

January 15, 2025



SYNTHESIS 9, LLC

To: City of Puyallup  
Development Services Center

Re: East Town Crossing – Commercial Lot No.1 Narrative  
2902 E Pioneer

The following provides analysis (in blue text) for PMC 20.26.300 (1)-(5), PMC 20.46 (SPO Overlay) and 20.30.037 (site plan design principles) related to the commercial lot.

### **20.26.300 Nonresidential design review standards.**

Any nonresidential structures constructed, or subject to major expansion and/or extensive exterior remodeling, and located in any zone except the ML, MR, CBD-Core or CBD zone shall be subject to the following design review standards:

#### **(1) Building Wall and Roof Modulation.**

The proposed building does not contain two or more stories or have a building footprint of more than 10,000 square foot; however, it does have a facade length greater than 100 feet. The Pioneer Road façade is proposed to be 106.5-ft maximum length. Wall modulation is accommodated with a 13-foot step back in the façade that creates three wall areas, each which are under 100 feet in length. Roof modulation is divided into three different rooflines, with the longest at 47 feet.

#### **(3) Site Plan Design Principles.**

The following design principles shall be required of any new building proposed for construction subject to this section, with the exception of public or private schools. In order to encourage pedestrian movement and the use of public transit within commercial districts, and to promote development of an attractive streetscape, appropriate building orientation is needed to provide for convenient, safe, direct and enticing pedestrian access between commercial developments. Site plans shall be subject to the following location and design criteria:

(a) Parking Area Location. The maximum width of parking lots fronting on a public street shall not exceed 64 feet or 50 percent of the subject site frontage, whichever is greater, to the extent feasible;

The proposed parking does front Shaw Road; however, it is under 64 feet and 50 percent of the site frontage.

(b) Street Orientation for New Buildings and Site Development. All site developments shall utilize the following standards in preparing site plan layouts:

(i) A pedestrian-oriented plaza space in front of the building at least eight feet deep running the full width of the building. This area shall be covered by awnings covering at least six feet of the plaza space. This plaza space shall include amenities such as bike parking, bench seating, planters, fountains, artwork, decorative railing, decorative light fixtures, hanging baskets or other features that are pedestrian scaled in nature; and

A plaza, that ranges from 11 feet to 22 feet deep, fronts both Shaw Road and Pioneer Way. The plaza will provide amenities that are pedestrian scaled, such as outdoor seating, artwork and decorative lighting.

(ii) Buildings on street corners shall locate the main entryway with a plaza space (200 square feet minimum) at or near (50 lineal foot maximum) the building corner, or establish a defined path (12-foot width minimum) leading from the public right-of-way directly to building entries using decorative/stamped paving; and

A plaza is proposed on the northwest corner of the building. Public access is provided via a proposed sidewalk with steps and also with an accessible ramp that connects with the public sidewalk along Shaw. A sidewalk with steps also connects the Pioneer Way public sidewalk with the plaza. We are showing that the plaza surface is made with decorative/stamped concrete.

(iii) New buildings shall be built 12 feet from the abutting front yard and street side yard right-of-way to improve pedestrian orientation and overall building design. Buildings may deviate from this setback under the following conditions:

(A) Buildings may be set back to a maximum of 20 feet to accommodate an eight-foot plaza space as required by subsection (3)(b)(i) of this section.

**The project proposes a large plaza the wraps around the northwest corner, as described in subsection (3)(b)(i) above. Along Pioneer Way, due to the angle of the intersection and the stream and related stream buffer, there are areas that are over 30-feet set back from the right-of-way.**

(B) Optionally, the pedestrian plaza space may project into the required front or street side yard landscape buffer (as required under PMC 20.58.005(2)) by a maximum of four feet; corner plaza spaces or outdoor cafes may project into the required landscape buffer by a maximum of six feet.

**The landscape buffers are provided.**

(iv) Site development plans shall be designed so that, to the greatest extent feasible, buildings and building entries are at street level and not elevated by retaining walls, particularly on sides of buildings where an entryway is oriented toward the abutting right-of-way.

