



CHAPTER 11
DOWNTOWN NEIGHBORHOOD PLAN
PUYALLUP COMPREHENSIVE PLAN

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A. INTRODUCTION

The City’s Comprehensive Plan identifies two areas in Puyallup designated as Regional Growth Centers (RGC) by the Puget Sound Regional Council (PSRC) that, over time, are anticipated to play a more significant role in accommodating future housing and employment of the Puget Sound Region: Downtown and South Hill. All RGCs are expected to include a sub-area or neighborhood plan for their designated centers within the adopted comprehensive plan. PSRC has established criteria for RGCs, as well as a checklist to guide the development of plans for these areas. This checklist is used by the PSRC to evaluate adopted RGC plans for conformity with the Growth Management Act, including consistency with the regional transportation strategy, Transportation 2040. This neighborhood plan has been developed and updated to meet PSRC’s established goals for the RGC, while adhering to community priorities outlined in the Comprehensive Plan.

The Downtown Neighborhood Plan is a synthesis of efforts over the past 20 years to provide direction for the future improvement of the historical commercial core of the community and nearby residential neighborhoods. It establishes the framework within which specific design decisions and program implementation actions should occur within the downtown area.

The initial concepts for this Plan came from a number of planning studies in the early 1990’s, including:

- Downtown Design Charrette Report (April, 1992);
- Puyallup Downtown Revitalization Strategy and Market Analysis (January, 1992); and
- City of Puyallup Public Facilities Study (municipal complex conceptual master plan, focusing on the Library, Senior Center, Memorial Center and City Hall) (July, 1992).

Additional work has been done more recently, including:

- Downtown Charrette Process (2005);
- Market Analysis (October, 2011); and
- Downtown Character and Building Heights outreach (October, 2012).

The City’s 1991 Vision Statement guided the initial formulation of this Element and the rest of the city’s comprehensive plan. Subsequent land use studies have been done in the downtown area, including the Civic Center Master Plan (1998) and Rail Station Plan (2000-2001). In 2005, a new downtown *charrette* process occurred, followed by intensive work on downtown Comprehensive Plan designations, zone districts/standards and design guidelines. This 2005-2006 downtown land use work confirmed that the Downtown is one of the most important functional and visual resources that the community possesses.

The vision for Downtown established through the 2005 Charrette process describe a neighborhood in which:

- the downtown is the city’s centerpiece, bustling with employees, shoppers and residents, both young and old;
- new downtown buildings may be of a more dense scale, while still compatible with any surrounding historic structures and outlying residential uses;

“**Charrette**” is a French term for an intensive workshop where design experts and planners work together with members of the public to design alternatives for a particular project. The broad public participation of the charrette format promotes creation of a shared vision for the city’s future as urban problems are understood and solved as a group.

- quality housing exists downtown with nearby services for residents, including seniors and disabled individuals;
- a renewed downtown features connecting footpaths and bikeways; and
- visitor-serving uses and events in and around downtown provide destination opportunities for residents of the surrounding region.

In 2008, the City of Puyallup defined a plan to focus a dedicated revenue stream made available through the Local Infrastructure Financing Tool (LIFT) on a variety of infrastructure improvements throughout a designated “revenue development area.” The financing received through the City’s LIFT award is intended to aid in implementation of the vision outlined in the 2005 Charrette process (bullet points above). Specifically, the LIFT objectives for downtown include:

- redevelopment of 10 publicly owned surface parking lots into mixed-use, transit-oriented developments;
- structured parking to accommodate Puyallup “Sounder” train commuters;
- increasing stormwater capacity in the Downtown area;
- increasing mobility between Downtown and South Hill through development of bus rapid transit service (BRT).

B. EXISTING LAND USE AND DEVELOPMENT PATTERNS

The Puget Sound Regional Council (PSRC) has designated the Puyallup downtown area as a regional growth center. Designated regional growth centers, such as downtown Puyallup, are described as dense areas where housing, employment, and other activities are within close proximity. The downtown area contains a wide variety of land uses, including small retail shops, commercial businesses, professional offices, civic services, public facilities, mixed use projects, a transit center which provides bus and train service, and residential neighborhoods consisting of multi-family and single-family dwelling units. The established residential areas which border the downtown business district consist of low urban density residential to the northeast and northwest, low and high urban density residential to the southwest, and high urban density residential to the southeast. Auto oriented commercial uses are also found on the periphery of the central downtown area directly to the north, east, south and west.

The boundaries of the downtown area can be described not only by existing land uses but identifiable landmarks as well. As a result of public investment, a civic cluster has emerged within the downtown area. The close proximity of the City Hall, Public Library, Police Station, and Post Office establishes a municipal complex. Pioneer Park, the Pioneer Park Pavilion, and the Park stage are also located within the downtown civic cluster area and serve as community attractions within the city center. Pioneer Park and the Pioneer Park Pavilion plays host to many of Puyallup’s community events such as Puyallup Farmer’s Market, Concerts in the Park series, and other various public or private gatherings. The pedestrian scale of the downtown area is enhanced by the relatively close location of these civic landmarks to each other, accessible bus routes, and the commuter rail station.

Within downtown Puyallup, there are numerous historic structures that contribute to the cultural atmosphere. Various historic buildings located downtown are listed on the national, state, and/or local historic registers, including the Meeker Mansion. The Mansion is one of the premiere historic structures in Puyallup and promotes the historical theme and sense of place of downtown. The historic attributes of buildings located within the downtown area are valuable resources which contribute to the nostalgic image of the downtown area. The core business district of the community possesses a pedestrian scale where shoppers, employees and visitors can experience the activities and architecture of a formerly small town. The layout of the historical downtown area consists of short blocks and narrow storefronts which reinforce the pedestrian scale of the downtown area.

Currently, the majority of residential housing within the Downtown RGC is comprised of single family units. However, some new multi-family residential housing stock has developed within the downtown area. The increase of residents relocating to the downtown area indicates an increased level of interest in Downtown and will continue to stimulate and support growth in the retail and commercial business community. The City should regularly re-examine the multi-family zoning code and consider streamlining incentives to encourage additional housing in the

RGC. New development within the LIFT revenue development area (RDA) will contribute to the City’s ability to access infrastructure financing available through the LIFT program.

Another significant feature that impacts the downtown area is the Washington State Fair Grounds. The fairgrounds serve as a tourist feature of the downtown area by drawing large numbers of visitors for events such as the Spring and Fall Fair, trade shows, conventions, and concerts. The fairgrounds are located directly south of downtown and the pedestrian oriented land use extending from downtown to the fairgrounds provides a direct connection for visitors to travel between the two areas.

C. ISSUES DISCUSSION

I. Future Land Use Patterns

Between 2010 and 2030, it is anticipated that Downtown will attract modest growth in both housing and employment. The 2011 market analysis indicated that it will take substantial time and changes in market conditions before significant growth occurs. In 2010, there were approximately 670 housing units and 2,220 jobs in the Downtown Center. By 2030, the Downtown neighborhood is anticipated to grow to approximately 1,770 housing units and 3,620 jobs.

