of Sumner considers annual amendments to the Comprehensive Plan and/or Zoning Code as part of docket process to consider new trends or conditions or to improve plans and regulations. Comprehensive Plan amendments may be proposed to goals, policies, objectives, or comprehensive plan maps.

The 2025 Annual Comprehensive Plan Amendment Docket includes three Comprehensive Plan and Zoning map amendment applications and two text amendment applications including the Comprehensive Plan and Zoning Code.

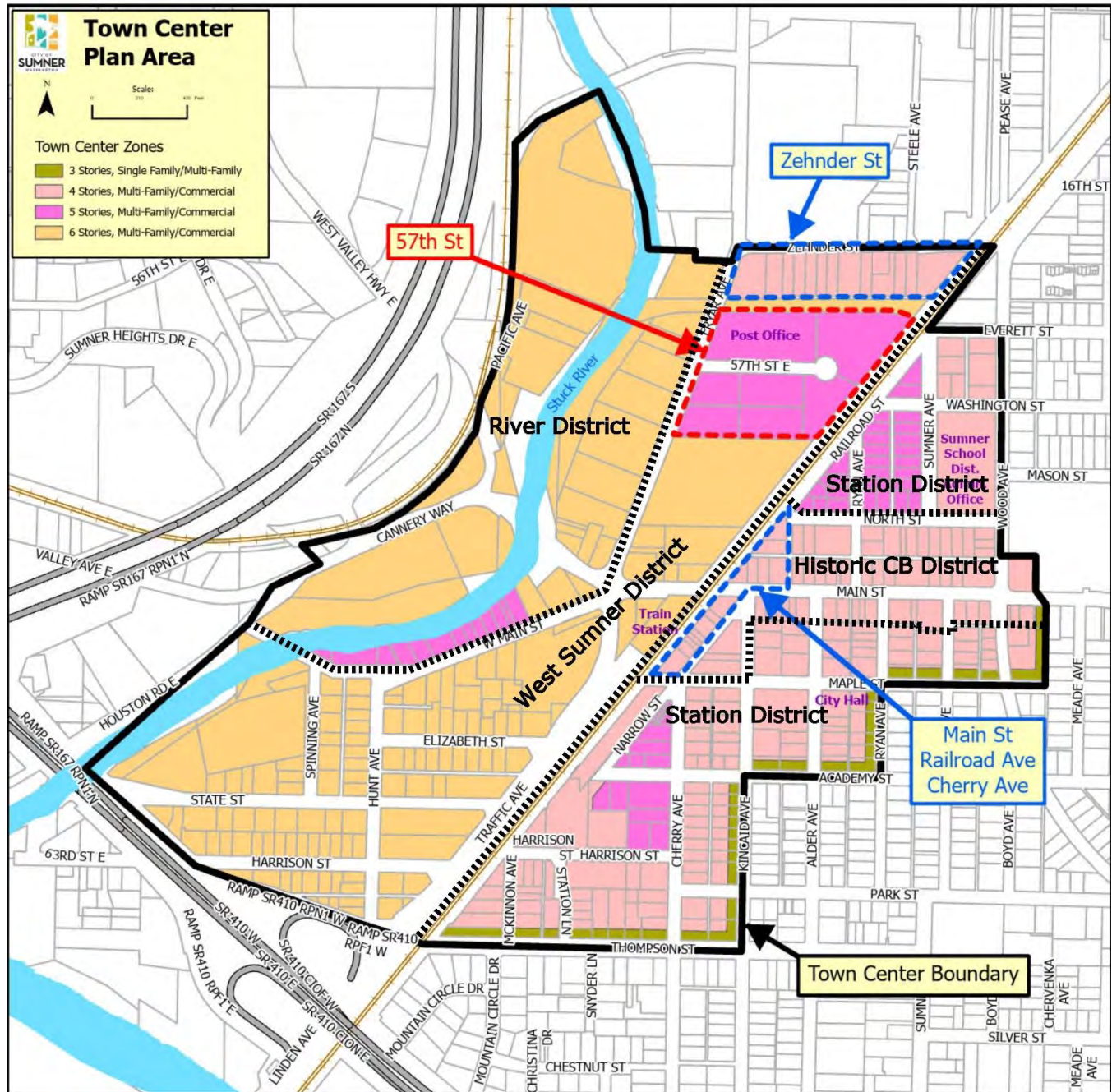
### MA-01 Town Center Plan

**Docket item MA-01: 2025 Town Center Plan (TCP) Update:** This docket includes minor map amendments, update to the Town Center Plan, amendments to the Town Center Code and incorporates a private Zoning Code Text Amendment application. Town Center Plan (TCP) map changes and associated text amendments include, but are not limited to the following:

- Reducing building heights from 6 stories to 4 stories and adding new transitional light industrial uses along Zehnder Street and 57th Street E.
- Reducing building heights along portions of Main Street, Cherry Ave & North Street from 5 stories to 4 stories.
- Amending future street widths and standards; and requiring a 30-foot step back in story height along collector streets.
- Incorporating updated policies from the Comprehensive Plan and new polices to support innovation districts in the TCP.
- Updating the Town Center form-based code. Amendments include various text changes such as removing repeated uses, and adding new uses that serve as a transition between mixed-use commercial and industrial zones and new performance standards to address new uses.
- Considering a private zoning code text amendment application to allow accessory dwelling units (ADU) for existing multi-family and/or single-family residential uses.

The areas of focus in the Town Center Plan are shown in Exhibit 1.

Exhibit 1. MA-01: 2018 Town Center Plan Map-current zoning and areas of focus



Application file No. CPA-2025-0004,  
SEPA-2025-0005, CTA-2025-0001(private)

MA\_01\_v3\_20250326

Source: Cit of Sumner, 2025.

The City is considering the map amendments in Exhibit 1 and a range of height changes in The City can mix and match among the alternatives as appropriate. For example, in some districts

like West Sumner, Alternative 3 could be selected such as in the IDEA overlay and in the Historic CBD Alternative 2 could be selected.

Exhibit 2 affecting the Town Center Plan and associated Form-Based Code:

- Height Alternative1 includes zoning map amendments and TCP zoning regulation amendments to accommodate single story commercial development.
- Height Alternative 2 is an option that provides a different range of commercial activity, favoring housing unit density, and maintains current TCP zoning regulations.
- Height Alternative 3, the No Action Alternative is the continuation of current plans for the Town Center and its current zoning regulations. It provides a future baseline for comparison of impacts.

The City can mix and match among the alternatives as appropriate. For example, in some districts like West Sumner, Alternative 3 could be selected such as in the IDEA overlay and in the Historic CBD Alternative 2 could be selected.

**Exhibit 2. Town Center Story Height Alternatives**

Designation/District	Existing Stories (No Action)	Alternative 1: Preferred Heights	Alternative 2: Heights	Alternative 3: No Action Heights
Riverfront	6 stories	5-6	5-6	5-6
West Sumner	6 stories	4-6	5-6	6
Station	3-5 stories	3-5	3-5	3-5
Historic CBD	3-6 stories	3-4	4-5	4-6

Source: City of Sumner, 2025.



[illegible]

Town Center roadway classifications would also be updated affecting the Town Center Plan and associated Form-Based Code. See Exhibit 3 and Exhibit 4 for changes.



**Town Center Area**  
**Roadway Classifications**

**CITY OF SUMNER WASHINGTON**

Proposed Town Center Area  
Public Spaces  
Activity Nodes

hff

Sumner TC Collector w/ Parallel Parking  
Sumner TC Collector w/ Angle Parking  
Sumner TC Local  
Sumner TC Arterial  
Sumner TC W Main St One-Way

132ND AVE E  
55TH ST E  
56TH ST E  
EDGEWOOD RE  
PACIFIC AVE  
VALLEY AVE E  
BRIDGE ST  
W MAIN ST  
TRAFFIC AVE  
THOMPSON ST  
CHESTNUT ST  
CHRISTINA DR  
RAINIER ST  
ALDER AVE  
SUMNER AVE  
BOYD AVE  
ACADEMY ST  
MAPLE ST  
MAIN ST  
NORTH ST  
RAILROAD ST  
SUMNER AVE  
WOOD AVE  
MEADE AVE  
EVERETT ST  
MASON ST  
PEASE AVE  
TACOMA AVE  
PUYALLUP ST  
142ND AVE E  
FRYAR AVE  
STEELE AVE  
ZEHLER ST  
Post Office  
Library  
Train Station  
City Hall  
Summer School Dist. Admin. Offices