**Due to the high, underground water level and stormwater management requirements, the site has been raised. We have tried, to the greatest extent feasible, to accommodate this requirement; however, this is not feasible.**

(c) Interior Building Orientation. Once the site development has achieved at least 50 percent of the site frontage which is occupied by buildings in accordance with the street orientation standards above, or when panhandle/internal lots not fronting on a public right-of-way, or where existing buildings and/or improvements would physically prevent subsections (1) and (2) of this section from being achieved, other structures may be placed internal to the site but shall be oriented towards each other and in close proximity to the site's street frontage buildings to allow for pedestrian movement between structures through pedestrian scaled plaza areas without crossing parking areas.

(d) Building Entrances and Design. At least one building entrance for an individual building (or individual tenant spaces) shall face each public street frontage or be located within 50 linear feet from a public street frontage. Directly linking pedestrian access shall be provided between the street right-of-way and each building entrance. No less than 60 percent of the surface area of any street-facing wall shall consist of windows and/or transparent doorways.

**The project proposes to locate the pedestrian access to the building at the sidewalk along Shaw Road. There is a building entrance that faces Shaw and another building entrance approximately 50 linear feet from this sidewalk that faces south. Along both Shaw Road and Pioneer Way, no less than 60 percent of the wall area that is between 2-feet and 8-feet shall consist of windows and transparent doorways.**

(e) Parking Lot Entrances and Driveways. The city may impose additional restriction on the width, number and location of driveways to and from the subject parcel to improve vehicle circulation or safety, or to enhance pedestrian movement or desirable visual characteristics.

**The driveway entries to the project, as a whole, have been approved by the City.**

(f) Each side of a parking lot which abuts a street must be screened from that street using the appropriate landscaping as specified in the city's vegetative management standards or by locating the building between the street and the parking lot.

**Landscaping that meets city's vegetative management standards will be provided.**

**(4) Siding Materials.** Acceptable siding materials include brick, stone, marble, split-face cement block, shingles, and horizontal lap siding. Other materials, such as stucco, may also be used as an accent if: (a) they are used as accent materials in conjunction with acceptable siding materials; and (b) said accent materials are characterized by

details or variations in the finish that create a regular pattern of shapes, indentations, or spaces that are accented or highlighted with contrasting shades of color.

**The project proposes cement board cladding in a number of configurations. Materials and patterns in the proposed building are used with repeated shapes and features of the design**

**(5) Achieving Building Design Variety.**

(a) Multiple-tenant buildings shall be designed with common materials, colors and styles across their entire facades so as to create cohesive building designs. Nonetheless, they shall be characterized by variation in the application of said materials and colors and also in fenestration details at least at any point where modulation is required under the provisions of subsection (1)(b) of this section. For example, siding materials or colors may be alternated between building sections; provided, that no single section be of a material or color that is not found on other portions or elements of the facade design. Accent siding materials and prominent siding materials may also be reversed to create interest. Tenant-specific motifs are prohibited if they do not reflect the style, colors and materials that characterize the overall facade design. For purposes of this section, a “single building” is defined as any structure that is completely separated from another structure by at least a 10-foot distance.

**The project proposes a building with three cladding materials, that are alternated with the modulation. Each accent material is located in multiple locations**

(b) Multiple buildings on a single site shall not be exact or close replicas of each other. While common materials, colors and styles are acceptable, each building shall be unique in terms of its general massing design and fenestration design. Variety in design may be achieved by variation in each building’s footprint, rooflines, facade modulation, and window arrangement. Color and materials may also be varied.

