



Planning Commission Meeting Agenda

Puyallup City Hall is open and accessible to the public. This meeting of the Planning Commission will be held in person in the Council Chambers on the 5th floor of City Hall, 333 S. Meridian, and virtually via the Zoom platform. The meeting can be watched and listened to via this conferencing link: <https://zoom.us/>, click Join a Meeting, Meeting ID: 835 9567 2959, password is 002899. To join the meeting by phone, dial 253-215-8782 and use the same Meeting ID and password as listed above.

Written comments will be accepted at MichelleO@puyallupwa.gov until 5:00 p.m. and be distributed to the Commission prior to the meeting.

Wednesday, June 8, 2022

6:30 PM

ROLL CALL

APPROVAL OF THE AGENDA

1. PUBLIC HEARINGS

1.a 2022 Privately Initiated Comprehensive Plan Amendment - Larson Auto Group

- A) Staff Report
- B) Comp Plan Goals and Policies
- C) Land Use Designation Table
- D) CG Permitted Uses (PMC Ch. 20.30)
- E) Application
- F) Proposed Amendment Map
- G) Existing Future Land Use Map
- H) Existing Zoning Map
- I) Critical Areas Map
- J) Utilities Map

1.b Proposed Title 21 Code Amendments - Stormwater Regulations

- A) Cover Letter
- B) Staff Report
- C) Summary of Code Changes
- D) Final Draft Code Changes

2. OTHER COMMISSION BUSINESS

ADJOURNMENT



Planning Commission Agenda Item Report

Submitted by: Kendall Wals

Submitting Department: Development Services

Meeting Date: 6/08/2022

Subject:

2022 Privately Initiated Comprehensive Plan Amendment - Larson Auto Group

Presenter:

Kendall Wals, Senior Planner | kwals@puyallupwa.gov | (253) 841-5462

Recommendation:

Hearing, Deliberation, Recommendation

Background:

The Planning Commission will hold a Public Hearing on one privately initiated map amendment for the 2022 Comprehensive Plan Amendment cycle. Initially the city received two privately initiated applications, but one applicant withdrew their application. The remaining request before the Commission is from the Larson Automotive Group, who are requesting to convert the future land use designation and associated zoning of three parcels totaling 2.9 acres. The request would convert two parcels from Moderate Density Residential (MDR) and a split designated parcel of MDR and Auto Oriented Commercial (AOC) to the AOC land use designation for all three parcels. The request would also concurrently change the associated zoning from a combination of medium density multi-family residential (RM-10) and General Commercial (CG) to the CG zone for all three parcels.

The proposed amendment, analysis, and a staff recommendation are provided in the attached staff report. Also attached are applicable Comp Plan goals and policies, applicable designation criteria from the city's Land Use Designation Table, list of permitted uses in the General Commercial (CG) zone, application and a number of maps for reference.

At the June 8, 2022 meeting, it is anticipated that Planning Commission will hold a Public Hearing and then deliberate and make a recommendation to City Council immediately following the hearing.

Council Direction:

Fiscal Impacts:

ATTACHMENTS

- [A\) Staff Report](#)

- [B\) Comp Plan Goals and Policies](#)
- [C\) Land Use Designation Table](#)
- [D\) CG Permitted Uses \(PMC Ch. 20.30\)](#)
- [E\) Application](#)
- [F\) Proposed Amendment Map](#)
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City of Puyallup

Development & Permitting Services

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P: 253-841-5462 | E: kwals@puyallupwa.gov

To: Planning Commission
 From: Kendall Wals, Planning Division

RE: 2022 Privately Initiated Comprehensive Plan Amendments

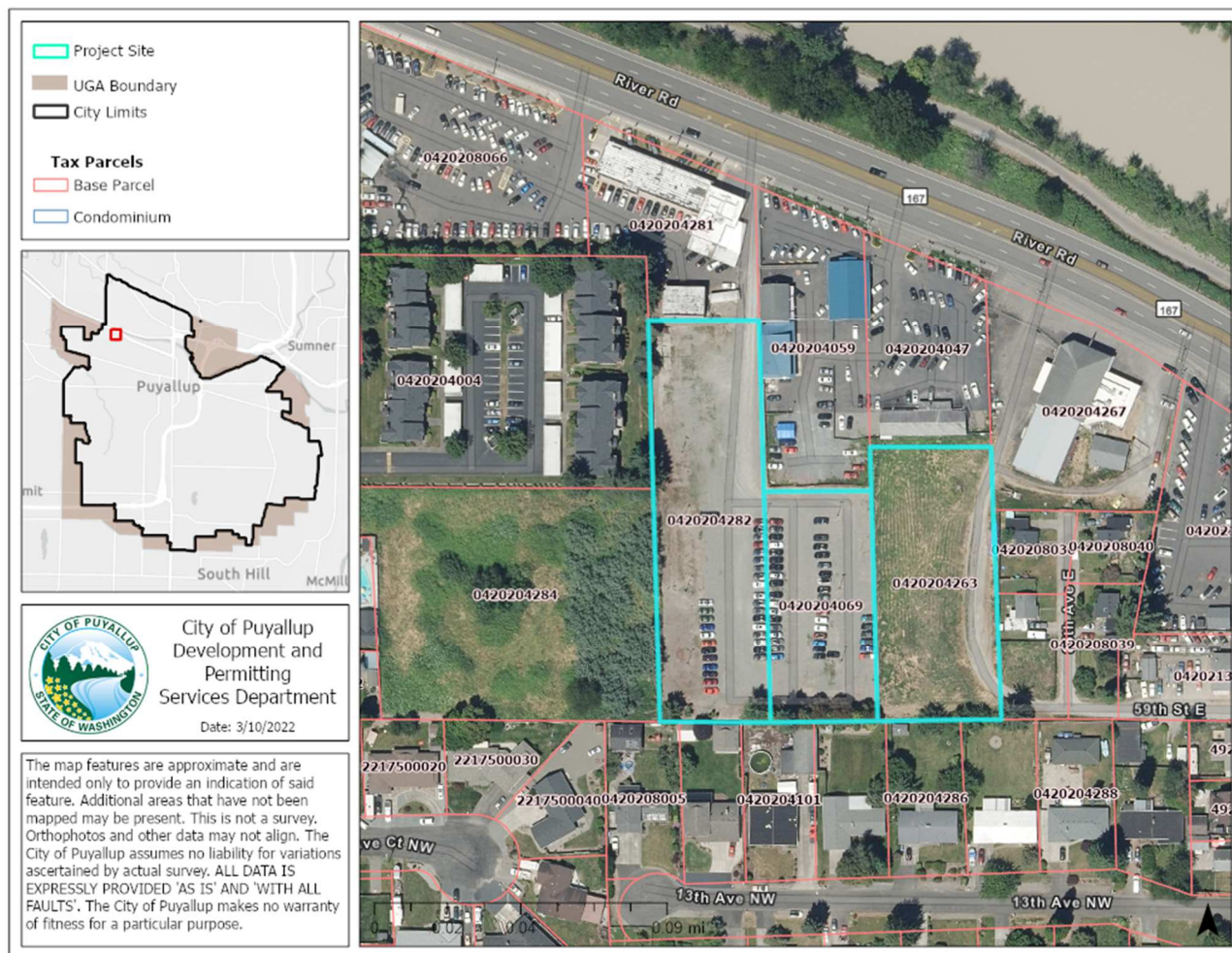
Date: June 2, 2022
 Hearing Date: June 8, 2022

INTRODUCTION

The city received two privately initiated map amendment applications for consideration as part of the 2022 Comprehensive Plan Update cycle. However, one application (Benaroya Capital Company LLC; 1015, 1019-1021 39th Ave SE) was withdrawn by the applicant. As a result, the Planning Commission will hold a public hearing on one (1) privately initiated map amendment, which is summarized and analyzed in this staff report. The application form and additional materials are also attached to the agenda item for reference.

APPLICATION

Vicinity Map



Application Information

Permit Number: PLCPR20220024
 Applicant(s): AHBL, on behalf of Larson Automotive Group
 Property Owners: Larson Automotive Group
 Location: 8424 River Rd (TPN 0420204282, 0420204069, 0420204263)
 Proposal: The applicant requests a Comprehensive Plan amendment to convert the future land use designation and associated zoning of three parcels totaling 2.9 acres. The request would convert two parcels from Moderate Density Residential (MDR) and a split designated parcel of MDR and Auto Oriented Commercial (AOC) to the AOC land use designation for all three parcels. The request would also concurrently change the associated zoning from a combination of medium density multi-family residential (RM-10) and General Commercial (CG) to the CG zone for all three parcels.

Site and Area Characteristics

The subject parcels are landlocked and located south of River Road and west of 15th St NW. Two of the parcels (TPN 042020-4282 and -4069) are currently being used for automobile storage and the third parcel (TPN 0420204263) is currently vacant. Descriptions of the surrounding uses and zones are provided in the table below. Please note, the aerial photo on the vicinity map for this application does not accurately depict the current uses for adjacent parcels to the east of the subject parcels. Since the aerial photo was taken in 2020, several structures have been demolished and the parcels (including some remaining structures) are currently vacant.

