

Exhibit B: Mitigation Document

Final July 2018

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Introduction and Purpose

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that are likely to have adverse impacts upon the environment. In order to meet EPA requirements, the City of Puyallup issued the Draft Environmental Impact Statement (DEIS) for the *Downtown Planned Action* on April 2, 2012 and the Final Environmental Impact Statement (FEIS) March 20, 2018. The Draft together with the Final EIS is referenced herein as the “EIS”. The EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action area, together with a number of possible measures to mitigate those significant adverse impacts.

The purpose of this Mitigation Document is to establish specific mitigation measures, based upon significant adverse impacts identified in the EIS. The mitigation measures shall apply to future development proposals which are consistent with the Planned Action scenarios reviewed in the EIS, and which are located within the Downtown Puyallup Planned Action Area (see Exhibit A).

SEPA TERMS

As used in this document, the words action, planned action, or proposal are defined as described below.

- “Action” means projects or programs financed, licensed, regulated, conducted or approved by a governmental Agency. “Project actions” involve decisions on a specific project such as a construction or management activity for a defined geographic area. “Non-project” actions involve decisions about policies, plans or programs. (see WAC 197-11-704)
- “Planned Action” refers to types of project actions that are designated by ordinance for a specific geographic area and addressed in an EIS, in conjunction with a comprehensive plan or subarea plan, a fully contained community, a master planned resort, a master planned development or phased project. (see WAC 197-11-164)
- “Proposal” means a proposed action that may be an action and regulatory decision of an agency, or any action proposed by applicants. (see WAC 197-11-784)

GENERAL INTERPRETATION

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure in project plans is mandatory in order to qualify a project as a Planned Action. Where “should” or “would” appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action.

Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

Mitigation

Based on the EIS, this document identifies significant adverse environmental impacts that are anticipated to occur as a result of development of planned action projects. Mitigation measures identified in the EIS

are reiterated here for inclusion in proposed projects to mitigate related impacts and to qualify as Planned Action projects.

Consistency review under the Planned Action, development plan review, and other permit approvals will be required for specific development actions under the Proposed Action pursuant to WAC 197-11-172. Additional project conditions may be imposed on planned action projects based upon the analysis of the proposal in relationship to independent requirements of the City, state or federal requirements or review criteria.

Any applicant for a project within the Planned Action Area may propose alternative mitigation measures, if appropriate or as a result of changed circumstances, in order to allow equivalent substitute mitigation for identified impacts. Such modifications shall be evaluated by the City's SEPA Responsible Official prior to any project approvals by the City.

In combination, regulations applicable to each element of the environment and mitigation measures identified in the EIS and documented in this Mitigation Document that are applied to any planned action proposal will adequately mitigate all significant environmental impacts associated with planned action proposals, except for those impacts that are identified as "significant unavoidable adverse impacts."

Mitigation measures are identified in the following sections: "Applicable Regulations and Commitments" and "Environmental Mitigation Measures." "Public Agency Actions" are City or other Agency actions that serve to mitigate areawide impacts or to monitor mitigation.

APPLICABLE REGULATIONS AND COMMITMENTS

The EIS identifies specific regulations and commitments that act as mitigation measures. These are summarized below by EIS topic. All applicable federal, state, and local regulations shall apply to Planned Actions. Planned Action applicants shall comply with all adopted regulations where applicable including those listed in the EIS and those not included in the EIS.

Historic Resources

- The City shall ensure that new development complies with the Design Review Guidelines.

Stormwater

Stormwater management is regulated by federal, state, and local laws and ordinances. This section provides an overview of the key regulations and policies that relate to water quality and water quality impacts.

- The City has adopted stormwater standards recommending, among other things, that stormwater should be discharged directly to the Puyallup River (after water quality treatment) where feasible, and that the conveyance capacity of storm systems discharging directly should be determined based on the 25-year stormwater runoff storm event with flows contained within the catch basin rims.
- Through PMC 21.10.040, the City applies the most current Ecology stormwater standards to new development of public and private improvements. The PMC does allow, and encourages, low impact development alternative standards.

Transportation

- The City shall apply the City's Concurrency Management regulations in Chapter 21.18 PMC. Development permits that result in a reduction of a level of service below the minimum level of service standard cannot be approved.

