

Addendum

To the Downtown Puyallup Planned Action Final EIS March 2018 | Prepared July 3, 2018

Introduction

Consistent with WAC 197-11-600 and 625, this Addendum updates and corrects the information in the March 2018 Final EIS prepared for the Downtown Puyallup Planned Action, but does not significantly change the analysis, nor identify new or significantly different impacts. This Addendum described a Preferred Alternative developed by the Planning Commission, and it provides minor corrections to the text of the Final EIS.

Preferred Alternative

LEGISLATIVE REVIEW

Code changes evaluated in the Planned Action EIS as Study Alternatives 1 and 2 are shown in the matrix below. The Planning Commission Preferred Alternative recommendations are in the range of Study Alternatives 1 and 2; the City Council endorsed the Planning Commission Preferred Alternative. The Preferred parking standards are most like Study Alternative 1; otherwise the Preferred Alternative supports code changes associated with Study Alternative 2. The Preferred Alternative includes requiring new developments to provide parking management plans.

Exhibit 1. Matrix of Code Changes

Feature and location	No Action Alternative	Study Alternative 1	Preferred Alternative	Study Alternative 2
Parking <ul style="list-style-type: none">Section 20.55.010Section 20.55.011	Maintain current parking standards	Reduce minimum parking rates; modify shared and offsite parking standards	Apply Alternative 1 standards, require developers to prepare a parking management plan, City monitors parking areawide every 2 years	Eliminate minimum parking rates; establish maximum rates; modify shared and offsite parking standards
Height <ul style="list-style-type: none">Residential: 20.25.020Commercial: 20.30.030	Maintain current height maximums; zones range from 36 to 75 feet depending on bonuses	Retain height range, but alter height bonuses; establish minimum ground floor height	Match Study Alternative 2	Similar to Alternative 1 but more extensive changes to height bonus system

Feature and location	No Action Alternative	Study Alternative 1	Preferred Alternative	Study Alternative 2
Stories <ul style="list-style-type: none"> Residential: 20.25.020 Commercial: 20.30.030 	Maintain current base and maximum stories	Amend stories. Allow waiver of stories to be considered for mixed use buildings where maximum height is respected.	Match Study Alternative 2	Amend stories. Allow waiver of stories to be considered for mixed use buildings where maximum height is respected.
Floor Area Ratio <ul style="list-style-type: none"> Residential: 20.25.020 Commercial: 20.30.030 	Maintain current floor area ratio approach	FAR definition – exclude parking. Add FAR standard for all zones.	Match Study Alternative 2	Similar to Alternative 1 but greater FAR standards
Density <ul style="list-style-type: none"> Residential: 20.25.020 	Retain current approach – only applies in RM-20.	Replace with FAR standard	Match Study Alternative 2	Replace with FAR standard
Retail Street Frontages <ul style="list-style-type: none"> Section 20.30.025 	Retain 25-50% standard in CBD and CBD-Core	Map retail streets where frontage is required (50%)	Match Study Alternative 2 Monitor possible applicability expansion every 2 years	Map retail streets where frontage is required (75%)
Lot Coverage <ul style="list-style-type: none"> Residential: 20.25.020 Commercial: 20.30.030 	Retain current range of 50-100% in zones	Increase lot coverage in RM-20, RM-Core and CBD; retain others	Same as Alternative 1 & 2	Same as Alternative 1
Open Space <ul style="list-style-type: none"> Section 20.30.031 	Retain current open space standards	Modify pedestrian open space standards in CBD	Same as Alternative 1 & 2	Same as Alternative 1
Upper-level step back <ul style="list-style-type: none"> Downtown Design Guidelines Section F – end of document 	Retain current standard depth of 6 feet for 60% of façade at third story	5-10 foot setback at 30 feet in height	5-foot setback; no 10-foot maximum	Same as Alternative 1
Front setbacks <ul style="list-style-type: none"> Residential: 20.25.020 	Retain current standards	Modify front yard standards for RM-20 to match RM-Core.	Same as Alternative 1 & 2	Same as Alternative 1

The **Preferred Alternative** recommended code changes would result in growth between Study Alternatives 1 and 2.