Table 11-1 Downtown Neighborhood Projected Growth

Year	Housing Units	Jobs
2010	670	2,220
2030	1,770	3,620

Commercial Core

The downtown area continues to develop as a strong and diverse high density community. With continual community interest and investment, new transit-oriented and mixed use development projects consisting of commercial, retail and residential uses are locating within the downtown area. In order to preserve and retain the historic culture of the downtown area, new development projects that will occur within the central business district are subject to the design review process. Proposed projects that will occur in the CBD and CBD-core area will be reviewed by the City’s design review board to ensure the proposed project is in compliance with the adopted downtown design guidelines. New development projects, including transit-oriented development occurring in proximity to the Sounder station, play a major role in creating a vibrant and thriving downtown. With the attraction of new businesses to the area, residents will have the option of working and living in and surrounding downtown. The civic cluster which consists of the City Hall, Public Library, Police Station, and Post Office, affirms Puyallup’s desire to keep municipal and other governmental services as centralized as possible. This pattern of development contributes to the establishment of a pedestrian oriented downtown area.

The core downtown area land use designated is Pedestrian Oriented Commercial (POC). Pedestrian oriented commercial properties are primarily retail commercial uses which entice pedestrian traffic. This central downtown area should continue to accommodate increased density and serve as the focal pedestrian oriented area of the community. Mixed use projects, multiple-family housing, commercial, businesses, governmental services, and the bus/train transit facility add to the diversity of the core downtown and also encourage pedestrian traffic. The pedestrian scale and character of the downtown should be retained through future development in the downtown.

The City should, in association with the Puyallup Main Street Association and other groups, help promote local retail business opportunities and related special events. Events such as the Farmer’s Market, Meeker Days and Puyallup Fairground’s activities have the potential to bring many visitors to downtown and create commerce for local merchants.

Limited Commercial (LC) is a commercial land use designation located in the southeast quadrant of the downtown area. LC is intended to provide for a balanced mixture of land uses within this area which will allow more intensive commercial and professional development to occur due to traffic generation and other vicinity characteristics.

Residential Neighborhoods

Residential neighborhoods located on the border of the downtown core consist of low urban density residential to the northeast and northwest, low and high urban density residential to the southwest, and high urban density residential to the southeast. The purpose of low urban density is to provide for predominately single-family living and high urban density provides for multi-family living. Although each neighborhood surrounding the downtown area possesses some level of mixed residential dwelling uses such as duplex, apartment and condominium, overall these areas remain primarily single-family. As a result of the downtown revitalization process, residents desiring to relocate to the downtown area have increased the demand for housing within the surrounding residential neighborhoods. Residential development within these areas which border downtown will continue to intensify with infill development, transit-oriented development and mixed use projects.

II. Visual Quality and Historic Preservation

The initial Downtown Charrette Report (1992), prepared for the Main Street Association and the City, identified potential enhancements to the visual character of the downtown. The report's recommendations pertaining to visual quality and historic preservation included:

- historic preservation of the Meeker Mansion and the retail core;
- gateways or entries to the downtown;
- renovation of storefronts and downtown buildings;
- improvement of sidewalks, streetscape, and signage;
- enhancement of cultural and transportation connections with the Fairgrounds; and
- public art at the Meeker Mansion, Fairgrounds and Gateways.

Since that time, a number of those recommendations were implemented via several efforts, including:

- streetscape improvement project (mid-1990s)
- historic preservation special valuation process (1996)
- coordination with Sound Transit on siting/design of downtown Commuter Rail Station (1995-2000)
- sign code changes (2000), including downtown signage standards
- development of public facilities in Pioneer Park vicinity (e.g., Library, Pavilion)
- multi-family tax incentive area created in downtown (2004)
- development of land use changes, including design standards (2005-2006)

Historic Preservation

The historic structures in the downtown greatly contribute to the positive character of the downtown. Over the past 20 years, the City has worked to establish a local historic register and encourage preservation of and sensitive interface with historic and character-defining structures. After 15 years of partnering with Pierce County to maintain a Certified Local Government (CLG) program, the City established their own program in 2011. Since 1996, eight properties, most of which are located in and around Downtown, have been designated on the local historic register and a number of these property owners completed renovations and applied for special tax valuation status. Separate from the Puyallup Historic Register, a number of other properties have been listed on the State and National Registers of Historic Places.

In addition to maintaining a local historic register, the City has also completed a number of cultural resource inventories through grants and partnerships with other preservation organizations. It is a priority of the City and the Design Review and Historic Preservation Board that this inventory work continue, and historic structures continue to be added to the historic register. The City and Board should continue to provide incentives for property owners to apply for listing and renovate their property in a historically sensitive manner.

Finally, development guidelines have been established and should continue to be updated to better guide property owners on appropriate renovation and redevelopment activities, as well as to give guidance to the City in its environmental review of such projects. City staff should continue to promulgate and apply development standards and building codes to facilitate historic rehabilitation projects.

Structural/Site Design

City policies and standards have long recognized the unique building forms in the downtown area, with its compact, pedestrian-oriented building pattern. Following charrette work in the early 1990s, the 1994 Comprehensive Plan established the “Pedestrian Oriented Commercial” land use map designation, with companion Central Business District zoning standards. Other than some rehabilitation and minor additions, there was limited construction in the downtown area during the 1980s and 1990s.

In 2000-2006, the City undertook several civic and/or public-private building projects downtown, including the Library, Pioneer Park Pavilion and Activity Center/condominiums. These projects attempted to emulate the historic motif of downtown, while achieving a denser scale than most existing buildings. In 2008, the City completed construction of a new City Hall across from the Puyallup Public Library and Pioneer Park. The City Hall, built to achieve LEED Gold design standards, was designed to reflect and unite both modern elements and elements from the city’s agricultural past. In 2009, the City received a Governor’s Smart Growth Award for Plan Implementation for the culmination of the City’s civic plaza. In the summer of 2009, the City completed a band shell in Pioneer Park to host public activities in the park.

In 2005, the City held an updated charrette process to receive community input on downtown land use and design policies/standards. That process resulted in several design recommendations, including:

- allowance of larger scale buildings (4-5 stories), with standards to address compatibility with adjacent historic buildings,
- encouragement of greater residential uses in downtown buildings, including mixed-use projects,
- discouragement of auto-oriented uses, particularly service stations and vehicle sales,
- maintaining a strong pedestrian-oriented environment, with retail commercial uses prioritized for street-facing ground floors,
- ensuring that landscaped amenities and pocket open areas exist for pedestrian usage, and
- development and establishment of a design review board with authority to apply and interpret the downtown design guidelines.

In 2005-2006, Comprehensive Plan and zoning maps/standards were updated to reflect updated land use priorities for downtown. Design guidelines, initially begun in 2001 as a part of Rail Station plans, were developed and adopted. Specific design guidelines address several different building types:

- certain standards apply to all buildings in CBD-Core and CBD
- large projects (10,000 square feet or greater)
- small projects
- historic buildings (50 years or older)
- structured parking garages
- transitional areas (near outlying residential zones)

These design guidelines are intended to be maintained and revised, as warranted, as further development occurs in downtown. A design review board implements these design guidelines.

In addition to the project types noted above, design guidelines will apply to all redevelopment plans for the sites identified for redevelopment through implementation of the LIFT project. The location of these development sites in the downtown area will be consistent with the de-centralized parking concept outlined in the 2009 Transit Oriented Development (TOD) study. In order to streamline the development of these sites, the City is interested in working to adopt a Planned Action environmental review (per PMC 21.04.225).