Utilities

PMC Title 14 relates to water and sewers. The following chapters are applicable:

- 14.01: Utility Rates and Billing Procedures
- 14.02: Water Regulations and System Development Charges
- 14.06: Sewer Use Ordinance
- 14.08: Sewer System Regulations
- 14.10: Sewer System Development Charges, and
- 14.20: Extension of Water Mains and Sanitary Sewers.
- The City's adopted Standards for Public Works Engineering and Construction apply whenever any public or private work is performed within public ROWs, a public easement of the City, or on private property. The standards are enforced under authority granted by ordinance of the Puyallup City Council or permit process of the City of Puyallup Public Works or Development Services Departments. Applicable standards include:
 - Section 300: Water System Requirements, and
 - Section 400: Sanitary Sewer System.
- PMC Title 6 relates to health and sanitation, specifically Chapter 6.12: Solid Waste Collection and Disposal is applicable. PMC Title 20 Zoning code contains Chapter 20.59 Wireless Communications.

Public Services

- New development shall be constructed in compliance with the 2015 International Fire Code as adopted by the City of Puyallup or as thereafter amended.
- New residential development in the Downtown study area shall be required to pay school impact mitigation fees in accordance with Puyallup Municipal Code (PMC) Section 21.20.140 to offset additional demand for services in the District.
- New residential development in the Downtown study area shall be required to pay mitigation fees for park impacts in accordance with Puyallup Municipal Code (PMC) Section 21.20.120 to offset additional demand for parks and recreation facilities in the City.

PUBLIC AGENCY ACTIONS

Under some elements of the environment, specific City or other agency actions are identified. Generally, incorporation of these actions is intended to provide for consistency within the Comprehensive Plan or between the Plan and implementing regulations; to document pending City actions; to establish a protocol for long-term measures to provide for coordination with other agencies; or to identify optional actions

that the City may take to reduce impacts. These actions are listed below in Exhibit 1, organized by the pertinent EIS element of the environment in which they are discussed. Actions identified as “Proposed Synchronous Amendments” reference legislative actions proposed for adoption together with the preferred *Downtown Planned Action* alternative. Actions identified as short term are currently underway or expected to be completed in time for the next major Comprehensive Plan review. Longer term and other agency actions will occur in the future, depending on need. The projected timeframe and responsible departments are identified and will be used in monitoring the implementation of the Planned Action Ordinance.

Exhibit 1. Public Agency Mitigation Measures

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
Land Use					
1. Adopt changes to the Downtown Design Guidelines as recommended by the Design Review and Historic Preservation Board reflecting changes to help developers/property owners and the Board in applying the guidelines.		X			2019-2020 Development Services Department
2. Upper level, 5 to 10 feet building setbacks could be required for buildings above 30 feet in height to open the sky view from the street and balance the physical building scale near low rise existing buildings.	X				2018 At time of proposal consideration Development Services Department
3. Proposed development regulations to increase pedestrian open space and require additional retail street frontage within the downtown area, particularly along Meridian, would positively affect the pedestrian experience at street level.	X				2018 At time of proposal consideration Development Services Department
4. Revisions to the Transportation Element and Capital Facilities Plan of the City's Comprehensive Plan could be necessary for consistency with adopted plans and policies.	X				2018 At time of proposal consideration Development Services Department

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
Aesthetics					
1. Same as Land Use #1 and #2	See numbered measures				
2. Maintain current height maximums, but alter height bonuses and establish minimum ground floor heights.	X				2018 At time of proposal consideration Development Services Department
Historic Resources					
1. Encourage property owners to develop local and NRHP nominations to designate their historic buildings as local landmarks. The City could provide direct funding to historic property owners to assist in their development of the nomination reports.		X	X		2019-2020, Ongoing Development Services Department
2. The City should develop policies to establish a design overlay in the core commercial downtown. Development within this overlay area would require design review by the Board for all development projects to ensure compatibility with the pedestrian scale and streetscape of the existing fabric. (The overlay area would be bounded by Pioneer on the south, 2nd Street NW on the west, 2nd Street NE on the east, and include the north side of Stewart on the north.)		X	X		2019-2020 Development Services Department
3. If the City adopts a Transfer of Development Rights (TDR) program in the future, the City should exclude as TDR receiving sites, those parcels where a designated historic building would be demolished for new development.		X			2019-2020 Development Services Department
Stormwater					
1. The Study Alternatives allow greater buildout through a modification of height, lot coverage and FAR standards, and reduced parking requirements, resulting in reduced impervious surface overall.	X				2018 At time of proposal consideration Development Services Department