Exhibit 2. Comparison of Alternatives Population, Housing, Employment: Net New Growth By 2035

Feature	No Action Alternative	Study Alternative 1	Preferred Alternative	Study Alternative 2
Residential Dwellings (units)	419	817	1,039	1,137
Population	930	1,814	2,149	2,524
Commercial Square Feet	446,526	871,541	1,029,681	1,136,114
Jobs	1,276	2,490	2,942	3,246

Source: BERK Consulting 2018

HOUSEKEEPING EDIT

In the preparation of the final ordinance, a housekeeping change was noted by City Staff to address a current conflict between two sections regarding the CBD zone height. The “No Action” Table 20.30.030 row 11 indicates 40' (three stories) as a base height in the CBD zone whereas Section 20.30.032, second paragraph, references a base height of 36 feet for the CBD zone.

The draft code developed in 2018 for updated Study Alternatives 1 and 2 also indicates in Table 20.30.030 row 11 a base height of 40' (three stories) in the CBD, but Section 20.30.032, second paragraph references a base height of 35 feet and three stories. For consistency, Table 20.30.030 row 11 base building height for the CBD zone would be amended to indicate 35 feet and 3 stories as a base height. That is consistent with proposed Section 20.30.032, second paragraph, referencing 35 feet and three stories.

A height of 35 feet is consistent with the Study Alternatives 1 and 2 as evaluated in the Draft EIS. The housekeeping change avoids conflicts in interpretation. This clarification does not affect the growth associated with the study alternatives or the Preferred Alternative as capacity was based on 3 stories.

SUMMARY

By developing an alternative in the range of the alternatives studied in the Final EIS, the Preferred Alternative would have similar impacts as those studied in the Final EIS.

Corrections to Final EIS

The following corrections to the Final EIS are made. They are housekeeping in nature.

CHAPTER 1

Amend Table 1-1 Impact Comparison Matrix and add a footnote to Transportation – Traffic Operations, row 1, by adding a footnote to the first bullet:

- Two of eight segments would exceed the City V/C standard of 0.85 under 2035 No Action conditions:¹

¹The City's 2012 volume to capacity ratio is treated as a standard for the purposes of this EIS though as of 2015 the City adopted only an intersection level of service in its Transportation Element. For comparability to the 2012 Draft EIS both segment and intersection results are addressed.

Amend pages 1-21 and 1-22 introductory paragraph:

Transportation

Since 2012 when the Draft EIS was prepared, the City of Puyallup updated its Comprehensive Plan and levels of service. Consistent with the Comprehensive Plan, the EIS transportation analysis is newly updated to address a more recent base year of 2015 and horizon year of 2035 and relies on the Comprehensive Plan transportation model. ¹The City's 2012 volume to capacity ratio is treated as a standard for the purposes of this EIS though as of 2015 the City adopted only an intersection level of service in its Transportation Element. For comparability to the 2012 Draft EIS both segment and intersection results are addressed. The same alternatives evaluated in 2012 are evaluated in this 2018 Environmental Impact Statement. Two roadway segments and four intersections exceed city standards and require mitigation under Alternative 2 conditions. This is an improvement over the 11 study locations that exceeded standards in the 2012 evaluation. With mitigation the City's levels of service can be met for three of these locations. Two locations can be mitigated to below 2035 No Action conditions but cannot feasibly meet city standards, while one location does not have any feasible mitigation recommendations. Overall, mitigation measures are similar and in some cases fewer than the 2012 Draft EIS analysis.

Page 1-24 amend the mitigation measure regarding V/C ratios as follows:

- The City's 2012 V/C standard was 0.85. As of 2015, the City adopted only an intersection standard. A V/C standard is no longer adopted. Raise the City's V/C standard for For the portion of Main Street between 2nd Street NE and Shaw Road E the V/C ratio is expected to increase from 0.85 to 1.0. The City may choose to monitor V/C ratios.