It appears that two of the parcels have been used for outdoor storage since approximately 1996 (potentially a few years before that, but staff could not confirm). The property was sold to the current owner/applicant in 2006. The applicant provided affidavits to support the continuation of the existing nonconforming use on-site over the years, and the Development and Permitting Services Director accepted those affidavits, thus accepting continuation of the nonconforming use. The Development and Permitting Services Director also determined that the applicant is permitted to pave the two subject lots and add lighting under the city's nonconforming code, which allows changes to a nonconforming use if the proposed change brings the use more into conformance with the municipal code; parking and storage areas are required to be paved and include lighting by code.

In addition to this map amendment request, the city is currently processing a SEPA environmental checklist and preliminary site plan application that involves two of the parcels associated with this application: the two parcels with the existing nonconforming automobile storage use. The third vacant parcel (TPN 042020426) is not included with the development permit because of the current zoning and lack of nonconforming use allowances. The project will include required enhanced stormwater treatment prior to discharging directly into the Puyallup River.

Proximity to Site	Existing Land Use Designations	Existing Zoning Designations	Current Use
North	AOC	CG	Commercial (auto sales)
South	LDR	RS-08	Single family residential
East	AOC	CG	Vacant
West	MDR	RM-10	Multi-family residential, vacant/active construction of new multi-family residential

Access: As mentioned, the subject lots are landlocked and do not have frontage on public right-of-way. Larson Automotive Group also owns nine abutting/adjacent lots to the north and east of the subject parcels, which provide access to River Road (major arterial) and 15th St NW (minor collector).

Utilities: The three subject lots are not currently served by utilities due to the existing development (i.e. no existing structures), but City of Puyallup sanitary sewer and water services are located within proximity to the subject site.

Critical Areas: Potential critical areas on or adjacent to the subject properties include critical aquifer recharge areas, volcanic hazard area, stream/shoreline master program (Puyallup River), fish and wildlife habitat, and FEMA seclusion area. For properties located in critical aquifer recharge area (CARA), the code requires that certain activities having potential to cause degradation of ground water quality or adversely affect the recharging of an aquifer to only be permitted pursuant to an approved critical area report. The Puyallup River is located to the north of the subject site, but it does not appear that regulated shoreline or habitat area would impact the subject properties. The properties are also located within a FEMA seclusion area which are areas still being studied and regulation policy is still being developed by FEMA. At this time, seclusion areas revert to the previous floodplain maps which place these parcels outside of floodplain; therefore, the properties would not be regulated as floodplain.

Prior Map Amendment History

In 1994, the City of Puyallup adopted its first Comprehensive Plan, which established land use designations for all properties within the City's Urban Growth Area (UGA). At that time, the three parcels were not within city limits, but were within the City's UGA, and they received the Moderate Density Residential designation, and the one parcel was split designated MDR and AOC. The subject properties were annexed into the City of Puyallup in 1999 as part of the "Firwood/River Road Annexation". Upon annexation, the properties received the General Commercial (CG) and RM-10 zoning designations. At the time of annexation, the property owners of the subject properties (different from the current owners) noted the inconsistency of the existing use of the sites and the new zoning, and at least one of the property owners expressed opposition to the proposed changes. City Council directed the Planning Commission and staff re-analyze the designation for one of the three parcels (TPN 042020426) as part of the 1999 Comprehensive Plan Amendments. Below please find a summary of the amendment history for the subject parcels. For more detail, please refer to the background research in the staff memo provided in the April 27, 2022 Planning Commission agenda packet.

Summary of prior review

- **1999:** Council directed Staff and the PC to review the land use and zoning designations for Hagen's property as part of the 1999 Comp Plan Amendment cycle. Ultimately, the application was returned to the Planning Commission for additional study as part of the 2000 Comp Plan amendment cycle and the landscape buffer standards were also reviewed.
- **2000:** Planning Commission made recommendations to Council on the landscape buffering standards, but Council postponed action on the amendments until further input could be retained by the community. Planning Commission did not recommend approval of the comp plan amendment until appropriate buffering standards were adopted. Council followed the Commission recommendation and denied the application, noting that the application would be reviewed the following year after the buffering/landscape code updates were adopted.
- **2001:** Landscape buffering code amendments were adopted. Planning Commission unanimously recommended approval. However, Council voted 6-1 to deny the application, stating that the proposed amendment "results in an undesirable transition of uses between residential and commercial activities and may have adverse impacts on the abutting single-family development."

Please note, the decision on the prior application does not preclude the review of the current application or for different findings to be made since the proposed amendment was last reviewed 21 years ago.

Design, Land Use, And Community Considerations

Property Development Standards: The property development standards would be different, requiring lesser building setbacks and increased building heights under the CG zoning standards, but with increased landscape buffer requirements when abutting single-family residential. The existing MDR/RM-10 designations require increased landscaping and open space requirements as part of a multi-family residential development. Additional landscape buffering requirements and applicable design standards are applied based on proposed and adjacent use as well as zoning.

Land Use Compatibility: The existing nonconforming use on two of the subject lots is considered “road service use” and “outdoor storage” use per the City’s zoning code. Changing the land designations for the subject properties from MDR/AOC to AOC for all three parcels and changing the corresponding zoning classification from RM-10/CG to CG, would make the existing nonconforming uses conforming under the proposed CG zone. In addition, if approved, the new zoning would allow for a wide range of permitted uses, from professional office and general commercial uses to hazardous waste treatment and storage. Please see the permitted and conditionally permitted use table provided in the packet for more information.

The parcels to the north and east would remain commercially zoned and used as such. The parcels to the west would remain multi-family residential and the parcels to the south would remain single-family residential. The requested change in designation would somewhat break up an otherwise continuous swath of moderate density residential designated properties between the existing commercial (north) and single-family residential (south).

Access, Transportation & Utilities: As previously noted, the subject properties are landlocked but receive access to River Road (major arterial) and 15th St NW (minor collector) through adjacent commonly owned properties. There are no current public transportation routes within proximity to the subject properties. The closest bus route appears to be Pierce Transit Route 400 on W Stewart which travels from Puyallup to Downtown Tacoma; the closest bus stop appears to be approximately 0.60 miles from the subject properties. The Sounder Station also appears to be more than one mile away from the subject properties. The three subject lots are not currently served by utilities due to the existing development (i.e. no existing structures), but City of Puyallup sanitary sewer and water services are located within proximity to the subject site.

Intensity of Development: Under the current zoning, the property could be redeveloped into multi-family residential. Based on the property that’s currently zoned RM-10, it would allow for a maximum base density of 25 units, with potential bonus density. The proposed change allows for a wide range of commercial uses and very limited allowance of multi-family residential uses. Under the commercial zoning allowances, multi-family residential uses are permitted when proposed within a mixed-use building and are limited to occupancy of 50-percent of the building. The proposed change to the commercial designation would allow greater building mass than a building permitted under the existing zoning. The proposed designation would allow reduced setbacks, increased lot coverage and floor area ratio, and increased height. Landscape buffering requirements and applicable design standards are applied based on proposed and adjacent use as well as zoning.

REVIEW CRITERIA ANALYSIS

Puyallup Municipal Code (PMC), Sections 18.40.071 and 18.40.075 include decision criteria required for review of these types of applications. In addition, the Land Use Element of the Comprehensive Plan includes criteria for designating the different future land use designations in the city. Analysis is provided below regarding the decision and designation criteria.

Comp Plan Amendment Decision Criteria – PMC 18.40.071:

(I) The proposed change will further and be consistent with the goals, objectives, and policies of the comprehensive plan.

The applicant notes the Comprehensive Plan’s support of local businesses and economic development, and the significant role that car dealerships play in the City’s history as a commercial center and the city’s sales

tax base. The automobile industry has also seen an increased demand of vehicles during the recent COVID-19 pandemic.

The applicant referenced Framework policy F-12 of the Foundations Element of the Comprehensive Plan, which seeks to expand the employment and tax base, and to “create a business-friendly environment that supports small and local businesses”. Policy LU-15.3 from the Land Use Element was also referenced, as it seeks to recognize major economic contributors to the City, specifically calling out auto dealers as an example, as special commercial functions important to the community tax base, employment, and community identity.

Lastly, the applicant notes that the vision of the River Road Corridor Plan specifies “the portion of the River Road Corridor Planning Area south of River Road will remain auto-oriented commercial land for the foreseeable future.” While the River Road Corridor Plan seeks to incorporate mixed-use development along the corridor, it also seeks to preserve the livelihood of auto dealerships and other retail uses (Goal RR-1).

Staff Analysis:

The City’s Comprehensive Plan includes goals and policies that support both housing and employment/economic development. Comp Plan Policy LU-2.1 of the Land Use Element promotes retention and stability of existing residential neighborhoods by preventing compatible adjacent land uses, and Policy LU-2.2 encourages a range of housing types and densities for all economic sectors of the city. There are additional policies of the Land Use Element which seek to ensure that the city has adequate land to accommodate the city’s anticipated and planned population growth, as well as a mix of housing types. The City’s Housing Element also provides policy support for protection of established residential neighborhoods through design principles for new development, as well as promotion of a variety of residential densities and housing types.

The city’s Comp Plan also includes goals and policies in support of economic development and support of locating commercial nodes within proximity to residential neighborhoods. The Economic Development Element states to “Recognize the River Road corridor as a major economic contributor to the City and ensure that proper land use standards are maintained to support its business (particularly auto sales) and community needs” (Policy ED-4.3). As the applicant also referenced, the River Road Corridor Plan notes the vision of future land use patterns being focused on pedestrian oriented mixed-use development in key locations, while preserving the livelihood of auto dealerships and other retail uses (Goal RR-1).