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
2. If maximum parking ratios are adopted, consider the excess parking nonconforming and require it be removed and replaced with vegetation.			X		Development Services Department (Not part of preferred alternative; could be considered in future.)
3. Implement a pet waste ordinance reducing impacts to the untreated stormwater runoff.		X	X		2019-2020 Development Services Department
Transportation					
1. The <i>Puyallup Downtown Plan</i> would modify current development standards to further incentivize the provision of pedestrian infrastructure improvements (e.g. pedestrian-oriented plaza space, amenities such as benches and landscaping).	X				2018 At time of proposal consideration Development Services Department
2. Include improvement projects in future updates of the Rate Study for Impact Fees for Roads following an update to the Transportation Element to the Comprehensive Plan. Incorporate projects into the Capital Improvement Program and the Six-Year Transportation Improvement Program for prioritization and identified funding sources. Future versions of the Rate Study for Impact Fees for Roads could include a downtown zone providing a more direct nexus between developer impact fees directly funding the list of downtown area improvement projects.		X			2019-2020 Development Services Department

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
<p>3. The City should monitor on-street parking, every two years, areawide with attention to residential areas near the study area, as well as the parking supply added by new development. Because expanding the City-owned parking supply would generally counteract the downtown parking reform efforts of the Downtown Planned Action, the City should instead implement a parking management plan if supply is not meeting typical demand. Plan mitigation measures could include:</p> <ul style="list-style-type: none"> • Modifying hourly time restrictions • Restricting parking in adjacent residential neighborhoods through a permit system • Installing new parking meters and modifying payment rates • Promoting shared parking • Modifying the parking requirements specified by the Downtown Planned Action 			X		<p>On-going</p> <p>Development Services Department and Public Works Department</p>
<p>4. Traffic Safety Measures</p> <ul style="list-style-type: none"> • The seven high-collision segments are N Meridian between 5th Avenue NE and Valley Avenue NE; S Meridian between 7th Avenue SE and SR 512; W Pioneer Avenue between 5th Street SW and 14th Street SW; 2nd Street NE between 5th Avenue NE and 2nd Street NE; E Main Street between 15th Street SE and SR 512; River Road between 4th Street NW and 9th Street NW; and 5th Street SW between 7th Avenue SW and Pioneer Avenue. <p>Of the 72 collisions recorded in the three-year collection period, 51 were property damage only, 20 were injury-causing, and one resulted in a fatality (vehicle-pedestrian collision). The majority (27) were rear-end collisions, with sideswipe (14) and hitting a</p>		X	X		<p>Add to CIP 2019-2020 and implement</p> <p>On-going</p> <p>Public Works Department</p>

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
<p>fixed object or parked car (10) coming in second and third. Many of these rear end and sideswipe collisions may be due to driver confusion and excessive merging resulting from business access driveways along the segment. Typical safety mitigations for sideswipe and fixed object collisions would include parking removal and roadway widening. It is recommended that the City investigates the closure of driveways, roadway widening, parking removal, or other measures as needed to ensure these roadway segments meet City safety goals.</p> <ul style="list-style-type: none"> • The two high-collision intersections are N Meridian and River Road, and S Meridian and 15th Avenue SE. Like the segment results, the most common collision type at the intersections were rear-end (50), but angle collisions (48) were also a major contributor. Left turns were the major cause of angle collisions at intersections. Possible mitigations would be installing red light running photo enforcement at intersections, increasing intersection enforcement to prevent turn yielding violations, and changing the signal phasing to only allow protected left turns on problematic approaches. Other mitigations could include the closure of driveways near intersections, roadway widening, parking removal, or other measures as needed to ensure these intersections meet City safety goals. 					