**The project proposes only one building.**

**20.46.000 Shaw-East Pioneer overlay zones.**

**20.46.015 Property development and performance standards – CB-SPO and CG-SPO zones.**

The following development and performance standards shall apply to properties located in the SPO zone in addition to the development and performance standards specified for the underlying zones:

(1) Setbacks/Building Orientation. Base zoning setbacks shall apply; provided, however, that a 25-foot arterial setback shall be preferred in CG/CB zones and the setback area shall be landscaped. Arterial setbacks of less than 25 feet may be permitted upon demonstration that the setback is landscaped and provides a pedestrian-friendly experience consistent with subsection (3) of this section. Buildings shall be oriented toward the adjacent street(s), and separated from the street by the above landscaped setback.

**A setback of approximately 19-ft is proposed along Shaw Road. The setback along Pioneer Way varies, due to the angle of the intersection and a stream and related stream buffer. A large plaza wraps the north west corner of the building and is intended to provide a pedestrian-friendly experience.**

(2) Height. Base zoning height standards shall apply; provided, however, that there shall be no requirement for graduated height setbacks required under PMC [20.30.032](#).

**The project proposes a building that does not exceed the maximum height. The proposed building is one-story tall and does not exceed 25-ft to the highest point of the roof.**

(3) Open Space/Pedestrian. Open space and landscape standards of the underlying zone shall apply, as well as setbacks consistent with building and landscape setbacks defined in subsection (1) of this section. The site shall be integrated with and connected to adjacent area trails and street sidewalks.

**The project has more than the required open space and landscape areas. Proposed sidewalks provide links to the adjacent properties and there are crosswalks connecting to the west side of Shaw Road.**

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(4) Parking Lot Configuration. Within areas that are 300 linear feet from the intersection of Shaw Road and Pioneer Way, CBD zone standards shall apply to parking lot configurations and their location and relationship relative to streets/buildings. Outside of the 300-foot areas, CB zone standards for parking lots shall apply.

**The proposed project is located within 300 linear feet of the Shaw Road and Pioneer Way intersection.**

(5) Design Standards. Projects shall meet community design standards of PMC [20.26.300](#).

**As discussed above, the project proposes to meet the community design standards.**

(6) Building Size. Underlying zoning standards as to lot coverage and floor area ratios shall apply. Any building exceeding 20,000 square feet in size shall be located to the rear of parcels behind smaller street-facing buildings.

**The project proposes a building that does not exceed the floor area ratio and a site design that exceeds the lot coverage maximum.**

(7) Signs. CBD zone sign standards shall apply. The master site sign plan shall be a part of the design review package for any cohesive development.

**Acknowledged.**

(8) Green Buildings/Low Impact Development. Proposed projects are strongly encouraged to demonstrate conformance with LEED/Green Built and low impact development principles.

**The project complies with the applicable jurisdictional requirements.**

#### **20.46.016 Permitted uses and conditionally permitted uses – ML-SPO zone.**

The underlying ML zone regulations that govern uses shall apply to properties in the ML-SPO overlay zone, with the following additional use standards: Outdoor storage uses, such as equipment, material, junk, scrap or vehicle storage areas, shall be allowed only if such areas are thoroughly obscured from off-site vantage points, which have the same, similar or lower elevation as the storage area, by locating such storage area behind street facing buildings or other structures, including walls, or vegetation with sufficient growth. In addition, outdoor storage uses shall be partially obscured from off-site vantage points, which have higher elevations than such storage areas, by on-site structures or vegetation with sufficient growth. Any building area containing loading docks, or parking or impound areas used for equipment or vehicle storage, shall be considered outdoor storage uses for purposes of this section. (Ord. 3067 § 3, 2014).

**The project does not propose any outdoor storage areas.**

#### **20.46.017 Property development and performance standards – ML-SPO zone.**

The following development and performance standards shall apply to properties located in the ML-SPO zone in addition to the development and performance standards specified for the underlying zone:

(1) Setbacks/Building Orientation. A 25-foot setback shall be established on all non-street frontage perimeters and the setback area shall be landscaped with vegetation that provides screening, specifically, Type II or Type III perimeter buffer types from the city's vegetative management standards, or functional equivalent. Loading docks or bays shall be oriented in a manner that has the least visual impact from frontage streets and surrounding off-site vantage points, which have the same or similar elevation as the docks or bays, and typically should be oriented toward the interior of the site.