Further efforts were undertaken in 2012 to revisit downtown character and the built environment. Staff outreached to the community through an open house, online survey, and Planning Commission review. The response received affirmed earlier community outreach that supports existing downtown development standards, design guidelines, and protection of historic structures. One recommendation resulting from this process was to continue work to establish a historic or conservation district to better identify and protect buildings contributing to the historical character of the downtown area.

Streetscape Improvements

Major downtown streetscape improvements were implemented in the 1990s. The following documents key elements from that project which are still applicable for ongoing downtown projects:

- Street tree planting scheme with a different set of species selected for each street on Main, Meeker and Pioneer Streets. Specific tree species are identified in the Arterial Street Tree Plan.
- Intersection enhancement and decorative pattern sidewalks using a stamped concrete paving treatment or other media;
- Improvement of sidewalks and provision of attractive landscaping to enhance the pedestrian experience along Meridian between the Fairgrounds and downtown;
- Network of "pocket" or "postage stamp" parks, where opportunities exist for small-scale open space such as: through block pedestrian connections, interior block public spaces and public/private courtyards;
- Special treatment of the streetscape treatment for the municipal complex into the overall streetscape plan, including enhancement of a park-like linkage from Pioneer Park to municipal buildings, including the City Hall block ;
- Expansion of the Meeker Mansion and Centennial Park Complex to include parcels west of the Mansion. Build the Oregon Trail Courtyard;
- Public art at the Meeker Mansion and in the retail core;
- Downtown gateway art/landscaping;
- Continued refinement of the sign code for the central business district to encourage signage considered more complementary to the architecture; and
- Promotion of undergrounding of secondary utilities or relocating utilities into alleys.

III. Transportation

Circulation and Access

The Downtown Puyallup street network is made up of small, well-connected blocks with generally adequate pedestrian facilities. This network, along with the physical build-out of structures, encourages pedestrian activity, allows for access to transit,

The Arterial Street Tree Plan was prepared by Marty Lyon, Landscape Architect, January 1998. The Plan is contained within the City's Administrative Policies and Procedures: Vegetative Management Standards.

and facilitates easy circulation of the neighborhood. However, vehicular traffic is recognized as a concern with limited ability for improvement.

Arterial traffic movement along Meridian Street and the Second/Third Street couplet through the core area significantly impacts the character of the Downtown. Given the importance of this transportation linkage, it is not recommended that the direction of traffic be changed in the short term. This issue may be reexamined upon implementation of arterial and highway improvements which would provide alternative traffic movement to Meridian, such as the Fifth/Ninth Street SW connector, the proposed State Route 167, and the Shaw Road extension. The effect of these improvements should be assessed according to a consistent local and regional transportation model. The implications of these regional transportation management projects may lead to the feasibility of reconverting Meridian to two-way traffic.

Funding for “Intelligent Transportation System” improvements will be sought. Improved timing and synchronization of traffic signals along Meridian Street will improve traffic flow. Coordinated traffic signals and display signs will help warn drivers of delays, detours, and possibly of available parking in the downtown. Additional information regarding transportation and circulation issues and policies can be found in the Transportation Element of the Comprehensive Plan.

Parking

In the early 1990s, the City eliminated off-street parking standards within the Central Business District zone as an incentive to encourage property usage and downtown development. The 1994 Comprehensive Plan stated that this action should be reevaluated after ten years. During the downtown zoning standard update of 2005-06, parking was re-assessed. Given the beginning trend of larger projects in the downtown core (e.g., Activity Center/condominiums, City Hall block) and new zoning standards to allow such development, some off-street parking standards were reinstated for the downtown area. Given the pedestrian-oriented environment and proximity to transit, including Sound Transit trains, reduced parking standards were implemented.

Downtown Puyallup’s on-street parking supply is currently available on a first-come, first-served basis, with time restrictions in some locations. Anticipated development in this area may necessitate more active parking management in the future as demand for parking increases. The City should continue to monitor parking use downtown and consider actions outlined in this chapter and the Transportation Element, as appropriate, to manage demand. These actions may include reviewing on and off-street parking limits, parking space dimensions, and code to allow more shared parking on multi-tenant sites.

Additionally, the City should continue coordination with Sound Transit as they work to address the parking demand generated by the Sounder Station. This demand will primarily be addressed with the construction of a parking garage with up to 600 new parking stalls, however Sound Transit has identified additional strategies to provide station access including bus routing, nonmotorized improvements, and single occupancy vehicle reductions.

Public Transit

City officials and community members coordinated extensively with Sound Transit in the 1990s, resulting in the 2000 opening of the Puyallup Sound Transit station, providing commuter train service on the BNSF rail lines. As of 2008, Puyallup had the highest ridership of any station on the Sounder line between Lakewood to King Street Station in Seattle. There are currently eight northbound and two southbound weekday morning trains, and additional service enhancements are planned for the near future. The City continues to coordinate with Sound Transit on issues such as parking, train ridership and other issues.

Convenient bus transit should continue to be provided in the downtown core area. Pierce Transit should be encouraged to provide adequate routes and bus levels to meet the demands of increasing numbers of residents, employees, shoppers and other visitors. Shuttle service via trolley or local bus has been suggested to transport people between the Washington State Fairgrounds and the Sound Transit station, via downtown. This system could facilitate Fairground events participants to shop downtown and encourage use of the Fairgrounds parking areas for downtown employees and customers.

Bus routes connecting Downtown with South Hill are a priority for the City. Increasing the frequency and reducing the time of bus trips between South Hill and Downtown is a priority for both the City and Pierce Transit. The LIFT plan describes a new improved bus service connecting the South Hill Park & Ride lot and Transit Center with the Sound Transit “Sounder” commuter train station in Downtown. The City should continue to pursue and coordinate with transit providers to establish a bus rapid transit (BRT) link connecting Downtown with South Hill and points south. The key elements of the bus rapid transit include:

- Frequent service – about every 10 minutes during peak hours and 15 minutes during off peak hours
- Bus priority at traffic signals
- Permanent structured ‘stations’ or bus stops

Pedestrian and Bicycle Movement

The downtown streetscape projects from the mid-1990s emphasized rehabilitation of City sidewalks, including benches, crosswalks and other amenities. These should be maintained and, where feasible, enlarged to accommodate intensifying land uses. Other forms of walking paths, including cross-street walkways, should be encouraged. The 2005-06 downtown zoning update provided pocket plazas and other pedestrian amenities as incentives in design standards and for gaining structural density. Further incentives should be explored to provide additional facilities for increased pedestrian activity.

The downtown is accessible by bicycle on collector and local streets. This accessibility should be maintained. Bicycle routes on collectors and arterials designated in the Transportation Element should be implemented to assure that bicyclists are not placed in unsafe conditions of traffic congestion.

There are few bicycle racks in the downtown area. Bicycle racks would encourage better use of this mode of transportation in Puyallup. These should be encouraged on the periphery of public parking areas and where feasible in plazas or on sidewalks when changes in use and redevelopment projects are next considered. Six bicycle racks were installed in front of the new City Hall building.