According to the 2021 Buildable Lands analysis, the three parcels were identified as vacant or underutilized. Per the Buildable Lands Report, the RM-10 residential density assumption is eight units per acre. Based on the total area currently zoned RM-10 for the three parcels and using the buildable lands capacity assumptions, we would anticipate 20 housing units for this site. The housing assumptions for the proposed CG zone would anticipate one housing unit capacity in total, which would provide a net loss of 19 housing units for the site if the map change were approved. According to the Buildable Lands Report, the city’s current housing capacity is 7,925 units and the city’s draft (soon to be adopted) housing growth target for 2020-2044 is 7,488 units. As a result, if the proposed amendment were approved, it would marginally impact the city’s housing capacity; however, the city currently has enough housing capacity to meet the anticipated housing growth targets for the 2044 planning period.

Additionally, per the 2021 Buildable Lands Report, the city has a total employment capacity (jobs) of 11,119 and the city’s draft (soon to be adopted) employment growth target for 2020-2044 is 14,715. As a result, the city is currently facing constraints on employment capacity for the next planning period. Using the assumptions provided in the report, the proposed amendment would increase the city’s employment capacity by 48 jobs.

In review of the land use designation criteria of the Land Use Element, this request appears to largely meet the criteria for the proposed AOC land use designation. In support of this finding, the subject properties are in a location with some nodal development characteristics (e.g. mix of residential and commercial uses). In

addition, while not directly abutting right-of-way (landlocked parcels), they are adjacent to commonly owned property which have access to River Road, a roadway considered to be a heavily trafficked arterial (major arterial).

In addition, one designation criterion discourages this designation from being applied to strip commercial areas without a focus, which this site would not be considered. The city has a River Road Corridor Plan which is a subarea plan within the city's Comp Plan and was adopted in 2011. The AOC designated portion of the split-designated parcel (TPN 0420204282) appears to be within the River Road Corridor Planning area and the remainder of the parcel, as well as the other two parcels, are within the River Road Neighborhood Planning area. The vision for the Corridor Planning Area is for the north side of River Road to redevelop into mixed-use development that addresses the Puyallup River, and the south side of River Road to remain auto-oriented commercial for the foreseeable future. The Neighborhood Planning Area to the south of River Road is intended to remain a safe and desirable residential community with improved connections to the businesses along River Road, within the new mixed-use areas and beyond the Riverwalk Trail. The proposal would incorporate the subject properties into a larger auto-oriented commercial development, which would not be considered a commercial area without a focus due to the neighborhood plan and vision for this area of the city.

The last designation criterion discourages high intensity commercial areas adjacent to single-family residential neighborhoods without an intervening land use or extensive buffer. The subject properties are adjacent to commercial and residential designated parcels. With the property located immediately adjacent to an existing single-family residential, the proposed change could provide incompatibility between land uses without a transitional use. However, if the amendment were approved, the property would also be rezoned to General Commercial (CG), which requires a 30-foot dense transitional landscape buffer along the common boundaries zoned single-family residential; therefore, providing consistency with the designation criteria.

(2) (a) The existing land use designation was clearly made in error or due to an oversight; or (b) there has been a change in conditions since the plan was adopted/last amended.

The applicant contends that there has been a change in conditions since the plan was last adopted or amended, noting the historic economic relevance of car dealerships, the current supply chain issues related to the COVID-19 pandemic and recent increase in market demand for auto-oriented commercial uses. The applicant also notes that two of the three subject parcels contain an existing nonconforming auto-oriented use that has been established on site for more than 20 years. The third vacant parcel is surrounded by auto-oriented uses to the north, east and west, leaving little potential for redevelopment to moderate density residential.

Staff Analysis:

It appears that the current land use designations for the subject parcels have been maintained since originally applied in 1994, as well as the zoning designations applied to the properties at the time of annexation in 1999. As noted in the prior map amendment history section of this staff report, the current land use and zoning designations were reviewed in 1999, 2000, and 2001, with the current land use and zoning designations being maintained at that time. Since the designations for these parcels were last reviewed, four single-family residential properties to the east of TPN 0420204263 have been demolished and are now owned by the applicant. The fact that the three subject parcels are now owned by the Larson auto dealership (applicant) could also be seen as a change in conditions. Further, since the designations were applied to the parcels, there has been a change in transit service within the vicinity of the site, creating a lack of public transit service within proximity to the subject properties to support a multi-family residential use and to provide consistency with the current Moderate Density Residential land use designation criteria.

(3) Any of the criteria listed in PMC 18.40.075. Subsection 1(f) of PMC 18.40.075 includes the following criterion: A determination that sufficient change or lack of change in circumstances dictate the need for a recommended amendment.

While the applicant did not provide analysis regarding the third decision criteria, it is available to be analyzed as part of these types of amendment requests. As a result, city staff is providing the following analysis for consideration.

Staff Analysis:

Two of the subject properties contain a pre-existing nonconforming auto-oriented use. Since application of the current land use and zoning designations, the subject properties have not converted to multi-family residential uses. As a result, the lack of change/redevelopment of the property under the current land use designations in the past 23 years supports the requested amendment.

Designation Criteria

In determining consistency with the city’s comp plan goals and policies, staff reviews these types of applications for compliance with the designation criteria for the requested land use. The criteria for designating the City’s land use designations are provided in *Table 3-6: Future Land Use Designation* in the Land Use Element of the City’s Comprehensive Plan. Staff included analysis under the Comp Plan Decision Criterion number one (1) and is also including the designation criteria table as an attachment to the agenda packet for reference.

Additional Considerations

In review of the designation criteria for the current Moderate Density Residential land use designation, staff finds that the site does not meet all the required criteria. Specifically, the following criterion:

- Areas proximal to transportation corridors, including public transportation; and,
- Inappropriate to be located next to a commercial or industrial designation.

According to the River Road Corridor Plan it appears there once was a Sound Transit bus route on River Road; however, at this time there are no current public transportation routes within proximity to the subject properties. The closest bus route appears to be Pierce Transit Route 400 on W Stewart which travels from Puyallup to Downtown Tacoma; the closest bus stop appears to be approximately 0.60 miles from the subject properties. The Sounder Station also appears to be more than one mile away from the subject properties. Public transportation options are important to support this type of housing. In addition, the subject properties abut commercial designated properties to the north and east, which is inconsistent with the designation criteria.

RECOMMENDATION

Given the above analysis of the required decision criteria and consideration of surrounding site conditions, staff recommends **approval** of the requested land use and zoning designation amendment, based on the following findings:

- Comp Plan Policy: Consistency with economic development and River Road Corridor Comp Plan policies, and city’s anticipated housing and employment growth targets. Consistency with AOC designation criteria: site is accessible from a heavily trafficked arterial, located in an area with nodal development characteristics and within/adjacent to the River Road corridor planning area. Additionally, existing city code standards require an extensive landscape buffer when commercial uses are adjacent to single-family residential, providing an appropriate transitional buffer between uses.
- Change in conditions: Consolidation in ownership of the subject parcels, as well as adjacent properties; demolition of prior single-family residential uses to the east of the subject properties; lack of transit service within the vicinity of the subject site to support the existing MDR designation.
- Lack of change in circumstances dictate the need for a recommended amendment: The lack of redevelopment of the site since the properties were annexed into the city in 1999 and received the existing MDR/RM-10 designations support the request to redesignate the parcel to Moderate Density Residential.

**2022 Privately initiated Comprehensive Plan Amendment
Larson Auto Group - PLCPR20220024
Comprehensive Plan Goals and Policies**

LAND USE ELEMENT

LU - 2 Provide sufficient mix of land uses in a compact built environment that promote walking, biking, and using transit to access goods, services, education, employment, and recreation.

LU - 2.1 Promote stability and retain the qualities of low density residential neighborhoods by preventing incompatible adjacent land uses (e.g. automotive oriented retail commercial uses into single-family neighborhoods).

LU - 2.2 Encourage a range of housing types and densities to meet the needs of all economic sectors of the population.

LU - 2.3 Promote economic development projects which contribute to making Puyallup a major employment center.

LU - 2.4 Support easily accessible, compact commercial nodes within proximity to residential neighborhoods.

- a. Locate shopping opportunities for basic commodities within reasonable walking or bicycling distance from residential neighborhoods.
- b. Locate a mix of uses (housing, sale of household goods and services, general retail, and professional offices) within the Regional Growth Centers and other commercial areas as appropriate.

LU - 3 Ensure that adequate land areas are provided to accommodate projected growth and provide opportunities for economic development activities, while protecting open space and natural resources.

LU - 3.1 Designate sufficient land area at a variety of densities for residential uses to accommodate a projected city population of 50,000 in 2030.

LU - 3.2 Encourage industrial and ancillary retail/personal service uses where suitable infrastructure exists, which support Puyallup's role as a major employment center in east Pierce County.

LU - 4 Promote efficient land use patterns where levels of urban services are adequate.

LU - 5 Promote urban intensity infill development by the provision of urban levels of service.

LU - 5.1 Designate land use and intensity considering the availability of adequate public facilities and the patterns of surrounding uses.

LU - 5.2 Sanitary sewer service shall be the appropriate urban level of service for residential development on parcels smaller than one acre, for all new industrial development and commercial development.

LU - 5.3 On-site and community septic systems for new residential uses shall be allowed only when sanitary sewer service is not readily available.