**A 25-ft setback is provided on all non-street frontage perimeters.**

(2) Landscape Area/Open Space/Pedestrian. Streetscape landscaping and sidewalks along street frontage shall be implemented from the curb in the following order: planting or planter strip, sidewalk and then landscape buffer. The planting strip shall be no less than 10 feet wide; the sidewalk shall be no less than eight feet wide; the landscape

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buffer shall be no less than 25 feet wide and shall be landscaped with vegetation that provides screening, specifically, Type II or Type III perimeter buffer types from the city's vegetative management standards, or functional equivalent. The area immediately adjacent to the exterior of buildings or other structures shall be landscaped in accordance with Chapter [20.58](#) PMC and PMC [20.26.400](#). In addition to the foregoing, a minimum of 20 percent of the project site shall be landscaped or occupied by vegetation, and such landscaping or vegetation areas shall be distributed across the site. The following items when on site, i.e., permeable sidewalks, vegetation roofs, swales, rain gardens, and stormwater ponds, may be included as part of the 20 percent area. The site shall be integrated with and connected to adjacent area trails and street sidewalks.

**The proposed street frontage has been configured as directed by the city. There is a shared public path along the adjacent Shaw Road right-of-way. Over 20% of the project site has landscaping. Most of it is located in the landscaped area between the building, and both Shaw Road and Pioneer Way. Some of the area along Pioneer Way includes a stream and its related buffer. The site pedestrian circulation is integrated with the public sidewalks.**

(3) Design Standards. Projects shall meet industrial design standards of PMC [20.26.400](#). In addition, all building architectural plans shall demonstrate the use of additional measures to break up the appearance of large building walls (i.e., walls with a facade length greater than 100 feet and height exceeding 24 feet) through usage of modulation, articulation, facade material changes, glazing, etc.; long rooflines (i.e., exceeding 100 linear feet) through roofline plane modulation, creative parapet design or other treatment; and building entrance/corners through use of creative design features such as different building massing, facade material changes, roofline/canopy features, glazing, etc.

**It is our understanding that industrial design does not apply, however, it is our intent that these design standards are incorporated into the proposed building design.**

(4) Building Size. Underlying zoning standards as to lot coverage and floor area ratios shall apply. However, an individual building footprint shall not exceed 125,000 square feet in size.

**The project proposes a building that does not exceed the floor area ratio and a site design that exceeds the lot coverage maximum.**

(5) Signs. Underlying zoning standards as to signage shall apply, with the additional requirements that all freestanding signage shall be of a monument style and that no electronic display signs are permitted.

**Acknowledged.**

(6) Low Impact Development/Green Buildings. Low impact development principles, practices or techniques for stormwater management, such as implementation of swales, rain gardens, permeable surfaces, and vegetative roofs, are the preferred method for stormwater management, and should be implemented where feasible to minimize pollutant loadings into adjacent rivers and streams. LEED/Green Built projects are encouraged.

**The project complies with the applicable jurisdictional requirements.**

#### **20.30.037 Site plan design principles in CL, CG and CB zones.**

In order to encourage pedestrian movement and the use of public transit within commercial districts, and to promote development of an attractive streetscape, appropriate building orientation is needed to provide for convenient, safe, direct and enticing pedestrian access between commercial developments. All site plans shall be subject to the following location and design criteria:

(1) Parking Area Location. The maximum width of a parking lot fronting on a public street shall not exceed 64 feet or 50 percent of the subject site frontage, whichever is greater, to the extent feasible.