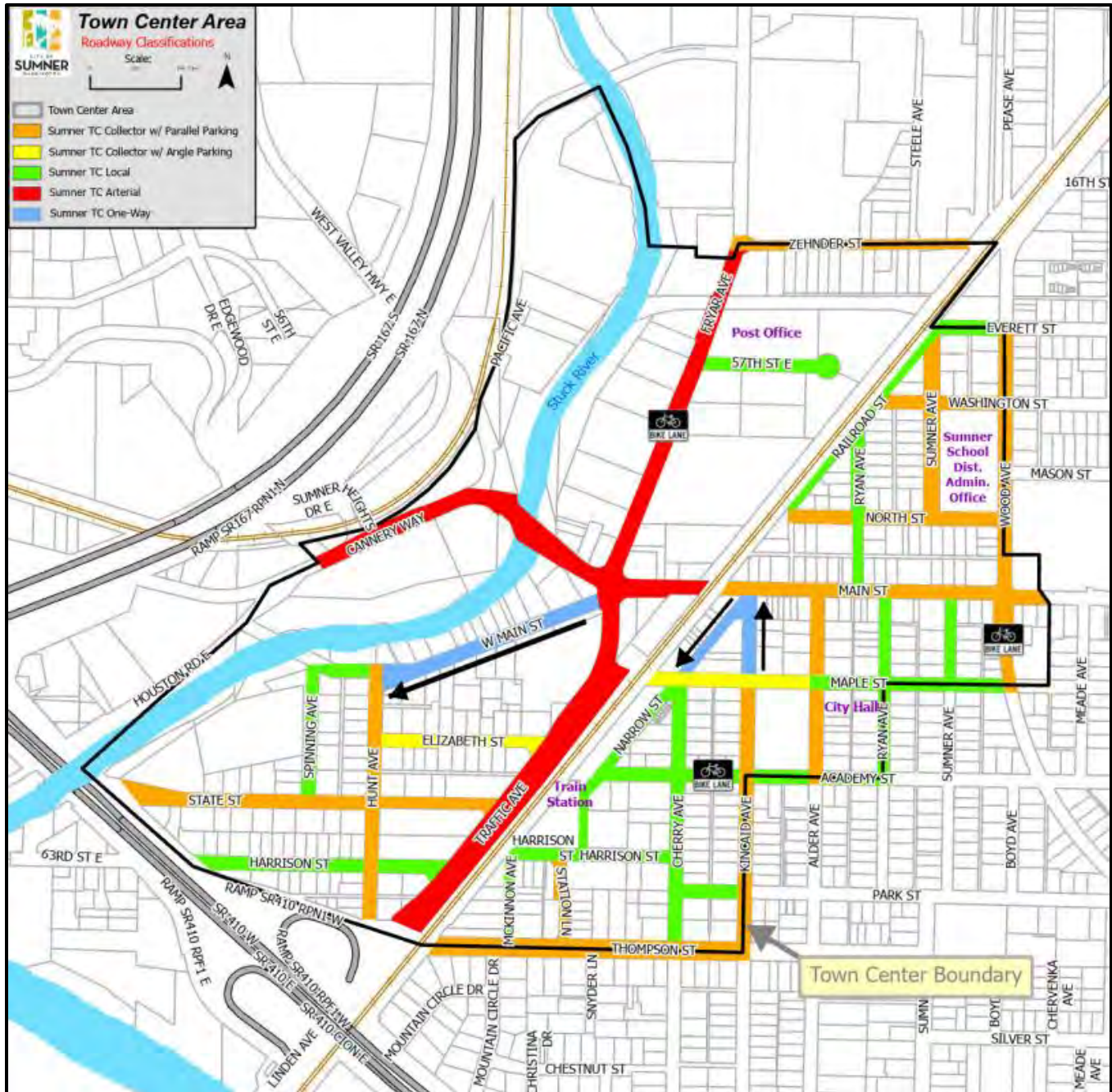
Scale: 0 250 500 feet

68TH ST E  
HARRISON ST  
HUNT AVE  
STATE ST  
ELIZABETH ST  
SPINNING AVE  
RAMP SR167 RPN1 N  
HOUSTON RD E  
RAMP SR410 RPF1 E  
SR410 E  
SR410 W  
SR410 C  
SR410 E  
LINDEN AVE  
E MAIN

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## Exhibit 4. Amended Town Center Roadway Classifications



Source: City of Sumner 2025.

A key change to the Town Center Plan and Form-Based Code is the establishment of an Innovation District and Enterprise Area (IDEA) overlay to the Zehnder Street and 57<sup>th</sup> Street E area. It allows makers spaces and live/work and is meant to spur formation and retention of businesses in the Town Center. A list of the encouraged uses includes:

- Shared workspaces, co-ops and incubators
- Live-work housing and/or mixed-use buildings
- Artist studios and small-scale manufacturing

- Blacksmith shops, glass blowing other light fabrication uses
- Educational or cultural uses like maker labs or galleries
- Breweries, bakeries and other craft food production

#### **Key changes in the Form-Based Code:**

- Include the updated Town Center Plan district zoning map and street type map.
- Amend street cross sections for TC-Collector and TC-Local typologies to meet minimum 10-foot drive aisle widths and pedestrian and bike network design consistent with Transportation Master Plan (TMP).
- Update “Chapter 2: Administration” to address form-based code modifications and design review requirements
- Update “Chapter 3: Rules for all zones” to include new lot type definitions for IDEA and Civic lot types allowed in certain zones.
- Include new lot type standards for IDEA and Civic forms that address building setbacks, minimum and maximum building height, parking location, minimum development standards and allowed building elements.
- Remove “Chapter 8: Landscape” and relocating standards into the SMC and/or design Guidelines where applicable.
- Remove” Chapter 9: Site Lighting” and relocating standards into the SMC and/or design Guidelines where applicable.

#### **Key Updates in the Town Center Plan**

- Update Projects and Actions to reflect completed ones and include new actions
- Update Goals and Policies to be consistent with the periodic Comp Plan update
- Reflect the public process for the 2025 Town Center Plan update
- Update tables and data reflecting the Planning Area conditions since 2018
- Update section 4.4, Proposed Comprehensive Plan and Zoning Amendments—Form Based Code to address proposed changes in 2025
- Update Chapter 7 to be consistent with the Parks and Trails Plan and the East Main Street Design Strategy
- Update Chapter 8: Transportation/Circulation to address street typology along transition zones (i.e. Zehnder)
- Update Chapter 11: Implementation- Planned Action Ordinance history

#### **Key Updates in the Town Center Code (SMC 18.29)**

- **Amend section 18.22.020 Districts – Where permitted** to include West Sumner District in the Town Center as an IDEA overlay zone.
- **Amend section 18.29.030 Principal Uses** to remove repeated uses and new allowed uses for the IFDEA overlay.



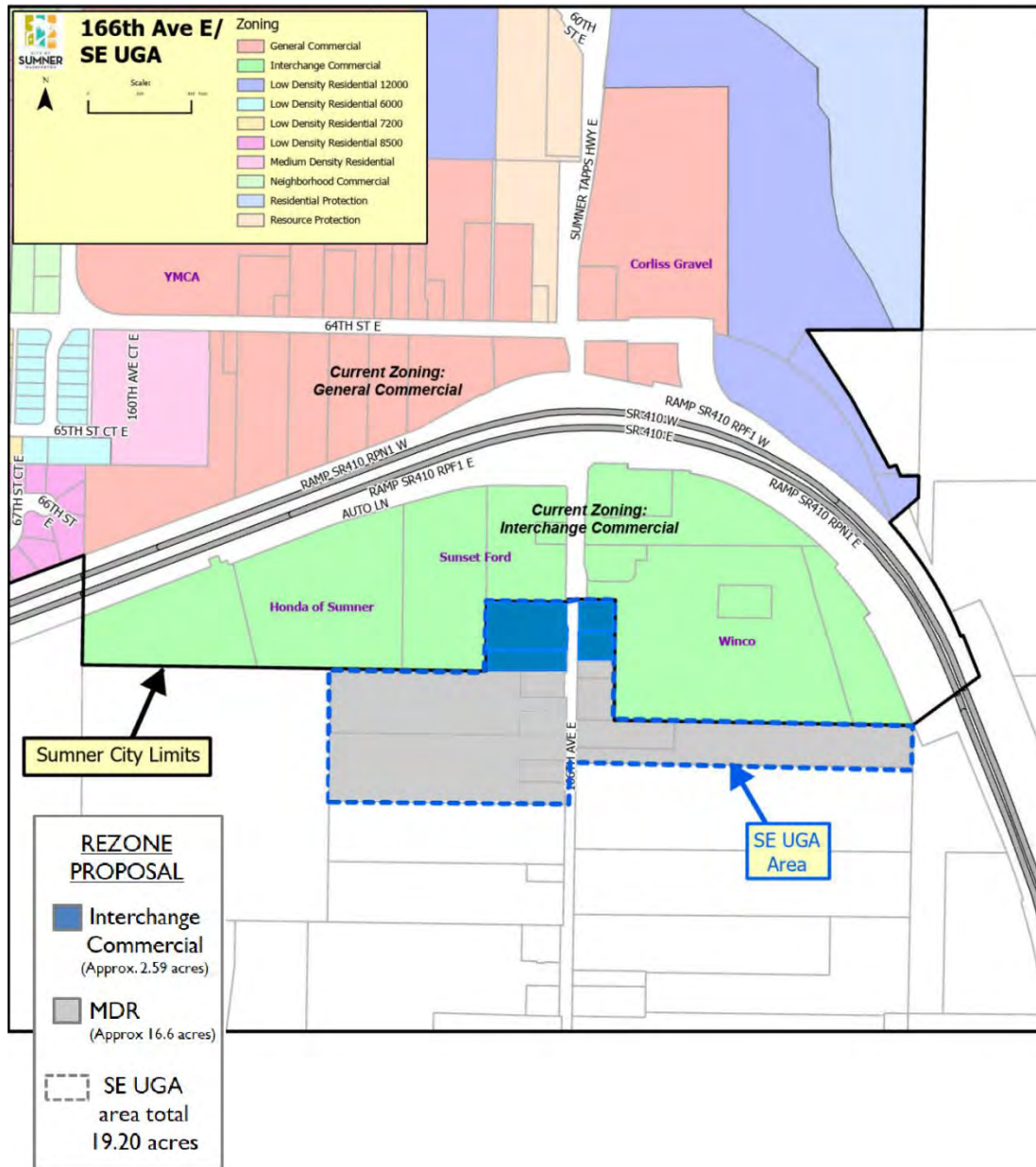
- Amend section **18.29.060 Performance Standards** to address expansion of specified existing nonconforming uses and ADU allowance.

#### MA-02: Rezone on 166th Ave E.

This docket item would redesignate and rezone up to 14 parcels on 166th Ave E, located south of Winco & Sunset Ford.

- The private applicant submitted a Comprehensive Plan Map amendment to rezone 7 parcels from Low Density Residential 2 (LDR-2) to Medium Density Residential (MDR).
- The City alternative would rezone 4 parcels to Interchange Commercial (IC) and 10 parcels to MDR, affecting the 19.9 acres in the southeast Urban Growth Area (UGA).

## Exhibit 5. MA-02: City Map Rezone Proposal- SE Urban Growth Area



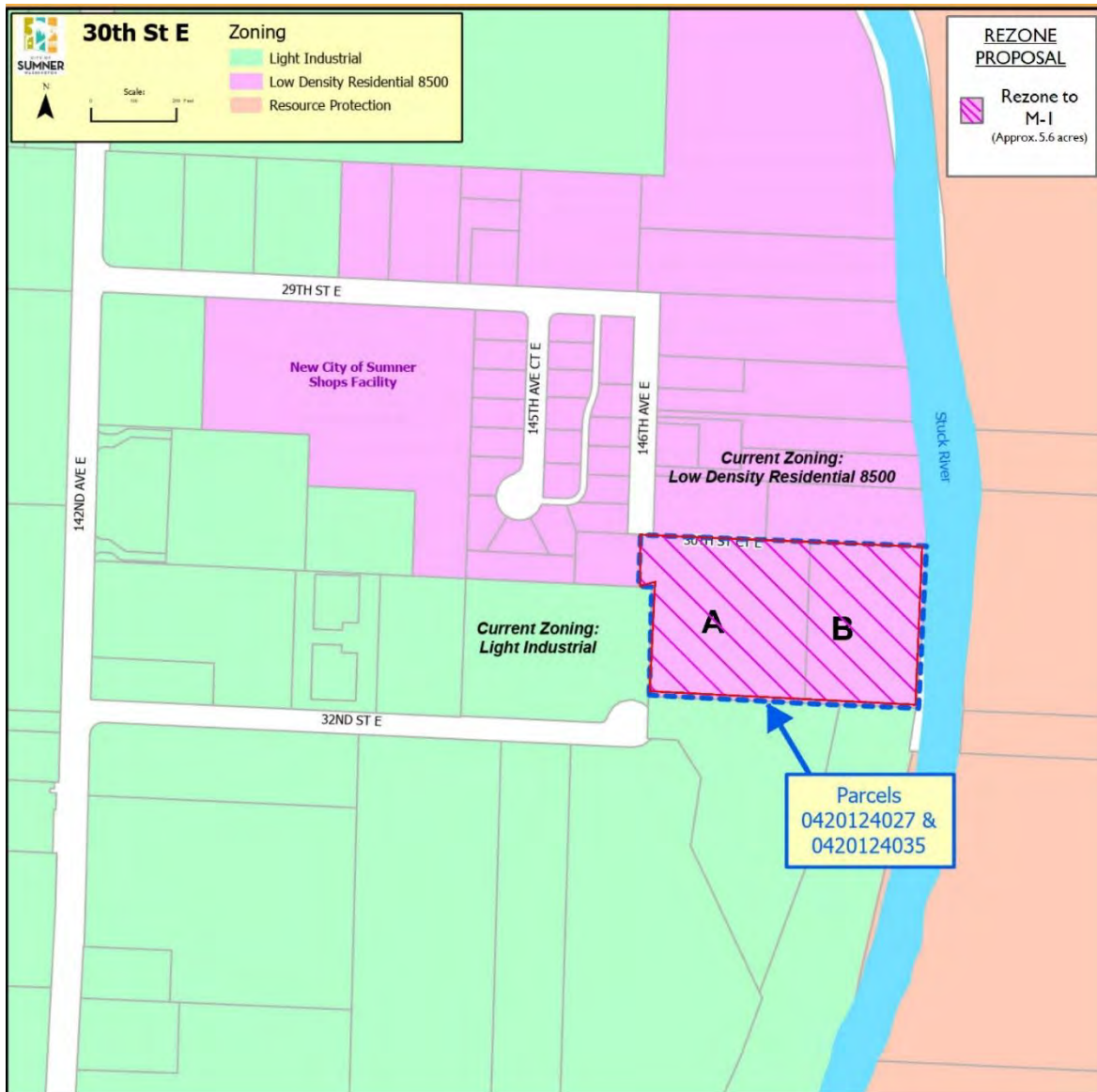
Source: City of Sumner, 2025.

