



# EAST SUMNER NEIGHBORHOOD PLAN UPDATE

July 2015 - Planning Commission Recommendation





# Executive Summary

The East Sumner planning area is approximately 174 acres of lowland located in the eastern portion of the City of Sumner. The core of the area is bordered by a number of roadways—160th Avenue East, 64th Street East, Main Street East, Sumner-Tapps Highway East, and State Route 410. The eastern portion of the site is bisected by Salmon Creek.

The City of Sumner first adopted a plan for East Sumner in 2001. This plan envisioned a mixed use “urban village” that complemented and supported the Downtown. Since that time, little of the desired catalytic, community building development has occurred, primarily because of three obstacles:

- The roadway system, with poorly functioning intersections along Sumner-Tapps Highway, impedes access to potential regional commercial businesses.
- Extensive wetlands and other environmental constraints prevent construction of new connector roads and feasible development of central sites.
- A high water table, periodic flooding, and stormwater management concerns make development of single family subdivisions difficult, if not infeasible.

Spurred by the opportunities provided by a new regional YMCA and the requirement to update the Comprehensive Plan, the City has initiated this Subarea Plan update to the East Sumner Neighborhood Plan (ESNP), which intends to guide growth throughout the next 20 years. Through the subarea planning process, the updated ESNP addresses issues surrounding wetlands/high water tables, the pedestrian experience, the potential for regional commercial development, higher residential densities clustered within an array of mixed-use centers, and the retention of its unique “small town” character. The ESNP update is ultimately a sub-process of the greater 2015 Comprehensive Plan update and will be integrated into the Comprehensive Plan’s Supplemental Environmental Impact Statement (EIS).

To overcome the three obstacles noted above, this plan focuses on the following linchpin actions:

1. Create a wetland mitigation bank needed in order to construct essential new roadways and develop central portions of the subarea.
2. Construct 62nd Street E between 160th Avenue E and Sumner-Tapps Highway, as well as north-south connecting roads and intersection improvements at Sumner-Tapps Highway.

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3. Align land use policy with the market to allow a broad range of uses including multi-family, mixed-use and pedestrian-oriented, smaller scale commercial.
4. Allow multi-family or mixed-use development of up to 40 dwelling units per acre in selected areas in order to make development of underutilized sites more feasible.
5. Expand the General Commercial zoning along 64th Street E, east of the YMCA. This site has freeway access and visibility for larger-scale, auto-oriented freeway commercial.

All five of these actions should be initiated in the near term. In addition, the City should actively advertise its intent to encourage quality, community building development in the neighborhood to attract the attention of appropriate developers and discourage small development that would limit more positive future opportunities. A preliminary planning level estimate of raw costs for the two most critical capital projects, exclusive of financing is:

- Wetland mitigation bank                      \$1,743,000–2,092,000
- New 62nd Street E                              \$4,500,000–5,000,000

The first steps should be to conduct a more in-depth study for both projects.

Based on the economic analysis of this ESNP, it appears that the value of land gained by filling wetlands, paying for the mitigation bank credits, and local improvement district (LID) assessments for 62nd Street E, then offering the land for development as allowed by the proposed zoning regulations, will provide property owners with a substantial net economic benefit. The plan’s market analysis projects that within the 20 year horizon, if not sooner, there will be sufficient demand for land in East Sumner to make envisioned development feasible

There also appears to be sufficient benefits to the City for proceeding with the recommended improvements. In general terms, the benefits include:

- Increased opportunity for regional commercial development.
- Increased opportunity for multifamily residential.
- Improved traffic accessibility and safety.

In quantitative terms the benefits include:

- Increased property values and tax base.
- Increased taxable retail sales: \$89 million annually by 2033 (constant \$2013).
- Increased retail sales tax: \$744,000 annually by 2033 (constant \$2013).
- Mitigation bank investment recovered through purchase of credits from bank.

- Additional increased tax revenues from property and utility taxes.
- Some offsetting expenditures for public services.

The planning concept for East Sumner should be viewed in the context of the larger city. The fundamental directions of this plan will result in a secondary mixed-use urban village to complement, but not compete with, the Downtown. New commercial development in the subarea's southeast quadrant will take advantage of highway access and visibility that provides opportunities not available in Downtown. Mixed-use redevelopment of the former QFC site and other properties along Main Street E will help to link and support other commercial and service activities in both East Sumner and Downtown. The proposed new streets will provide a more direct link between Sumner-Tapps Highway at SR 410 through East Sumner to Main Street E and Bridge Street. Streetscape along with pedestrian and bicycle improvements (especially along Main Street E and the new streets) will better connect central Sumner as a whole.

In big picture terms, the 2015 Subarea Plan's basic concept is similar to that of the 2001 plan. However, this current update focuses more specifically on the realistic actions required to achieve the vision common to both plans.



# Introduction

## Purpose

The City of Sumner first adopted a plan for East Sumner in 2001. In light of new findings regarding transportation, wetlands, local economies, and the construction of a new regional YMCA within the neighborhood, the City of Sumner has initiated this Subarea Plan update to the East Sumner Neighborhood Plan (ESNP). This updated plan intends to guide growth throughout the next 20 years. Through the planning process, the updated ESNP addresses issues surrounding wetlands/high water tables, the pedestrian experience, the potential for regional commercial development, higher residential densities clustered within an array of mixed-use centers, and the retention of its unique “small town” character. The ESNP update is ultimately a sub-process of the greater 2015 Comprehensive Plan update and will be integrated into the Comprehensive Plan’s Supplemental Environmental Impact Statement (EIS).

## The Planning Area

The East Sumner planning area is approximately 174 acres of lowland located in the eastern portion of the City of Sumner. The area is bordered by a number of roadways—160th Avenue E, 64th Street E, Main Street E, Sumner-Tapps Highway E, and SR 410. The eastern portion of the site is bisected by Salmon Creek. The plan boundary is similar to the 2001 plan, with some additional parcels located adjacent to Parker Road E, south of Main Street E, and a portion of the gravel quarry to the west. The plan update has also excluded a number of parcels located to the southwest portion of the neighborhood due to recent build-out with multi-family residential units.





**The East Sumner Neighborhood Subarea.**

## Process

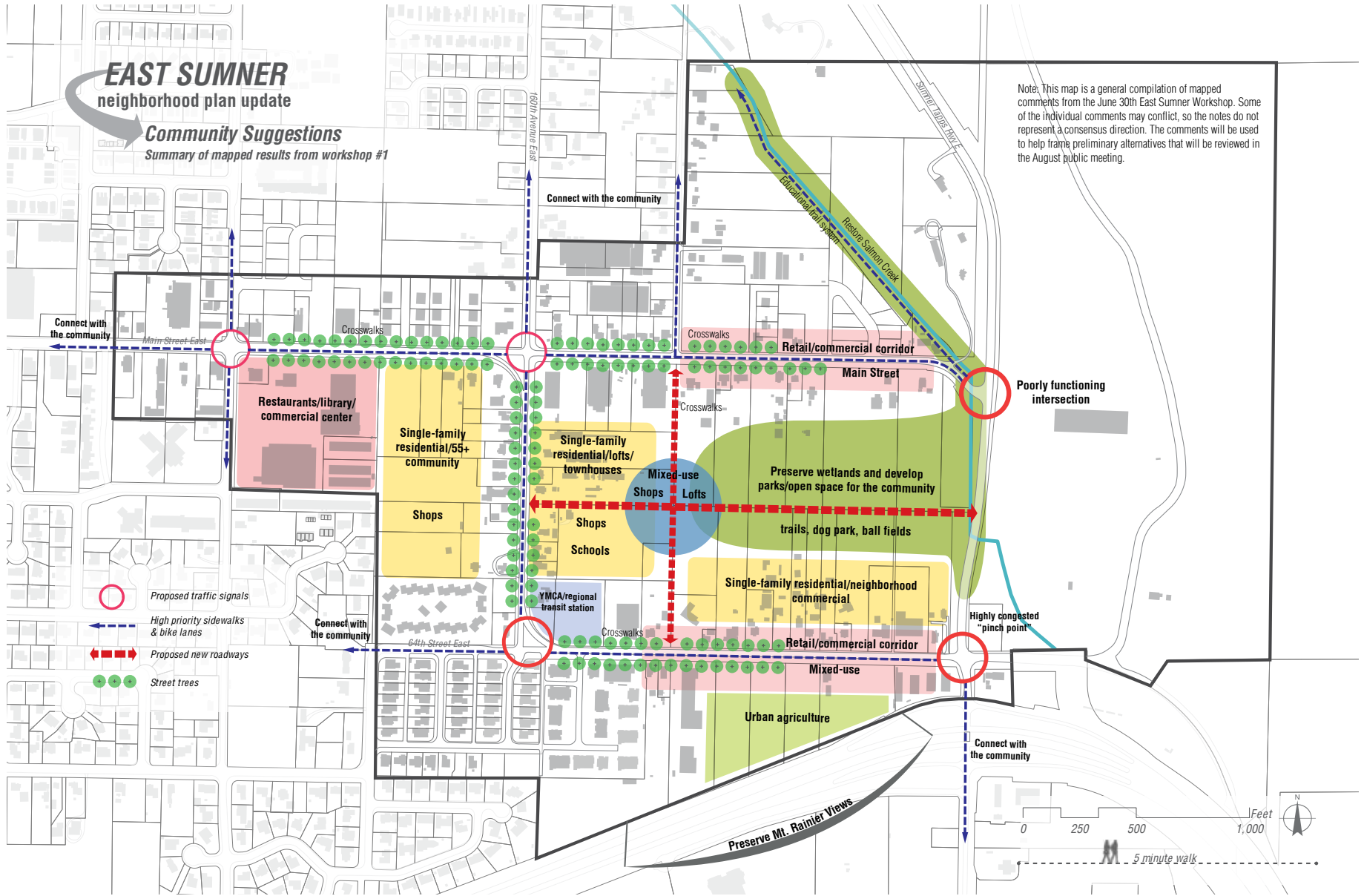
The planning process involved input from many stakeholders, including public officials, local business owners, and residents. During this process, a series of three community workshops were held to both inform the public of the process and receive valuable feedback from the community that would help guide decision-making. A series of the three workshops were orchestrated:

- **Workshop 1** – This workshop both introduced stakeholders to the planning process and established the major objective that would drive the update. Through a series of visual preference surveys, the community was able to engage the process with general comments to help the City staff and consultants better understand current issues, concerns, and broad visions for the future of the East Sumner Neighborhood. Following the open discussion, community members broke out into smaller groups to further explore the previously discussed ideas in more detail.
- **Workshop 2** – The planning team developed three alternative schemes from ideas gathered during Workshop 1. These alternatives were presented and vetted to the public. A question-and-answer session followed a presentation of the three concepts in order to better gauge general preferences, dislikes, and thought process behind those opinions.

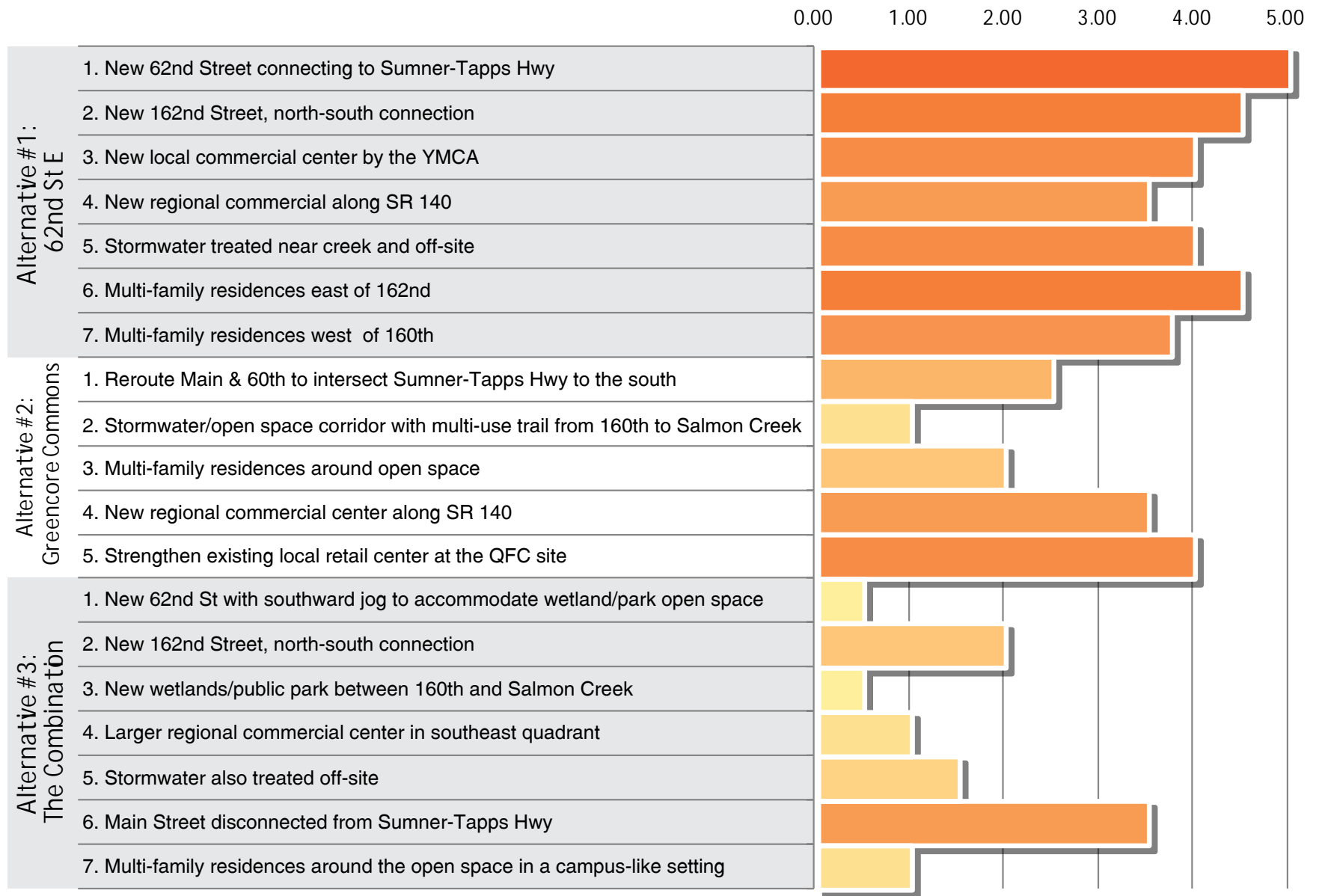
- **Workshop 3** – A general preferred concept was presented and vetted with the public. Discussions surrounding this concept included a focused forum on “how” this concept would work and what kinds of funding sources would be used to implement the major drivers.