LU - 10 Preserve the character of existing residential neighborhoods, and encourage new development of low to moderate densities, while focusing higher densities in urban centers.

LU - 10.1 Achieve a mix of housing types that accommodate anticipated growth while maintaining the character, quality, and function of existing residential neighborhoods.

Larson Auto Group - PLCPR20220024 Comprehensive Plan Goals and Policies

LU - 10.2 Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.

LU - 13 Designate medium density residential areas in the city, allowing 9-14 dwelling units per acre.

LU - 13.1 Medium density residential may allow single-family dwelling units, manufactured home parks, duplexes, triplexes, townhouses, and cottage housing.

LU - 13.2 Attached housing should be limited in the number of units per structure in keeping with the existing neighborhood character and scale, regardless of density. Encourage moderate density residential projects to utilize innovative approaches to retain significant on-site vegetation, orient clustered development parallel to the contour of the land form, provide reduced parking and provide age appropriate active community open space.

LU - 16 Maintain and enhance a well-distributed system of commercial land uses that serve the needs of residential neighborhoods, workplaces, and the greater Puyallup community.

LU - 16.1 Require designation of commercial areas adjacent to heavily traveled arterials to minimize land use and traffic conflicts.

LU - 16.2 Encourage commercial development and redevelopment to be focused in compact centers with interrelated functions and discourage further strip commercial development.

LU - 16.3 Recognize major economic contributors to the City (e.g. auto dealers, South Hill Mall, Washington State Fair) as special commercial functions important to the community for contribution to local tax base, employment and positive community identity.

HOUSING ELEMENT

H - 1 Maintain and protect the character of established residential neighborhoods.

H - 1.1 Retain the character of existing neighborhoods by incorporating neighborhood character and design principles into standards for new development.

H - 1.2 Encourage infill housing that is compatible with surrounding housing types and in scale and character with the existing residential neighborhood.

H - 3 Promote a variety of residential densities and housing types to ensure a wide range of living accommodation choices for all life stages and households in the City.

H - 3.2 Ensure that adequate land is designated for a variety of housing densities and types, in particular medium density housing, on the City's Comprehensive Plan Land Use Map.

H - 3.6 Develop and provide a range of housing choices for workers at all income levels throughout the City in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.

COMMUNITY CHARACTER ELEMENT

CC - 1 Puyallup is a community of inviting neighborhoods and vibrant business districts that honors its established neighborhood character.

CC - 2 Puyallup's built environment is characterized by high-quality urban design that accommodates a mix of compatible residential, commercial and light industrial uses.

Larson Auto Group - PLCPR20220024 Comprehensive Plan Goals and Policies

CC - 2.3 Buffer the visual and noise impact on residential areas of commercial, office, industrial, and institutional development.

ECONOMIC DEVELOPMENT

ED-2 Ensure that the local land supply, infrastructure and development standards support business opportunities

ED-2.2 Designate and zone lands sufficient to accommodate the projected urban growth including, as appropriate, medical, governmental, institutional, commercial, service, retail, and other nonresidential uses.

ED-3 Promote and enhance Puyallup's Quality of Life

ED-3.1 Ensure that City zoning and plans allow a variety of housing opportunities and types to provide for a range of residential choices to local residents/workforce.

ED-4 Support the unique needs and qualities of different business districts in Puyallup

ED-4.3 Recognize the River Road corridor as a major economic contributor to the City and ensure that proper land use standards are maintained to support its business (particularly auto sales) and community needs.

TRANSPORTATION ELEMENT

T - 2 Protect safety and quality of life. Puyallup's small town feel and walkable downtown are amenities that residents prize. The projects and strategies identified in this plan should complement the character of Puyallup's neighborhoods and prioritize projects that make the system more comfortable, convenient, and safe.

T- 2.2 Protect quality of life in residential areas. (...)

RIVER ROAD CORRIDOR PLAN

RR-1 Future land use patterns will focus new pedestrian oriented mixed use development in a few key locations along the corridor, while preserving the livelihood of auto dealerships and other retail uses.

RR - 1.3 Minimize impacts of higher intensity commercial uses on lower intensity residential areas that both surround the Corridor and could develop within the Mixed-use Center.

a. Retain/develop appropriate setback and buffer standards that separate the different uses but do not impede connectivity between commercial centers and residential neighborhoods.

RR-4 The River Road Corridor and Neighborhood Planning Area will accommodate existing development and projected growth with adequate infrastructure.

RR-8 The overall goals and overarching vision of the plan seeks to change the River Road corridor plan area into an inviting, walkable, vibrant mixed use district. The housing policies contained herein target increased mixed use, workforce housing opportunities within the River Road mixed use center, which will augment the vision and goals of livability, sustainability, walkability, and pedestrian-oriented environment.

DESIGNATION		DESCRIPTION	DESIGNATION CRITERIA	DEVELOPMENT STANDARDS (if applicable)
<p>Moderate Density Residential</p> <p><i>Implementing Zone(s):</i> RM-10</p>	<p>Moderate density housing types providing economical and alternative housing choices that help transition between low density and higher density residential uses.</p>	<ul style="list-style-type: none"> • Areas between single-family residential and more intense uses • Areas proximal to transportation corridors, including public transportation • Existing manufactured home parks • Urban infill areas in proximity to higher intensity uses • Inappropriate for areas with high volumes of through traffic and lacking urban levels of service • Inappropriate to be located next to a commercial or industrial designation 	<ol style="list-style-type: none"> Allowed Density: 9 to 14 dwelling units per acre Allow utilization of two or more housing types, including detached and attached homes, to maintain density while increasing visual diversity and character; Limit the number of units and size of attached housing to create or maintain neighborhood scale and character; Provide private outdoor living space for each dwelling unit; Reserve age appropriate active common open space within each development (e.g. tot lots, field game areas); Pedestrian path systems to link housing clusters and open spaces; and Provide amenities for mass transit transportation, including turn-outs for buses and shelters. 	
<p>Auto Oriented Commercial</p> <p><i>Implementing Zone(s):</i> CG CB CMX</p>	<p>Areas for retailing and other commercial services that serve the local community and surrounding market area.</p>	<ul style="list-style-type: none"> • Areas which are highly accessible to automobiles at the intersections of and along heavily trafficked arterials • Nodal development of new commercial development and redevelopment is preferred • Discouraged for strip commercial areas without a focus • An intervening transitional land use or extensive buffer should separate high intensity commercial areas from single-family residential neighborhoods 	<ol style="list-style-type: none"> Encourage more efficient and intensive utilization of commercial land through mixed use development and shared parking; Encourage parking to be located behind or beside buildings within the CB zone; Encourage articulation and modulation of building forms; Encourage integration of pedestrian amenities into commercial projects including plazas, courtyards, and piazzas; Require that parking areas and property frontages be landscaped, including street trees; Encourage provision of mass transit transportation amenities including turn-outs for buses and shelters; and Encourage interconnected parking lots and pedestrian paths between commercial complexes. 	

20.30.010 Permitted uses and conditionally permitted uses – C commercial zones.

The following table (Table 20.30.010) details permitted and conditionally permitted uses in the C commercial zones. Where a “P” is indicated, the respective use in the same row is permitted in the zone classification in the same column. Where a “CUP” is indicated, the respective use in the same row is conditionally permitted in the zone classification in the same column. A conditional use permit pursuant to Chapter [20.80](#) PMC shall be required and in full force and effect in order to establish said conditional uses. An “ACUP” indicates that an administrative conditional use permit issued under Chapter [20.81](#) PMC may conditionally permit the use. Accessory buildings and uses customarily incidental to a permitted or conditionally permitted use shall also be allowed.

Table 20.30.010

		Permitted and Conditionally Permitted Uses – C Zones				
		CBD	CBD-Core	CL	CB	CG
(1)	Professional offices and services	P	P	P	P	P
(2)	General commercial uses	P* *Refer to 20.30.029	P* *Refer to 20.30.029	Refer to 20.30.028	P	P
(3)	Commercial recreation uses, minor	P	P	P	P	P
	Commercial recreation uses, major	–	–	–	–	P
(4)	Road service uses	–	–	–	Refer to 20.30.0285	P
(5)	Public service uses	P	P	CUP	CUP	P
(6)	Community facility uses	CUP	CUP	–	CUP	CUP
(7)	Manufacturing park uses	–	–	–	–	CUP
(8)	Limited manufacturing/light industrial uses	–	–	–	–	CUP
(9)	Multiple-family uses	Refer to 20.30.024	Refer to 20.30.025	P* *Refer to 20.30.027	P* *Refer to 20.30.026	P* *Refer to 20.30.027
(10)	Churches/religious institutions	P	P	P	P	P

Permitted and Conditionally Permitted Uses – C Zones

	CBD	CBD-Core	CL	CB	CG
(11) Hazardous waste treatment and storage facility, on-site	–	–	–	–	P
(12) Day care facilities:					
(a) Family day care providers	P	P	P	P	P
(b) Day care centers as principal use	P	P	P	P	P
(13) Veterinary clinic	P	P	CUP	P	P
(14) Dog kennel, principal use	–	–	–	–	P
Dog kennel, accessory use	P	P	CUP	CUP	P
(15) Outdoor storage:					
(a) Merchandise display					
principal use	–	–	–	–	–
accessory use	P	P	–	CUP	P
(b) Equipment and material storage					
principal use	–	–	–	–	–
accessory use	–	–	–	–	P
(c) Junk and scrap storage					
principal use	–	–	–	–	–
accessory use	–	–	–	–	CUP
(16) Boardinghomes					
up to 6 persons	P	P	P	P	P
7 or 8 persons	ACUP	ACUP	ACUP	ACUP	ACUP
More than 8 persons	CUP	CUP	CUP	CUP	CUP
(17) Residential care facility					
up to 4 persons	P	P	P	P	P
5 or 6 persons	ACUP	ACUP	ACUP	ACUP	ACUP