The LIFT plan and 2009 TOD Study highlight the importance of pedestrian and bicycle connectivity in downtown. Improvements at cross-street walkways between 3rd St SW and 3rd St. SE from Pioneer to Stewart, and rail crossings at all locations are emphasized in both plans. Additionally, the City will work with Sound Transit to obtain an over-track pedestrian crossing at the Puyallup Train Station. New investments will focus on connecting the Civic Center, Puyallup Train Station, and new structured parking/transit-oriented development.

IV. Public Services

The LIFT grant the City received in 2008 gives the City greater capacity to invest in critical infrastructure to maintain and attract new population and jobs. LIFT funding provides up to \$1 million per year until 2039 to be used for capital improvements within the LIFT revenue development area, which includes the Downtown Regional Growth Center. Funds may be used in a variety of ways that will improve livability in the Downtown Neighborhood, from transportation improvements to sewer or water system upgrades. The City’s Capital Facilities Plan provides more detail of the infrastructure improvements that will accommodate the growth that is anticipated in the City and its Regional Growth Centers.

D. GOALS, OBJECTIVES AND POLICIES

Downtown Land Use Patterns

DT-1 The Downtown Center land use pattern has a dynamic mix of uses that complement one another allowing it to continue as the focal point of the community while being sensitive to the established character and existing patterns of development.

DT - 1.1 Mixed uses in the downtown area including retail commercial, multiple-family residential uses, and professional office uses shall be supported.

DT - 1.2 A variety of housing choices shall be provided in the downtown area for different housing needs and income levels. Housing for residents with special needs including elderly and handicapped persons shall also be encouraged in the downtown area.

DT - 1.3 Historic structures shall be encouraged to be restored or renovated to the extent possible.

DT-2 The core downtown area is enhanced as a pedestrian oriented commercial (POC) land use district area through mixed-use development and development standards.

DT - 2.1 As implemented in the CBD-Core and CBD zone hierarchy, a complimentary mix of employment, services, shopping and residential opportunities shall be promoted in the downtown area.

DT - 2.2 In-fill of retail commercial and mixed-uses to the east and west of core sites along Meridian Street within the pedestrian oriented commercial area shall be encouraged.

DT - 2.3 Intensive auto-oriented uses such as service stations and vehicle sales and repair facilities are not considered complimentary to the downtown pedestrian-oriented environment and shall not be maintained as permitted uses. Less-intensive auto-oriented uses, such as drive-through uses, are only permitted under special circumstances which maintain a strong pedestrian-serving element.

DT - 2.4 Street level store frontage is considered as prime retail space within the pedestrian oriented commercial area and should be reserved primarily for retail commercial uses. Therefore, non-municipal government administrative uses, including the Puyallup School District, county, state and federal offices, are encouraged downtown, however retail commercial uses are preferred in front bay and on first floors of prime retail space in the pedestrian oriented commercial area.

DT-3 The downtown designation as a Regional Growth Center by Puget Sound Regional Council is maintained and encourages land uses and other attributes to further the RGC status.

DT - 3.1 Periodically review the Activity Units and growth projections associated with the Downtown RGC in order to gauge success in accomplishing Growth Center objectives.

DT - 3.2 Coordinate with Puget Sound Regional Council to further the downtown's viability as a Regional Growth Center.

DT - 3.3 Use the Regional Growth Center status in seeking grant funding for transportation and other infrastructure/services.

DT - 3.4 Encourage development of structured parking and transit-oriented development which will focus growth within the Growth Center.

DT - 3.5 Consider the interface between the Washington State Fairgrounds and the Regional Growth Center. Fair-owned properties within the RGC should prioritize uses that support the intent of the Downtown RGC.

DT-4 To recognize the appropriate use and location of nearby automobile-oriented commercial (AOC) and limited commercial (LC) areas and to encourage such areas to maintain a positive functional and aesthetic relationship to the pedestrian-oriented downtown commercial area.

DT - 4.1 Commercial properties in the auto-oriented commercial area adjacent to the downtown along North Meridian and East Main Streets (AOC land use district) shall be encouraged to maintain high building design standards, within their own zone development standards so as to complement the nearby downtown area.

DT - 4.2 Limited commercial areas along the 3rd Street bypass shall be maintained as principally office professional areas. Established residential uses and structures shall be encouraged to be preserved; adaptive reuse of houses for professional office uses shall also be encouraged.

DT-5 Stability of predominantly single-family neighborhoods on the fringe of downtown (Low Density Residential land use district) is maintained, while allowing for appropriately scaled infill development.

DT - 5.1 Accessory dwelling units, duplexes and triplexes created through residential conversions and in-fill development shall be encouraged provided that such projects are sited and designed sensitively to respect the existing residential scale and character.

DT-6 Transitional residential neighborhoods immediately surrounding the pedestrian-oriented core area (High Density Residential land use district) provide a balanced mixed-use character and enhances the viability and use of the commercial core.

DT - 6.1 The RM-Core zone shall accommodate multi-family residential uses of a more urban scale (e.g. street-facing townhouses) than garden apartments more traditionally sited in the RM-20 zone.

DT - 6.2 New professional office development which replicates the residential scale and character of the surrounding neighborhood shall be conditionally permitted.

DT - 6.3 Accessory dwelling units, duplexes and triplexes and other relatively small scale residential conversions and in-fill development shall be encouraged provided that such projects are sited and designed sensitively to respect the existing residential scale and character.

Urban Form, Design, and Public Space

DT-7 The Downtown urban form allows new development that facilitates the pedestrian experience while protecting the established character of the built environment.

DT - 7.1 The Downtown Design Guidelines, as adopted in 2006, shall be maintained and updated as warranted. The Design Review Board shall make recommendations, as requested, on further means to improve the built environment quality.

DT - 7.2 Maintenance, renovation and reuse of downtown buildings with strong functional, historic and/or visual qualities shall be promoted and supported, coexisting with new buildings of potentially larger-scale.

DT - 7.3 To protect the character and integrity of downtown residential areas, the City shall adopt and implement standards to address infill development to ensure that the scale and design of such infill is consistent with the surrounding neighborhood.

DT - 7.4 The general alignment of facades shall be located at the sidewalk edge, allowing for corner insets and some plaza space in front of buildings.

DT - 7.5 Incentives to achieve compact development with a desired mix of uses, including multi-family special valuation tax, bonuses for building massing and design guideline features shall be continued and periodically re-assessed as to effectiveness.

DT - 7.6 New and renovated municipal buildings should be designed to have complementary materials and sensitive massing relative to the existing historic downtown structures, and generally located within the existing street grid pattern.

DT - 7.7 Encourage new institutional structures, associated parking areas and grounds which are sized and designed to complement massing, materials, and landscaping patterns of the surrounding residential neighborhood.

DT-8 The Downtown streetscape includes public spaces, sidewalks, street trees, and other pedestrian amenities which result in a neighborhood where people live, recreate, and visit.