CHAPTER 2 DESCRIPTION OF PROPOSED ACTION(S) AND ALTERNATIVES

TABLE 2-1 COMPARISON OF PRELIMINARY ALTERNATIVES POPULATION, HOUSING, EMPLOYMENT: NET NEW GROWTH BY 2035 ~~2030~~

CHAPTER 3 ADDENDUM

Transportation

Sidebar on page 3.5-1, clarify use of V/C ratio:

Since 2012 when the Draft Environmental Impact Statement (EIS) was prepared, the City of Puyallup updated its Comprehensive Plan and levels of service. Consistent with the Comprehensive Plan, this section is newly updated to address a more recent base year of 2015 and horizon year of 2035 and relies on the Comprehensive Plan transportation model. The same alternatives evaluated in 2012 are evaluated in this 2018 Environmental Impact Statement. The City's 2012 volume to capacity ratio is treated as a standard for the purposes of this EIS though as of 2015 the City adopted only an intersection level of service in its Transportation Element. For comparability to the 2012 Draft EIS both segment and intersection

results are addressed. Two roadway segments and four intersections exceed City standards and require mitigation under Alternative 2 conditions. This is an improvement over the 11 study locations that exceeded standards in the 2012 evaluation. With mitigation the City's levels of service can be met for three of these locations. Two locations can be mitigated to below 2035 No Action conditions, but cannot feasibly meet City standards, while one location does not have any feasible mitigation recommendations.

On page 3.5-29, modify the following mitigation measure regarding V/C ratio. Since the 2015 Comprehensive Plan Update, the City only applies an intersection standard and not a segment V/C ratio any longer.

- The City's 2012 V/C standard was 0.85. As of 2015, the City adopted only an intersection standard. A V/C standard is no longer adopted. Raise the City's V/C standard for For the portion of Main Street between 2nd Street NE and Shaw Road E the V/C ratio is expected to increase from 0.85 to 1.0. The City may choose to monitor V/C ratios.

Utilities

Pages 3.6-13 and -14, amend text as follows:

Water

Analysis of project water demand under Study Alternative 2 was conducted by City Public Works and Planning staff. Under this alternative, residential units in the Downtown study area are anticipated to increase by 1,137 units, or 212 percent, by 2035 ~~2030~~. Commercial square footage is anticipated to increase by approximately 1,136,114 square feet, or 115 percent, by this same time.

Page 3.6-14, amend table title:

TABLE 3.6-5 PROJECTED WATER DEMAND FOR RESIDENTIAL USES IN 2035 ~~2030~~

TABLE 3.6-6 PROJECTED WATER DEMAND FOR COMMERCIAL USES IN 2035 ~~2030~~

TABLE 3.6-7 PROJECTED WATER DEMAND FOR ALL USES IN 2035 ~~2030~~

Page 3.6-15, amend text as follows:

Due to the high concentration of new development in the study area under this alternative, increases in water demand are anticipated. This will occur primarily in Pressure Zone 1 of the city's water system, as the study area is fully contained within this zone. This zone currently has a projected maximum daily demand (MDD) in 2035 ~~2030~~ of 6.81 million gallons per day (mgd). Under this alternative, the MDD would increase by 1.11 mgd for a total MDD of 7.92 mgd in Zone 1.

Page 3.6-17, amend text as follows:

Water

Under Study Alternative 1, residential units in the Downtown study area are anticipated to increase by 817 units, or 153 percent, by 2035 ~~2030~~. Commercial square footage is anticipated to increase by approximately 871,541 square feet, or 89 percent, by this same time.

Water Demand

Due to the moderate concentration of new development in the study area under this alternative, increases in water demand are anticipated. This will occur primarily in Pressure Zone 1 of the city's water system, as the study area is fully contained within this zone. This zone currently has a projected maximum daily demand (MDD) in ~~2035~~ ~~2030~~ of 6.81 million gallons per day (mgd). Under this alternative, the MDD would increase by 0.84 mgd for a total MDD of 7.65 mgd in Zone 1.

Page 3.6-18, amend text as follows:

Water

Under the No Action Alternative, residential units in the Downtown study area are anticipated to increase steadily by 419 units, or 78 percent, by ~~2035~~ ~~2030~~. Commercial square footage is anticipated to increase by approximately 446,526 square feet, or 45 percent, over this same time period.