### MA-03: Rezone on 30th Street

The private applicant submitted a Comprehensive Plan Map amendment to rezone one (1) parcel (A) from LDR2 to Light Manufacturing (M-1) and a change in the Zoning Map from LDR-8.5 to M-1. The City alternative (Alternative 1) includes Parcel B, approximately 2.3 acres in size, located adjacent to Parcel A and adjacent to White River. Parcel B is within Shoreline Master Program jurisdiction, designated Urban Conservancy-200 feet. The city completed environmental review on the alternatives and proposes Parcel B to retain its current LDR-2 designation and associated LDR 8.5 zoning, until such time as there is a form of legal access to 32nd Street E and application of mitigation measures addressing light and glare and

noise, together with critical area and shoreline master program requirements applicable to light industrial. This is consistent with the applicant's proposal in Alternative 2; see Exhibit 7.

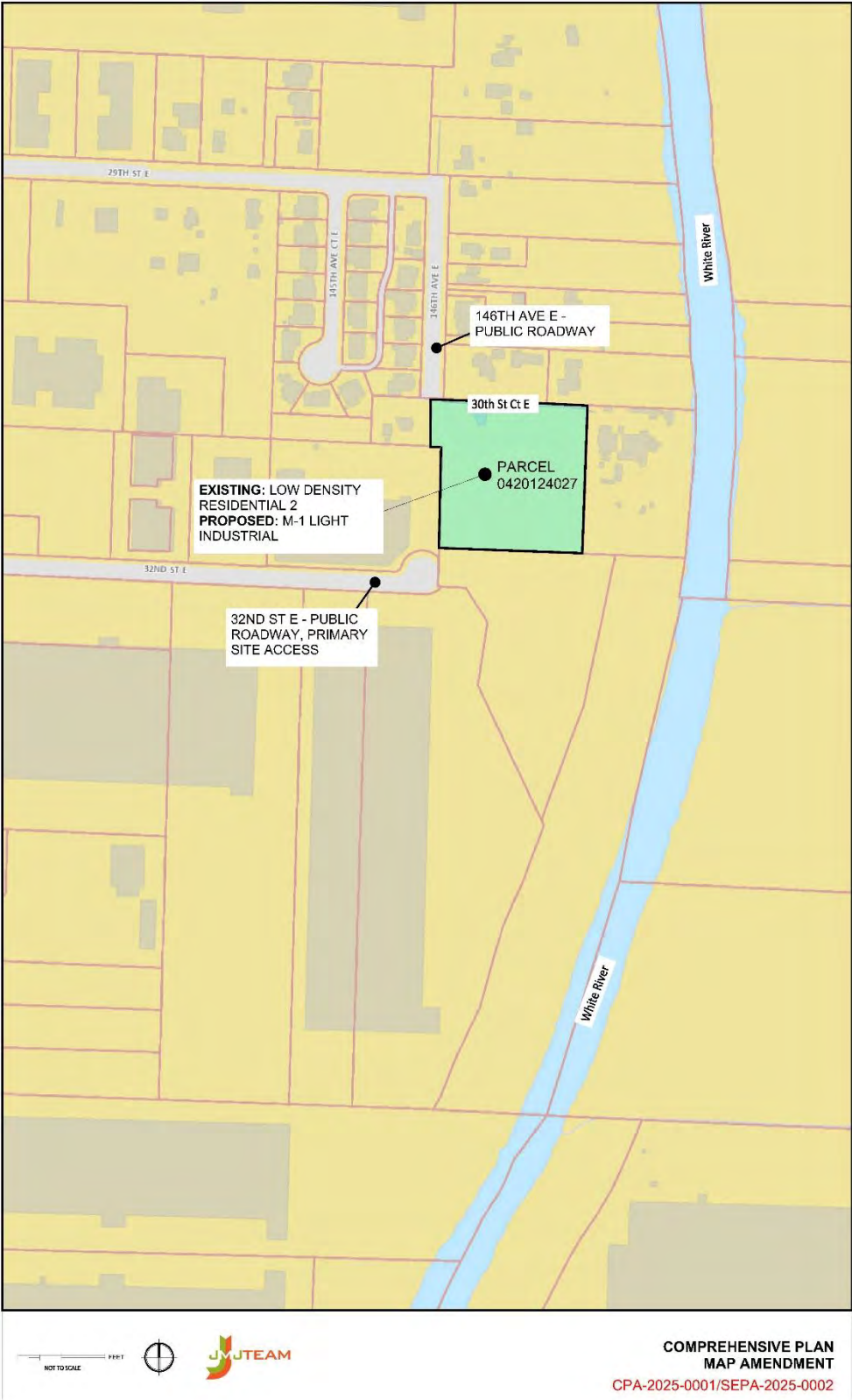
### Exhibit 6. MA-03 30<sup>th</sup> Street Rezone Proposal Alternative 1



Source: City of Sumner, 2025.



Exhibit 7. MA-03 30th Street Rezone Proposal – Applicant Proposal – Alternative 2



Source: JJTeam, 2025

## TA-04 Sumner Comprehensive Plan – Capital Facilities Plan Amendment Incorporating Sumner-Bonney Lake School District Capital Facilities Plan

This docket application would amend Sumner's Comprehensive Plan to be consistent with the Sumner-Bonney Lake School District (SBLSD) Capital Facilities Plan, approved by the School Board in November 2024. The new SBLSD Capital Facilities Plan includes additional information on projects impacting Sumner residents based on SBLSD Boundaries including Phase 2 and Phase 3 of Sumner High School Master Plan, Crestwood Elementary Improvements, and Daffodil Valley Elementary Improvements.

The 2024 Sumner Comprehensive Plan references the 2021-2027 SBLSD CFP and incorporates school inventories, levels of service, and demand, and would need amendment. There are additional proposed updates throughout the Sumner Comprehensive Plan's CFP in order to incorporate information from the School District's 2024-2030 CFP. These improvements would result in changes to the School Impact Fees and the updated plan should be adopted by reference into the Comprehensive Plan to more accurately reflect changes to the district's facilities.

## Consistency Review

This Land Use/Policy Evaluation document supports the City of Sumner's 2025 docket review, to provide an analysis of consistency of the proposed amendments with state, regional, county, and city plans and regulations.

State rules implementing the Growth Management Act (GMA) provide a definition of consistency and require a consistency review any time there is an amendment of the comprehensive plan or development regulations. To help determine interjurisdictional consistency, countywide planning policies should be evaluated.

- WAC 365-196-210 (8) "Consistency" means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.
- WAC 365-196-500 (4) Consistency review. Each comprehensive plan should provide mechanisms for ongoing review of its implementation and adjustment of its terms whenever internal conflicts become apparent. At a minimum, any amendment to the comprehensive plan or development regulations must be reviewed for consistency. The review and update processes required in RCW [36.70A.130](#) (1) and (3) should include a review of the comprehensive plan and development regulations for consistency.
- 365-196-510 (2) Initially, interjurisdictional consistency should be met by the adoption of comprehensive plans, and subsequent amendments, which are consistent with and carry out the relevant countywide planning policies and, where applicable, the relevant multicounty planning policies. Adopted countywide planning policies are designed to ensure that county and city comprehensive plans are consistent. More detailed recommendations about countywide planning policies are contained in WAC 365-196-305.

Below this evaluation considers the consistency of the docket applications first with state and regional policies and second with the City of Sumner's plans and codes.

# State and Regional Policies

## *Summary of Growth Management Act (GMA) Goals*

Sumner's Comprehensive Plan and development regulations must be consistent with the provisions in the GMA. Adopted in 1990, the GMA directs coordinated regional and countywide planning to inform city and county comprehensive plans and development regulations. The 15 Planning Goals help guide the development and adoption of local comprehensive plans and development regulations as well as amendments to them. They include:

- **(1) Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **(2) Reduce Sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- **(3) Transportation.** Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled and are based on regional priorities and coordinated with county and city comprehensive plans.
- **(4) Housing.** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- **(5) Economic Development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
- **(6) Property Rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- **(7) Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- **(8) Natural Resource Industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands and discourage incompatible uses.
- **(9) Open Space and Recreation.** Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- **(10) Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.



- **(11) Citizen Participation and Coordination.** Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.
- **(12) Public Facilities and Services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- **(13) Historic Preservation.** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
- **(14) Climate Change and Resiliency.** Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and Chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.
- **(15) Shorelines.** For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.