- DT - 8.1 Partner with the Main Street Association and property owners to promote and implement downtown vegetation enhancements, including street trees, planters, rain gardens, bioswales, and hanging flower baskets.
- DT - 8.2 The City, in conjunction with the Valley Arts United and other community organizations, shall continue to promote public works of art throughout the downtown area.
- DT - 8.3 As a part of the City-wide gateway program, recognized entries consisting of tree plantings, signage and/or public art shall be established at key entrances to the City and downtown. Appropriate wayfinding signage shall be used in the downtown area to direct persons to key destinations.
- DT - 8.4 Streetscape improvements such as decorative or stamped concrete at crosswalks; defined pedestrian connections; street trees and landscaping; pocket parks; rain gardens and bioswales; weather protection; and curb extensions for pedestrians (i.e., bulb-outs) and trees (e.g. tree wells) and other traffic calming features shall be integrated into street and building design to enhance the safety, functionality, and aesthetics of the pedestrian environment.
- DT - 8.5 New and renovated municipal buildings shall have a consistent street alignment allowing adequate space for placement of street trees, paving treatments and ground vegetation, and plaza and pocket park amenities so to create a boulevard effect and accommodate pedestrian activity.

Community Events and Public Space

- DT-9 Downtown incorporates a public realm that includes public spaces, cultural amenities, parks, and trails as a critical component to creating a vibrant community in which people want to live and be active, and serving as a catalyst for attracting future development.**
- DT - 9.1 Coordinate with Main Street Association, the Chamber of Commerce, Valley Arts and other organizations in actively promoting downtown businesses, culture and other points of interest.
- DT - 9.2 Assist Main Street Association and other organizations to promote special events, including Farmer's Market, Meeker Days Festival and Daffodil Parade in the downtown.
- DT - 9.3 Coordinate with the Parks and Recreation Department and community partners to identify and establish space for a community garden that is in close proximity to high density residential and/or senior housing.
- DT - 9.4 Pioneer Park, Grayland Park, and the War Memorial Center shall continue to provide recreational, cultural and passive open space for the community.

Historic Preservation

- DT-10 The significant historic resources of the downtown are protected and enhanced through incentives, designation, and development standards.**
- DT - 10.1 Maintain a Certified Local Government program, either through Pierce County or on its own, in order to maintain a historic register and encourage historic preservation efforts downtown via tax incentives.
- DT - 10.2 Periodically review codes and related developments standards to ensure that historic preservation is facilitated to the maximum extent possible.
- DT - 10.3 Maintain an updated inventory of historic properties in the downtown area, and throughout the community, including observations on historic significance and structural conditions, to be compiled by a qualified professional. As appropriate, the City should assist property owners in designating significant sites for listing on the local, state, or national historic registers.

- DT - 10.4 Continue to participate in the annual recognition program that honors qualifying historic properties and encourages display of commemorative bronze plaques.
- DT - 10.5 Explore the establishment of a historic property boundary or conservation district to further protect and bring awareness to the City's historical downtown character.
- DT - 10.6 Private investment to renovate downtown commercial buildings shall be encouraged.
- DT - 10.7 The Washington State Historic Building Code shall be administered in considering alterations, additions and change in use occupancy to locally designated historic structures.

DT-11 The Meeker Mansion and grounds are preserved, well-used, and better connected with Downtown.

- DT - 11.1 The City and community organizations shall continue to monitor and act upon opportunities to reestablish open space around the Meeker Mansion grounds, reinforce the historic tie of the Meeker Mansion to downtown, and to develop an interpretive park on the site.
- DT - 11.2 The Puyallup Historical Society at the Meeker Mansion shall be assisted by the City in its efforts to preserve the Mansion, display historic artifacts, and provide cultural and educational programs for residents and visitors.
- DT - 11.3 Support the Puyallup Historical Society in their pursuit of developing the Centennial Park complex and improving the connection between the Meeker Mansion and Downtown.

Transportation and Circulation

DT-12 Continue maintenance of the existing arterial and collector street system as the principal circulation in the downtown until alternative routes have been established.

- DT - 12.1 As a long range option, the City shall continue to monitor the feasibility of returning Meridian Street to a two-way street through downtown if future by-pass routes to accommodate through traffic around the downtown core and necessary corridor-specific improvements are feasible.
- DT - 12.2 The paving surface of all streets through the downtown shall be appropriately maintained, giving priority to the most heavily traveled streets.

DT-13 Promote adequate parking in the downtown area consistent with the pedestrian-oriented environment.

- DT - 13.1 The City, in coordination with downtown property and business owners, shall encourage identification of additional parking opportunities, including more efficient use of existing parking areas, as well as construction of new private facilities.
- DT - 13.2 The City shall pursue creation of new mixed use parking structures at several downtown locations, as envisioned in the LIFT Grant and described in the 2009 TOD Study.
- DT - 13.3 The City shall periodically review on-street parking supplies and regulations in and around downtown to ensure this resource is being managed effectively. Time limits, parking pass systems, and a paid parking system may be used as warranted.

DT-14 Enhance pedestrian linkages between the downtown area and nearby destinations and neighborhoods.

- DT - 14.1 Sidewalks along arterial streets, such as Meridian, and along residential streets, particularly 2nd Street SW, shall be maintained and improved to encourage pedestrian traffic between the Washington State Fairgrounds and downtown.
- DT - 14.2 Sidewalks and associated pathways shall be maintained and improved to encourage pedestrian traffic between the downtown and surrounding neighborhoods, including linkages to area schools, parks, and the Puyallup River trail system.

DT-15 Promote Sound Transit and other public transit serving downtown Puyallup, South Hill, and the greater community.

- DT - 15.1 Coordinate with Sound Transit to promote the use of rail commuting while addressing ongoing issues including parking, reverse commute opportunities, pedestrian connections and bolstering local businesses.
- DT - 15.2 Work with Pierce Transit in the enhancement of convenient bus transit service to and from the downtown to serve a growing population of residents, employees, shoppers, and visitors.
- DT - 15.3 Encourage shuttle service connecting the Sound Transit Station and other transit hubs with future bus rapid transit service, downtown destinations such as the Western Washington Fairgrounds, and South Hill destinations such as Pierce College, the South Hill Business & Technology Center, and other employment and retail sites.
- DT - 15.4 In order to encourage economic development, the City shall work with Sound Transit to incorporate the parking facility construction facilitated by passage of Sound Transit 2 ballot measure into transit-oriented mixed use parking developments dispersed in the downtown area, rather than into one large parking structure.

DT-16 Promote bicycle transportation to the downtown and within the downtown.