**The proposed parking does front Shaw Road; however, it is under 64 feet and 50 percent of the site frontage.**

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(2) Street Orientation for New Buildings and Site Development. All site developments shall utilize the following standards in preparing site plan layouts:

(a) For developments outside of the downtown planned action area, a pedestrian-oriented plaza space in front of the building at least eight feet deep running the full width of the building. This area shall be covered by awnings covering at least six feet of the plaza space. This plaza space shall include amenities such as bike parking, bench seating, planters, fountains, artwork, decorative railing, decorative light fixtures, hanging baskets or other features that are pedestrian scaled in nature. Within the downtown planned action area, see PMC [20.30.033](#)(1); and

**As discussed above, the project proposes to meet the community design standards.**

(b) Buildings on street corners shall locate the main entryway with a plaza space (200 square feet minimum) at or near (50 linear foot maximum) the building corner, or establish a defined path (12-foot width minimum) leading from the public right-of-way directly to building entries using decorative/stamped paving; and

**The project proposes to locate the pedestrian access to the building at the sidewalk along Shaw Road. There is another building entrance that faces Shaw and another building entrance approximately 50 linear feet from this sidewalk.**

(c) New buildings shall be built 12 feet from the abutting front yard and street side yard right-of-way to improve pedestrian orientation and overall building design. Buildings may deviate from this setback under the following conditions:

**A plaza, that wraps the northwest corner of the building, is proposed.**

(i) Buildings may be set back to a maximum of 20 feet to accommodate an eight-foot plaza space as required by subsection (2)(a) of this section.

**A setback of approximately 19-ft is proposed along Shaw Road. The setback along Pioneer Way varies, due to the angle of the intersection and a stream and related stream buffer. A large plaza wraps the north west corner of the building and is intended to provide a pedestrian-friendly experience.**

(ii) Optionally, the pedestrian plaza space may project into the required front or street side yard landscape buffer (as required under PMC [20.58.005](#)(2)) by a maximum of four feet; corner plaza spaces or outdoor cafes may project into the required landscape buffer by a maximum of six feet.

**The landscape buffer is provided.**

(d) Site development plans shall be designed so that, to the greatest extent feasible, buildings and building entries are at street level and not elevated by retaining walls, particularly on sides of buildings where an entryway is oriented toward the abutting right-of-way.

**Due to the high, underground water level and stormwater management requirements, the site has been raised. We have tried, to the greatest extent feasible, to accommodate this requirement; however, this is not feasible.**

(3) Once the site development has achieved at least 50 percent of the site frontage which is occupied by buildings in accordance with the street orientation standards above, or when panhandle/internal lots not fronting on a public right-of-way, or where existing buildings and/or improvements would physically prevent subsections (1) and (2) of this section from being achieved, other structures may be placed internal to the site but shall be oriented towards each other and in close proximity to the site's street frontage buildings to allow for pedestrian movement between structures through pedestrian scaled plaza areas without crossing parking areas.

**No other buildings, are located on the lot.**

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(4) Building Entrances and Design. At least one building entrance for an individual building (or individual tenant spaces) shall face each public street frontage or be located within 50 lineal feet from a public street frontage. Directly linking pedestrian access shall be provided between the street right-of-way and each building entrance. No less than 60 percent of the surface area of any street-facing wall shall consist of windows and/or transparent doorways.

**The project proposes to locate the pedestrian access to the building at the sidewalk along Shaw Road. There is a building entrance that faces Shaw and another building entrance approximately 50 linear feet from this sidewalk that faces south. Along both Shaw Road and Pioneer Way, no less than 60 percent of the wall area that is between 2-feet and 8-feet shall consist of windows and transparent doorways.**

(5) Parking Lot Entrances and Driveways. The city may impose additional restriction on the width, number and location of driveways to and from the subject parcel to improve vehicle circulation or safety, or to enhance pedestrian movement or desirable visual characteristics.

**The driveway entry to the lot is existing.**

(6) Each side of a parking lot which abuts a street must be screened from that street using the appropriate landscaping as specified in the city's vegetative management standards or by locating the building between the street and the parking lot.

**The proposed parking does front Shaw Road; however, it is under 64 feet and 50 percent of the site frontage.**

-END

Brett Lindsay  
Synthesis 9, LLC

A handwritten signature in black ink, appearing to read "Brett Lindsay", is positioned below the printed name and company.