## ***Regional Plans***

### **VISION 2050**

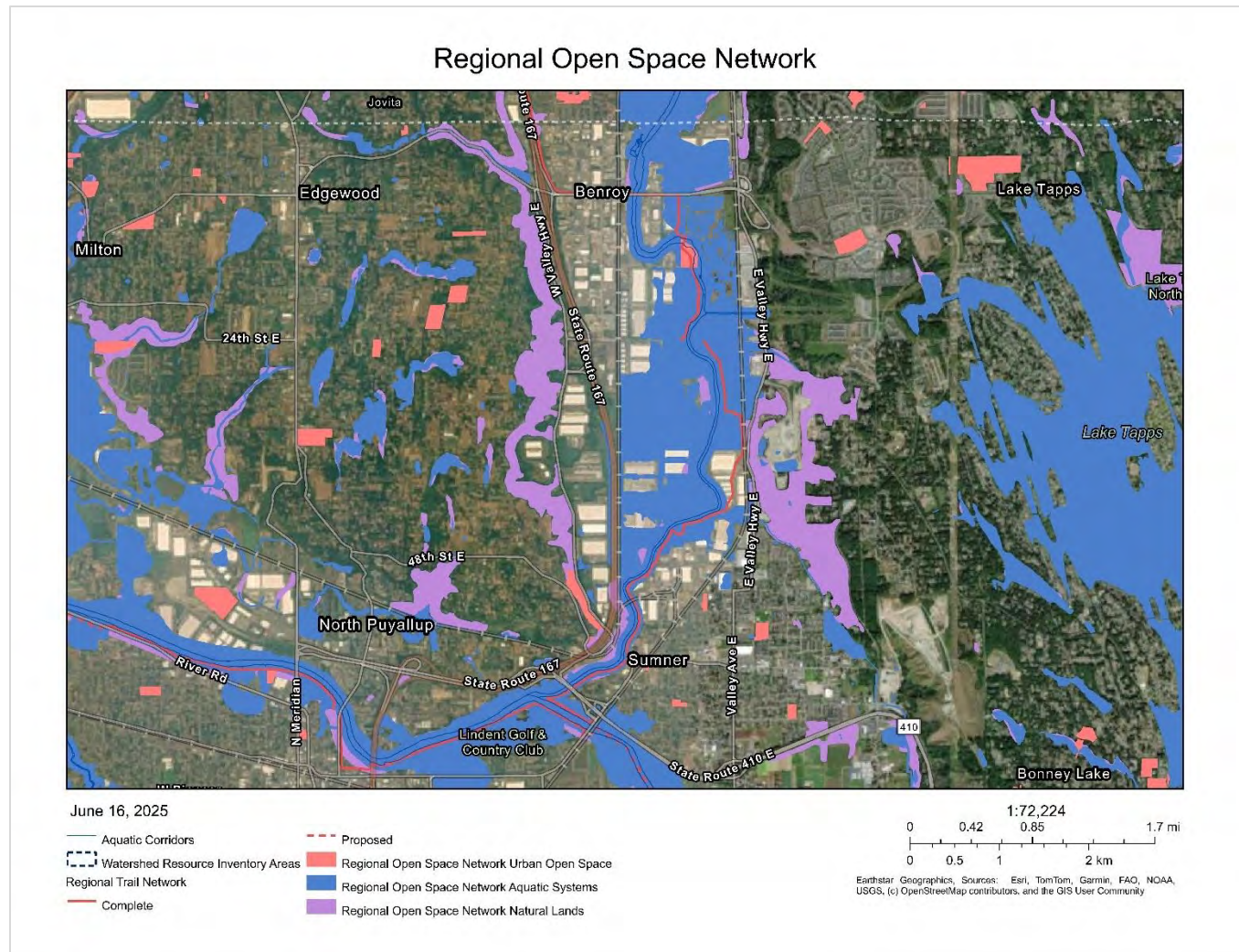
Regional VISION 2050 is the multi-county-level planning document for King, Kitsap, Pierce, and Snohomish Counties. Puget Sound Regional Council (PSRC) adopted VISION 2050 in October 2020 and the plan is endorsed by over 100 member cities, counties, ports, transportation agencies, and Tribal governments in the region. VISION 2050 contains multicounty planning policies (MPPs), as required by GMA, and a regional growth strategy through 2050. About 216 MPPs are included in the document, organized by topic area goals including Regional Collaboration, Regional Growth Strategy, Environment, Climate Change, Development Patterns, Housing, Economy, Transportation, and Public Services.

VISION 2050 calls for focusing housing and job growth within regional growth centers and near high capacity transit. Sumner is designated as a “High Capacity Transit Community” in VISION 2050 and the Sumner-Pacific Manufacturing Industrial Center is identified as an industrial employment center.

### **Open Space Conservation Plan**

The Puget Sound Regional Council’s (PSRC’s) Open Space Conservation Plan identifies the open space network in King, Pierce, Snohomish and Kitsap counties and priority actions needed to protect and increase open spaces. In the Sumner area, the Stuck (White River) floodplain near MA-03 and stream corridors like Salmon Creek corridor east of MA-02. PSRC provides conservation strategies and supports long-term open space conservation.

## Exhibit 8. Regional Open Space Conservation Map – Sumner Vicinity



Source: PSRC 2018, 2025.

The PSRC Open Space Conservation Plan identifies a number of ways to protect open space even where development is allowed.

**3.1.1 Protection Through Policies and Regulations:** Policies and regulations preserve open space by: 1. Focusing development in desired and appropriate locations and minimizing sprawl. 2. Advancing practices that minimize impacts and even restore functions where development is allowed. 3. Promoting traditional economic activity on working lands.

**3.1.2 Protection Through Fee Ownership or Conservation Easement.** ...While the most effective form of protection, land acquisition is also the most expensive open space protection tool — land costs are a significant barrier and ongoing maintenance is an additional .... Conservation easements can provide an alternative to land acquisition. A conservation easement is the purchasing of a portion of the property rights of a parcel of land from a willing landowner, while leaving most of the property rights with the landowner.

The City has developed strategies in its citywide Parks, Recreation, and Open Space Plan, Shoreline Master Program along the White and Puyallup Rivers, and its White River Restoration Plan.<sup>1</sup> Critical area regulations also apply along streams and wetlands.

**Countywide Planning Policies, Buildable Land Capacity & Targets**

The GMA requires counties and cities to collaborate on countywide planning policies (CPPs) to coordinate planning and ensure consistency between county and city comprehensive plans (RCW 36.70A.210). The Pierce County CPPs were adopted in May 2022 and are consistent with the MPPs and Regional Growth Strategy in VISION 2050. The CPPs address:

- Affordable housing
- Agricultural lands
- Economic development and employment
- Education
- Fiscal impact
- Historic, archeological, and cultural preservation
- Natural resources
- Open space and protection of environmentally sensitive lands
- Siting of public capital facilities of a countywide or statewide nature
- Transportation facilities and strategies
- Urban growth areas
- Amendments and transition

The updated CPPs include a new emphasis on social equity and inclusion, healthy communities, climate change, interjurisdictional coordination, and displacement of residents and businesses. The Sumner-Pacific Manufacturing Industrial Center (MIC) is considered a Regional Manufacturing Industrial Center in the CPPs, which aligns with Puget Sound Regional Council’s designation. Sumner Town Center is designated as a Countywide Growth Center.

The Countywide Planning Policies, Appendix A allocates population, housing, and employment growth targets for the 2020-2044 period. The County adopted revised housing targets by income band in June 2023. See Exhibit 9 and Exhibit 10 for the final Pierce County adopted targets allocated to Sumner.

**Exhibit 9: 2044 Growth Targets - Sumner**

	2020	2020-2044 Growth	2044 Total
Housing	4,492	1,985	6,477
Population	10,621	4,904	15,525
Employment	18,106	5,313	23,419

Source: Pierce County Countywide Planning Policies Appendix A 2022, Pierce County Ordinance 2023-22s 2023.

<sup>1</sup> See: <https://connects.sumnerwa.gov/white-river-restoration-project>.



### Exhibit 10: Pierce County Adopted Housing Affordability Targets - Sumner

	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)
Allocation (2020-2044)	1,985	256	347	368	291	125	114	484	121

Source: Pierce County Ordinance No. 2023-22s  
\*PSH refers to Permanent Supportive Housing, which is defined in RCW 36.70A.030(16) as “non-time-limited housing for persons with disabling conditions who have experienced homelessness or risk of homelessness and are offered voluntary supportive services aimed at assisting the client in maintaining the terms of their lease agreement.”

The Sumner Comprehensive Plan Update 2024 Final EIS identified the following capacity estimate for jobs and housing for the adopted plan (Preferred Alternative) illustrating the ability to meet jobs and housing targets.

### Exhibit 11: Alternatives and Growth Targets

	2020-2044 Growth Target	2020-2023 Estimated Growth + Pipeline	2023-2044 Target Remaining	Preferred Alt (Adopted Plan) Capacity
Jobs	5,313	3,656	1,657	4,884
Housing	1,985	900	1,085	4,035

Source: Pierce County CPPs 2022; Pierce County Buildable Lands Report 2020; City of Sumner 2020-2023 Permit Data; BERK 2023

### Countywide Growth Center

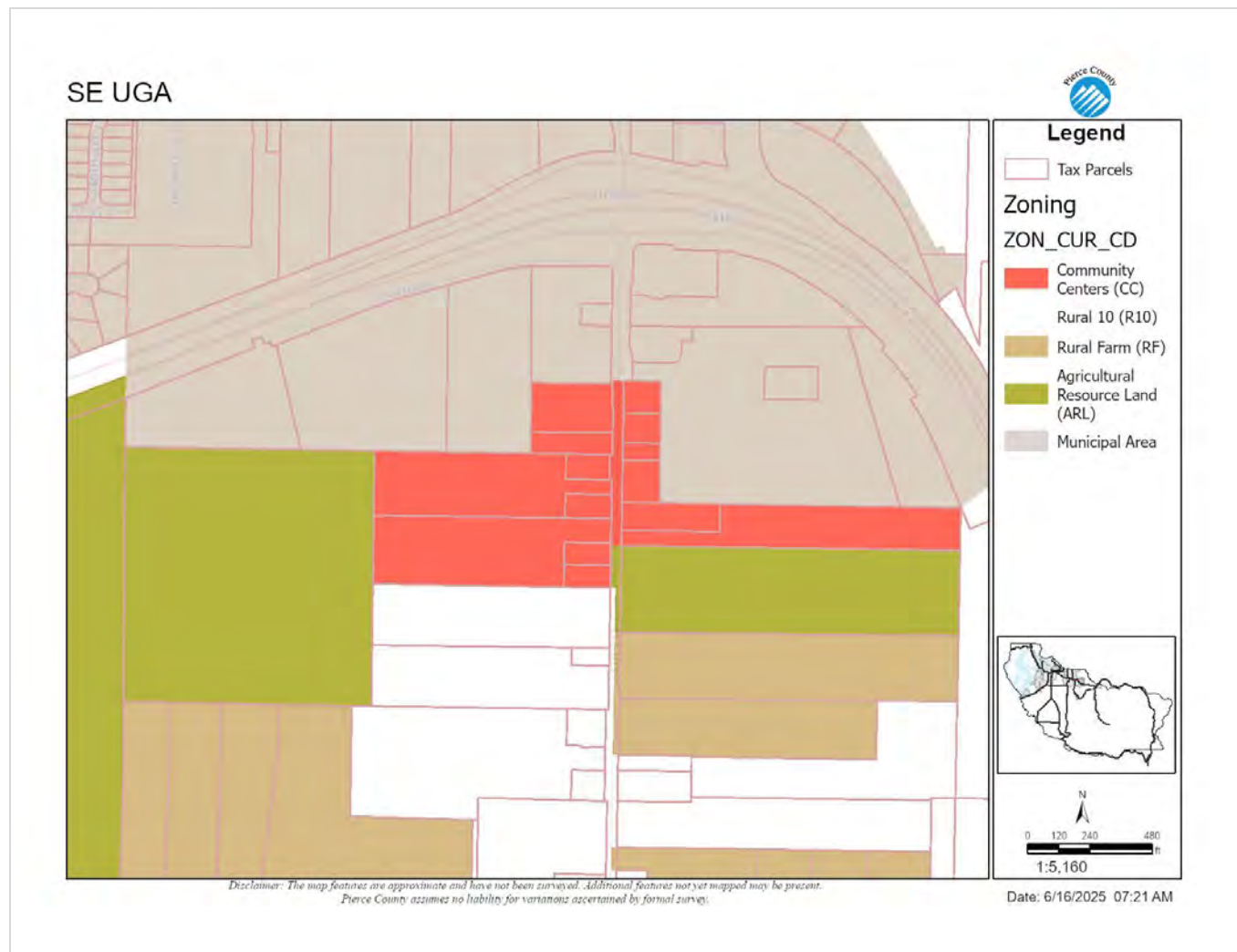
Sumner’s Town Center is already considered a Countywide Growth Center. The criteria for new centers is shared below as a framework to review plan and code changes under MA-01.