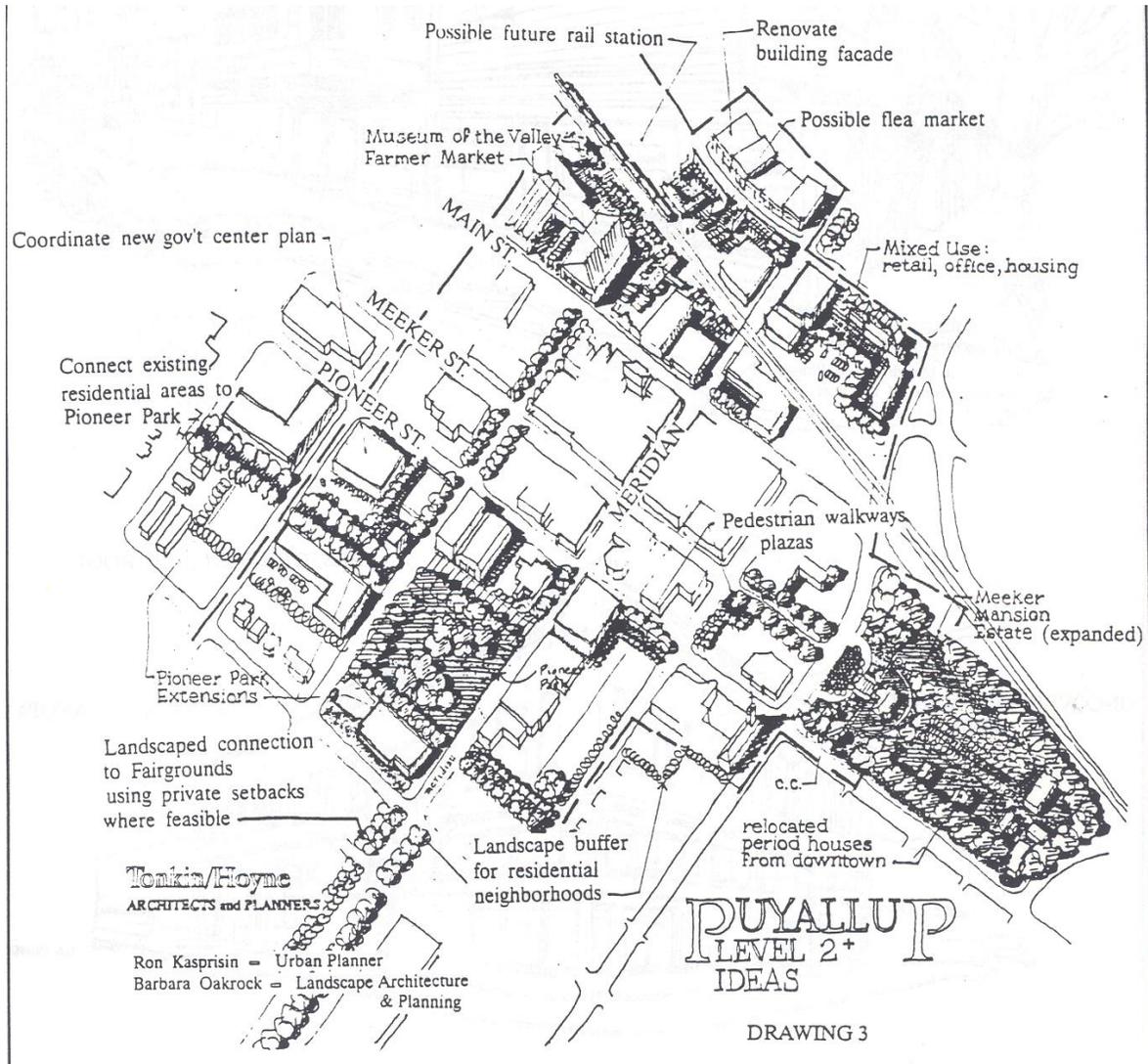
- DT - 16.1 Require that bicycle racks be provided for new development in the pedestrian oriented commercial area.
- DT - 16.2 Require installation of bicycle racks on the periphery of public parking areas, at major downtown destinations (e.g., the library, transit center, etc.), and where feasible on sidewalks. Where possible, bike racks shall be located in covered areas, or bike covers shall be provided. Building and business owners shall be encouraged to provide bike lockers, showers, and other such facilities that support employee bicycle commuting.

Public Service

DT-17 Monitor growth rates and periodically update growth projections and infrastructure analysis to ensure that adequate facilities are provided to accommodate growth in Downtown.

- DT - 17.1 To support redevelopment, consider completion of a Planned Action EIS to comprehensively analyze environmental impacts that would result from build-out of the Plan, describe measures that can mitigate the impacts, and outline specific capital improvements, their costs, and suggested phasing.
- DT - 17.2 Require concurrency, including by not limited to adequate water, sewer, stormwater, and transportation facilities, for all development in the Downtown subarea.
- DT - 17.3 Coordinate growth projections for the Downtown neighborhood with the update of the City's Sanitary Sewer Comprehensive Plan.
- DT - 17.4 Prioritize planning and design of projects that will be funded by the LIFT grant, such as high capacity transit and utilities.
- DT - 17.5 Maintain and periodically update a priority list of public facilities and services needs.

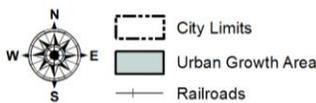
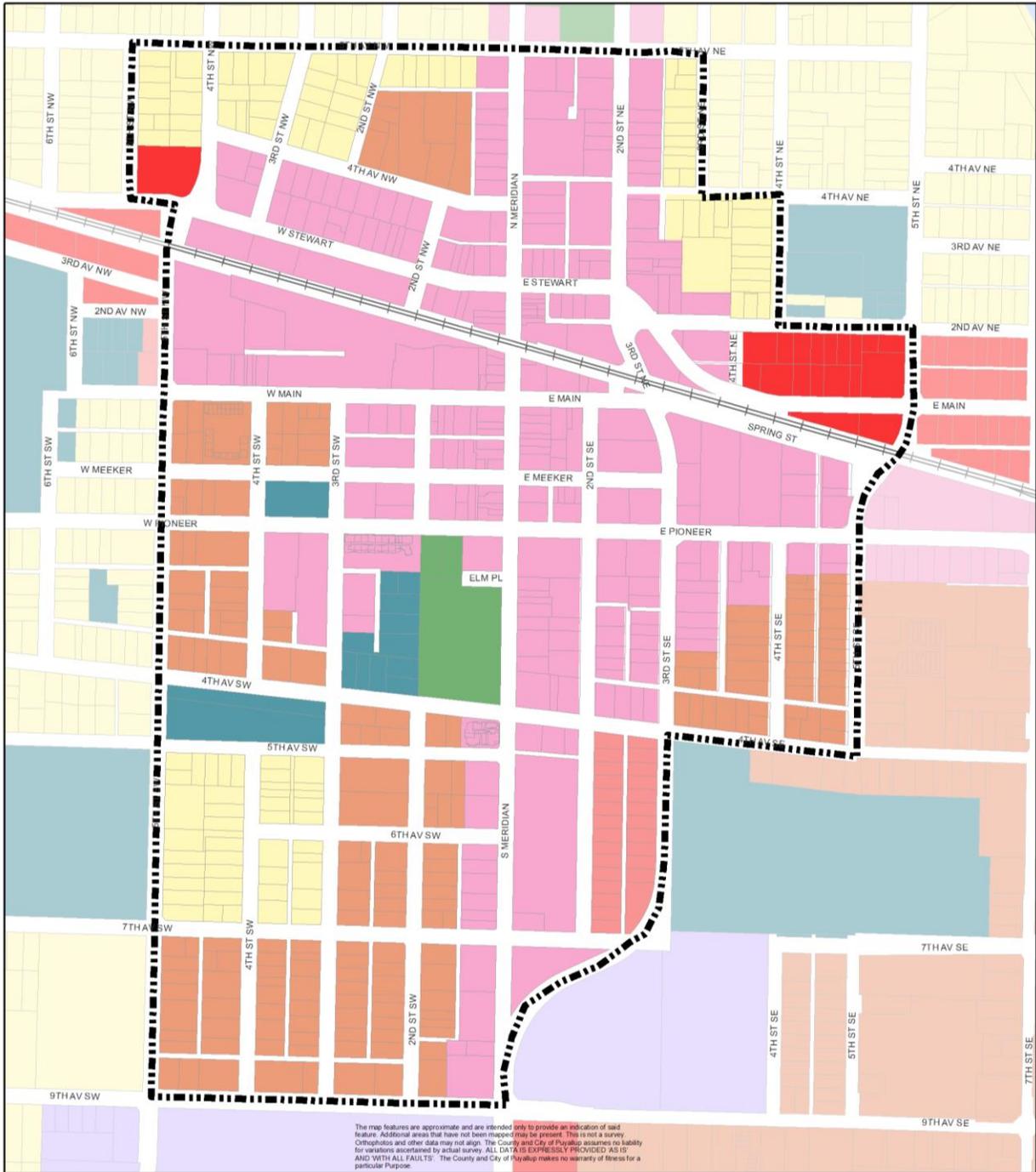
Downtown Design Drawings
From 1992 Charrette