Permitted and Conditionally Permitted Uses – C Zones

	CBD	CBD-Core	CL	CB	CG
More than 6 persons	CUP	P	CUP	CUP	CUP
(18) Community recreational facility/ health club	P	P	–	P	P
(19) Electric vehicle infrastructure	P* *Refer to 20.30.019	P* *Refer to 20.30.019	P	P	P

(Ord. 3073 § 12, 2014; Ord. 2980 § 12, 2011; Ord. 2866 § 3, 2006; Ord. 2851 § 5, 2006; Ord. 2563 § 1, 1998; Ord. 2518 § 1, 1997; Ord. 2487 § 1(Att. A § 4.a), 1996; Ord. 2454 § 1, 1995; Ord. 2410 § 1, 1994; Ord. 2393 § 1, 1994; Ord. 2346 § 1(7), 1993; Ord. 2316 § 1, 1992; Ord. 2165 § 2, 1988; Ord. 2147 Exh. A, 1987).



Comprehensive Plan Amendment

City of Puyallup
Development Services
333 S. Meridian
Puyallup, WA 98371
Phone: 253-864-4165
www.cityofpuyallup.org

An amendment to the Comprehensive Plan and/or Future Land Use Map of the Comprehensive Plan is a proposed change or revision to the land use designation assigned to specific properties. Since most land use designations correspond to a distinct zone district, an amendment will typically require a concurrent change in zoning to maintain consistency between the Plan and the City's development regulations.

*This application form is for making a citizen-initiated request to amend the Comprehensive Plan. The application is due by **April 1, or the nearest business day thereafter**. Applications shall be submitted to the Development Services Permit Center (address above) by 4:00 p.m. on the due date. Applications received after this date will not be considered until the following year's annual comprehensive plan amendment process.*

Submittal Checklist

- Application is signed and dated
- 5 Copies of completed application form
- 5 Copies of SEPA checklist

Application Fees

- Comp Plan Amendment:
\$1,080.00
- Environmental Review:
\$250.00

Per PMC 18.40.030, it is the responsibility of the applicant to bear the full cost of providing the required public notice. An invoice will be sent following the Planning Commission public hearing.

Date Received: _____

Staff Initials: _____

APPLICATION INFORMATION

Site Information

Parcel Number 042020-4282, 042020-4069, and 042020-4263

Street Address Unaddressed River Rd, 8424 River Rd, and Unaddressed 13th Ave NW

Applicant Information

Name Andrew Love

Street Address 1200 6th Ave, Ste 1620

City Seattle

State WA

Zip 98101

Phone 206-658-2677

E-mail alove@ahbl.com

Owner Information

Name RJ8424 LLC / RJ XX 13th LLC (Mr. Josh Larson)

Street Address 7815 South Tacoma Way

City Tacoma

State WA

Zip 98409

Phone 253-778-7027

E-mail joshlarson@looklarson.com

Nature of Request (please be specific)

Map Amend Text Amend Rezone

The property owner seeks a Comprehensive Plan Amendment for tax parcels 042020-4282, 042020-4069, and 042020-4263. Parcels 4069 and 4263 are currently within the Moderate Density Residential (MDR) future land use area, and parcel 4282 is within both the MDR and Auto-Oriented Commercial (AOC) future land use areas. We request the future land use be changed to AOC for the entirety of the three parcels. We are also seeking to rezone the three parcels from a combination of Medium Density Multiple-Family Residential (RM-10) and General Commercial (CG) to all CG.

Complete all blanks in Sections 1, 2, and 3 of the application form. If a zone change is requested as a part of this comprehensive plan amendment, please also fill out Section 4. Applications affecting multiple parcels must submit a completed and signed Section 5 for each parcel affected by the proposal. A letter or report will not be accepted in lieu of this application. However, additional reports, photos, etc., may be submitted as supporting documentation.

SITE SPECIFIC AMENDMENT PROPOSAL

NOTE: If there are multiple property owners associated with this proposal, please submit a completed and signed copy of the last page of this application for each parcel affected. In order to be considered a complete application, both the property owner and the applicant (if not the property owner) must sign where indicated.

Street Address of Site Unaddressed River Rd, 8424 River Rd, and Unaddressed 13th Ave NW
Legal Description of the Affected Parcel(s)
<small>0420204282: Section 20 Township 20 Range 04 Quarter 41 : PARCEL "B" OF DBLR 95-02-09-0328 DESC AS FOLL BEG 362.98 FT N & 850 FT E OF SW COR OF GOVT LOT 13 TH N 00 DEG 53 MIN 20 SEC W 447.82 FT TH S 88 DEG 46 MIN 14 SEC E 121.5 FT TH S 00 DEG 53 MIN 20 SEC E 447.82 FT TH N 88 DEG 46 MIN 14 SEC W 121.5 FT TO POB OUT OF 4-063 & 4-052 SEG H-0326 JU 10/2/95JU 0420204069: Section 20 Township 20 Range 04 Quarter 41 : BEG 365.1 FT N & 971.5 FT E OF SW COR GOVT LOT 13 TH N 258 FT TH E 120 FT TH S 258 FT TH W 120 FT TO BEG INC EASE 0420204263: Section 20 Township 20 Range 04 Quarter 41 : BEG 365.1 FT N & 1091.5 FT E OF SW COR OF L 13 TH N 308 FT TH E 132 FT TH S 208 FT TH E 150 FT TH S 100 FT TH W 282 FT TO POB LESS S 100 FT OF E 150 FT THEREOF BEING A PARCEL 100 BY 150 FT TOG/W EASE OUT OF 4-000 SEG J-1228 GG</small>
Pierce County Tax Parcel Number(s) 042020-4282, 042020-4069, and 042020-4263
Total Acreage or Square Footage of Parcel(s) 54,450 SF, 30,927 SF, and 40,946 SF
Current Use of the Property (describe what buildings/business are located on the site)
Parcels 042020-4282 and 042020-4069 have been used for car storage and sales for at least 20 years. Parcel 042020-4263 is currently vacant and was partially used as car storage in the past but not by the current owner.
Describe the Land Uses Surrounding the Site of the Proposed Amendment
<p>The future land use to the north and east is Auto-Oriented Commercial (AOC), the future land use to the south is Low Density Residential (LDR), and the future land use to the west is Moderate Density Residential (MDR). The adjacent properties are currently being used as follows:</p> <p>North and East: Car dealerships South: Single-family housing subdivision, separated by fencing West: Vacant land and multi-family housing, separated by fencing</p>
Current Comprehensive Plan designation(s) AOC and MDR
Desired Comprehensive Plan designation(s) AOC
Current Zoning of affected Parcel(s) CG and RM-10
Desired Zoning CG

Attach a Map of the Site that Includes Adjacent Street Names

(NOTE: If a change in zoning is sought, an environmental checklist must be completed and turned in with this application — \$250.00 filing fee).

AVAILABILITY OF SERVICE	
The site is currently served by (check one)	<input checked="" type="checkbox"/> sewer <input type="checkbox"/> septic
The site is currently served by a (check one)	<input checked="" type="checkbox"/> public water system <input type="checkbox"/> well
Water Purveyor City of Puyallup	
The site is located on a (check one)	<input checked="" type="checkbox"/> public road <input type="checkbox"/> private road
Name of road River Rd and 13th Ave NW (although access is from River Rd and 59th St E)	
Fire District No 6	Name Central Pierce

CRITICAL AREA IDENTIFICATION

The purpose of this section is to determine if a critical area report is required due to the development site being on or near any critical areas. All critical areas identified, and their associated buffers must be shown on the title and map.

Based on the applicant's knowledge and research of the project site, please select any of the critical areas listed below that are located on or within 300 feet of the property boundaries.		
<input type="checkbox"/> Wetlands	<input type="checkbox"/> Wellhead Protection Area	<input checked="" type="checkbox"/> Aquifer Recharge Area
<input type="checkbox"/> Lakes/Ponds	<input type="checkbox"/> Habitat Corridor	<input checked="" type="checkbox"/> Flood Zone
<input type="checkbox"/> Streams/Creeks	<input type="checkbox"/> Habitat Conservation Area	Flood Classification: Seclusion Area
<input checked="" type="checkbox"/> Puyallup River Shoreline	<input type="checkbox"/> Clarks Creek Shoreline	<input type="checkbox"/> Geologic Hazard Areas
Shoreline Classification: Puyallup River Urban Conservancy	Shoreline Classification:	<input checked="" type="checkbox"/> Volcanic Hazard Areas
<input checked="" type="checkbox"/> Conservancy	<input type="checkbox"/> Conservancy	<input checked="" type="checkbox"/> Slopes 0% - 15%
<input type="checkbox"/> Rural	<input type="checkbox"/> Rural	<input checked="" type="checkbox"/> Slopes 16% - 39%
<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> Urban	<input checked="" type="checkbox"/> Slopes 40% or Greater

Please describe the critical areas checked above and their location in relation to the proposed development. Please show their location on any plans to be submitted.