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
Utilities					
1. The City of Puyallup Comprehensive Plan includes a Utilities Element that guides coordination between the City and service providers. This element was updated in 2015 per state mandate and is reviewed periodically. All Alternatives would be consistent with this element.			X		Ongoing Periodic Review Department of Public Works
2. The Comprehensive Plan incorporates adopted plans for its water and sanitary sewer systems. Both of these plans identify public facility needs for existing and future development. All Alternatives would retain those plans and incorporated capital improvement projects identified in each.			X		Ongoing Periodic Review Department of Public Works
3. Alderton 230 kV Development: Puget Sound Energy is currently constructing approximately 8 miles of new 230 kilovolt transmission line from the White River transmission substation in Bonney Lake to the Alderton switching station in Puyallup. The project will also involve upgrading the Alderton switching station, which is currently designed to accommodate 115kV transmission lines, to accommodate the increased capacity of the new 230 kV line				X	Puget Sound Energy
4. PSE has set forth plans for a smart grid in the biennial Smart Grid Technology Report filed with the Washington Utilities and Transportation Commission in 2016. PSE plans to leverage existing investments in smart grid technologies while expanding the foundational elements to more fully integrate smart grid technology.				X	Puget Sound Energy

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
5. PSE will continue to improve the electric system planning process as more data regarding demand and conservation potential becomes available with technologies such as Advanced Metering Infrastructure.				X	Puget Sound Energy
6. PSE will continue to improve the gas system planning process as more data regarding demand and conservation potential becomes available with technologies such as Advanced Metering Infrastructure.					Puget Sound Energy
Public Services					
1. It is anticipated that increases in student population would be addressed through the Puyallup School District capital facilities planning process to ensure that no significant impacts would occur as a result of development in the study area.		X			2019-2020 Development Services Department in conjunction with School District
2. It is anticipated that increases in employees and residents over the buildout period, along with general growth in the City, would be planned for through the City's annual capital facilities planning process, including additional demand for park and recreation facilities.		X			2019-2020 Development Services Department
3. Additional open space could be provided in the Downtown area in accordance with the proposed development standard amendment that would modify the pedestrian open space standards in the Central Business District (CBD) zone.	X				2018 At time of proposal consideration Development Services Department
4. Compact growth in proximity to CPF&R services and a reduction of growth in sending areas could result in more efficient service delivery and ability to meet CPF&R LOS objectives.			X		CPF&R

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
<p>5. Increases in population and employment under the <i>Puyallup Downtown Plan</i> would be incremental and would be accompanied by increases in demand for fire and emergency, police, education, and park services. A portion of the tax revenue generated from redevelopment in the area – include construction sales tax, retail sales tax, business and operations tax, property tax, utility tax and other fees, licenses and permits – would accrue to the City of Puyallup and CPFR and the Puyallup School District to help offset the increase in demand for fire, police, education, and parks and recreation services.</p>				X	Ongoing City Administration Special Districts
<p>6. It is anticipated that increases in employees and residents over the buildout period, along with general growth in the City of Puyallup and other areas of the CPFR service district and School District, would be planned for through the CPFR capital facilities planning process, including any increases in demand for fire and emergency medical, police, and parks and recreation services.</p>			X		Ongoing Community Development Public Works Special Districts
<p>7. Future elementary school and high school projects that are identified in the <i>Puyallup School District 2011-2016-2021 Capital Facilities Plan</i> would create additional building space to allow the district to accommodate new students at the elementary and high school levels.</p>				X	Puyallup School District
<p>8. It is anticipated that increases in student population would be addressed through the Puyallup School District capital facilities planning process to ensure that no significant impacts would occur as a result of development in the study area.</p>				X	Puyallup School District

ENVIRONMENTAL MITIGATION MEASURES

Chapter 3 of the Draft EIS, as amended in the Final EIS, identifies significant impacts, unavoidable adverse impacts and mitigation measures for potential impacts associated with the following elements of the environment within the Planned Action Area: land use, aesthetics, historic resources, stormwater, transportation, utilities, and public services. The following sections incorporate mitigation measures identified in the EIS. Please refer to the Draft and Final EIS for complete text associated with each element of the environment.