Downtown Design Drawings
From 2005 Charrette



Map 11-1 Downtown Neighborhood Plan Future Land Use



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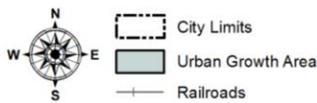
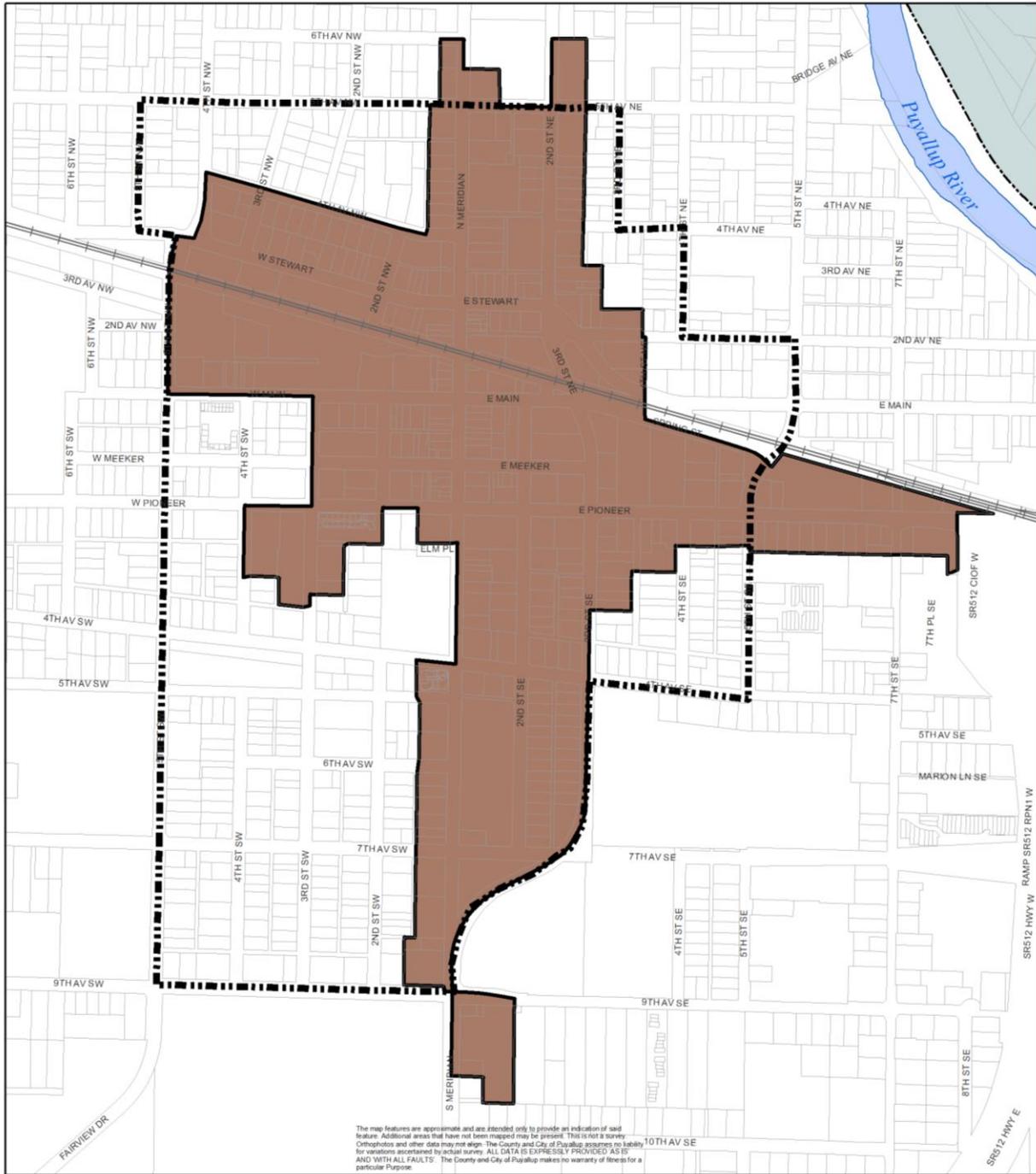
- POC
- AOC
- LC
- HDR

- LDR
- PF
- OS/PP

- Downtown Regional Growth Center

Downtown Neighborhood Plan Future Land Use

Map 11-3 Downtown Neighborhood & Residential Target Area



**Downtown
Neighborhood Plan
& Residential
Target Area**

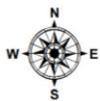


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Map 11-4 Downtown Neighborhood Existing Parks, Recreation and Open Space



The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. Orthophotos and other data may not align. The County and City of Puyallup assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED AS IS, AND WITH ALL FAULTS. The County and City of Puyallup makes no warranty of fitness for a particular purpose.