Community suggestions compiled following Workshop 1.



Participant's preferences from Workshop 2

## Plan Alternatives

During the planning process, the team developed and evaluated three alternatives that identified public preferences regarding the community's future and provided the basis for the SEPA analysis. The three alternatives are:

### 1. No action: *No pain but no gain.*

#### Actions:

- Do not change the neighborhood or comprehensive plan for East Sumner.

#### Likely Outcomes:

- YMCA will spur some development but the wetlands, stormwater, and zoning will severely limit growth except for infill single family residences and some small scale commercial on existing commercially zoned sites.

### 2. Modest Zoning Changes & Street

Improvements: *Zone it and hope they will come.*

#### Actions:

- Rezone some properties to allow multi-family redevelopment.
- Encourage more intense mixed-use development on commercial properties, such as the QFC site.
- Improve Main Street and encourage private property owners to develop.

#### Likely Outcomes:

- YMCA will spur some development and the zoning will allow more robust infill, but the wetlands and stormwater constraints will still limit growth, especially on the north side of 64th Street E.

- Traffic on existing streets may worsen, especially at intersections on Sumner-Tapps Hwy.
- Main Street will be a better connection into town, especially for pedestrians and cyclists.

### 3. Assertive Collaborative Action: *Investment and collaboration.*

#### Actions:

- Build 62nd Street E from 160th Avenue E to Sumner-Tapps Hwy with a major intersection. This will become a neighborhood pedestrian spine with a pedestrian path and streetscape improvements.
- The City will establish an off-site wetland mitigation bank. Property owners will pay into the bank when they fill in wetlands. Property owners will address stormwater issues on-site or collectively.
- Rezone some properties to allow commercial and multi-family redevelopment intense enough to be economically feasible and to "pay for" the cost of wetland mitigation and stormwater management.
- Zone to encourage more intense commercial or mixed-use development south of the new 62nd Street E and east of the YMCA.
- Improve Main Street E, especially for pedestrians and cyclists.
- Establish a park along the creek.

#### Likely Outcomes:

- The City will incur short term costs of road and wetland bank construction.
- Property owners will incur costs for wetland mitigation when they

redevelop and for a (small) portion of 62nd Street E.

- Property values will rise sufficiently to justify expenses associated with road and wetland mitigation bank.
- Significant regional and local commercial redevelopment at south-east of the neighborhood.
- Significant multifamily redevelopment between 60th Street E and 62nd Street E.
- Increased revenue to the City from commercial business and property tax increases.
- A more attractive, desirable, mixed-use neighborhood.
- A more viable stream and wetland system.
- Safer, more efficient circulation.

Participants at the public work sessions indicate a strong preference for Alternative 3 with minor modifications. Additionally, Alternative 3 most clearly resembles the concept envisioned in the 2001 Sub-area Plan.

# Background

## Economic + Market Conditions

This section summarizes the plan's market analysis report, which can be found in Appendix A.

## Population + Employment

In 2014, the population of Sumner was 9,545, but that number has grown at an average annual rate of 1.6% since 1990—higher than that of Pierce County and the four-county Puget Sound region. Using a projected growth rate of 1.3%, the City's target population for 2035 is 11,970. The population of the East Sumner Neighborhood is approximately 2,000 and has an older demographic than the population of the county as a whole, with older households and fewer children. The median income is lower than in the county as a whole.

Sumner has a strong employment base with high levels of employment relative to the size of the population (1.1 jobs per capita compared to .3 for the county as a whole). Sumner is an employment center that will continue to support population growth over time. The city has a high concentration of manufacturing employment (20% of total compared to 6% for the county as a whole), and a low concentration of service jobs (12% of total compared to 41% for the county as a whole).

## Potential Housing Demand

Sumner has a diverse range housing options with a high incidence of multifamily units at 36% of total units in the City. Much of the multifamily inventory was built in the middle of the last decade prior to the recession. Median home values are slightly higher in Sumner than the county as a whole, while monthly rents are lower. Sumner is a relatively affordable community within the region.

There are several recent developments in East Sumner that respond to the need and opportunity for additional housing. Cavalla is a 72 unit, two-story apartment complex on 64th Street E built in 2005. The one, two, and three bedroom units are large. One bedroom units are more than 800 square feet. Stafford Suites and Franklin House are two senior housing projects located within the neighborhood, along with the City's Senior Center. Multifamily rents in Sumner and East Sumner average \$1.00 per square foot. Newer, higher quality building rents average \$1.20 to \$1.30 per square foot.

The East Sumner Neighborhood is gradually becoming a multifamily community. It will be increasingly attractive with the completion of the new YMCA, scheduled for opening in summer 2015. The Puget Sound Regional Council has estimated that there will be 1,464 additional housing units in Sumner between 2010 and 2035. If multifamily units were 40% of the total new units, the increase in such units would be 600. East Sumner could

realistically expect to capture 200 to 300 additional multifamily units over that period.

## Potential Retail Demand

The East Sumner Neighborhood is located on a freeway exit of SR 410, between a commercial center on the south side of the highway (with auto dealers and grocery store) and the commercial strip of East Main Street with Fred Meyer and miscellaneous retail shops. The neighborhood itself offers destination retailers like Windmill Gardens, and the convenience shopping center 410 Plaza with food and professional services. The high visibility location along SR 410 hasn't realized its retail potential to date. With completion of the new YMCA, the neighborhood should be able to expand its regional draw and increase its retail presence.

Per capita sales in Sumner are well above those for the county and surrounding cities, as a whole. Sumner sales are particularly high for motor vehicles, building materials, and furniture. The City is a net attractor with actual sales exceeding resident spending by \$275 million. Drug/health, apparel, and electronics are the three sectors with significant leakage, while motor vehicle sales are the largest net attractor of outside spending.

The population of the Sumner trade area is assumed to be 22,000—approximately twice the population for the City itself. Trade area population is assumed to grow to 30,000 by 2035. Projected retail sales growth for the City as a whole is \$300 million per year, which could support over 700,000 square feet of

new development. A portion of this could be captured in the East Sumner neighborhood. Estimated shares for the neighborhood are assumed at 35% to 100% depending on the category. In general terms, new development will be shared among East Sumner, Midtown, Downtown, and SR 167. East Sumner is expected to capture more than its fair share in all categories, and particularly high shares in categories that benefit from freeway exposure. Total supportable development in East Sumner is estimated to be 317,000 square feet over the period 2013 to 2035. This level of development would require approximately 30 acres of land.

## Environmental Constraints

Salmon Creek, which runs along the neighborhood's eastern edge, in conjunction with the area's river valley topography, creates a relatively high water table. There are also about 11.7 acres of wetlands, rendering many central parcels difficult to develop. Most of the area east of Salmon Creek is occupied by a gravel quarry and cement plant. Since the quarry is isolated from the rest of the project area and the property owners have not yet expressed a desire to convert land uses, the planning analysis and recommendations focus on the central portions of the project area. In addition, a north-south gas pipeline runs along the west side of Salmon Creek.



**Conditions and constraints**

# Goals + Objectives

The goals and objectives below were compiled from direct community input at Workshop 1 to help guide iterations of the neighborhood plan update. This helped to ensure the decisions made were directly reflective of community character and values. The goals described reflect community intent regarding a given topic, while the objectives are more specifically action oriented statements.

## Site Mobility + Safety

- Incorporate a multi-modal transportation strategy.
- Enhance automobile circulation within and through the neighborhood.
- Provide a robust pedestrian and bicycle network.
- Reduce impacts of vehicle traffic.

### Objectives

- Provide a number of routes through the neighborhood to diffuse traffic congestion.
- Use traffic calming techniques such as traffic circles and narrower lanes.
- Increase number of through routes.
- Provide the opportunity for local and regional bus service on-site.
- Integrate a connective network of sidewalks and pathways throughout the neighborhood.
- Design for shared roads with generous bicycle lanes.

- Reduce local truck traffic through the neighborhood.

## Ecological Viability

- Preserve wetland presence.
- Restore Salmon Creek.
- Improve environmental health within the neighborhood.

### Objectives

- Use wetland preservation as a storm water mitigation feature and organizational element.
- Create public open space with incorporated wetlands and creek.
- Design for new roadways to circumnavigate wetlands.
- Emphasize on-site and in-kind wetland impact mitigation where feasible.
- Increase tree canopy.
- Enforce code on highly neglected sites.

## Economic growth

- Provide a mixture of development types that allow the market to function.
- Respect the context and character of the area.
- Adapt neighborhood for major population increases.

### Objectives

- Create mixed use center with increased density.
- Incorporate affordable housing into neighborhood.
- Redevelop QFC center.
- Retain single family neighborhoods.
- Design for commercial corridor opportunities along arterial roads.
- Incorporate YMCA as growth catalyst.

## Community Livability

- Provide a number of opportunities to strengthen community bonds.
- Increase opportunities for community interaction.
- Create a community-based destination for all Sumner residents.

### Objectives

- Preserve agricultural heritage by investing in working agricultural lands, community gardens, and a farmer's market.
- Create public parks, educational nature trails, and a dog park.
- Make investments in solar projects and new technologies.
- Provide day care, schools, and youth programs in neighborhood.
- Enforce code on highly neglected sites.
- Capitalize on YMCA success with complementary community programs.
- Leverage YMCA to build community activities.



Some concerns, objectives, and ideas revealed at Workshop 1.

# Concept

The ESNP concept translates project goals and objectives into a physical plan that integrates the land use, transportation, design and environmental actions into a consistent and strategic plan. Taken individually, the actions recommended in this plan will have a positive but limited benefit. However, if the actions are taken as part of a integrated strategy as indicated by the concept plan, they will help guide the East Sumner Neighborhood to a more attractive, safe, and vibrant future while maintaining much of the small town feel that is part of the community's vision. The concept is based on an economic development strategy that takes advantage of market opportunities expected to arise over the next 20 years, including a potential demand for about 30 acres of well situated commercial land and a mix of new housing types in an attractive setting. In simplest terms, the concept calls for:

- Encouraging regional commercial development with some local, pedestrian oriented retail at the south-east of the neighborhood to take advantage of highway access and the attraction of the YMCA. \*
- Making mid-rise, multi-family development feasible given the area's wetland and water table constraints.

- Providing much improved multimodal circulation through the construction of 62nd Street E, improved intersections along Sumner-Tapps Highway, additional north-south access streets, and improved sidewalks and bicycle facilities on Main Street E (60th Street E).
- Constructing a wetland mitigation bank to allow the construction of the roadways and development on properties with wetlands.
- Protecting the neighborhood's small town feel by retaining considerable open space around new development, enhancing natural areas, applying the City's design guidelines, and improving pedestrian conditions.

The following discussion summarizes the major ideas behind the land use, circulation, design and environmental elements of the plan. The Plan Elements section further details the recommendations advancing the basic concept outlined above.

## Land Use

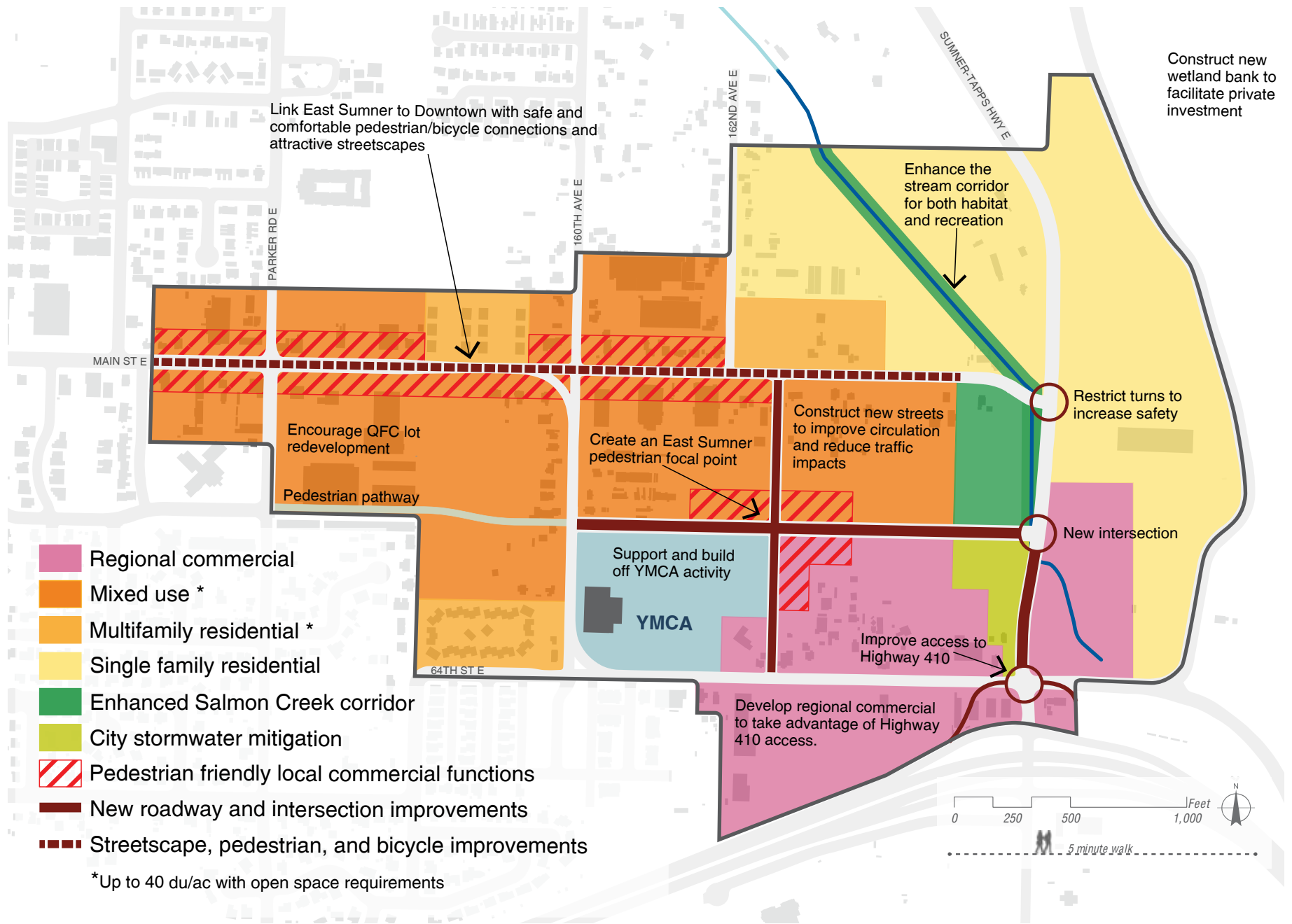
In order to reach the City and community's vision for an urban village and to increase tax revenue (an effort required in justifying the city-funded wetland bank and new road), much of the central single family land uses will be converted to a more diverse mix of uses and intensities. A number of key sites will see increases as high as 40 dwelling units per acre (du/ac). These higher tax-generating centers are needed to help offset the retention

of single family land uses around the perimeter of the East Sumner Neighborhood. The perimeter single family land uses will act as visual transition from some of the higher density sites within the east Sumner neighborhood, into surrounding single family neighborhoods. In addition, a concentration of key commercial sites will help in both "anchoring" commercial activity and servicing the local community along with regional visitors to the YMCA.