Land Use

See Applicable Regulations and Commitments and Public Agency Actions above. No further mitigation measures are required.

Aesthetics

In addition to Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measure shall be applied to planned actions:

- A shadow analysis may be required for new development by the SEPA Responsible Official for development proximate/adjacent to park/open space areas in the Downtown study area to determine if shadows would adversely impact park and open spaces. The SEPA Responsible Official may apply conditions of approval related to height, bulk, setbacks or other site design features to reduce shadows.

Historic Resources

In addition to Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measures shall be applied to planned actions:

- The City shall require that a property cited in the historic survey as potentially eligible for local or NRHP listing undergo the local landmark nomination process before it could be considered a TDR receiving site. In such a case, owner consent would be waived.
- The City may require analysis by a third-party review at the applicant's expense of a proposed design for new construction adjacent to or across from a historic building, to ensure compatibility of the proposed project with the color, material and architectural character of the historic building and retain streetscape character.
- The City shall prohibit expansion of parking lots or construction of new parking lots where such development would result in the demolition of a historic building.
- The City shall prohibit alley vacations that might reduce historic urban character and/or pedestrian scale.
- When construction occurs adjacent to a historic building(s), construction monitoring shall be undertaken to identify potential structural instability/undermining impacts to these historic buildings. Monitoring should include 1) crack monitors, 2) photography to document the integrity of the historic building during and after construction, and 3) periodic observation. New development shall be required to address any structural impacts through repairs reviewed and approved by the Board.

- To include the Department of Archaeology and Historic Preservation (DAHP) in the review of historic properties within the Planned Action area, the City shall notify the State Historic Preservation Officer (SHPO) on proposals involving eligible or designated historic properties through the evaluation of proposals under the Planned Action Ordinance.
- If at any time during construction activities archaeological resources are observed in the study area, project site work shall be temporarily suspended at the location of the archaeological resource, the Developer's project manager shall immediately be notified, and a professional archeologist must document and assess the discovery. DAHP and all concerned tribes shall be contacted for any issues involving Native American sites.

Stormwater

In addition to Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measures shall be applied to planned actions:

- The City shall require that new development meets the most current Department of Ecology stormwater standards per PMC 21.10.040. (See Applicable Regulations and Commitments.)
- The City shall require the use of Low Impact Development techniques for all new development, where feasible.

Due to the requirements of the City's current NPDES permit, in order for Downtown redevelopment to be feasible sites will require the ability to direct discharge to the Puyallup River. Currently, one major upgrade to the City's storm drainage system is required to accomplish this for the Downtown area and accommodate redevelopment (Tier 1 Project from the 2021 Storm Drainage Plan)¹. Additional Tier 2 projects would address city drainage and water quality problems and support Downtown redevelopment. Development applicants shall be responsible for any upgrades triggered by their projects. Latecomers agreements may be approved by the City.

- **Tier 1 CIP-ST-2:** An upgrade that is necessary to accommodate Downtown redevelopment is the 4th Avenue SW Storm Drain Replacement, which addresses the area tributary to 4th Avenue SW between 7th Street SE and 15th Street SW This project would reduce flooding in the 4th Avenue SW tributaries by replacing existing stormwater with larger conveyance providing additional flow capacity. The project is a high priority for the City because it will increase stormwater conveyance capacity in the downtown area, divert stormwater away from Clarks Creek, and allow direct discharge to the Puyallup River. In addition to replacing the storm drain system, as directed by the

¹ The 2012 Storm Drainage Plan included two major upgrades to the City's storm drainage system required to direct allow direct discharge to the Puyallup River for the Downtown area and accommodate redevelopment. One of these, the 15th Street NW Storm Drain Extension (Tier 1 CIP-ST-1), located on 15th Street NW between 4th Avenue NW and West Pioneer, was completed in 2015. While this project is located outside of the Downtown study area, it addressed three problems that impact the Downtown area. These problems include (1) pollutants from Downtown that contribute to the Clarks Creek TMDL for fecal coliform and Dissolved Oxygen and Sediment; (2) drainage problems along 4th Avenue SW; and (3) redevelopment of Downtown, which is not economically feasible if sites are required to match forested flow rates and durations per Ecology stormwater guidelines.