- City Limits
- Urban Growth Area
- Railroads

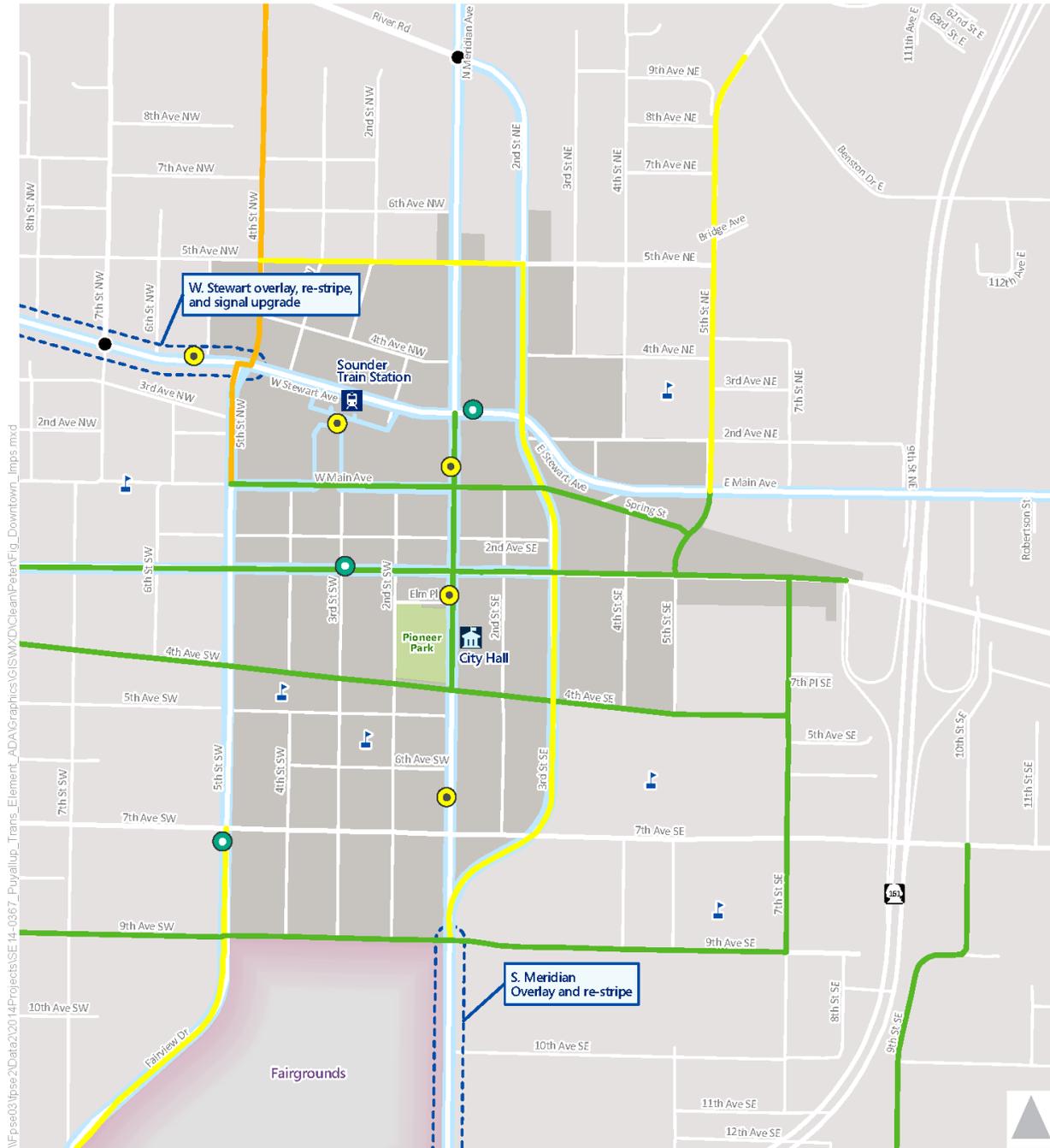


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Updated: June 2015

- Neighborhood Park
- Special Use Facilities
- High Schools
- Middle Schools
- Elementary Schools
- Private Schools

Downtown Neighborhood Plan Existing Parks, Recreation and Open Space

Map 11-5 Downtown Neighborhood Vehicular Improvements



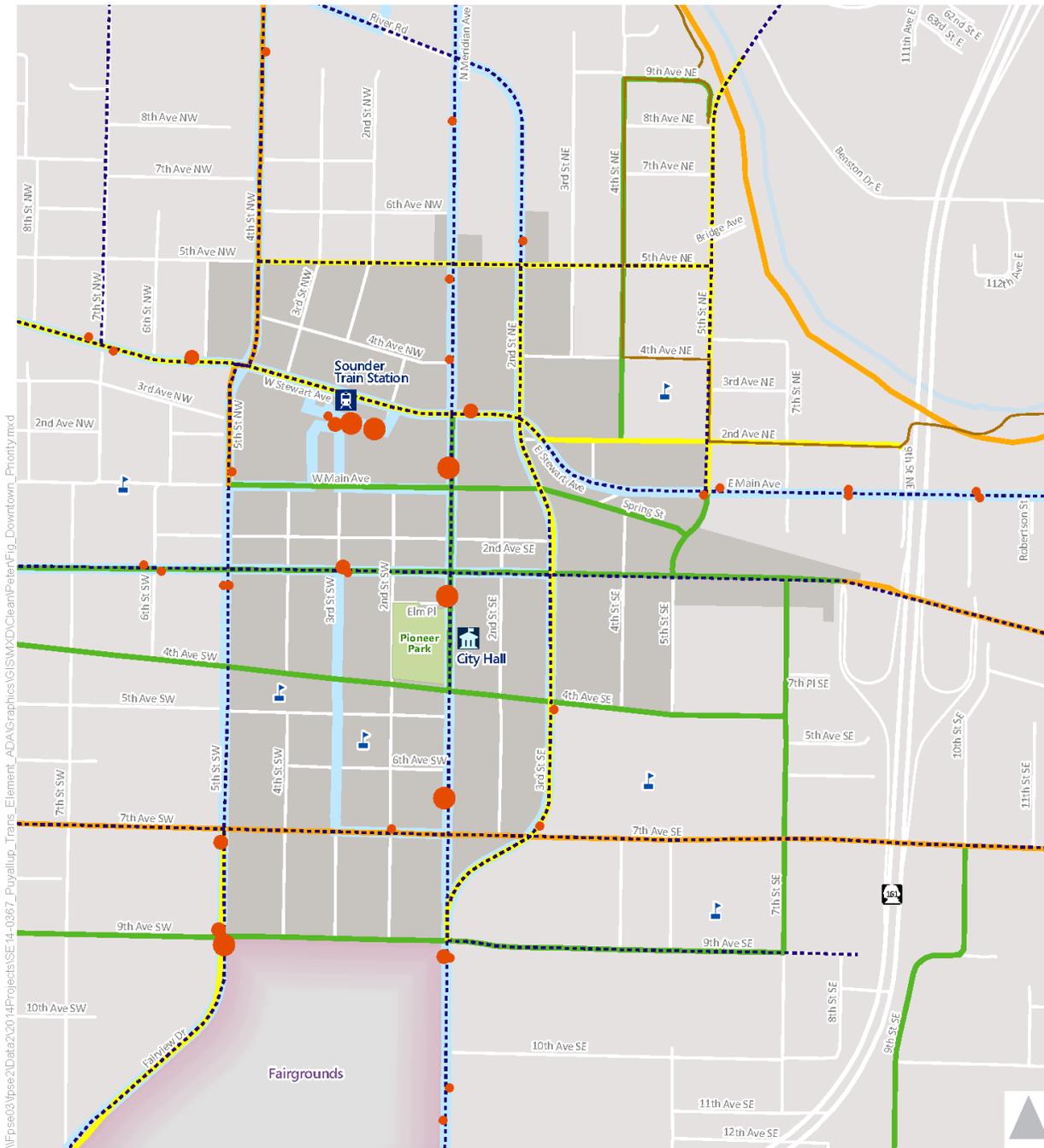
Recommended Improvements

- | | | | |
|-------------------|-----------------|--------------------------|---------------------------------|
| Bench | Bike Boulevard | Intersection Improvement | Regional Growth Center Boundary |
| Bench and Shelter | Bike Lane | Roadway Project | School |
| | Shared Use Path | Pedestrian Facility | Existing Bus Route |



New Facilities in Downtown Regional Growth Center

Map 11-6 Downtown Neighborhood Bike & Pedestrian Improvements



Priority Networks in Downtown Regional Growth Center