The southeast portion of the neighborhood will see major regional and commercial redevelopment. A "big-box" type of retail service would help to economically anchor the site. Inclusion of a significant multi-family mixed use redevelopment, along with an influx of regional visitors using the new YMCA, will help to activate the neighborhood with the market injections needed to support that level of retail. These actions will, in effect, increase revenue to the City from commercial business and property tax increases. Additional community amenities include a multiuse pathway connecting East Sumner with neighborhoods to the west, a local public park, and a more viable stream and wetland system.

*\*Note, the new development must be configured to avoid an existing underground gas pipeline.*





**Concept diagram of the proposed updates to the East Sumner Neighborhood Plan.**

## Circulation

Both the community and City have voiced a need for a greater multimodal network. This concept includes the construction of new roads, intersections, bicycle lanes, sidewalks, and pathways. These elements will:

- Make the neighborhood's amenities more accessible to local residents and visitors.
- Provide safer automobile ingress and egress points by relieving some traffic congestion around poorly functioning intersections.
- Include a number of new roads to help diffuse through-traffic during high volume times, reducing conflict with local traffic.
- Include designated bicycle lanes along all major streets giving residents a safe alternate mode of transportation.
- Provide generous sidewalks to encourage walking and help activate commercial street fronts.
- Use pathways to link the East Sumner Neighborhood with surrounding neighborhoods to improve accessibility for pedestrians and cyclists.

Improvements to circulation not only help to solve transit issues, but also improve the character of the neighborhood by creating a more walkable, pedestrian friendly community environment.

## Design Character

The 2001 Sub-area Plan envisioned East Sumner taking on an "urban village" character in order to maintain the neighborhood's quality of life and walkability. This update continues in that direction. The concept calls for all street improvements to include pedestrian and streetscape amenities to promote walking and, where appropriate, bicycle facilities to encourage bicycling. The planning concept includes some larger commercial structures and 3 to 4 story residential buildings. Therefore, it is important to establish regulations and design standards to insure that new development includes ample open space and high-quality, pedestrian-friendly design. Such a strategy was successfully implemented in Mill Creek's Town Center and surrounding residential area.

The concept also calls for creating a pedestrian-oriented retail and service node as part of the regional commercial development near the center of the neighborhood. The upzone of the southeast quadrant for expanded commercial activities should include provisions mandating that pedestrian oriented retail near the corner of the new 62nd Street E and a new 162nd Avenue E (running north and south, just east of the YMCA) be part of large scale commercial development. The construction of these two cross streets will provide much improved pedestrian and bicycle connectivity and a central crossroads on which to focus community oriented development.



Existing retail clusters will remain.



New development is intended to enhance the existing residential neighborhoods.



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



**The updated East Sumner Neighborhood subarea boundary has been modified from the 2001 plan to include additional commercial sites to the east and exclude recently developed residential sites to the south.**

## Environmental Management + Open Space

Members of the public participating in this project indicated that ecological viability is a strong community objective as well as an important City policy. At the same time, scattered wetlands and high water table constrain envisioned development. To conserve wetland and stream corridor resources, this plan proposes creating a wetland mitigation bank on city owned property south of 24th Street E. Under this proposal, the City would create a new, high quality wetland mitigation bank that significantly adds to wetland resources in the Salmon Creek watershed. Property owners could then fill isolated wetlands on their properties and pay the City for the “mitigation credits” provided by the bank. Over time, the City would recover the costs of constructing the bank through the purchase of credits, and the stream/wetland corridor’s ecological functions would improve because the created wetlands will be of greater value than those lost to development. At the same time, the City will be planting trees and undertaking additional forested wetland restoration on its properties along Salmon Creek within the East Sumner Neighborhood.

To address the development constraints caused by high water table and periodic flooding, this plan encourages development types that will allow greater proportions of sites to be conserved for water. The intent of these

measures is to enhance the ecology of local aquatic systems while allowing for the City’s vision to be implemented.



Salmon Creek.

## Summary

The planning concept for East Sumner should be viewed in the context of the larger City. The fundamental directions of this plan will result in a secondary mixed-use urban village to complement, but not compete with, the Downtown. New commercial development in the subarea’s southeast quadrant will take advantage of highway access and visibility that provides opportunities not available in Downtown. Mixed-use redevelopment of the former QFC site and other properties along Main Street will help to link and support other commercial and service activities in both East Sumner and Downtown. The proposed new streets will provide a more direct link between Sumner-Tapps Highway at SR 410 through East Sumner to Main Street E and Bridge Street. Streetscape along with pedestrian and bicycle improvements, especially along Main Street E and the new streets, will better connect central Sumner for those modes as well.

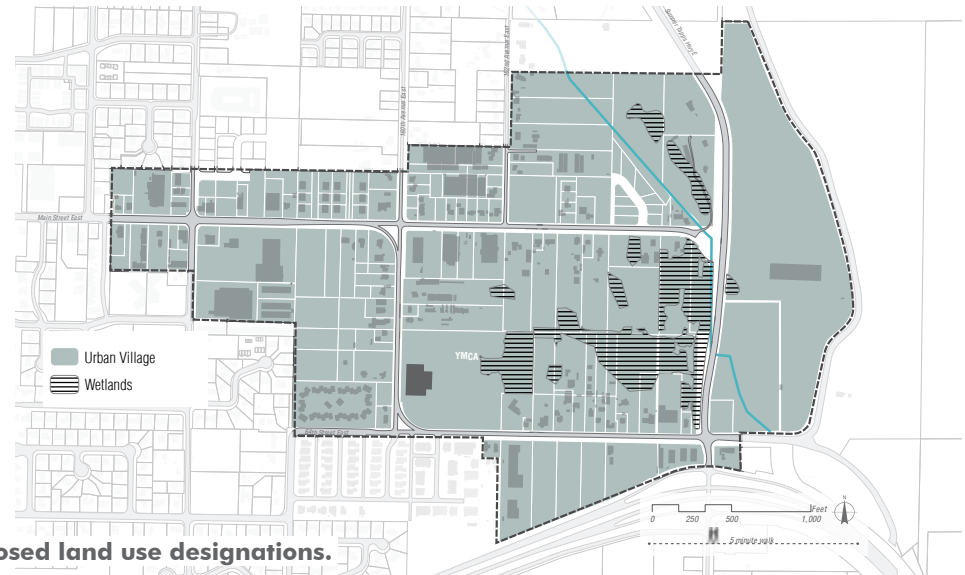
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# Plan Elements

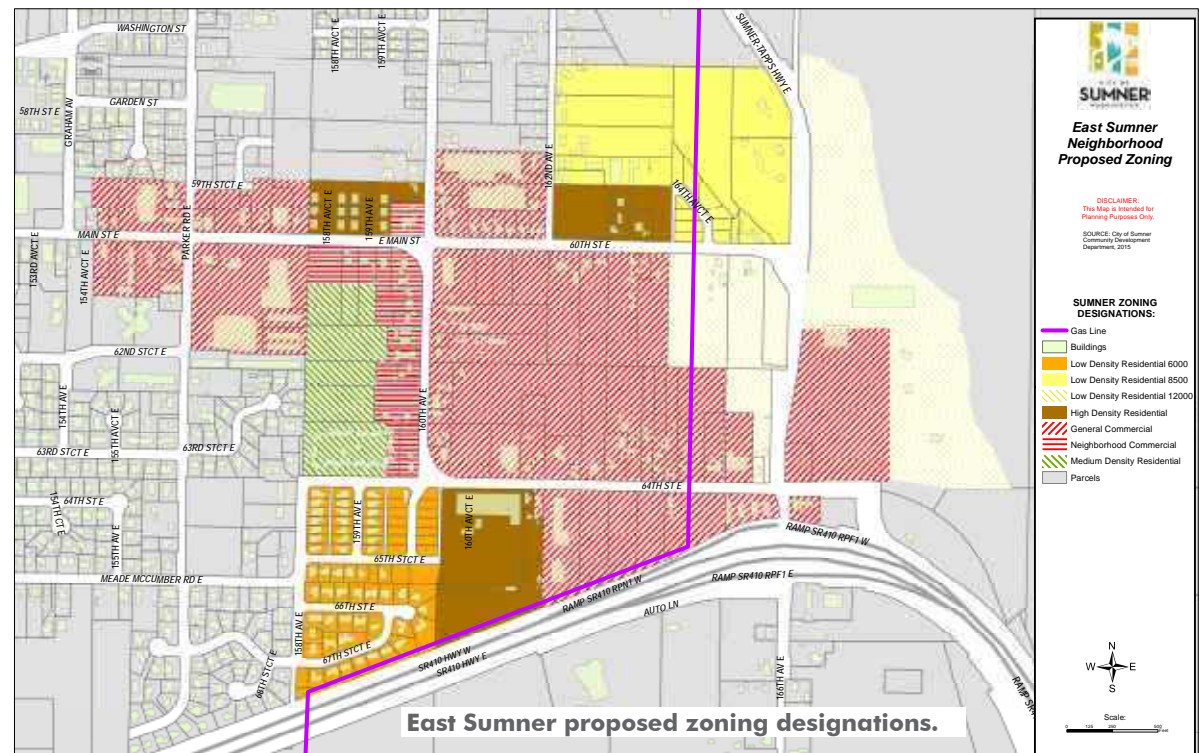
## Land Use: Comprehensive Plan Designations and Zoning Changes

In order to encourage the kinds of growth needed to support the local economy, many portions of the East Sumner Neighborhood will assume changes in both the Comprehensive Plan designations and zoning classifications. Under current land use regulations, much of the commercial and residential density requirements are not sufficient to justify either individual private development or up-front City investment on a wetland bank or new 62nd Street E. Under the proposed zoning classifications, a number of key sites will be made available for increased residential densities and larger, more regional retail services.

As seen in the East Sumner proposed land use designations graphic, the current comprehensive plan designation of Urban Village (UV) has been expanded to include the commercial centers at the Main Street E and Parker Road E intersections. These new sites have been included in the ESNP because they present an opportunity to create a more robust economic environment. Already zoned as neighborhood commercial, the site lends itself to mixed-use infill development with neighborhood commercial, mixed use, and pedestrian oriented activities. In addition,



East Sumner proposed land use designations.



East Sumner proposed zoning designations.

this plan recommends that the current UV residential density allowances of 12.1-20 du/ac be raised in portions of the subarea to the 30-40 du/ac needed for development feasibility and subsequent tax-base increases.

Revisions to the current zoning classifications, along with associated residential density limits, are also recommended. This action is intended to allow the types of development to achieve the neighborhoods urban village vision and support improvement projects for the neighborhood. Although the current zoning has been tuned to help retain much of the area's single family residential feel through low density development, it may restrict opportunity and private investment in the subarea's core. Under current density limits, land values combined with high costs to mitigate for wetlands present on many of the central parcels do not support the financial gains to support development.

The following is a list of recommended zoning actions:

- Create a new East Sumner Urban Village Overlay District over the subarea that will fine-tune the NC, GC, HDR, MDR, and LDR base zones to encourage the types of multi-family, mixed uses, walkability, and open space described in the Community Design section.
- Establish higher density residential zones that allows for 3 to 4 stories of multifamily residences in an open setting.

- Convert much of the neighborhood commercial zone along 64th St E into general commercial to allow for a greater intensity of commercial uses, including the option for regional commercial type functions.
- Upzone much of the current low-density single family residential zoning to a slightly denser designation, helping to supplement the new densities required for

the large public projects in the wetland mitigation bank and 62nd Street E.