City engineer, aging parallel water and sewer systems would be replaced, along with an updated road section with pervious pavement and Americans with Disabilities Act (ADA)-compliant sidewalks. The City anticipates phasing the project due to its high cost so it can be implemented as funds become available.

- **Tier 2 CIP-LT-7:** Clarks Creek is faced with many challenges including TMDLs, elodea growth and management, and increased sediment loading. In addition, NPDES compliance requirements include meeting the TMDLs for fecal coliform and DO in Clarks Creek. These complex problems, in addition to stormwater drainage issues, may be best evaluated and addressed in a basin-wide approach. The basin plan would examine the issues specific to the Clarks Creek drainage.

Transportation

In addition to Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measures shall be applied to planned actions:

Roadway Segments

These mitigation measures are included in the City's Transportation and Capital Facilities Elements, and will be implemented through concurrency regulations and could be implemented through inclusion in the City's Traffic Impact Fee program project list for the downtown service area. If necessary, the impact fee schedule could also be modified for land uses in the downtown area to help fund these projects. Until addressed in the Impact Fee Schedule, the City may require a fair share contribution to the improvement projects based on trips through application of the Planned Action Ordinance. The City may also phase improvements consistent with the Final EIS and Transportation Element.

E. Main Street between 15th Street SE and Hwy 512. While widening this segment to add capacity would reduce the V/C to meet the City's standard, this measure is not considered to be feasible due to right of way limitations. Therefore, mitigation is recommended:

- Implement an ASCT system for the four signalized intersections along E. Main Avenue between 2nd St NE and Shaw Road E to lower the V/C ratio below the new City standard of 1.0.

Intersections

These mitigation measures are included in the City's Transportation and Capital Facilities Elements, and will be implemented through concurrency regulations and could be implemented through inclusion in the City's Traffic Impact Fee program project list for the downtown service area. If necessary, the impact fee schedule could also be modified for land uses in the downtown area to help fund these projects. Until addressed in the Impact Fee Schedule, the City may require a fair share contribution to the improvement projects based on trips through the Planned Action Ordinance. The City may also phase improvements consistent with the Final EIS and Transportation Element.

S. Meridian and Pioneer Avenue. One mitigation option is available for this intersection:

- Add an eastbound right turn pocket, which would require restriping and removal of three on-street parking spaces. A c-curb would also be added to the west leg of Pioneer Avenue restricting left turn access on this block to reduce delay and conflicts. This would bring the intersection into compliance with City standards

W. Stewart Avenue and 5th Street NW. One mitigation option is recommended for this intersection:

- Add a southbound right turn pocket, which would require restriping and possible ROW acquisition. This would bring the intersection below City standards.

E. Pioneer Avenue and 5th Street SE. Due to the large volume of southbound traffic turning left to reach the SR 512 interchange, two mitigations are recommended at this intersection:

- Implement an ASCT system for the intersection.
- 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. The intersection would still not meet City LOS standards but the application of both mitigation measures would significantly reduce delay and bring the intersection below 2035 No Action conditions.

E. Main Avenue and 5th Street SE. If the City modifies the signal phasing to include a protected/permitted northbound left turn and eastbound left turn, delay would worsen as it would take away green time from the westbound through movement. Therefore, the mitigations recommended are:

- Implement an ASCT system for the intersection.
- Add a northbound right turn pocket, which would require right of way acquisition, sidewalk removal/reconstruction, widening of the approach, signal modification, and possible utility relocation. The intersection would still not meet City LOS standards but the application of both mitigation measures would significantly reduce delay at the intersection and bring it below 2035 No Action conditions.

Utilities

In addition to Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measures shall be applied to planned actions:

Water

Chapter 8 of the 2010 Water System Plan includes a capital improvements program designed to relieve water system deficiencies. Project ST-1 pertaining to storage and Projects D-13, D-15 and D-16 pertaining to distribution are located in or necessitated by development in the study area and are described further below. Development applicants shall be responsible for any upgrades triggered by their projects. Latecomers agreements may be approved by the City.