All three parcels are within the following: floodplain seclusion area, volcanic hazard average 100-year frequency, aquifer recharge area/EPA sole source aquifer, and the Tacoma smelter plume footprint with under 20 ppm, all according to City of Puyallup and Pierce County mapping. One or more of the parcels are within 300 feet of the following: Puyallup River Urban Conservancy Shoreline, 100-year floodplain, moderate to high steep slopes potential, and shallow landslide susceptibility potential, all according to City of Puyallup and Pierce County mapping.

Do you know of any present or past critical area studies that have been conducted for critical areas on-site or adjacent to the site? Please describe below; including their date, scope, conclusions, and parcels they included.

None are known.

Do you know if any critical areas have been placed inside a tract or a protection easement that is recorded on the title or plat for this site or any adjacent site? Please describe below, including name of tract or easement, location, and Puyallup permit number or recording number.

None are known.

PROPOSED AMENDMENT

General description of proposal

The property owner seeks a Comprehensive Plan Amendment for parcels 042020-4282, 042020-4069, and 042020-4263. Parcels 4069 and 4263 are within the Moderate Density Residential (MDR) future land use area, and parcel 04282 is within both the MDR and Auto-Oriented Commercial (AOC) future land use areas. We request the future land use be changed to AOC for the entire three parcels. We are also seeking to rezone the three parcels from a combination of Medium Density Multiple-Family Residential (RM-10) and General Commercial (CG) to just CG.



Description of the specific reason(s) for proposing this amendment

Part of parcel 4282 allows for auto-oriented uses and is currently being used by the Larson Automotive Group to store additional vehicle inventory for several of their dealerships. The specific reason for the proposal is to allow the use and the future land use/zoning designation of the parcels to match the surrounding auto-oriented designations and uses.

REVIEW CRITERIA – Comprehensive Plan Amendment

The Puyallup Comprehensive Plan was developed and adopted after significant study and public participation and for this reason, the principles, goals, objectives and policies contained therein are granted substantial weight when considering any proposed amendment. Therefore, as noted in PMC 18.40.071, the burden of proof for justifying a proposed amendment rests with the applicant. The adopted Comprehensive Plan is available for review on the planning page of the City’s website (<http://www.cityofpuyallup.org/>).

In order to support your request, please answer the following:

<p>a) Please describe how the proposed change will further, and be consistent with, the goals, objectives, and policies of the comprehensive plan.</p>
<p>The Comprehensive Plan fosters local businesses and economic development. The River Road corridor has served as a vital commercial district for the City for more than 50 years, and car dealerships play a significant role in both the City’s history as a commercial center and the City’s sale tax base, including the Larson Automotive Group. In fact, according to the Comprehensive Plan, “Tax revenue from vehicle sales represents more than a quarter of the City’s total sales tax revenue, with a significant portion of that revenue being generated by auto sales businesses located along this corridor.” This number could be even higher, with an increased demand of vehicles seen during the COVID-19 pandemic. Part of the community-directed vision statement encourages “local economic development.” In addition, the last framework goal of the plan (F-12) seeks to expand the employment and tax base, and to “create a business-friendly environment that supports small and local businesses.” Since the framework goals “are intended to be used for the purpose of guiding growth in Puyallup,” local businesses and economic development are important factors in the Comprehensive Plan. Commercial land use objective 16.3 seeks to, “Recognize major economic contributors to the City (e.g. auto dealers [...]) as special commercial functions important to the community for contribution to local tax base, employment and positive community identity.” In addition, the River Road Corridor Plan vision within the Comprehensive Plan specifies, “The portion of the River Road Corridor Planning Area south of River Road will remain auto-oriented commercial land for the foreseeable future.” While some areas of the corridor are being considered for mixed-use development, the first River Road land use goal seeks to balance this by preserving the livelihood of auto dealerships. Although this amendment and rezone request is strictly non-project, any future development would meet setback and buffer standards, which would minimize impacts between the commercial and residential areas. This adheres to the River Road objective 3.3.</p>
<p><i>If the proposed amendment is to change the land use designation of a specific property on future land use map, the applicant must demonstrate either of the following (b or c)</i></p>
<p>b) The current land use designation was 1) made in error or 2) due to an oversight.</p>
<p>N/A</p>
<p>c) There has been a change in conditions since the current land use designation was established.</p>
<p>Car dealerships have been a historic economic driver for the City of Puyallup, and with supply chain issues related to the COVID-19 pandemic, there has been a recent increase in market demand for auto-oriented commercial uses. In addition, the City determined two of the three parcels (4282 and 4069) have a legal non-conforming use that is allowed due to the 20-year plus history of an auto-oriented use. These two parcels surround the third parcel (4263) with auto-oriented uses, leaving little potential for a viable moderate density residential use in the future; thereby justifying the appropriate land use and zoning change of this parcel to allow for auto-oriented use.</p>

REVIEW CRITERIA – Associated Rezone Request

NOTE: *If no zone change is sought, this section may be left blank. If a change in zoning is sought, an environmental checklist must be completed and turned in with this application – \$250.00 filing fee.*

As described by PMC 20.90, the zoning of properties proposed for annexation to the city and area-wide rezones considered as part of a city-initiated planning program are legislative actions and shall be considered by the city council following review and recommendation by the planning commission. Each determination granting a rezone shall be supported by written findings and conclusions showing specifically wherein all of the following conditions exist

<p>a) How is the proposed zoning amendment to the zoning map consistent with the goals, objectives and policies of the comprehensive plan?</p>	<p>The proposed zoning amendment to the zoning map is consistent with the goals, objectives, and policies of the comprehensive plan due to the plan's commitment to local business, economic development, and compatibility between different zoning. The last framework goal of the plan (F-12) seeks to expand the employment and tax base, and to "create a business-friendly environment that supports small and local businesses." Commercial land use objective 16.3 seeks to, "Recognize major economic contributors to the City (e.g. auto dealers [...]) as special commercial functions important to the community for contribution to local tax base, employment and positive community identity." This applies to the expanding Larson Automotive Group business, which has a history dating back to 1953. The rezone would also align with the River Road Corridor Plan, which sets the framework for future development of the area. While a mixed-use center is planned to the north of River Road further east from the site, the area south of River Road "will remain auto-oriented commercial land for the foreseeable future."</p>
<p>b) How is the proposed zoning amendment to the zoning map consistent with the scope and purpose of the City zoning code (PMC 20.05.005) to protect, promote and enhance the public safety, healthy and general welfare, and the description and purpose of the zone classification applied for?</p>	<p>The proposed zoning amendment to the zoning map protects and enhances the public's safety, health, and general welfare by concentrating auto-oriented commercial where it makes sense, and providing stricter standards for buffering the commercial and residential areas, which are currently only separated by a fence. The General Commercial zone is intended for "commercial services that serve the large market area surrounding the Puyallup community," which is the scope of the Larson Automotive Group business. Future development proposals would have to meet City and State requirements.</p>
<p>c) How have conditions changed since the previous zoning became effective to warrant the proposed amendment to the zoning map?</p>	<p>Car dealerships have historically been an important economic driver for the City of Puyallup, and with supply chain issues related to the COVID-19 pandemic, there has been a recent increase in market demand for auto-oriented uses. The City determined two of the three parcels (4282 and 4069) have an allowed legal non-conforming use due to the 20-year plus history of serving the adjacent General Commercial zone. The third parcel (4263) is an undesirable location for Medium Density Multiple-Family Residential zoning since it would be surrounded by an auto-oriented General Commercial land use and zoning. In addition, there has been an increase in demand for car dealerships. The General Commercial zone would allow the property owner to meet the needs of Puyallup residents in addition to residents of the greater South Sound Region.</p>
<p>d) How is the proposed amendment to the zoning map in the interest of furtherance of the public health, safety, comfort, convenience and general welfare, and how will the proposed amendment to the zoning map not adversely affect the surrounding neighborhood, nor be injurious to other properties in the vicinity in which the subject property is located?</p>	<p>This area has been used for car storage and sales for over 20 years, and while the auto-oriented use will remain the same, the proposed amendment would result in upgrades to the existing environment. This is because any future development of the site would meet all City code landscaping and design requirements, including the use of 30-foot landscape buffers and additional vegetation. Any future parking areas will be lit with downward directional lighting to provide safety to users while avoiding glare and light spill. Lastly, there would be upgrades to the stormwater system, which would include treating the water to an enhanced level prior to discharge. The improved conditions would increase the public health, safety, comfort, convenience, and general welfare of the surrounding neighborhood and entire community.</p>

Public Notification

Upon receipt of a completed application and the required filing fee, the City will use the parcel number information provided by the applicant to generate a list of all property owners of record within the public notification area (a minimum of 500 feet from the subject parcel/s) and notify those property owners of the proposal. Additional public notice requirements are described in PMC 18.40.030.

Andrew Love

Digitally signed by Andrew Love
Date: 2022.02.21 09:49:47 -08'00'

2/21/2022

Signature of Applicant/Contact

Date



Signature of Applicant/Contact

Date

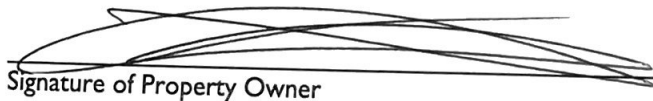
2-25-22

**INFORMATION FOR APPLICATIONS
AFFECTING
MULTIPLE PARCELS**

Applications affecting multiple parcels must submit this page, completed and signed, for each parcel affected by the proposal.