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

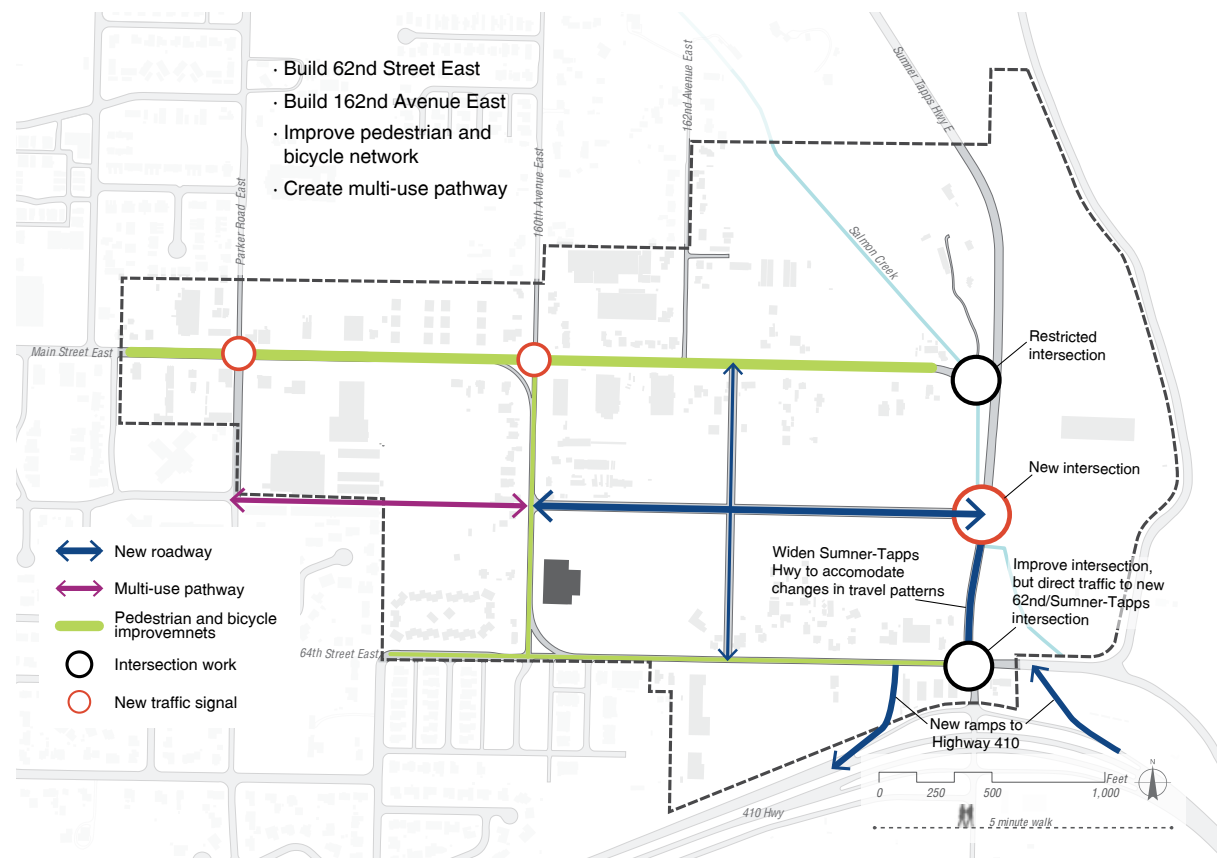
## Circulation

A new multi-modal boulevard (62nd Street E) will not only redirect traffic through the neighborhood, but also serve as the primary access route for new development. This recommended new road will help to diffuse traffic congestion and act as the major entry point into East Sumner, providing an alternative to the often poorly functioning Main Street E/Sumner-Tapps Hwy intersection. The 62nd Street E intersection with a new 162nd Avenue E extension will become central crossroads supporting pedestrian oriented mixed-use retail. A multi-modal trail will run parallel along 62nd Street E, eventually linking pedestrians and cyclist with neighborhoods to the west. A new major intersection at 62nd Street E and Sumner-Tapps Hwy will greatly reduce traffic conflicts at the Main Street E intersection. The East Sumner Neighborhood will also see the implementation of a connective sidewalk and bicycle lane network, further increasing the safety and quality of the pedestrian experience. A more complete grid of streets will also help facilitate transit.

Intersections at Sumner-Tapps Hwy with 64th Street E should be revised to reduce congestion. The north to west left turn movement can be reduced and vehicles encouraged to turn left at the new 62nd Street E, as there will be more queuing space available. There are currently sight line and turning movement difficulties at the Sumner-Tapps Hwy-Main Street E intersection. Therefore, some movements should be eliminated. The City will likely need to create a wetland mitigation bank in order to construct

a new 62nd Street E that would link to Sumner-Tapps Hwy.

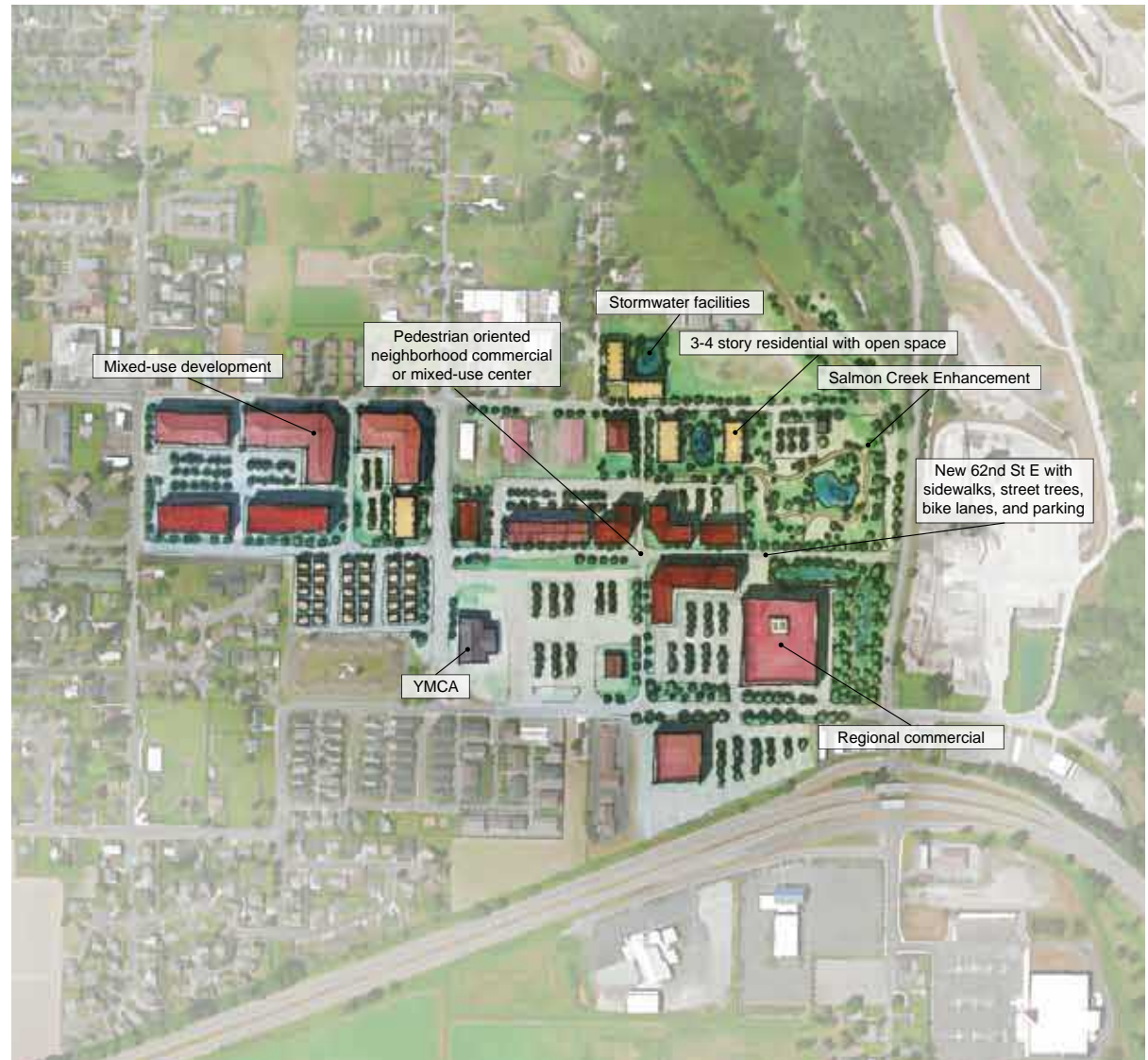
The City has established special regulations for new development along Main Street E from Valley Avenue to 160th Avenue E which require new buildings to front the roadway. The regulations also require the property owner to install new sidewalks and streetscape improvements.



## Community Design

Although the project goals and objectives voiced by participants in the public process did not include specific statements addressing community design character, the physical appearance and function of the neighborhood setting is important in achieving the economic and community livability goals. The overarching challenges related to community design is to ensure that the new development 1) Enhances the small scale and “open feel” valued by local residents, and 2) Creates a more connected and attractive pedestrian environment. To this end, the plan proposes three primary measures:

- Require that new multi-family and mixed-use development adhere to Sumner’s design guidelines and include ample open space and landscaping.
- Encourage new mixed-use and commercial development along East Main Street west of 160th Avenue E and near the corner of the new 62nd Street E and a new 162nd Avenue E (running north and south, just east of the YMCA) include pedestrian oriented retail to serve the neighborhood.
- Improve streetscapes, pedestrian links, and bicycle facilities to increase non-motorized circulation.



Visualization of the East Sumner Village around year 2035.



## Multi-family Design and Open Space Requirements

The City of Sumner already applies strong design guidelines to multi-family development. It is estimated that new development in central East Sumner will be required to use about 20% of any lot for storm water treatment. In addition, it is recommended by the Planning Commission that new multifamily developments feature at least 25% of the site as open space (which may include water features used to treat storm water). This Planning Commission also recommends that there be no lot coverage maximum for new multifamily development. Rather, overall lot coverage will be determined by compliance with minimum parking requirements. This will encourage more compact building types set in an open landscape.

There is sometimes a fear that the introduction of multi-family residences into a suburban setting can disrupt the community's physical and social fabric. Many people still consider multi-family residences as inferior to single family residences and feel that they lower the overall quality of a neighborhood. In the case of East Sumner, multifamily residences provide more housing choices, especially catering to those who no longer wish to tend to their own yards or perform their own home maintenance. As noted in the implementation

section, multiple family building densities are necessary to make redevelopment of lots impacted by wetlands and high water tables feasible. Multifamily residences, with the application of design guidelines and open space standards, can be attractive and ecologically sensitive. The following photos illustrate the types of development envisioned.



## Streetscape Improvements

All new streets should include at least 6' wide sidewalks with planting strips and street trees adjacent to the curb. In commercial areas where pedestrian oriented retail is envisioned, the sidewalks should be at least 10' wide. On-street parking is generally recommended where commercial or mixed use development is envisioned.

Main Street E (60th Street E) should be retrofitted with bicycle lanes, sidewalks, and planting strips with street trees. During design of the streetscape improvements, consideration should be given to on-street parking. Pedestrian street lights are also recommended along Main Street towards the downtown and on the new 62nd Street E and 162nd Avenue E. The City already requires property owners to install sidewalk improvements and orient buildings to the street. However, constructing continuous streetscape improvements through a LID would be the most cost effective in the long run.

## Pedestrian Oriented Commercial Requirements

As noted above, in order to create a more walkable community, it is important that development in key locations feature some pedestrian-oriented retail, or at the least some attractive streetscape elements to encourage pedestrian activity. Pedestrian-oriented streetscape requirements should be applied on Main Street E, west of 162nd Avenue E and at the intersection of the new 62nd Street E and 162nd Avenue E.



Recent developments in East Sumner have included excellent streetscapes.



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

## Environmental Management

As noted in the Concept section, three environmental challenges stand out:

- The need to mitigate wetlands on high value development sites.
- Managing stormwater in areas with high water tables and periodic flooding.

- Protecting and enhancing the Salmon Creek corridor.

To address these challenges, the plan proposes the three actions described below.

## Wetland Mitigation Bank

Although there has not been a detailed wetland delineation, it is estimated that there are about 11.7 acres of wetlands on otherwise buildable sites and on the right of way needed for the proposed 62nd Street E. The City owns a 30 acre site south of the former golf course that is suitable for a wetland mitigation bank sufficient to mitigate wetlands in East Sumner as well as numerous other sites. Assuming that the total cost of constructing a mitigation bank ranges from \$149,000/acre (\$3.42/sf) to \$178,800/acre (\$4.10/sf), the cost of a bank to mitigate all 11.7 acres would be in the range of \$1,743,000 to \$2,092,000. Construction of the total 30 acre bank site would be more.

When property owners wish to develop their land, they must first reimburse the City for the area of wetlands to be filled. Property owners will not only gain the availability of the land in the wetland, but now will also be able to develop in what was the wetland buffer. Local property values should see a substantial rise, further justifying expenses associated with the road and wetland bank. As the analysis in the Implementation section shows, total undeveloped land price, including the roughly \$3.44/SF cost of mitigation, is less than the value of land developed for commercial or multi-family residential uses. This benefit does

not include the additional land gained from eliminated wetland buffer requirements.

A wetland bank to mitigate impacts in East Sumner has several advantages:

- The City already owns a suitable site, which minimizes the cost.
- Similar banks in the vicinity have proven successful.
- The ecological benefits of a consolidated and substantial wetland on the stream corridor will be significantly greater than a number of isolated and degraded wetlands.
- Mitigation through a wetland bank is often less expensive than individual mitigation, particularly where potential mitigation sites are scarce.
- Some of the wetland credits established through a bank will be available earlier than through individual off-site mitigation. 10% of the mitigation credits would be available about 30 months after the project planning is initiated. About 60% of the credits would be available after 42 months. This is a great advantage to property owners because their project would not be delayed by the time it takes to plan, permit, and construct individual on-site or off-site mitigation.

The first step in creating a wetland mitigation bank is to conduct a study to explore the details of this mitigation banking proposal. More details about the implementation

of a wetland mitigation bank are in the Implementation section.

### **Stormwater Management**

The high water table and periodic flooding in parts of East Sumner are a large impediment to development. This is especially true with the new requirements by the National Pollutant Discharge Elimination System (NPDES) permit, which emphasizes infiltration of stormwater into the developed site. Given these conditions, it is estimated that for residential construction, about 20% of a given site will be required for stormwater management. This makes single family construction, with its extensive access roads and driveways, less feasible. One of the reasons for allowing multi-story, multi-family residential buildings is that type of building can accommodate a number of units on a much smaller building footprint, leaving more of the site for stormwater infiltration and treatment.

Individual property owners can choose to address stormwater requirements on their own site or to develop a combined system. Addressing stormwater infiltration is also a consideration for the design of new public roadways.

The City is also taking action to reduce flood hazards by upgrading the capacity of stormwater culverts at strategic locations. Additionally, the creation of forested wetlands along Salmon Creek, as noted below, will help to reduce flooding of the developed areas.



**A residential stormwater retention pond.**

### **Salmon Creek Corridor Enhancements**

Salmon Creek is an important ecological and visual asset. The City is currently engaged in a program to restore the stream corridor through the removal of reed canary grass and planting riparian trees to create pockets of forested wetland, a very valuable environmental resource in terms of habitat and flood damage reduction.



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

# Implementation + Phasing

## Redevelopment Strategy

Several of this plan's objectives, especially economic vitality and community livability, depend on new development to provide the necessary financial investment and human activity. The 2001 Neighborhood Plan recommended actions to encourage new development, but catalytic community building development has not occurred, primarily because of three obstacles:

- The roadway system, with poorly functioning intersections along Sumner-Tapps Hwy, impedes access to potential regional commercial businesses.
- Extensive wetlands and other environmental constraints prevent construction of new connector roads and feasible development of central sites.
- A high water table, periodic flooding and stormwater management concerns make development of single family subdivisions difficult, if not infeasible on some sites.

To overcome these three obstacles, this plan recommends the following actions:

- Create a wetland mitigation bank, as noted in the Environment section, to allow roadway construction.

- Construct 62nd Street E between 160th Avenue E and Sumner-Tapps Hwy, as well as north-south connecting roads and intersection improvements at Sumner-Tapps Highway as described in the Transportation section.
- Allow multi-family or mixed-use development of up to 40 dwelling units per acre in some areas in order to make development of underutilized sites more feasible.
- Align land use policy with the market to allow for a broad range of uses including multi-family, mixed-use, and pedestrian-oriented, smaller scale commercial.
- Expand the General Commercial zoning along 64th Street E east of the YMCA. This area has freeway access and visibility for larger-scale auto-oriented freeway commercial.