- The Center is a location for compact, mixed-use development, including:*
  - A minimum existing activity unit density of 10 activity units per acre*
  - Planning and zoning for a minimum mix of uses of 20 percent high-density residential and 20 percent employment, unless unique circumstances make these percentages not possible to achieve*
  - Capacity and planning for additional growth of 16 activity units per acre or more.*

### Pierce County Comprehensive Plan and Zoning

The Pierce County Comprehensive Plan applies to unincorporated areas of Pierce County. It applies land use designations, implemented by zoning. The Southeast Urban Growth Area (UGA) is zoned for commercial purposes and abuts rural and agricultural lands.

## Exhibit 12. Southeast Urban Growth Area County Zoning



Source: Pierce County GIS, 2025.

A description of the Community Center zone is as follows:

*PCC 18A.10.080.A.2.b: The Community Center (CC) zone classification has, as its focus, a significant commercial traffic generator, around which develops a concentration of other commercial office, services, and some moderate- to high-density residential developments. The commercial activity within the center is directed to a customer base drawn from more than one neighborhood but should be at a scale that is compatible with surrounding residential areas.*

### Summary of Recent Legislation – Transit Oriented Development

New laws<sup>2</sup> will affect the City's planning efforts, particularly in the Town Center where development standards would affect the intensity of development.

<sup>2</sup> Commerce Housing Division:

<https://deptofcommerce.app.box.com/s/4lo2nr5owly7v4xv83th999ofbci7x8e/file/1883167209457>

Under HB 1491, a city may not enact or enforce any development regulation within a station area that would prohibit the siting of multifamily residential housing on lots where any other residential use is permissible. The bill requires a minimum floor area ratio of residential and mixed-use development in a station area (3.5 FAR in a rail station area), except for areas with shorelines or critical areas or where there is a designated landmark or historic district. Additional floor area ratio must be provided for housing made of mass timber. A minimum 10% of units must be affordable for at least 50 years and such buildings are allowed another 1.5 FAR.. An extension to delay implementation is allowed for up to 5 years if the areas are at high risk for displacement, as certified by the Department of Commerce.<sup>3</sup> The requirements go into effect by 2029 for the Central Puget Sound.

While some laws won't go into effect for a few years, evaluating the proposals to avoid making changes that would need to be revised later.

## Docket item MA-01: 2025 Town Center Plan (TCP) Update

### *Compatibility with GMA and Regional Policies*

The Town Center Plan Update and associated code changes would continue to fit with GMA goals to focus growth in urban areas, provide housing choices, and promote multimodal transportation options. The Town Center would continue to be a Countywide Growth Center in the Countywide Planning Policies.

### *Effect on Buildable Land Capacity & Targets*

The Comprehensive Plan and Form-Based Code do not limit densities. The alteration of heights may change form, but the City's anticipated densities in the Town Center would remain similar to what was anticipated in the Pierce County Buildable Lands Report which assumed 76 units per acre even though densities can go higher to 110-120 per acre (effectively). The adjustments to heights still retain mid-rise heights of up to 6 stories in many parts of the center.

The focus on employment and light industrial in the IDEA overlay and a review of opportunity sites for housing and jobs in the Town Center provided an opportunity to fine tune adjustments in growth locations. For example, on Zehnder Street, more jobs may be anticipated though a similar number of dwellings as found today could continue in a live/work format. Jobs are more likely at the light industrial/business park character along 57<sup>th</sup> St E. On the other hand, at the Fryar Avenue library site, with the White River shoreline and larger redevelopment opportunity, mixed use residential development may be more likely. For the MA-01 docket review, housing capacity and target assumptions were retained overall but more housing was assumed at opportunity sites in West Sumner, apart from Zehnder Street and 57<sup>th</sup> St E. More jobs were

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Growth Management Services:

<https://deptofcommerce.app.box.com/s/4lo2nr5owly7v4xv83th999ofbci7x8e/file/1883175009388>

<sup>3</sup> A Commerce [map tool regarding displacement](#) showed low risk in the census tract including the station. A [PSRC displacement risk](#) analysis likewise shows low risk.



assumed in areas with the IDEA overlay and Zehnder Street and 57<sup>th</sup> St E locations, while maintaining the current count of dwellings.

**Exhibit 13. Sumner Comprehensive Plan – Capacity and Target Assumptions**

Location	Capacity		TMP / Target Assumption	
	Housing	Jobs	Housing	Jobs
Town Center – 2024 Periodic Update	1,768	330	938	298
Town Center – Update: Assumed in Transportation Evaluation	1,768	430	941	399
Focus Area: Sites on Zehnder, 57 <sup>th</sup> St E, and Main/Railroad and Cherry	298	34 (periodic update) + ~100 (IDEA overlay)	158 (part of periodic update) + 3 (moved from other part of Sumner)	30 (periodic update) + ~100 (IDEA overlay)

Source: BERK 2024 and 2025.

The current Town Center Plan activity units (assuming about 145 parcel acres) is higher than the base or future activity unit minimums in the Countywide Planning Policies (10 existing, 26 future), and that would tick up a little higher with the MA-01 changes.

**Exhibit 14. Current and Future Activity Units within Town Center (140 acres)**

Current Plan						Current & Planned Activity Units	
2023 Units (including Pipeline)	2023 Jobs	Est. 2023 Pop*	2044 Units (Existing + Future)**	2044 Jobs (Existing + Future)***	Est. 2044 Future Pop*	2023 Activity Units	2044 Activity Units
611	1,321	1,499	1,549*	1,619	3,604	2,820	5,223
Per Acre:						19	36

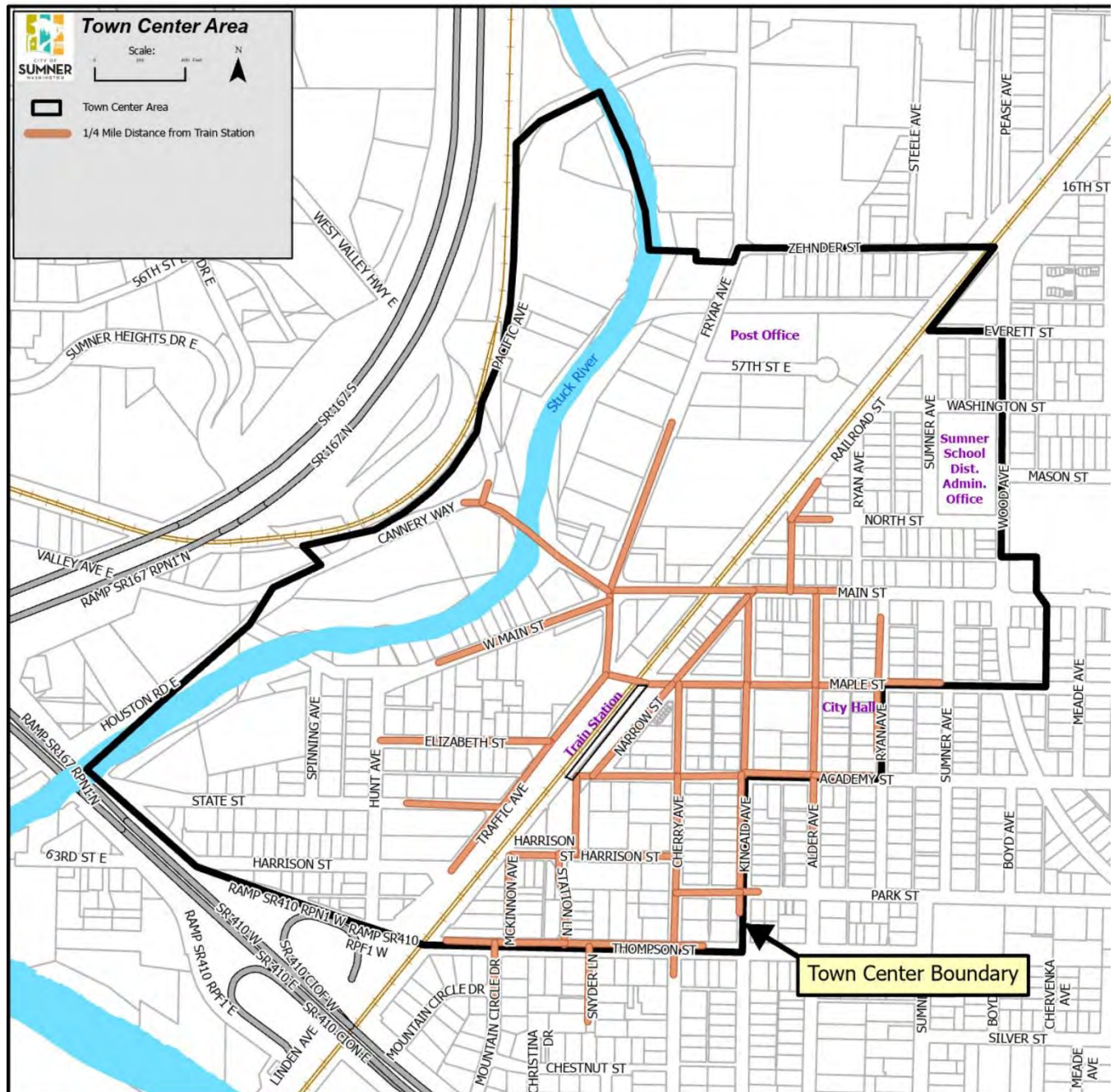
With MA-01 Change			
2044 Units	2044 Jobs	2044 Pop	2044 Activity Units
1,549	1,719	3,604	5,323
Per Acre:			37

\*Assumes 2020 household size of 2.35 and 2044 household size estimated by PSRC at 2.33  
 \*\*611 current units plus 938 units planned \*\*\*1,321 current jobs + 298 jobs planned  
 Source: BERK 2024 and 2025.