I. Contact Information

Taxpayer or legal owner name RJ8424 LLC (Mr. Josh Larson)		
Mailing Address 7815 South Tacoma Way		
City Tacoma	State WA	Zip Code 98409
Telephone 253-778-7027		
Email joshlarson@looklarson.com		
Site Address Unaddressed River Rd		
Legal Description of parcel(s)		
Section 20 Township 20 Range 04 Quarter 41 : PARCEL "B" OF DBLR 95-02-09-0328 DESC AS FOLL BEG 362.98 FT N & 850 FT E OF SW COR OF GOVT LOT 13 TH N 00 DEG 53 MIN 20 SEC W 447.82 FT TH S 88 DEG 46 MIN 14 SEC E 121.5 FT TH S 00 DEG 53 MIN 20 SEC E 447.82 FT TH N 88 DEG 46 MIN 14 SEC W 121.5 FT TO POB OUT OF 4-063 & 4-052 SEG H-0326 JU 10/2/95JU		
Parcel number(s) 0420204282		
Total acreage or square footage of parcel(s) 54,450 SF		



Signature of Property Owner

Date

2-25-22

Public Notification

Upon receipt of a completed application and the required filing fee, the City will use the parcel number information provided by the applicant to generate a list of all property owners of record within the public notification area (a minimum of 500 feet from the subject parcel/s) and notify those property owners of the proposal. Additional public notice requirements are described in PMC 18.40.030.


Signature of Applicant/Contact _____ Date 2-25-22


Signature of Applicant/Contact _____ Date 2-25-22

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Applications affecting multiple parcels must submit this page, completed and signed, for each parcel affected by the proposal.

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Taxpayer or legal owner name RJ XX 13th LLC (Mr. Josh Larson)		
Mailing Address 7815 South Tacoma Way		
City Tacoma	State WA	Zip Code 98409
Telephone 253-778-7027		
Email joshlarson@looklarson.com		
Site Address Unaddressed 13th Ave NW		
Legal Description of parcel(s)		
Section 20 Township 20 Range 04 Quarter 41 : BEG 365.1 FT N & 1091.5 FT E OF SW COR OF L 13 TH N 308 FT TH E 132 FT TH S 208 FT TH E 150 FT TH S 100 FT TH W 282 FT TO POB LESS S 100 FT OF E 150 FT THEREOF BEING A PARCEL 100 BY 150 FT TOG/W EASE OUT OF 4-000 SEG J-1228 GG		
Parcel number(s) 0420204263		
Total acreage or square footage of parcel(s) 40,946 SF		


Signature of Property Owner _____ Date 2-25-22

Public Notification

Upon receipt of a completed application and the required filing fee, the City will use the parcel number information provided by the applicant to generate a list of all property owners of record within the public notification area (a minimum of 500 feet from the subject parcel/s) and notify those property owners of the proposal. Additional public notice requirements are described in PMC 18.40.030.


Signature of Applicant/Contact _____ Date 2-25-22



Signature of Applicant/Contact _____ Date 2-25-22

**INFORMATION FOR APPLICATIONS
AFFECTING
MULTIPLE PARCELS**

Applications affecting multiple parcels must submit this page, completed and signed, for each parcel affected by the proposal.

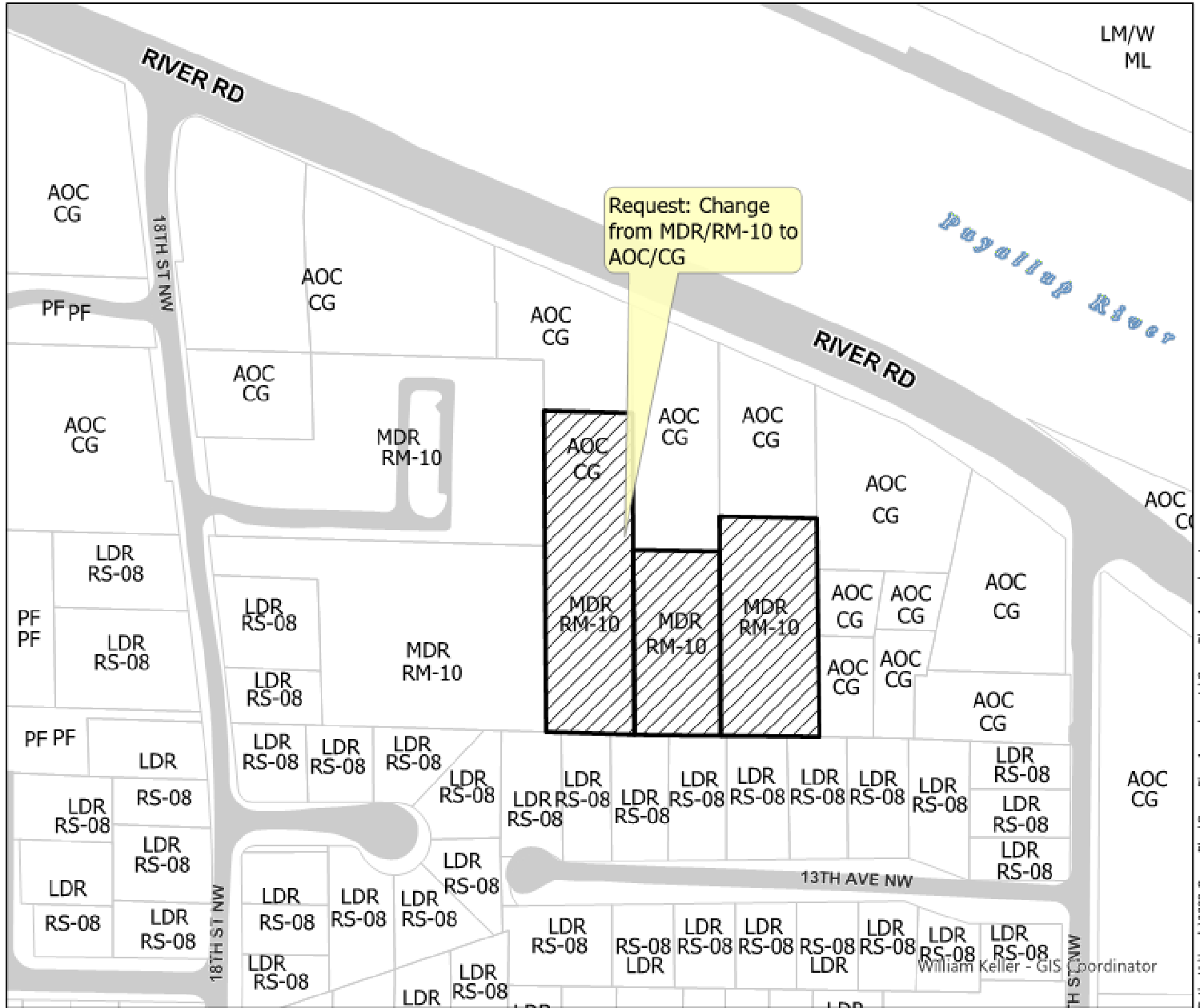
I. Contact Information

Taxpayer or legal owner name RJ8424 LLC (Mr. Josh Larson)		
Mailing Address 7815 South Tacoma Way		
City Tacoma	State WA	Zip Code 98409
Telephone 253-778-7027		
Email joshlarson@looklarson.com		
Site Address 8424 River Rd		
Legal Description of parcel(s) Section 20 Township 20 Range 04 Quarter 41 : BEG 365.1 FT N & 971.5 FT E OF SW COR GOVT LOT 13 TH N 258 FT TH E 120 FT TH S 258 FT TH W 120 FT TO BEG INC EASE		
Parcel number(s) 0420204069		
Total acreage or square footage of parcel(s) 30,927 SF		


Signature of Property Owner _____ Date 2-25-22

Larson Auto Group - Case PLCPR20220024 2022 Comprehensive Plan Amendment

Request to change the future land use designation and associated zoning of three parcels totaling 2.9 acres. The request would convert two parcels from Moderate Density Residential (MDR) and a split designated parcel of MDR and Auto Oriented Commercial (AOC) to the AOC land use designation for all three parcels. The request would also change the associated zoning from medium density multi-family residential (RM-10) to the General Commercial (CG) zone.