All five of these actions should be initiated in the near term. The City should actively advertise its intent to encourage quality, community building development in the neighborhood to attract the attention of appropriate developers and discourage small development that would limit more positive future opportunities.

Constructing the wetland mitigation bank and roadway improvements will require capital investment. The recommendation is for the City to initiate the wetland bank with City funds. As noted earlier, the strategy is for property owners to pay the City for the

use of the "mitigation credits" when they fill a wetland to redevelop their property. Likewise the City should initiate the roadway improvement projects with contributions from property owners who benefit from the improved access.

A planning level estimate of raw costs for these projects, exclusive of financing is identified below.

- Wetland mitigation bank  
\$1,743,000–2,092,000.
- New 62nd Street E  
\$4,500,000–5,000,000.

These figures are very preliminary estimates based on limited knowledge and broad assumptions.

The first steps should be to conduct a more in-depth study for both projects.

## Implementation of the Mitigation Bank

The wetland bank process involves gaining approval from the appropriate resource agencies. The first step in the process is working with the agencies to "screen" the project for its feasibility and effectiveness in terms of ecological value. This step will involve:

- More accurate delineation of existing wetlands to determine how much mitigation is needed.
- An evaluation of the potential ecological benefit provided by the proposed bank.

- A more refined estimate of mitigation bank construction, management and financing costs.
  - Exploration of other financial and technical issues.

After that, additional technical work is necessary to reach an agreement with the resource agencies that will allow the bank to be used officially as an off-site mitigation bank. Assuming few unexpected hurdles, the time required for completing the bank may be:

- Screening and preliminary feasibility: 6 to 12 months.
- Agency agreement and design: 2 years.
- Construction: 1 year.

Completion of the bank would take approximately 4 years from its initiation. As noted earlier, some of the mitigation bank credits will be available earlier.

## Construction of 62nd Street East

The 62nd Street E project will likely be at least partially funded through an LID assessment to property owners who will benefit directly and indirectly from the new roadway access. The amount of the assessment will vary according to the amount of property value increase as estimated in a property "Special Benefit Analysis". The intent of an LID, such as the one proposed here, is for the property values to increase at least as much as the assessment. The early analysis in this plan indicates that such an LID would be a "good deal" for both

the property owners and the City (see the following feasibility analysis summary). The City should also apply for grants and explore other sources of funding.

The initial design and funding study for roadway improvement should include:

- Site condition survey.
- Preliminary design of improvements, including integration of other infrastructure systems.
- Refined cost estimates.
- A funding and financing strategy, exploring possible grants, and property owner contributions.
- A property Special Benefit Analysis.

The timing of roadway improvements might be:

- Project design study: 4-6 months.
- Preliminary design: 6 Months.
- Final design and funding: 6 months.
- Construction: 12 months.

The most important roadway elements might take 2-3 years from initiation. The wetland bank screening and feasibility study would cost approximately \$150,000, and the preliminary design and funding study for roadway and intersection improvements would cost about \$250,000. The initial cost of pursuing this strategy would be approximately \$400,000.

Although it is difficult to predict when the real estate market for commercial and residential

development will occur, it appears that the general time when these projects would be completed roughly corresponds to when market might mature sufficiently to induce substantial development.

## Feasibility Analysis: Will it work?

The public investment proposals noted above raise two questions:

- Will the value of land made available through access improvements and environmental mitigation be worth the costs of these efforts?
- Will the City recapture its investment in the roadway and mitigation bank?

The feasibility analysis below addresses these questions.

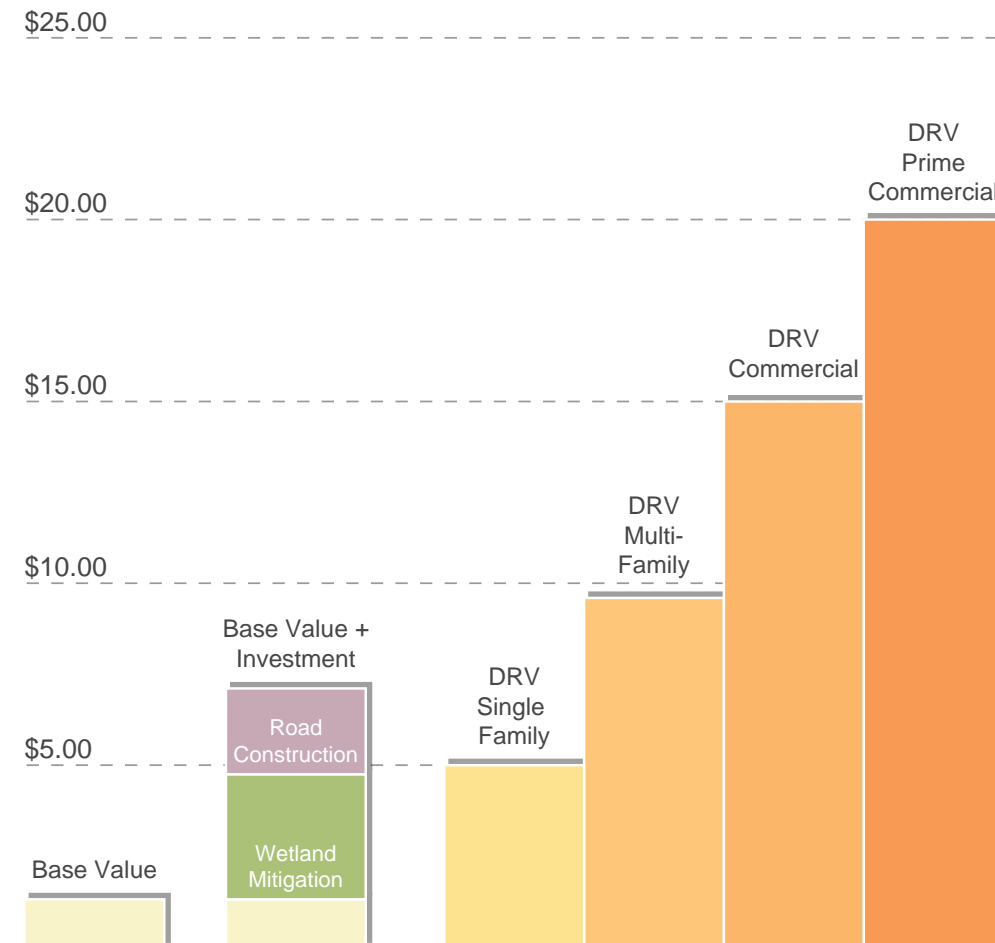
### Benefits to Property Owners

While there is demand for residential and commercial development within the East Sumner Neighborhood, the groundwater conditions and associated mitigation requirements, as well as the transportation accessibility and safety issues, make the properties unsuitable for development at this time. Investment in a wetland mitigation bank and a new east-west road at 62nd Street E is intended to eliminate these impediments and facilitate new development. If the increased value of the properties exceeds the cost to the property owners, the investment will be feasible.

As the chart shows, the current land value (base value = \$1.31/sf) plus the cost of the mitigation bank spread over the 11.7 acres (= \$3.53/sf) and the \$5 million cost of the roadway spread over 49.6 acres (= \$2.55/sf) yields a current value plus investment cost

of \$7.39/sf (the assumption regarding the LID are very preliminary and assume minimal City contribution in order to assess project feasibility from a very conservative standpoint. The Special Benefit Analysis will provide a detailed strategy). Even discounting land devoted to stormwater treatment, the value of developable land for multifamily uses is \$9.6/sf and value for commercial land closer to \$15

to \$20/sf. In addition, the required investment provides sufficient value to support multifamily and commercial use. Note that on most sites, wetlands occupy only a portion of the site, but the wetland buffers restrict development on a larger area. This means that property owners gain access to much more property than the wetland itself.



Comparison of investment and the resultant Development Ready Value (DRV).

## Benefits to the City

At this stage of analysis there appear to be sufficient public and fiscal benefits to the City for proceeding with the improvements: In general terms, the benefits include:

- Increased opportunity for regional commercial development.
- Increased opportunity for multifamily residential.
- Improved traffic accessibility and safety.

In quantitative terms the benefits include:

- Increased property values and tax base.
- Increased taxable retail sales: \$89 million annually by 2033 (constant \$2013).
- Increased retail sales tax: \$744,000 annually by 2033 (constant \$2013).
- Mitigation bank investment recovered through purchase of credits from bank.
- Additional increased tax revenues from property and utility taxes.
- Some offsetting expenditures for public services.

The details of this analysis are presented as part of the economic report included in Appendix A.

## List of recommended actions

Besides the five linchpin actions described previously, this plan recommends a number of other projects listed in the following table.

ACTION	INITIATION-COMPLETION	PARTICIPANT	COMMENTS
LU-1. Adjust Urban Village boundary and apply revised East Sumner Urban Village overlay	2015	City of Sumner	Proposed overlay is located in the Appendix
LU-2. Increase allowable densities to 40 du/ac in some areas	2015	City of Sumner	From 12.1-20 du/ac to 30-40 du/ac
LU-3. Expand General Commercial zone in SE quadrant	2015	City of Sumner	
LU-4. Revise other zoning designations as described in Land Use section	2015	City of Sumner	
T-1. Construct new 62nd St E	2017-2018	City of Sumner, property owners	Includes intersection improvement
T-2. Construct new 162nd Ave E	2018-2019	City of Sumner, property owners	
T-3. Improve Sumner-Tapps Highway		City of Sumner	Widen roadway to 4/5 lanes and improve to minor urban arterial standards. Reconstruct intersection at 64th St E
T-4. Reconfigure Sumner-Tapps Highway Interchange		City of Sumner	Reconfigure interchange including widening area to provide 4/5 lane with turn lanes. Could include consideration of realignment of WB ramps to use 64th St E
T-5. Construct 62nd St E		City of Sumner	Construct a 2/3 lane minor arterial to serve East Sumner in accordance with the approved neighborhood plan. Install signal at Sumner-Tapps Hwy/62nd St E with associated turn lanes. Close Main St E (60th St E) at Sumner-Tapps Hwy
T-6. Improve intersection at Main St E and 160th Ave E		City of Sumner	Widen streets to minor arterial standards, with bike paths and sidewalks. Install traffic signal.
T-7. Construct traffic signal at Main St E and Parker Rd		City of Sumner	Improvements should be in coordination with Main St E Design Strategy Plan
T-3. Construct pedestrian and cyclist improvements along Main St E	2017-2019	City of Sumner, property owners	
NL-1. Establish wetland mitigation bank	2016-2020	City of Sumner	
NL-2. Create linear park along Salmon Creek	2016-2020	City of Sumner	
NL-3. Continue restoration of Salmon Creek	2015-2020	City of Sumner	

LU-Land Use | T-Transportation | NL-Neighborhood Livability





# Appendices

## Public Participation Results

The following information reflects the public participation process throughout Workshops 1-3.



## City of Sumner East Sumner Neighborhood Plan SMALL GROUP DISCUSSION GUIDE

### Small Group Discussions: Initial Tasks (5 MINUTES)

- **Briefly introduce** yourselves to the others in your small group.

### MAPPING EXERCISE (25 MINUTES)

- ON THE **MAP**, use markers to mark up the map
  - Mark features and elements that are important to your neighborhood and worth preserving. (in **GREEN** or **BLUE** pen)
  - Identify areas where there are problems, like a congested street, problem intersection, etc. (in **RED** or **BROWN** pen)
  - Indicate which features or characteristics should change. (in **PURPLE** pen)
  - If there are any photos of development that you feel would be appropriate in any areas, you can clip out the photos and locate them where they would be appropriate – or use an arrow to indicate location.
- **WRAP UP** (5 minutes)
  - Consider your “plan.” Pick someone to record the results and present to the larger group
  - What aspects of it do you feel are key to the success of the project.
  - If you achieve 3 things in the final plan, what would they be?



# RESIDENTIAL

Cut out desirable types/examples and place on map in desirable locations

## Mixed-Use Examples



## Lowrise Residential (Condos or Apartments) Examples



## Townhouses Examples



## Cottage Housing Examples



These graphics represent the three concepts developed from feedback gathered during Workshop 1 and some potential development examples that could accommodate the land use within each of the concepts. Ultimately, the three concepts were refined into the final proposed concept and many of these development types were understood to be non-complimentary to current East Sumner Neighborhood character. Although, some were found to be very desirable.

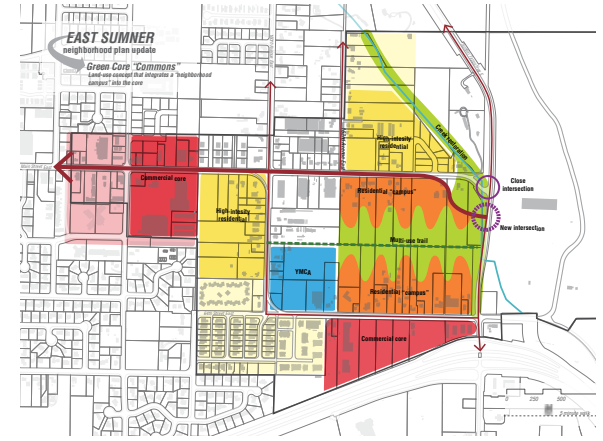
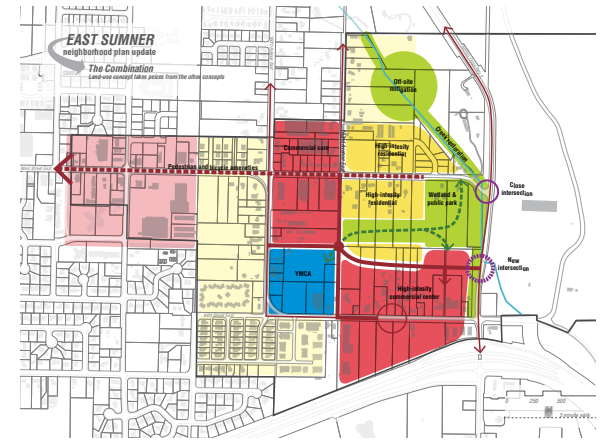
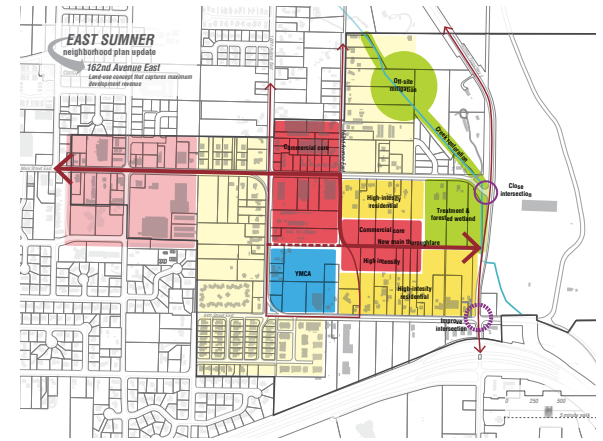
# COMMERCIAL

Cut out desirable types/examples and place on map in desirable locations



# CONNECTIONS, STREETSCAPE & AMENITIES

Cut out desirable types/examples and place on map in desirable locations



## MARKET ANALYSIS

The purpose of the market analysis is to identify current market conditions for residential and commercial uses and evaluate the potential for new development over time. The analysis considers population and employment conditions that underlie both categories of use, and conditions specific to residential and commercial use.