## Relationship to Recent Laws - Transit Oriented Development

HB 1491 would require a floor area ratio of 3.5 within a quarter mile walking distance of the Sumner Train Station. Exhibit 15 illustrates the quarter mile walkshed from the station along streets, and Exhibit 16 shows parcels within that same distance.

Exhibit 15. Quarter Mile Distance from Train Station



Source: City of Sumner, 2025.



[illegible]

Cities planning under RCW 36.70A.040 must allow new residential and mixed-use development within any station area at the transit-oriented development density of: At least 3.5 floor area ratio, on average, within a rail station area. The ordinance regarding floor area ratio can be

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greater or lesser if the average maximum floor area ratio of all residential and mixed-use areas within a station area is no less than the applicable transit oriented development density.

A preliminary evaluation shows that under the current Town Center development standards for the Town Center subarea as adopted the City can meet the 3.5 average FAR in the full Town Center boundary. In the quarter-mile distance from the train station that extends beyond the Town Center boundary into LDR zoned areas, the City does meet the average FAR.

Likewise, the City can meet the 3.5 average FAR in the full Town Center boundary with alternative height standards that in some cases reduce the building height over current standards. With alternative height standards in the quarter-mile distance from the train station, the City would also meet the average FAR.

**The preliminary evaluation is included in**

Exhibit 17 and

Exhibit 18. The Department of Commerce is expected to issue guidance regarding HB 1491 in the 2025-2027 biennium, and the City will have until 2029 to comply. The preliminary evaluation provides an early review of the legislation that could change based on the guidelines; based on the guidelines, more planning in the station area and the watershed may be needed through 2029. Preliminarily, the floor area ratios appear to meet the intent of the law.



# Exhibit 17. Preliminary Floor Area Ratio Evaluation – Full Town Center and Walkshed

Designation/District	Max Allowable Height	Alternative Heights	Allowable Coverage	Acres in Full Town Center	Acres in Walkshed	Effective FAR Full Town Center	Alternative FAR in Full Town Center	Effective FAR in Walkshed	Alternative FAR in Walkshed
Riverfront	6.0	6.0	0.7	31.14	13.19	4.2	4.2	4.2	4.2
	5.0	5.0	0.7	4.81	2.31	3.5	3.5	3.5	3.5
West Sumner	6.0	6.0	0.9	63.25	27.21	5.4	5.4	5.4	5.4
Station	5.0	5.0	0.9	6.43	3.34	4.5	4.5	4.5	4.5
	4.0	4.0	0.9	24.57	18.91	3.6	3.6	3.6	3.6
	3.0	3.0	0.9	2.99	2.15	2.7	2.7	2.7	2.7
Historic CBD	6.0	4.0	1.0	0.74	-	6.0	4.0		
	5.0	4.0	1.0	1.70	-	5.0	4.0		
	4.0	3.0	1.0	9.41	4.93	4.0	3.0	4.0	3.0
	3.0	3.0	1.0	0.1	-	3.0	3.0		
LDR 6000	3.0	3.0	0.4		9.24			1.2	1.2
<b>Total</b>				<b>145.2</b>	<b>72.0</b>	<b>4.2</b>	<b>3.8</b>	<b>3.6</b>	<b>3.5</b>

Source: City of Sumner, BERK 2025.

## Exhibit 18. HB 1491 Summary of Standards and Results of Preliminary FAR Analysis

HB 1491 Requirement	Notes
Fully planning cities must allow new residential and mixed use development at a density of at least 3.5 FAR, on average within a rail station area (2.5 around BRT)	<p>Since it is rail, the average FAR must be at least 3.5 FAR.</p> <p>The weighted average of the current and alternative FAR in Town Center is higher. ☑</p> <p>The weighted average of the FAR in the walkshed is at least 3.5 FAR. ☑</p>
Cities may designate parts of the station area to have less FAR if the average max FAR is no less than the required	<p>There are areas where the FAR is less than 3.5, but the max in other districts are higher. ☑</p> <p>Ensure changes inside/outside Town Center do not cause issue with this. Need zoning in walkshed.</p>
Within any station area, an additional 1.5 FAR in excess of the density required must be allowed for a building in which all units are affordable to households with an AMI<80%. (density bonus)	This element would be addressed between now and 2029.
MF units with at least 3 bedrooms may not count toward FAR limits (density bonus)	This element would be addressed between now and 2029.
Affordable housing around station areas must maintain affordability for at least 50 years	This element would be addressed between now and 2029.
MFTE	This element would be addressed between now and 2029.
Off Street Parking. Fully planning cities may not require off-street parking for residential and MU in a station area (exemption: ADA parking)	This element would be addressed between 2027-2028, after the Sounder Station parking garage is complete to evaluate changes to future parking requirements.

Definition of a Rail Station Area: (51)(b) Fully or partially within one-quarter mile walking distance of an entrance to a train station with a commuter rail stop in a city with a population no greater than 15,000.

Definition of Floor Area Ratio: (50) "Floor area ratio" means a measure of development intensity equal to building square footage divided by the developable property square footage. Developable property excludes public facilities and portions of lots with critical areas and critical area buffers as designated in RCW 36.70A.060, except for critical aquifer recharge areas where a single-family detached house is an allowed use provided that any requirements to maintain aquifer recharge are met.

## Docket item MA-02: Rezone on 166th Ave E. Location

### Compatibility with GMA

The proposed designations and zoning for Interchange Commercial (IC) and Medium Density Residential (MDR) would be more compatible with Pierce County's Future Land Use designation and zoning of Community Centers than the current designations of Low Density Residential. IC and MDR would be a complementary set of zones in comparison with the

Community Center zone which allows commercial uses and medium and high density residential uses.

**Effect on Buildable Land Capacity & Targets**

The proposal – whether the City proposal or the Applicant proposal – would increase capacity for low-rise multifamily uses that are considered affordable to those who earn 80% or less of the area median income that are important to address with recent housing targets (see Exhibit 10). See Exhibit 19 for a capacity estimate for MA-02.

**Exhibit 19. Growth in Dwelling Units and Jobs – SE UGA**

Capacity 2024 Comprehensive Plan		TMP / Target Assumption		City Alternative 1 Capacity		Applicant Parcels Only	
Housing (Gross)	Jobs	Housing	Jobs	Housing (Gross)	Jobs	Housing (Gross)	Jobs
30	122	26	46	315	46	150	-

Source: City of Sumner, 2025; BERK, 2025.

**Relationship to Recent Housing Laws**

The proposal for MDR near the 166<sup>th</sup> Avenue interchange is not relevant to increasing housing opportunities near high-capacity transit.

## Docket item MA-03: Rezone on 30th Street

***Compatibility with GMA & Capacity Impacts***

This docket proposal is consistent with the requirements of the GMA. Currently the two sites are single family designated and zoned parcels that would be converted to light industrial land uses. The overall housing capacity is about 3 units whereas the overall job capacity is about 36 jobs if this rezone were to happen. As a part of this rezone, additional housing capacity that was previously on this site is being re-allocated elsewhere in the City of Sumner meaning that this proposal would support the GMA requirement of providing adequate employment capacity without sacrificing overall citywide housing capacity.

***Shorelines and Open Space***

This proposed rezone would likely lead to eventual light industrial development near the White River shoreline. The overall effect of the rezone on the White River shoreline as well as the biodiversity of these parcels was analyzed as part of the SEPA review and based on the Shoreline Master Program for the City of Sumner, development on the easternmost parcel (0420124035) would require additional review of the possible shoreline impacts to the White River. The Shoreline Master Program specifies that any such development would require additional study of the possible impacts to the waterbody and eventually may be permitted pending the results of this analysis. Overall, there are protections in place to limit possible



damage to the shoreline from the eventual potential redevelopment of this site that are well documented in the Shoreline Master Program.

Additionally, the site currently contains two poor quality structures per review of the Pierce County Assessor Data and as such, potential future development will likely not result in further ecosystem damage or species damage that would impact overall biodiversity. The plant species on these parcels were identified and analyzed as part of the SEPA review and determined to be mostly brush and vegetation that was typical of the surrounding parcels.

The sites are near to, but fall outside of, the Lower White River Biodiversity Management Area which intersects six parcels in Sumner. Any future development on the site would require additional reviews of potential ecological impact and would adhere to the City of Sumner Shoreline Master Program and critical areas regulations.

## Docket item TA-04: Sumner-Bonney Lake School District CFP

### *Compatibility with GMA*

The GMA requires that the City of Sumner Comprehensive Plan include a Capital Facilities Plan for several public service entities which shows the locations and capacities of the facilities, future needs, proposed expansions, and a six-year financing plan. This docket item meets this requirement as it proposes to adopt the most up-to-date Sumner-Bonney Lake School District Capital Facilities Plan into the Comprehensive Plan and to update numbers from said plan within the Capital Facilities Element. Updated data on growth projections, inventory of existing facilities, and future investments is vital to project and plan for educational services that are provide to students who live in Sumner.

### *Countywide Planning Policies on Schools / Education*

Pierce County Countywide Planning Policies on Education require the ongoing coordination with entities that provide educational services alongside planned growth patterns. This includes the use of the Capital Facilities and Land Use Elements of Comprehensive Plans within Pierce County Jurisdictions to ensure the ongoing planning for future educational needs and continued provision of educational services. This docket item helps to meet Pierce County Countywide Planning Policies ED-3, ED-4 and ensures that the Sumner Comprehensive Plan has adopted and is planning based on the most up-to-date information available from the Sumner-Bonney Lake School District.

## Sumner Plans and Codes

This section addresses key components of Sumner's Plans and Codes that would be amended or affected by the proposed docket applications

- Comprehensive Plan Vision Statement and Elements

- Sumner Capital Facility Plan
- Sumner Transportation Master Plan
- Town Center Plan and Planned Action
- Shoreline Master Program
- Sumner Zoning Code and Design Guidelines

## Comprehensive Plan

### Vision Statement

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. The introductory vision statement is quoted below. Additional elements of the vision statement are available in the full Comprehensive Plan.

#### *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.*

### Plan Elements

Sumner's Comprehensive Plan contains the following elements – elements more central to the docket applications are described. Where changes are proposed for housekeeping or consistency, underline/strikeout is shown.

#### 1. Introduction

## 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, 2024~~18~~. 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 and 2024.
- 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, 2025 ~~2018~~. The ~~update to the 2005~~ 2025 subarea plan was completed by the City with assistance from consultant team BERK, and The Transpo Group and ECONW building off of prior efforts in 2005 and 2018. 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 and amendment of a

Planned Action Ordinance per RCW 43.21C.440 following completion of a Supplemental Environmental Impact Statement and subsequent SEPA documents.