Page 3.6-19, amend text as follows:

Increases in water demand are anticipated, although at a lower level than the Study Alternatives due to the lower concentration of new development in the study area. This will occur primarily in Pressure Zone 1 of the city's water system, as the study area is fully contained within this zone. This zone currently has a projected maximum daily demand (MDD) in ~~2035~~ ~~2030~~ of 6.81 million gallons per day (mgd). Under this alternative, the MDD would increase by 0.43 mgd for a total MDD of 7.24 mgd in Zone 1.

Page 4-2, amend text as follows

Comment 3

For all of the affected intersections, mitigation measures have been identified for the study alternatives that would bring operations (as expressed in volume-to-capacity ratios or vehicle delay) to below ~~2035~~ ~~2030~~ No Action levels. Therefore, the alternatives as presented in the EIS would have a lesser degree of transportation impacts when compared to the ~~2035~~ ~~2030~~ No Action levels while accommodating a higher level of new businesses and housing. Also, as noted in the Draft EIS, both Study Alternatives result in decreases in regional vehicle miles traveled (VMT), decreasing overall trip lengths and greenhouse gas emissions. In selecting an alternative, the City will need to assess its level of service standards, planned facilities, and make a policy choice regarding how to plan for land use and growth.

Page 4-5, amend text as follows:

Comment 12

For all of the affected intersections, mitigation measures have been identified that would bring operations (as expressed in volume-to-capacity ratios or vehicle delay) to below ~~2035~~ ~~2030~~ No Action levels. Therefore, the alternatives as presented in the EIS would have a lesser degree of transportation impacts when compared to the ~~2035~~ ~~2030~~ No Action levels while accommodating a higher level of new businesses and housing.

Page 4-9, amend text as follows:

Comment 35

Many of the future condition mitigation measures described in the EIS address roadway segment and intersection capacity and operations improvements that would be needed for the ~~2035~~ 2030 No Action, Alternative 1, and Alternative 2 scenarios. The mitigation measures shown for the Alternative 1 and 2 scenarios would bring operations (as expressed in volume-to-capacity ratios or vehicle delay) to below ~~2035~~ 2030 No Action levels. Therefore, the alternatives as presented in the EIS would have a lesser degree of transportation impacts when compared to the ~~2035~~ 2030 No Action levels.

APPENDIX D, MEMO, PUYALLUP DOWNTOWN EIS MITIGATION MEASURES – PHASING RECOMMENDATIONS

Amend phasing recommendations to ensure all ASCT changes occur in near-term and to describe the change in E. Pioneer Avenue/5th Street SE to more completely reflect the Final EIS analysis. Remove the V/C ratio standard policy mitigation since it is inapplicable due to the City’s 2015 Comprehensive Plan Transportation Element.

TABLE 3. PHASED MITIGATION PROJECTS

Near Term Projects		
Location	Mitigation	Time Period of Failure
E. Main Street between 15 th Street SE and Hwy 512 Segment	1. Raise City V/C standard from 0.85 to 1.0 2. Implement ASCT along E Main Street corridor	2015-2020
E Pioneer Ave & 5th St SE**	1. Implement ASCT along 5th Street SE corridor 2. <u>Change the lane configuration so there is a southbound left turn pocket and southbound left/through/right lane. Change to split phasing for southbound approach. Add southbound turn pocket</u>	2020-2025
S Meridian & Pioneer Ave	1. Eastbound right turn pocket	2030-2035
<u>E Main Ave & 5th St SE</u>	<u>1. Implement ASCT along 5th Street SE corridor</u>	<u>2025-2030</u>
Long Term Projects		
Location	Mitigation	Time Period of Failure
E Main Ave & 5th St SE	1. Implement ASCT along 5th Street SE corridor 2. Northbound right turn pocket	2025-2030

Near Term Projects		
Location	Mitigation	Time Period of Failure
N. Meridian between 5th Avenue NE and Valley Ave NE Segment	1. Implement ASCT at SR 167 ramps and at Valley Ave	2025-2030
W Stewart St & 5th St NW	1. Southbound right turn pocket	2030-2035