### POPULATION AND EMPLOYMENT

Sumner has a population of 9,545 in 2014. It has grown at an average rate higher than that of Pierce County and the four-county Puget Sound region since 1990. Its rate of growth has slowed over the past decade.

**Table 1. Population Trends**

	1990	2000	2010	2014	Avg. Ann. Gr. 1990-2014
Sumner	6,459	8,564	9,451	9,545	1.6%
Pierce County	586,203	700,820	795,225	821,300	1.4%
Puget Sound Region	2,748,867	3,275,847	3,690,942	3,835,450	1.4%

The City's target population for 2030 is 11,970, a projected average annual growth rate of 1.3%. The population of the East Sumner Neighborhood is approximately 2,000.

The demographic characteristics of city residents are summarized in Table 2. The population is older on average than the population or the county as a whole, with more older householders and fewer children. The median income is lower than in the county as a whole.

**Table 2. Demographic Characteristics-2010**

	Sumner	Pierce County
<b>Population</b>		
Total Population	9,451	795,225
Population in Households	9,445	777,280
<b>Households</b>		
Total Households	3,980	299,918
Avg Household Size	2.37	2.59
% of Households with < 18 yrs.	31.6%	35.3%
<b>Age</b>		
Median Age	38.2	35.9
% of Population 65+	14.9%	11.0%
% of Population < 18	24.4%	24.9%
<b>Median Income</b>	\$51,692	\$59,105
<b>Housing Units</b>		
Total Housing Units	4,279	325,375
% Occupied	93.0%	92.2%
% Owner-occupied	51.6%	63.0%
% Renter-occupied	48.4%	37.0%

Source: US Census 2010 Summary File 1.

Sumner has a strong employment base with high levels of employment relative to the size of the population (1.1 jobs per capita vs. .3 for the county as a whole), as shown in Table 3. Sumner is an employment center that will continue to support population growth over time. As shown in the table, the city has a high concentration of manufacturing employment (20% of total vs. 6% for the county as a whole), and a low concentration of service jobs (12% of total vs. 41% for the county as a whole).

**Table 3. Employment Characteristics**

	Sumner		Pierce County	
	Number	% of Total	Number	% of Total
Construction/Resource	2,035	19.7%	15,640	6.0%
Finance Insurance Real Estate	273	2.6%	11,671	4.5%
Manufacturing	2,096	20.3%	16,192	6.2%
Retail	1,031	10.0%	30,838	11.8%
Services	1,205	11.7%	106,898	41.0%
Wholesale Transportation Utilities	3,006	29.1%	22,668	8.7%
Government	178	1.7%	34,540	13.3%
Education	499	4.8%	22,143	8.5%
Total	10,323	100.0%	260,590	100.0%
Population	9,470		808,200	
Jobs per Capita	1.09		0.32	

Source: Puget Sound Regional Council

**RESIDENTIAL USES**

Sumner has a diverse range housing options with a high incidence of multifamily units as shown in Table 4. Much of the multifamily inventory was built in the middle of the last decade prior to the recession as shown in Figure 1.

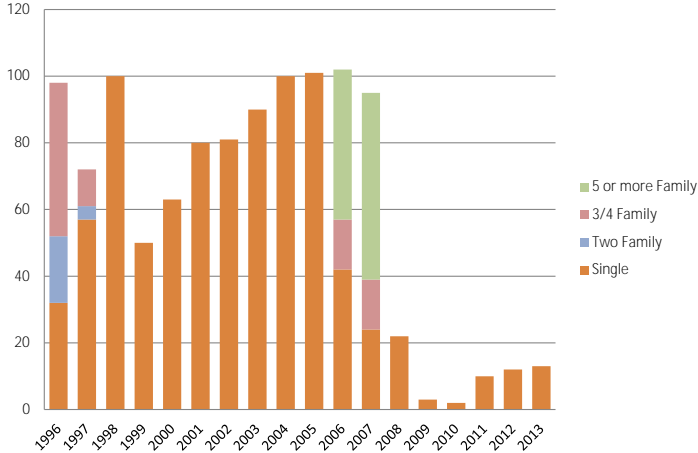
**Table 4. Housing Inventory by Type-2010**

	Sumner		Pierce County	
	Number	% of Total	Number	% of Total
Single Family	2,514	58.4%	225,693	67.3%
Multifamily	1,533	35.6%	83,301	24.8%
Mobile Home	258	6.0%	26,258	7.8%
Total	4,305	100.0%	335,252	100.0%

Source, Washington State Office of Financial Management

**Figure 1.**

**Sumner Permitted Units by Type 1996-2013**



Source: US Census Bureau

Just over 50% of Sumner housing units are owner-occupied compared to over 60% in the county as a whole as shown in Table 5. Median home values are slightly higher in Sumner, while monthly rents are lower. Sumner is a relatively affordable community within the region.

**Table 5. Rental and Home Value Comparison 2009-2013**

	Sumner	Pierce County
% Owner Occupied	51.6%	63.0%
Median Home Value	\$242,300	\$240,400
% Renter Occupied	48.4%	37.0%
Median Monthly Rent	\$889	\$997

Source: American Community Survey

There are several recent developments in East Sumner that meet local housing needs.

- Cavalla is a 72 unit two story apartment complex on 64th Street built in 2005. The one, two and three bedroom units are large at more than 800 square feet for one bedroom units. Units have fireplaces, and some have garages.
- Washington Court is 59 unit two story complex on Washington Street built in 1999.
- Stafford Suites and Franklin House are two senior housing projects located within the neighborhood totaling 128 units. The City’s Senior Center is conveniently located within the neighborhood.

Multifamily rents in Sumner and East Sumner are \$1.00 per square foot on average. Newer, higher quality building rents are \$1.20 to \$1.30 per square foot.

The East Sumner Neighborhood is an established multifamily community. It will be increasingly attractive with the completion of the new YMCA in summer 2015. The potential demand for additional multifamily development in the neighborhood can be derived as follows:

- Projected increase in housing units in Sumner 2010 to 2030 (per PSRC Growth Targets Projection Scenario): 1,464.
- Likely share of units as Multifamily: 40%
- Implied increase in multi-family units: 600
- Potential Capture in East Sumner: 200 to 300

## **RETAIL USES**

The East Sumner Neighborhood is located on a freeway exit of SR-410, between a commercial center on the south side of the Highway (with auto dealers and grocery store) and the commercial strip of East Main Street with Fred Meyer and miscellaneous retail shops. The neighborhood itself offers destination retailers like Windmill Gardens, and the convenience shopping center 410 Plaza with food and professional services. The high visibility location along SR410 hasn’t realized its retail potential to date. With completion of the new YMCA, the neighborhood should be able to expand its regional draw and increase its retail presence.

The amount of potential retail demand can be quantified through an analysis of existing retail activity in the city.

## Taxable Retail Sales Trends

The attached Figure 3 summarizes taxable retail sales trends for retail trade and selected services in Sumner over the period 2004 to 2013. As shown, total taxable retail sales dropped in 2008 and 2009 with the economic recession, but have since returned to previous levels. The largest category of sales is motor vehicles and parts, followed by building materials, general merchandise, and food services.

## Taxable Sales Comparison

In Figure 2 taxable sales in Sumner in 2013 are compared to sales in several surrounding communities on a per capita basis. Per capita sales are well above those for the county as a whole, and trail behind only Puyallup for the cities shown. Sumner sales are particularly high for motor vehicles, building materials, and furniture. Bonney Lake sales are particularly high for building materials and general merchandise.

## Estimated Retail Leakage

Table 6 compares estimated gross retail sales in Sumner to estimated retail spending by Sumner residents. The difference is retail leakage with positive numbers representing leakage and negative numbers representing net attraction of spending from outside the city. Overall the City is a net attractor with actual sales exceeding resident spending by \$275 million. Drug/health, apparel, and electronics are the three sectors with significant leakage, while motor vehicle sales are the largest net attractor of outside spending.

## Potential Retail Demand

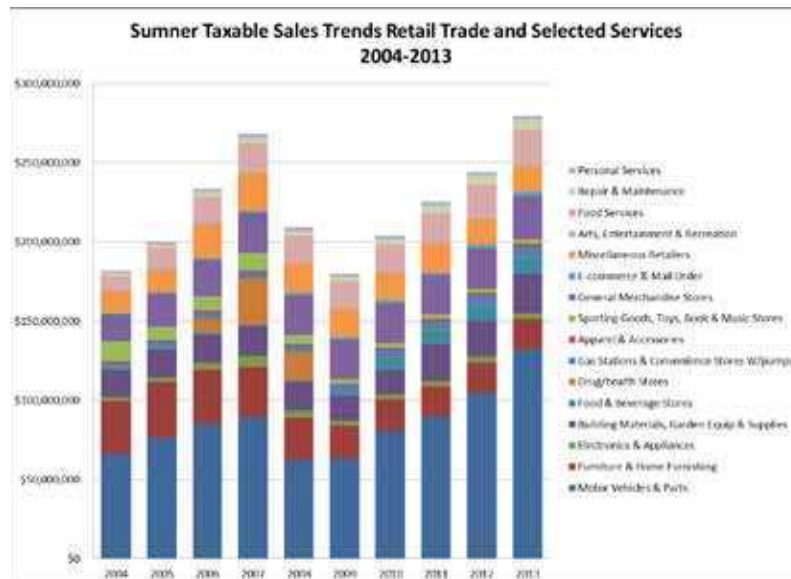
Table 7 provides an estimate of future retail sales capture and supportable retail development. Retail capture is estimated based on a projected capture rate for spending by trade area residents. Total trade area population is assumed to be 22,000 approximately twice the population for the City itself. Trade area population is assumed to grow to 30,000 by 2035. Note that the leakage numbers shown in the first column refer to the larger trade area and are much smaller than the numbers for the City alone. Projected retail sales growth for the City as a whole is \$300 million per year. This increase will support over 700,000 square feet of new development. A portion of this could be captured in the East Sumner neighborhood. Estimated shares for the neighborhood are assumed at 35% to 100% depending on the category. In general terms, new development will be shared among East Sumner, Midtown, Downtown and SR167. East Sumner is assumed to capture more than its fair share in all categories, and particularly high shares in categories that benefit from freeway exposure. Total supportable development in East Sumner is estimated to be 317,000 square feet over the period 2013 to 2035.

This level of development would require approximately 30 acres of land.

## Projected Sales Growth Over Time

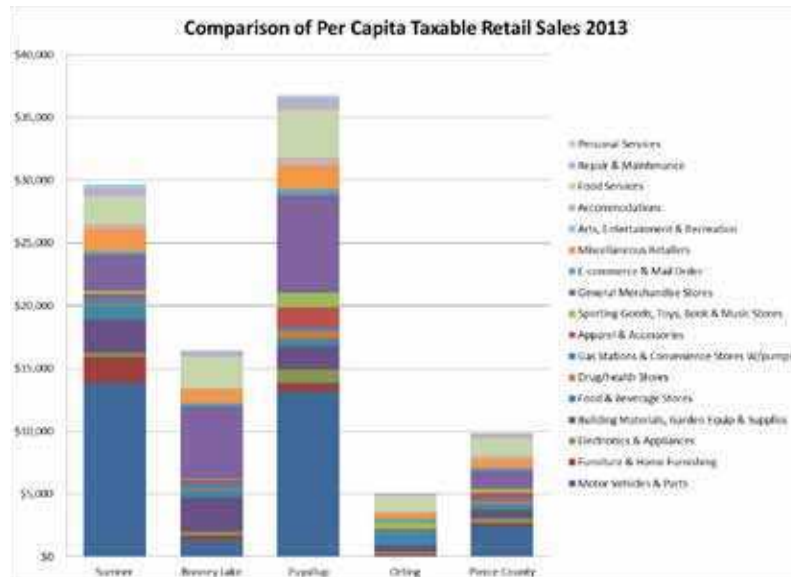
Table 8 expresses the same projections in terms of East Sumner increased annual sales and the resultant tax revenue increase to the City. Based on the estimated East Sumner shares, East Sumner would capture \$139 million of the estimated \$300 million increase in annual gross sales city-wide. An estimated \$89 million of that would be taxable, providing \$744,000 in revenues to the City each year by 2033.

Figure 2



Source: Washington Department of Revenue, Quarterly Business Review, Property Counselors.

Figure 3



Source: Washington Department of Revenue, Quarterly Business Review, Property Counselors.