- Design and Development Guidelines, 202518. The design guidelines supplement the zoning code and provide a greater level of detail regarding landscaping, building and architectural treatments and pedestrian friendly amenities. The design guidelines were originally adopted in 1996 and underwent a major rewrite in 2008 and 2025 with minor updates in between in 2018.

## 2. Community Vision

## 3. Community Values

## 4. Plan Monitoring and Amendment: The policies in this chapter 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. The policies in this chapter outline the framework for monitoring implementation actions, evaluating key performance indicators, and establishing procedures for periodic updates and formal amendments in compliance with state laws and local policies.

A key goal and policy for this policy review and the docket process are noted below:

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.

1.3. Implement and adopt a public participation strategy appropriate for each amendment cycle.

## 5. Governance and Permit Process: The policies in this chapter 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.

Relevant to the Town Center two key policies are:

7.1. Adopt regulations that are clear, concise, and enforceable and periodically review regulations for improvement.

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.

## 6. Community Character: 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.

**7. Family and Human Services**

**8. Economic Development and Employment:** 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. The policies ... 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.

**9. Land Use:** 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. ... 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)...

The Town Center Plan area allows unlimited density since it is controlled by the building form instead.

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)

Also relevant to the Town Center Area is the potential use of the IDEA overlay:

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.

The SE UGA would change from LDR-2 to MDR and IC. 30<sup>th</sup> street property would change from LDR-2 to Light Industrial (M-1):

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...

Key densities for the MDR designation proposed for the SE UGA include MDR at 8.1-22 du/ac. MDR is defined as:

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.

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.

The 30<sup>th</sup> Street Area would change from LDR-2 to M-1 for light industrial uses.

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.

The SE UGA would be guided by goals and policies in the Land Use Element including:

- 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. ...
- 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.

## 10. Essential Public Facilities

## 11. Historic and Cultural Resources

12. **Environment** 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... 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.

Relevant to several docket items that abut the White River or Salmon Creek is the following policy:

- 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.

13. **Climate Change and Resiliency:** Climate Change and Resiliency goals and policies are integrated throughout the Comprehensive Plan and cross-referenced in this element.
14. **Housing:** ... 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... existing and future housing 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. ... 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.



A key goal and policies relevant to the Town Center in particular are shown below with some adjustments to horizon years and heights based on the Town Center Plan Update and associated code amendments:

**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 ~~2044~~ 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.

**15. Parks and Open Space**

- 16. Transportation:** 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...

- 17. Capital Facilities:** 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...

**18. Utilities**

- 19. Shorelines:** ...Shorelines within Sumner consist of the White River, Puyallup River, and a portion of Lake Tapps within the Sumner Urban Growth Area... [See the description of the Shoreline Master Program below]

## Sumner Capital Facility Plan

Sumner's Capital Facility Plan (CFP) identifies what public facilities and services are needed for the planned growth and how to finance them. It evaluates existing infrastructure and levels of service (LOS) for government facilities, water facilities, sanitary sewer, stormwater, parks, public streets, fire facilities, and public school facilities.

The docket applications have been reviewed cumulatively for effects on the City's transportation levels of service and in the case of the SE UGA, the ability to provide water and wastewater services. The School District's docket application would require amendments to the City's comprehensive CFP.

## Sumner Transportation Master Plan

The Transportation Master Plan provides the link between the Land Use Element and the transportation facilities and services needed to support growth during the next twenty years. This is accomplished by identifying capacity, operational, and safety improvements along City roadways and by addressing multimodal needs such as transit, pedestrian, and bicycle facilities.

The docket applications have been reviewed cumulatively for effects on the City's transportation levels of service and the ability of planned improvements under the Transportation Master Plan to address future growth under either applicant proposals or the City's alternative proposals.

## Town Center Plan and Planned Action

The Sumner Town Center Plan was adopted in 2018 and presents a vision, strategies, goals, and policies for Sumner's 197-acre Town Center. The Town Center Plan is a transit oriented subarea plan that supports the Sumner Comprehensive Plan.

The Town Center vision is described as:

*Sumner, a city of excellence reinforcing its role as classic, small town Americana that goes beyond nostalgia.*

*Sumner, a community that retains/strengthens a fully functional, full life cycle, "everyday" downtown.*

*Sumner, a community that provides housing for all life stages and recognizes the value of a transit station for convenience of residents.*

In addition to the vision, strategies, goals, and policies, the Town Center Plan established a form-based code for Town Center, which has been adopted into the Zoning code. This is addressed further below under the zoning code and design guidelines.

In 2018 the City adopted a Planned Action Ordinance<sup>5</sup> to facilitate growth consistent with the Town Center Plan identifying 1,194 new dwelling units and 460 new jobs between 2015 and 2035 and potential traffic trips anticipated, as well as mitigation measures. It allows new development to streamline their review under the State Environmental Policy Act in recognition of the 2018 Supplemental EIS. The Planned Action Ordinance refers to key elements of the subarea plan and form-based code now under update. Development permits have been approved in the Town Center since the planned action adoption, such as at the Red Apple site.

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<sup>5</sup> See: [https://www.ezview.wa.gov/Portals/\\_1976/Documents/Planned-Other/Sumner\\_Planned%20Action%20Ordinance%20for%20Town%20Center\\_Ord%202668.pdf](https://www.ezview.wa.gov/Portals/_1976/Documents/Planned-Other/Sumner_Planned%20Action%20Ordinance%20for%20Town%20Center_Ord%202668.pdf).

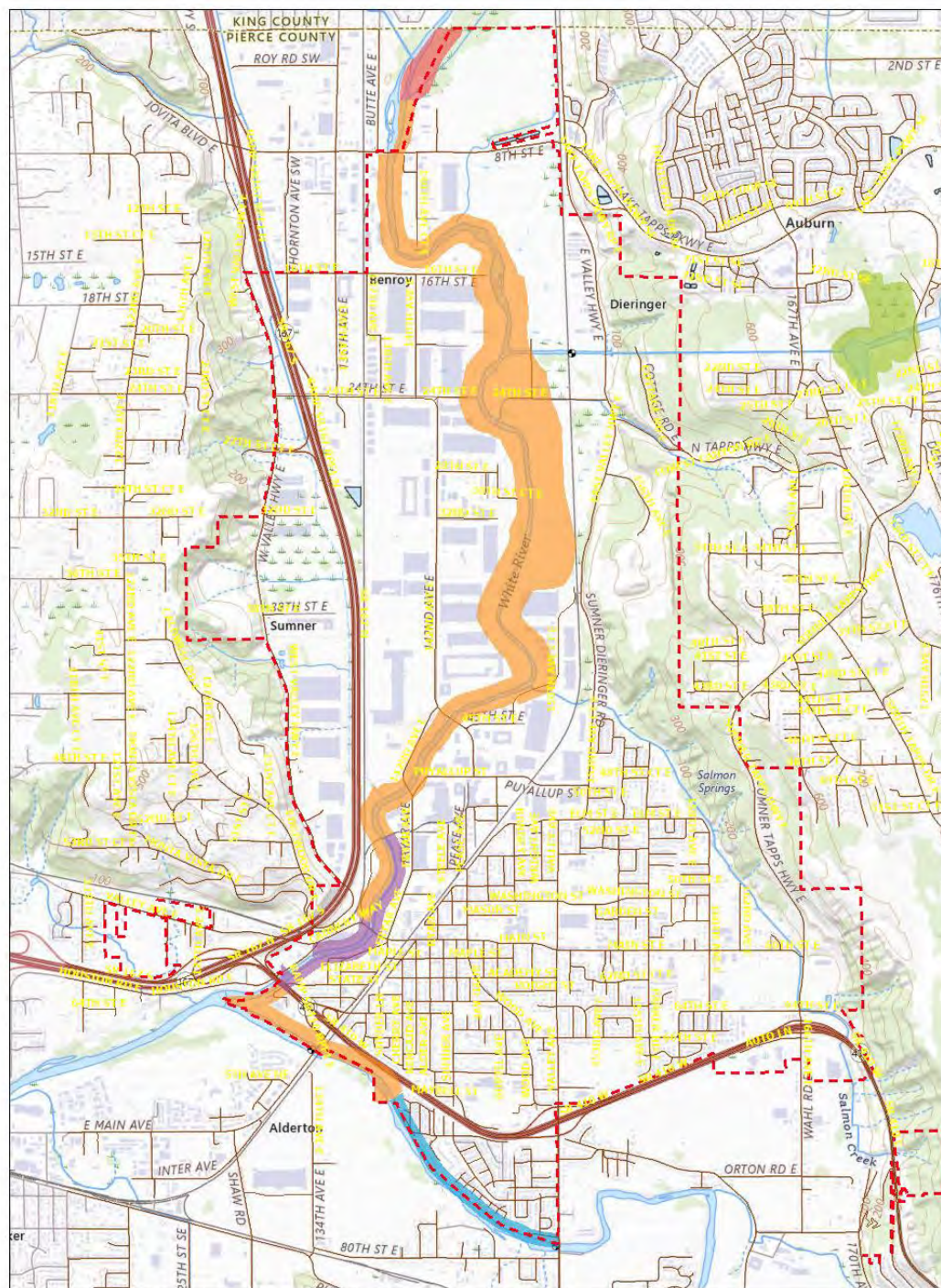
## Shoreline Master Program

The Sumner Shoreline Master Program (SMP) provides for shoreline ecological protection, public access, and shoreline land uses. It establishes six shoreline environment designations which serve as overlays on top of zoning. The six environment designations are: 1) Natural 2) Urban Conservancy 3) Shoreline Residential 4) Urban 5) Tapps Reservoir 6) Aquatic. The environment designations manage growth through allowable uses, shoreline buffers, and other standards to ensure vegetation conservation, cultural resources protection, recreation and trails, and land uses such as residential, commercial, and industrial.

In the vicinity of 30<sup>th</sup> Street, the shoreline environment designation is Conservancy with a 200 foot buffer. In the Town Center, the designations vary with Urban (50 foot buffer) applied to much of the Town Center and some areas of Urban Conservancy (100 foot buffer).



## Exhibit 20. Sumner Shoreline Environment Designations



6/17/2025, 8:29:31 AM

Shoreline Designations

- Natural and Buffers
- Shoreline Residential
- Tapps Reservoir
- Urban
- Urban Conservancy
- Roads

1:36,112

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data;

Source: City of Sumner GIS, 2025.

# Sumner Zoning Code & Design Guidelines

## *Zoning Code and Form-Based Code*

The Sumner Zoning code sets forth land use and development standards for the city. The City of Sumner is considering amending the Town Center Code and associated form-based code.

The form-based code relies on guiding the Town Center character based less on land use and more on buildings and streets including the “relationship between building facades and the public realm, the form and mass of buildings in relation to one another and the scale and types of streets and blocks.”