City of Puyallup
Development &
Permitting Services
Planning Division

Date: 5/18/2022 2:17 PM

Land Use Designations

- AOC - Auto Oriented Commercial
- MDR - Moderate Density Residential
- LDR - Low Density Residential
- PF - Public Facilities
- LM/W - Light Manufacturing/Warehousing

Zoning Designations

- CG - General Commercial
- RM-10 - Medium Density Multiple-Family Residential
- RS-08 - Medium Density Single-Family Residential
- PF - Public Facilities
- ML - Limited Manufacturing

- Subject Properties
- Tax Parcels
- Paved Road

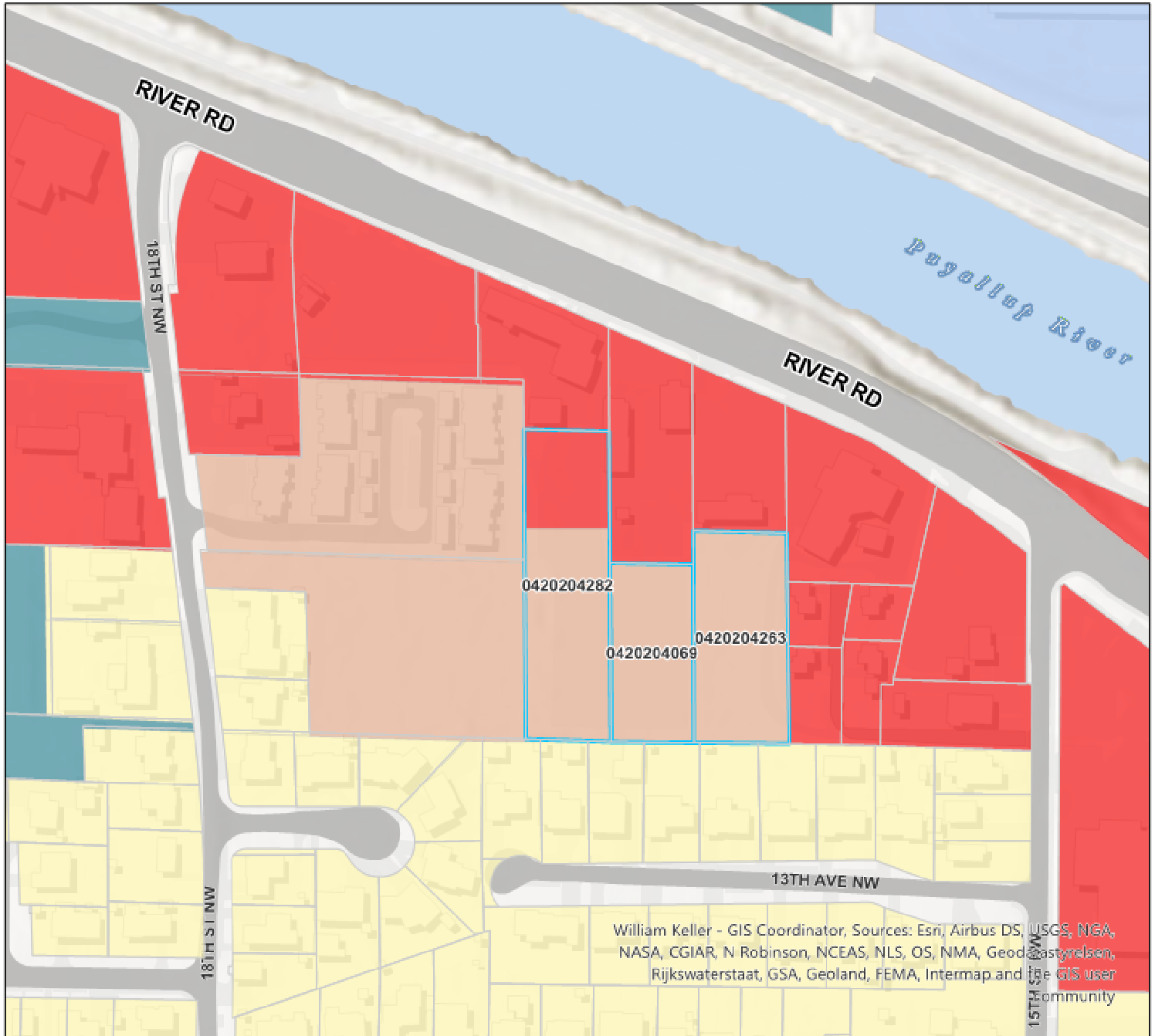


The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. Orthophotos and other data may not align. The City of Puyallup assumes no liability for variations ascertained by actual survey.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

Path: H:\yowalski\2022 Comp Plan\Comp Plan Amendments\Comp Plan Amendments.aprx

Larson Comp Plan Amendment - #PLCPR20220024

Existing Future Land Use Designations



William Keller - GIS Coordinator, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geod, Eastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community



City of Puyallup
Development &
Permitting Services
Planning Division

- Subject Properties
- LDR - Low Density Residential
- MDR - Moderate Density Residential
- AOC - Auto Oriented Commercial
- LM/W - Light Manufacturing/Warehousing
- PF - Public Facilities
- Tax Parcels



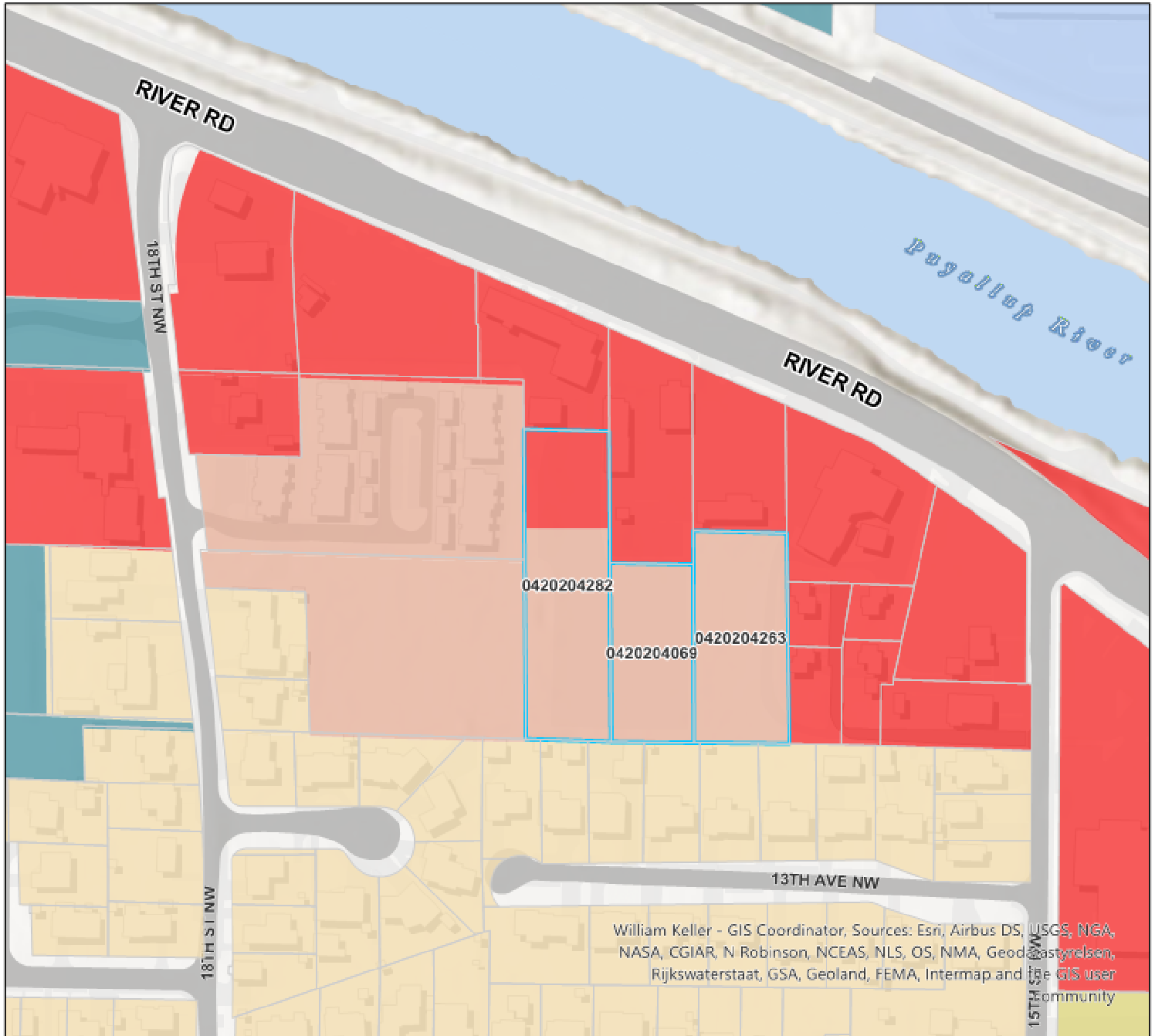
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The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. Orthophotos and other data may not align. The City of Puyallup assumes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

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Existing Zoning Designations



City of Puyallup
Development &
Permitting Services
Planning Division

- Subject Properties
- CG - General Commercial
- ML - Limited Manufacturing
- PF - Public Facilities
- RM-10 - Medium Density Multiple-Family Residential
- RS-06 - Urban Density Single-Family Residential
- RS-08 - Medium Density Single-Family Residential
- Tax Parcels



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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 City of Puyallup assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS IS' AND 'WITH ALL FAULTS'. The City of Puyallup makes no warranty of fitness for a particular purpose.



Tax Parcels

Base Parcel

Aquifer Recharge Area

Volcanic Hazards

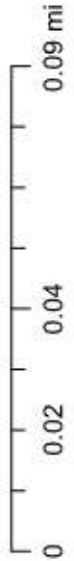
Shoreline Master Program Environments

Puyallup River - Urban Conservancy

Puyallup City Limits

Map produced using City of Puyallup GIS web apps.

Scale: 1:2,257



Date: 4/21/2022

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Tax Parcels	Base Parcel	City Limits	Sewer Lateral	Sewer Main	Sewer Force Main	Sewer Manhole	Sewer Cleanout
Water Mains	Less than 12"	12"+	Hydrants				



Map produced using City of Puyallup GIS web apps.

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Scale: 1:4,514