Table 6. Sumner Retail Leakage Analysis-2013 City Resident Spending

	Summer Sales		Est. Summer Resident Spending		Est. 2013 Leakage
	Taxable 2013	Tax/Gross	Est. 2013 Gross	Per Capita Total	
<b>Retail Trade</b>					
Motor Vehicles & Parts	\$131,670,103	77.8%	\$169,335,153	\$2,245	\$21,368,032 (\$147,967,121)
Furniture & Home Furnishing	19,694,853	91.2%	21,598,425	308	2,936,164 (18,662,261)
Electronics & Appliances	3,331,178	81.0%	4,110,499	552	5,259,026 (1,148,527)
Building Materials, Garden Equip & Supplies	25,299,242	93.9%	26,933,943	737	7,014,447 (19,919,497)
Food & Beverage Stores	10,406,271	24.7%	42,158,968	1,997	19,010,238 (23,148,729)
Drug/health Stores	587,976	30.1%	1,951,209	771	7,343,173 (5,391,964)
Gas Stations & Convenience Stores					
W/pumps	5,652,027	15.4%	36,637,136	1,431	13,621,569 (23,015,568)
Apparel & Accessories	2,497,574	81.7%	3,058,838	690	6,566,327 (3,507,489)
Sporting Goods, Toys, Book & Music Stores	2,475,673	85.7%	2,889,494	360	3,424,073 (534,579)
General Merchandise Stores	27,360,585	47.2%	57,963,905	3,093	29,445,317 (28,518,587)
E-commerce & Mail Order	2,416,691	52.7%	4,584,843	461	4,387,804 (197,038)
Miscellaneous Retailers	16,803,917	73.7%	22,809,559	1,037	9,875,367 (12,934,192)
<b>Total Retail Trade</b>	<b>\$248,196,090</b>	<b>63.0%</b>	<b>\$394,031,972</b>	<b>\$13,682</b>	<b>\$130,251,537 (\$263,780,435)</b>
<b>Selected Services</b>					
Arts, Entertainment & Recreation	\$1,313,377	93.1%	\$1,410,197	\$180	\$1,714,820 (\$304,623)
Accommodations	2,755,616	95.4%	2,888,502	-	-
Food Services	20,938,493	96.3%	21,734,983	1,547	14,732,049 (7,002,935)
Repair & Maintenance	6,560,955	84.0%	7,815,088	441	4,193,989 (3,621,099)
Personal Services	2,661,751	92.1%	2,889,472	148	1,409,411 (1,480,061)
<b>Total Selected Services</b>	<b>\$34,230,192</b>	<b>93.2%</b>	<b>\$36,738,242</b>	<b>\$2,316</b>	<b>\$22,050,268 (\$11,799,472)</b>
<b>Total Retail Trade and Selected Services</b>	<b>\$282,426,282</b>	<b>65.6%</b>	<b>\$430,770,214</b>	<b>\$15,998</b>	<b>\$152,301,805 (\$275,579,907)</b>

Source: WA State Department of Revenue Quarterly Business Review, Property Counselors.

Table 7. Summary of Summer Retail Potential Based on Trade Area Growth

	Recapture	Resident	Projected	Supportable	East Summer	East Summer
	Leakage	Spending Grwth	Sales Capture	SF Development	Share	SF Development
	2013-2033	2013-2033	2013-2033	2013-2033	2013-2033	2013-2033
<b>Retail Trade</b>						
Motor Vehicles & Parts	(\$119,955,248)	\$25,284,718	\$110,328,431	110,328	50.0%	55,164
Furniture & Home Furnishing	(14,813,172)	3,474,353	14,072,213	56,289	35.0%	19,701
Electronics & Appliances	8,042,711	6,222,987	12,950,275	51,801	35.0%	18,130
Building Materials, Garden Equip & Supplies	(10,724,088)	8,300,171	17,548,511	58,495	50.0%	29,248
Food & Beverage Stores	1,772,255	22,494,749	27,468,205	54,936	35.0%	19,228
Drug/health Stores	15,018,308	8,689,151	9,259,118	23,148	100.0%	23,148
Gas Stations & Convenience	(5,158,721)	16,118,355	23,870,518	95,482	50.0%	47,741
Apparel & Accessories	12,115,447	7,769,912	4,459,438	17,838	35.0%	6,243
Sporting Goods, Toys, Book & Music Stores	5,023,279	4,051,694	2,991,220	11,965	35.0%	4,188
General Merchandise Stores	10,081,996	34,842,542	37,765,736	83,924	50.0%	41,962
E-commerce & Mail Order	5,555,041	5,192,074	2,987,203	-	-	-
Miscellaneous Retailers	11,668	11,685,488	14,861,314	59,445	35.0%	20,806
<b>Total Retail Trade</b>	<b>(\$93,030,522)</b>	<b>\$154,126,193</b>	<b>\$278,562,181</b>	<b>623,651</b>		<b>285,558</b>
<b>Selected Services</b>						
Arts, Entertainment & Recrea	\$2,552,622	\$2,029,140	\$1,534,940	7,675	35.0%	2,686
Food Services	12,309,667	17,432,382	14,161,186	47,204	35.0%	16,521
Repair and Maintenance	1,876,903	4,962,733	5,091,834	25,459	35.0%	8,911
Personal Services	367,570	1,667,751	1,882,603	9,413	35.0%	3,295
<b>Subtotal</b>	<b>\$17,106,762</b>	<b>\$26,092,006</b>	<b>\$22,670,563</b>	<b>89,751</b>		<b>31,413</b>
<b>Total Retail and Selected Ser</b>	<b>(\$75,923,760)</b>	<b>\$180,218,199</b>	<b>\$301,232,744</b>	<b>713,402</b>		<b>316,971</b>

Source: Property Counselors



**Table 8. Summary of Sumner Increased Sales Growth and Annual Retail Sales Tax**

	Increased	East Sumner Share	East Sumner		East Sumner	East Sumner
	Sales Capture		Gross Sales Incr.		Txble Sls Incr.	Ret. Sales Tax
	2013-2033		2033	% Taxable	2033	2033 (@ .84%)
<b>Retail Trade</b>						
Motor Vehicles & Parts	\$110,328,431	50.0%	\$55,164,215	77.8%	\$42,894,094	\$360,310
Furniture & Home Furnishing	14,072,213	35.0%	4,925,275	91.2%	4,491,187	37,726
Electronics & Appliances	12,950,275	35.0%	4,532,596	81.0%	3,673,249	30,855
Building Materials, Garden E	17,548,511	50.0%	8,774,255	93.9%	8,241,720	69,230
Food & Beverage Stores	27,468,205	35.0%	9,613,872	24.7%	2,373,031	19,933
Drug/health Stores	9,259,118	100.0%	9,259,118	30.1%	2,790,137	23,437
Gas Stations & Convenience	23,870,518	50.0%	11,935,259	15.4%	1,841,258	15,467
Apparel & Accessories	4,459,438	35.0%	1,560,803	81.7%	1,274,413	10,705
Sporting Goods, Toys, Book	2,991,220	35.0%	1,046,927	85.7%	896,990	7,535
General Merchandise Stores	37,765,736	50.0%	18,882,868	47.2%	8,913,242	74,871
E-commerce & Mail Order	2,987,203		-	52.7%	-	-
Miscellaneous Retailers	14,861,314	35.0%	5,201,460	73.7%	3,831,942	32,188
<b>Total Retail Trade</b>	<b>278,562,181</b>		<b>130,896,648</b>	<b>62.0%</b>	<b>81,221,261</b>	<b>682,259</b>
<b>Selected Services</b>						
Arts, Entertainment & Recre	1,534,940	35.0%	537,229	95.4%	512,514	4,305
Food Services	14,161,186	35.0%	4,956,415	96.3%	4,774,785	40,108
Repair and Maintenance	5,091,834	35.0%	1,782,142	84.0%	1,496,151	12,568
Personal Services	1,882,603	35.0%	658,911	92.1%	606,982	5,099
<b>Subtotal</b>	<b>22,670,563</b>		<b>7,934,697</b>	<b>93.1%</b>	<b>7,390,431</b>	<b>62,080</b>
<b>Total Retail and Selected Ser</b>	<b>\$301,232,744</b>		<b>\$138,831,345</b>	<b>63.8%</b>	<b>\$88,611,692</b>	<b>\$744,338</b>
Source: Property Counselors						

**ECONOMIC FEASIBILITY ANALYSIS**

The proposed investment required to implement the East Sumner Neighborhood Plan will be feasible from an economic perspective if the following conditions hold.

From the public sector perspective, the investment is economically feasible if there are funds available from public sources and private property owners to cover all costs under a realistic set of assumptions about future development.

From the private sector perspective, the investment is economically feasible if the portion of the cost borne by property owners is less than the increase in value that the property owners will realize as a result of the improvements.

The feasibility evaluation for each perspective is presented below.

**PRIVATE SECTOR FEASIBILITY**

The market analysis concludes that there is demand for residential and commercial development within the East Sumner Neighborhood. However, the groundwater conditions and associated mitigation requirements, as well as the transportation accessibility and safety issues make the properties unsuitable for development at this time. The investments described earlier are intended to eliminate these impediments and facilitate new development. If the increased value of the properties exceeds the cost to the property owners, the investment will be feasible.

The current assessed land value of the property within the neighborhood is \$1.31 per square foot. This is the approximate cost of land paid by the YMCA for their site in the neighborhood. This is considered the base value for the analysis. The value of development-ready property depends

on the potential use. The range in values is summarized in Table 9. The values are derived from actual properties listed for sale or sold with comparable locations. The properties are assumed to be ready to develop with streets and utilities available at street frontage, and no extraordinary site conditions that require higher levels of investment.

As shown, the uses that support the highest values are prime commercial sites on high traffic arterials. Regular commercial sites support somewhat lower values. The value of multifamily property is determined by the potential density that can be achieved.

**Table 9. Supportable Land Value by Use**

Use	Value / SF	Example
Single Family	\$5.00	6000 SF \$30,000 @ preliminary plat
Multifamily @ 12 units per acre	\$4.00	@ \$15,000 / unit
Multifamily @ 20 units per acre	\$7.00	@ \$15,000 / unit
Multifamily @ 40 units per acre	\$12.00	@ \$13,000 / unit
Commercial Typical	\$15.00	Harmish Sumner
Commercial Prime	\$20.00	132nd and Meridian
Commercial Prime Pads	\$25.00	
Source: Property Counselors		

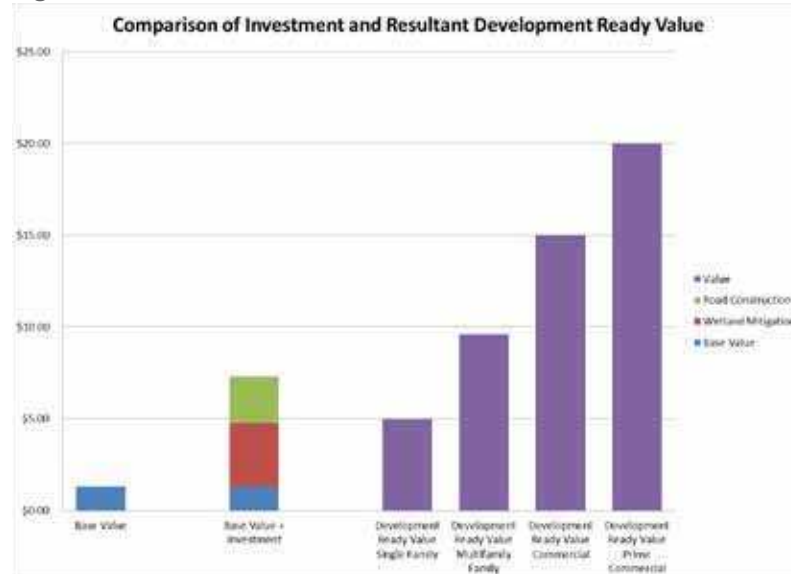
The primary investment required to make the properties suitable for higher density uses are wetland mitigation and a new 62nd Street. Preliminary Cost estimates were provided by the City as shown in Table 10. The costs are allocated over the applicable number of acres to determine cost shares. Note a property without wetlands would not require mitigation and the appropriate cost share would be \$2.31 per square foot. A property that is partially wetlands would incur a road cost share of \$2.31 for the entire parcel and a mitigation share of \$3.53 for the wetlands area only.

**Table 10. Allocation of Infrastructure Costs**

	Total Cost		Affected Acres	Share per Sq. Ft.
	Low	High		
Wetland Mitigation	\$1,600,000	\$1,800,000	11.7	\$3.53
Road Construction	\$5,000,000	\$5,500,000	49.6	\$2.55

The base value of land plus the required investment in infrastructure is compared in Figure 4. The resultant value for multifamily land is adjusted downward from \$12 to \$9.60 per square foot to reflect the need to use 20% of such sites for storm water retention. Even with these cost shares and adjustments, the resultant value for multifamily and commercial uses exceeds the base value plus cost shares. The required investment provides sufficient value to support multifamily and commercial use.

**Figure 4**



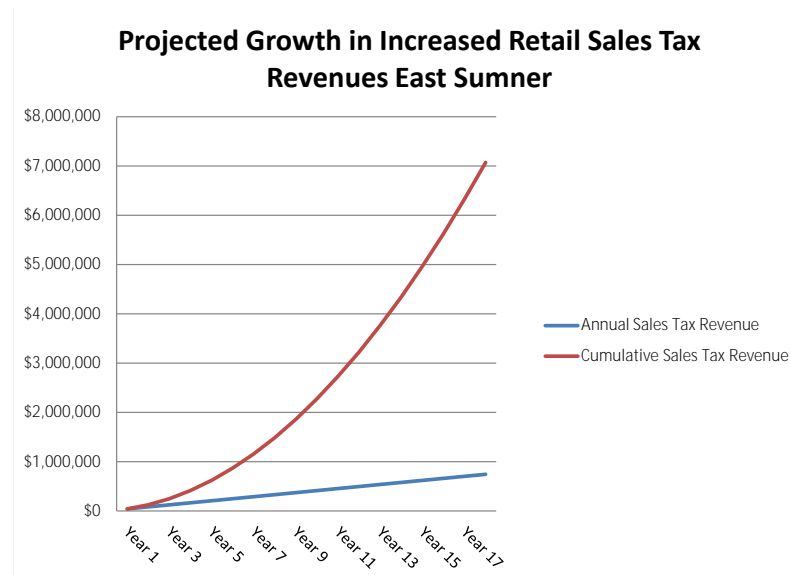
**PUBLIC SECTOR FEASIBILITY**

The analysis suggests that private property owners could bear the full cost of the required infrastructure without a major public investment. Such a scenario is unlikely for at least two reasons. The road improvements are needed not just to provide access to the subject properties, but also to serve city-wide east-west transportation needs, and solve safety issues at Sumner Tapps Highway. Further, investment will be required immediately while development will occur over time. For example, the City would fund the wetland mitigation bank, but costs would be recovered as development occurs. The road could be funded by a combination of a Local Improvement District (LID) with property owner shares paid up front, transportation impact fees with developer shares paid at the time of development, grant funds available up front, and city transportation funds. The net City outlay would be recovered from the identified sources as well as additional general fund revenues contributed by new development. While much of the multifamily tax revenues will be offset by the cost of public services, the sales tax revenue from the retail would be available to fund the capital investment. Using the market projections for retail development, new tax revenues should grow to \$744,000 by 2033 (constant \$2013). As shown in Figure 5, cumulative tax revenues could grow to \$2 million in nine years and \$4 million in 13 years.