As described in Exhibit 1 through Exhibit 3 and associated text the proposed districts, heights, and streets would be amended which guide the implementation of the form-based code. Additional changes would include adding a typology for civic uses, and light industrial uses that are relevant to the IDEA overlay. Lastly, simplification, readability, and other similar changes would be made.

## *Design Guidelines*

Sumner’s design guidelines address site design, parking, pedestrian access, building character and details, and landscaping that apply to all commercial, multifamily, single-family, and industrial development as well as all development in the Town Center Plan area.

- Town Center Plan Area
- Commercial
- Multifamily
- Single-Family
- Industrial

Whereas the form-based code directs building size and placement and public realm improvements in the Town Center, the design guidelines address finer grained issues about building character and other elements described in the paragraph above. The Design Guidelines are proposed for amendment for concordance with the form-based code and for simplification and clarity.

## Docket item MA-01: 2025 Town Center Plan (TCP) Update

### *Comprehensive Plan Vision*

The amended Town Center Plan would continue to provide mixed uses and a range of housing options consistent with the Vision Statement:

- Community Layout: 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.

- **Residential Character:** 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.

### ***Relevant Elements***

The Town Center Plan Update may need amendment to address Housing Policies under Goal 4 that have specific height ranges (4.2, 4.3, and 4.4) . Also, Policy 4.1 refers to the Year 2035 and could refer to the Year 2044 given the growth was included in the Comprehensive Plan EIS and the mitigation measures are in the Town Center Plan and incorporated into the CFP and impact fees (e.g. transportation, parks). Potentially Policy 4.7 could refer to ADUs with single family or multifamily uses.

### ***Transportation Master Plan***

The Transportation modeling of the proposed growth adjustments (moving dwelling units to various opportunity sites and adding jobs in the Town Center) resulted in the same needed improvements as in the adopted Transportation Master Plan. The City has adopted multimodal LOS standards for pedestrian and bike facilities. The pedestrian LOS standard is to have sidewalk on at least one side of the street for the City's identified pedestrian network. The bike LOS is to have a bike facility along the identified bike network. A review of the adopted Transportation Plan shows that the amendments to the Town Center Plan Area meet the pedestrian and bike LOS standards.

Street typologies in the Town Center Plan are updated to reflect a complete street with pedestrian networks comprised of 6-foot-wide sidewalks on both sides of the street and bicycle lanes. Consistent with the TMP, the Street Type map in the Town Center Plan is updated to reflect the planned bike network.

Along the boundary of the Town Center, such as Zehnder Street where the north side of the street is outside of the Town Center Plan area, the street typology "TC-Collector" is modified to require parallel parking only on the south side and an East to West bike network on both sides of the street. See TC-Collector Street cross section below.





### ***Town Center Plan & Planned Action***

In 2018 the City adopted a Planned Action Ordinance<sup>6</sup> to facilitate growth consistent with the Town Center Plan identifying 1,194 new dwelling units and 460 new jobs between 2015 and 2035 and potential traffic trips anticipated, as well as mitigation measures.

The City proposes to update the planned growth for the new horizon year with the Town Center Plan docket which has similar growth but updated for a new base year and already approved development permits. Mitigation measures include paying a fair share of transportation improvements and meeting street frontage standards. Some of these mitigation measures would be updated to refer to the new Transportation Master Plan and other documents associated with the 2024 Comprehensive Plan periodic update and EIS.

### ***Code Amendments***

The code amendments are meant to match the updated Town Center Plan and calibrate heights and standards for building form and design.

## **Docket item MA-02: Rezone on 166th Ave E. Location**

### ***Comprehensive Plan Vision***

The City Vision does not refer to the UGA specifically but identifies its appeal as a small town character that also provides for meeting residential housing needs and a vibrant economy. The proposed UGA designation change would not alter the overall sentiments of the Comprehensive Plan Vision.

<sup>6</sup> See: [https://www.ezview.wa.gov/Portals/\\_1976/Documents/Planned-Other/Sumner\\_Planned%20Action%20Ordinance%20for%20Town%20Center\\_Ord%202668.pdf](https://www.ezview.wa.gov/Portals/_1976/Documents/Planned-Other/Sumner_Planned%20Action%20Ordinance%20for%20Town%20Center_Ord%202668.pdf).



## ***Relevant Elements***

### **Potential Pros of Redesignations/Rezones**

The City alternative would cohesively designate the northern four parcels as IC next to commercial uses and abut the commercial area with MDR. It would be more consistent with the County's Community Center designation and likely a need for joint planning under Land Use Element policy 3.4 or subarea plan under policy 3.8. The City's Design Standards would apply to commercial and multifamily development. That could help address the intent under Policy 3.8 to ensure the urban uses do not adversely affect rural land uses.

### **Potential Cons and Mitigation**

The applicant proposal would address just the properties under ownership and result in more of a checkerboard of LDR and MDR uses, and would be less compatible with the commercial development in the current IC boundary.

### ***Capital Facility Plan and Transportation Master Plan***

Both the applicant proposal and the City alternative can be served by water and wastewater utilities (subject to municipal standards and requirements) and the City's TMP improvements can serve the proposed development and the City's requirements for non-motorized improvements can also be carried out.

## **Docket item MA-03: Rezone on 30th Street**

### ***Comprehensive Plan Vision & Elements***

The community vision of Sumner is divided into several key elements in the comprehensive plan. The vision of Sumner's community layout is one of a city that creates a separation of incompatible uses through zoning designations that while allowing for housing and employment growth and the development of underutilized areas.

This specific docket application is meant to decrease the confluence of incompatible land uses by converting single family parcels to light industrial parcels which would match the zoning designation of the adjacent properties. There is currently no barrier between the parcels being proposed for rezone and the adjacent light industrial parcels (see Exhibit 6). A rezone would congregate compatible land uses and create a separation in the form of a right-of-way between the light industrial parcels south of 30<sup>th</sup> Street Court and the single-family residential parcels on the north of 30<sup>th</sup> Street Court. Additionally, the application included possible light and noise mitigation through site design requirements such as loading zones to the side of the sites facing similar zoning (south, west, and east). An additional study of light and noise could determine more precisely how the development would comply with noise standards including SMC 18.14 which addresses maximum permissible noise levels.

- Relevant Elements (Land Use, Housing, Economic Development)

The future land use and zoning map would require an update to include parcel A 0420124027 as M-1 Light Industrial.

- Shoreline Master Program (already addressed in previous section),

No changes would need to be made to the Shoreline Master Program, and the compliance has already been addressed.

### Potential Pros of Redesignations/Rezoning

The docket sites if redesignated/rezoned may provide additional job capacity as noted in the previous section. A redesignation/ rezone would help to consolidate light industrial uses to the south side of parcels 0420124027 and 0420124035 and help to create a barrier between the light industrial land to the south and the residential neighborhood to the north. Parcel 0420124035 is included in the City's application in order to consolidate light industrial lands and more easily shield the residential properties from industrial nuisances such as noise or light.

Cohesive development could allow the opportunity for a consolidated development footprint and avoidance of the shoreline along with public access and shoreline enhancement per the Shoreline Master Program. The City could consider a requirement for site plan review ahead of any building permits to allow for coordinated development and stormwater and riparian enhancement.

### Potential Cons and Mitigation

While the potential benefits of the site are dependent on noise and light abatement during the development of these parcels, future development would bring light industrial land uses physically closer to the residential parcels that are not being proposed for redevelopment. Public commenters voiced concerns related to the changing character of their neighborhood from an agricultural and residential area to an industrial area. The requirement of noise and light abatement as the parcels develop could help address these concerns.

Additionally, comments have brought up the problems of flooding and water quality impacts as a potential concern for development of the parcel. There could be an increase in impervious surfaces with light industrial uses; however, the City's stormwater management requirements including provisions for stormwater control and low impact development could apply. Additionally, the Shoreline Master Program (as addressed above) requires a 200-foot development buffer from the White River which would limit potential land development of parcel 0420124035 unless buffer averaging or reductions are pursued. Sumner's stormwater regulations require all future developments address potential stormwater runoff and either to collect or manage stormwater in a way that does not worsen flooding on the site or in nearby areas. This includes mitigating potential untreated stormwater runoff from the site that may enter the White River.

# Docket item TA-04: Sumner-Bonney Lake School District's updated Capital Facilities Plan

## *Comprehensive Plan Vision and Relevant Elements*

The vision for the City of Sumner includes a vision of the City's governance in which all residents are served by full city services. Educational services are explicitly listed in this vision and residents are mostly served by the Sumner-Bonney Lake School District. The update to the District's Capital Facilities Plan and its proposed integration into the Comprehensive Plan helps to meet this vision of the City's governance and public service provision by addressing land use, facility needs, impact fees, and additional investments that will allow the district to provide the high level of service that is expected.

## Comprehensive Plan Chapter 1

- Related Documents (Page 11) – Mention of the School District Capital Facilities Plans needs to be edited to reflect new date of plan adoption for Sumner-Bonney Lake School District.

## CFP Goals and Policies

The general Capital Facilities Element Goals and Policies apply to all public services including schools and the proposed adoption of the new District CFP will help to achieve these goals of maintaining and improving level of service for public service institutions. Updating the CFP to match the most up to date information from the district will also help to achieve Capital Facilities Goal 17 and its associated policies.

- 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.

Because the CFP is adopted as an appendix, no further changes will be made to the Comprehensive Plan Capital Facilities Goals and Policies but will rather be reflected in the CFP appendix.

## **CFP Appendix**

The following sections of the CFP Appendix would require update to reflect changes to facility needs, investments, enrollment and capacity, and impact fees.

- Executive Summary
- Section 3.8 Public School Facilities – Existing Facilities
- Section 4.9 Public School Facilities – Standards, Enrollment, Capacity, and Growth Projections
- Section 5.8 Public School Facilities – Existing Deficiencies, Future Needs, and Recommendations
- Appendix E – District Capital Facility Plan adopted by Reference

## ***Sumner Municipal Code and CFP/Impact Fee***

The Sumner Bonney Lake School District 2021-2027 Capital Facilities Plan included improvements paid for by school mitigation fees, impact fees, and additional local funding sources. The recent update to the District Capital Facilities Plan provides a more recent improvements plan, identifies potential funding sources, updates growth projections, facility inventories, and enrollment estimates. Incorporating this plan into the Comprehensive Plan is vital for concurrent capital planning and to ensure the continued provision of public educational services.

The Sumner Municipal Code specifically outlines that School Impact Fees “shall be used on in conformance with the most recent capital facilities plan adopted by the city council solely for those purposes and only in the service area from which they were collected.” (SMC 3.58.080). This while there is no specific changes to the Sumner Municipal Code as a result of this docket, the most up-to-date school capital facilities plan and impact fees are not currently in the Comprehensive Plan as Appendix E. Upon approval of this application this discrepancy would be alleviated and the new impact fees would be adopted as stated in SMC 3.58.080.