- **ST-1: North Puyallup Reservoir:** There is currently no water system storage north of the Puyallup River. A new reservoir will help maintain the pressure in the north portion of the city's service area, which has grown significantly in recent years. The construction of this reservoir will provide redundancy, reliability, and improve water quality to the area north of the Puyallup River. Specific to this proposal, the reservoir would also increase fire flow availability throughout Zone 1 by reducing equalizing storage volumes required from the existing Zone 1 reservoirs. This project will construct a 2 MG reservoir and 2,600 feet of 16-inch ductile iron transmission main to connect the reservoir to the existing distribution system.
- **D-13: North Meridian Water Main, River Road:** The existing water main is old and undersized. The new main will provide improved fire flows and improve redundancy in the system in the downtown

area by replacing the existing water main on North Meridian Street from River Road to Stewart Avenue. The existing water main will be replaced with 12-inch ductile iron pipe and all water services and fire hydrants will also be replaced.

- **D-15: West Pioneer Way Water Main, 3rd Street to 5th Street:** The water mains in this area are old cast iron water mains. The replacement of these mains will prevent future water main breaks. This project will also improve fire service on West Pioneer Way. The project will replace approximately 650 feet of 10-inch cast iron water main with 12-inch ductile iron water main as well as replacing all services and fire hydrants on this length of main.
- **D-16: West Meeker Water Main, 4th Street to 6th:** The existing water main in this area is undersized. There are no fire hydrants along West Meeker in this area. This project will significantly improve fire and domestic service on West Meeker by replacing approximately 800 feet of 4-inch cast iron water main with 8-inch ductile iron water main as well as replacing all existing water services on this length. It will also provide fire hydrants where none currently exist.

Sewer

Based on the 2016 Comprehensive Sewer Plan (Sewer System Plan), the following are improvements needed to serve new development in Downtown. Development applicants shall be responsible for any upgrades triggered by their projects. Latecomers agreements may be approved by the City.

- If a majority of new flow from the Study Area is directed to the south, the Valley Basin, CIP Puy-14A will be required to accommodate planned action development. Project Puy-14A will replace approximately 1,940 feet of 24-inch gravity line on 9th Avenue SW between 14th Street SW and 9th Street SW. This project is planned to occur as part of the 20-year Capital Improvement Plan identified in the 2016 Sewer System Plan. A more aggressive inflow and infiltration program to decrease flow and reduce surcharging would eliminate the need for CIP No. Puy-14A (BHC Consultants 2016, 7-10) – the estimated project construction and allied costs to reduce inflow and infiltration in the Puyallup-14 mini-basin are \$4,846,000 (BHC Consultants 2016, 7-12).

Telecommunications

- Through partnerships with franchised telecommunications companies, internal department projects and capital projects, the City is working towards a conduit infrastructure that would enable and facilitate future fiber optic connectivity projects benefitting the City and potential project partners. This fiber optic system would provide redundancies, enhance communications networks, and emergency operations. Planned actions shall not preclude fiber optic connectivity, and shall include such infrastructure if required in City engineering standards when making road frontage improvements.

Public Services

In addition to Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measures shall be applied to planned actions:

- Development applications shall include crime prevention through environmental design (CPTED) measures that could reduce the demand for police services in the area. The City shall apply the Downtown Design Guidelines to achieve this measure.
- The City shall monitor its parks and recreation levels of service as new development occurs. Through the collection of impact fees from new development, the City will implement its parks and recreation plans to serve the community. To date, the City intends to implement the following projects:
 - The *Comprehensive Plan Parks and Capital Facilities Elements* identify projects through 2020 that would help to meet existing deficiencies and future growth. Projects identified in the plan include: two new community parks near West Hills and East Valley/Shaw-Pioneer, a neighborhood park southwest of Downtown, improvements to existing community and neighborhood parks, a future sprayground, Phase IV of the Riverfront Trail, skate park improvements, and a 2.3 acre off-leash dog park at Wildwood Park.
 - In addition to the planned projects through 2020, the Comprehensive Plan Parks Element also identifies future projects that could occur to meet future growth needs, including: additional neighborhood parks to meet geographic LOS standards, new ball fields (two baseball fields and one softball field), five new soccer/multi-purpose fields, a recreation center gymnasium for indoor court space, a new skate park, additional spraygrounds, and new trails.