**Figure 5.**

At this stage of analysis the implementation plan appears feasible from both the public sector and private sector perspectives. In summary there are several general benefits to the City from proceeding:

- Increased opportunity for regional commercial development.
- Increased opportunity for multifamily residential.
- Improved traffic accessibility and safety.
- Further there are several quantifiable economic benefits as well.
- Increased property values and tax base.
- Increased taxable retail sales: \$89 million annually by 2033 (constant \$2013).
- Increased retail sales tax: \$744,000 annually by 2033 (constant \$2013).
- Mitigation bank investment recovered through purchase of credits from bank.
- Road investment recovered from cumulative sales tax revenues within thirteen years.
- Additional increased tax revenues from property and utility taxes.
- Some offsetting expenditures for public services.



## East Sumner Urban Village Overlay District (ESUV). Chapter 18.30

### Sections:

- 18.30.010 Purpose.
- 18.30.020 Districts where permitted.
- 18.30.030 Principal and conditional uses.
- 18.30.040 Accessory residential uses.
- 18.30.050 Prohibited uses.
- 18.30.060 Conditional use criteria – Urban village.
- 18.30.070 Property development standards.
- 18.30.080 Performance standards.
- 18.30.090 Streets and alleys.
- 18.30.100 Private streets and driveways.

### **18.30.010 Purpose.**

The ESUV district is intended to be a neighborhood oriented area with a mix of residential, commercial, and civic uses that serve the neighborhood and the larger region with goods and services. The area features a wide range of types of residences, from single family, to town house and multiple family residential buildings. Motor vehicles are accommodated in the street designs and parking areas, yet the ESUV district strongly promotes a pedestrian scale through streetscape improvements, sidewalks, building locations, signage and pedestrian oriented development. An improved street grid system provides efficient circulation and supports transit. Though it features urban uses and development types, the neighborhood retains much of its original open character through landscaping and protection of the natural areas around Salmon Creek.

### **18.30.020 Districts where permitted.**

The East Sumner Urban Village overlay may be applied with LDR, MDR, HDR, NC and GC base designations. It shall not be applied with any industrial base designations. The extent of the urban village overlay district shall be consistent with comprehensive plan land use map.

### **18.30.030 Principal and conditional uses.**

A. Permitted principal, accessory, and conditional uses in the ESUV shall be the same as those specified in the underlying zoning districts for the MDR, HDR and LDR districts, except that apartments may be allowed as a permitted principal use in the MDR and HDR districts; and professional offices and services shall not be allowed in the MDR or HDR district as a conditional use.

C. Those uses listed below shall govern the uses permitted and conditionally permitted where the base designations GC and NC are combined with the ESUV overlay district. A conditional use permit shall be required and in full force and effect in order to establish the conditional uses.

	NC/ESUV	GC/ESUV
1. Accessory parks and recreation facilities for use by on-site employees or residents	P	P
2. Adult entertainment businesses subject to chapter 18.38 SMC	--	--
3. Artist's studio and workshop having a retail component	P <sup>2</sup>	P
4. Automotive and motorized vehicle sales and rental agencies	--	P
5. Business and consumer service	P	P
6. Banks, business and professional offices and drive-up banking including medical office buildings and similar activities.	P	P
7. Car wash	--	P
8. Wireless communication facilities	See chapter 18.37 SMC	See chapter 18.37 SMC
9. Cemeteries	--	--
10. Churches	P	P
11. Convenience store	P	P
12. Dancehalls	--	CUP
13. Drive-in businesses <sup>1</sup>	--	P
14. Existing residential dwellings lawfully constructed as of the effective date of this title.	P	P
15. Family child care home or family child day care home in accordance with the provisions of SMC 18.16.025; and child day care centers.	P	P
16. Gasoline service stations and convenience stores with gasoline sales	--	P--
17. Health and fitness club	P <sup>3</sup>	P
18. Hospitals	--	CUP
19. Hotels, bed and breakfasts, and tourist homes, excluding motels	P	P
20. Mass transit systems including, but not limited to, bus stations, train stations, transit shelter stations, and park and ride lots	CUP	CUP
21. Minor utility facility	P	P
22. Multifamily dwellings, apartments, in accordance with the city of Sumner Design and Development Guidelines, and subject to density maximums in SMC 18.30.080(B) and locations as applicable in SMC 18.30.040	P	P
23. Public parks and public recreation facilities	P	P
24. Personal services including barber and beauty shops, photographic studios, and tailor-dressmaking shops	P	P

25. Private clubs, lodges, fraternal organizations, union halls and social halls	CUP	P
26. Public facilities	CUP	CUP
27. Private off-street parking lots	CUP	P
28. Public off-street parking lots	P	P
29. Regional community center	P	P
30. Restaurants	P	P
31. Retail business	P	P
32. Schools, colleges, and universities	CUP	P
33. Senior housing including retirement homes, assisted living facilities, continuing care communities, board and care homes, hospices, or nursing homes, in accordance with the city of Sumner Design and Development Guidelines, and subject to density maximums in SMC 18.30.080(B)	P	P
34. Streets	P	P
35. Taverns, micro-breweries, brew pubs, and bars	P	P
36. Theaters and other enclosed commercial recreation establishments such as bowling alleys and arcades	CUP <sup>4</sup>	P
37. Unenclosed commercial recreation establishments such as driving ranges, miniature golf, and miniature airplane field	CUP	CUP
38. Vehicle repair, minor	--	P
39. Veterinary clinics, excluding outdoor boarding kennels	--	P
40. Vocational or fine arts school except on the ground floor	--	P
41. Water towers and water supply plants	CUP	CUP
42. Retail and wholesale nurseries and greenhouses	P	P

<sup>1</sup> Drive-in businesses within the area defined as East Main Street in SMC 18.43.020 and in the GC district within the Town Center Plan area shall meet the provisions of SMC 18.16.080(T).

<sup>2</sup> Artist studios shall not exceed 3,000 square feet in gross floor area not counting the retail component.

<sup>3</sup> Health and fitness clubs shall not exceed 3,000 square feet in gross floor area.

<sup>4</sup> Theaters and other enclosed commercial recreation establishments shall not exceed 10,000 square feet in gross floor area.

D. Buildings and developments fronting on Main Street west of 162nd Ave E and buildings and developments located adjacent to the intersection of the proposed 62nd St E and 162nd Ave E shall feature pedestrian oriented commercial uses along the ground floors of the street fronts. The ground floors of these developments must conform to City of Sumner design and development guidelines as required in SMC 18.40 for commercial structures. For the purposes of this provision, pedestrian oriented commercial uses include retail businesses, eating and drinking establishments, commercial services such as accountants, banks and beauty parlors, health clubs, professional offices, and other similar uses that are frequented by the general public. They do not include uses that provide services oriented to automobiles such as gas stations, auto repair, car washes, etc. Uses existing as of the date of the adoption of this provision that are not pedestrian oriented commercial uses shall be considered conforming uses.

### **18.30.040 Residential and Mixed Uses.**

A. In the NC/ESUV districts multifamily residential uses are allowed up to 40 dwelling units per net acre and shall be located as part of a mixed use development. Residential dwellings may be part of a mixed use structure or detached single-use structure located to the side or rear of the mixed use structure or commercial building(s) provided that at least 10% of the total acreage of the site be occupied by a commercial structure. Such multifamily, commercial, and mixed-use development shall conform to the City of Sumner design and development guidelines as required in SMC 18.40 and requirements in SMC 18.30.040(C). Any multifamily development shall be provided with sufficient off-street parking at ratios required in chapter 18.42 SMC.

B. Multifamily residential developments are permitted in the GC/ESUV district as part of a mixed-use structures with commercial uses, except in the area south of 62nd Street East where no multifamily residential uses are allowed. A mixed-use development shall have mixed-use structures and may have a combination of mixed-use and single-use residential structures.

1. Mixed-use structures shall have direct pedestrian access to the primary street and shall have ground floor commercial uses along the entire length of the building facing the primary street.
2. The maximum number of dwelling units shall not exceed 40 dwelling units per net acre.
3. All development must be designed in accordance with the city of Sumner design and development guidelines as required in SMC 18.40.

### **18.30.050 Accessory residential uses.**

A single-family residence established as an integral part of a commercial building for the exclusive use by the owner/operator of the business shall be permitted in all commercial districts.

### **18.30.060 Prohibited uses.**

Any use or structure not listed under permitted principal, accessory or conditional uses is prohibited in the urban village overlay district unless authorized in chapters 18.36 or 18.46 SMC. Metal storage containers are regulated per SMC 18.16.050 and 18.18.045.

### **18.30.070 Conditional use criteria – Urban village.**

The following criteria shall be met, in addition to the criteria contained in SMC 18.48.050, for conditionally allowed uses in the ESUV district:

- A. The proposed use shall support the goals, policies and objectives of the community character element of the Sumner comprehensive plan.
- B. The proposed use shall promote a pedestrian orientation.



C. The proposed use shall include a landscape plan that identifies the materials used to screen parking and provide for attractive yards and common open space, if applicable. Where the conditional use abuts lots with residential uses a six-foot masonry wall or wood fence shall be constructed and maintained along the property line that abuts the residential uses, except that fences and walls located within the required front or street side yard shall not exceed a height of three feet.

D. The proposed use shall meet the applicable city of Sumner design and development guidelines based on the type of development proposed as determined by the director. Types of developments are listed in SMC 18.40.020(C).

**18.30.080 Property development standards.**

A. Unless otherwise stated in this section, new development must comply with the development and performance standards in the base zoning district.

B. The dimensional standards for properties in the ESUV overlay district are in the table below:

Development Standard	ESUV/NC	ESUV/GC	ESUV/HDR	ESUV/MDR
1. minimum lot area in SF	4,500	5,000	5,000	4,000
2. Minimum lot width in feet	45	50	50	40
3. Minimum lot depth in feet	100	100	100	100
4. Front yard setback in feet	0	0	See City of Sumner Design Guidelines	See City of Sumner Design Guidelines
5. Rear yard setback in feet	0, unless abutting a residential zone then 20	0, unless abutting a residential zone then 20	See City of Sumner Design Guidelines	See City of Sumner Design Guidelines
6. Interior side yard setback in feet	0, unless abutting a residential zone then 20	0, unless abutting a residential zone then 20	See City of Sumner Design Guidelines	See City of Sumner Design Guidelines
7. Street side yard in feet	0	0	See City of Sumner Design Guidelines	See City of Sumner Design Guidelines

8. Required landscaped setback along any common boundary with residentially zoned property	See Chapter 18.41 SMC	See Chapter 18.41 SMC	Same as for HDR base zoning. See also Chapter 18.41 SMC	Same as for MDR base zoning. See also Chapter 18.41 SMC
9. Minimum street frontage in feet	35	35	35	35
10. Maximum development density in dwelling units per net acre	40	40	40	15
11. Maximum lot coverage by a permanent structure	NA	NA	NA	NA
12. Maximum building height in feet	45	45	45	35
13. Maximum floor area ratio	NA	NA	NA	NA
14. Minimum landscaped open space (% of property area)	See City of Sumner Design Guidelines	See City of Sumner Design Guidelines	25%	25%

The development standards for the LDR/ESUV zones are the same as the base zone districts.

### **18.30.090 Performance standards.**

A. Required Landscaping. For each development in the urban village district where the ESUV overlay is combined with HDR, MDR, NC, or GC base designations, a landscape plan shall be prepared to address landscaping of yards and screening of parking, and shall be submitted for approval by the community development director. The requirements of the city of Sumner design and development guidelines shall be met. Landscape plans shall be prepared and submitted in accordance with chapter 18.41 SMC.

B. Expansion of Specified Existing Uses. Existing residential dwellings lawfully constructed as of the effective date of this title may be maintained as follows:

1. The specified uses may expand up to 25 percent of their square footage, except that expansion shall not occur if it is necessary to purchase additional property. The expansion shall meet the development standards of the zone such as setbacks, lot coverage, and building height;
2. No additional dwelling units may be added, except that existing single-family dwellings may add an accessory dwelling unit if the performance standards to establish an accessory dwelling unit as found in chapter 18.12 SMC, Low Density Residential District (LDR-4, LDR-6, LDR-7.2, LDR-8.5, LDR-12), are met;

3. Structures may be rebuilt after a fire or other disaster to original dimensions unless a health or safety impact would occur, provided a complete building permit application has been submitted within three years;
4. Structures that were destroyed by a fire or other disaster prior to July 1, 2006, may be rebuilt to original dimensions unless a health or safety impact would occur without any limitation on time.

C. As applicable, the provisions of the city of Sumner design and development guidelines shall be met for new development.

D. Banks, vehicle repair, drive-in businesses, car washes, gas stations, automotive sales, and other auto-oriented uses are not permitted in the ESUV/NC zone and, where allowed, shall meet the following provisions:

1. The buildings shall have a maximum front yard setback of 10 feet, except the maximum front yard setback shall be 25 feet when the primary pedestrian street is a principal arterial;
2. Drive-in businesses that are not adjacent to a principal arterial shall meet the performance standards set forth in SMC 18.16.080(T). Regardless of location, all drive-up windows and queuing for cars shall be located behind buildings and obscured from the primary pedestrian street; and
3. Building openings/bays shall be oriented away from the primary pedestrian street; retail portions of the buildings may orient to the primary pedestrian street.

### **18.30.100 Streets and alleys.**

The East Sumner Neighborhood Plan area is intended to contain a gridded street pattern including streets and alleys to increase connectivity and promote walkability, therefore, through streets generally following the established alignment with existing streets shall be required and curvilinear side streets shall be encouraged. The public works director may make alterations to the alignments when:

- A. The affected street or alley sections are contained within one parcel or group of parcels subject to a land use permit; and
- B. The modified alignment does not affect street or alley locations on other parcels; and
- C. At least one north-south collector street between 60th Street East and 64th Street East and one east-west collector street between 160th Avenue East and Sumner-Tapps Highway is retained in a straight line or nearly a straight line. (Ord. 2253 § 4, 2008)

### **18.30.110 Private streets and driveways.**

Private streets and driveways shall be configured in such a manner as to promote a gridded street pattern of development that allows these private streets and driveways to function similar in character and scale as public streets and maintaining pedestrian scale and walkability. Said private street or driveway shall remain ungated unless: (1) it can be demonstrated, to the satisfaction of the director, that a gate is needed for the safety and security of the residents, and (2) that a gate does not inhibit overall connectivity of the larger neighborhood; and (3) where it is determined such connectivity would be inhibited a development shall contain an ungated pedestrian access that traverses the site.