



City of Puyallup

Planning Division

333 S. Meridian, Puyallup, WA 98371

(253) 864-4165

www.cityofpuyallup.org

PRELIMINARY*

MITIGATED DETERMINATION OF NON-SIGNIFICANCE (MDNS)

**This determination will become final if no formal appeals are filed and/or reconsideration requests are duly received*

for

FREEMAN LOGISTICS

Preliminary Site Plan, SEPA Checklist

Project # P-21-0136

[Online Permit File](#)

Date of Issuance:	February 03, 2026
Description of Proposal:	FREEMAN LOGISTICS / VECTOR DEVELOPMENT The applicant, Vector Development Company, is proposing a high cube transload facility consisting of two stand-alone concrete tilt buildings of approximately 237,587 and 266,382 square feet. Along with construction of the proposed buildings, the project will also include clearing and grading activities, paved parking and truck maneuvering areas, landscaping, stormwater facilities, water and sanitary sewer extensions, frontage improvements along Freeman Road, full width improvement of 22nd Ave NW and intersection improvements at Freeman & N Levee Rd, as needed. Access is provided by 22nd Ave NW, a driveway and an emergency vehicle only access.
Location of Proposal:	5109 Freeman Road E (TPN 0420201121), 4801 Freeman Road E (TPN 0420201122), PUYALLUP, WA 98371;
Applicant:	CRP/VDC Freeman Logistics Owner, L.L.C.
Lead Agency Responsible Officials ¹ :	Chris Larson, AICP Community Development Director City of Fife 5411 23 rd Street E Fife, WA 98424 (253) 212-5386 Katie Baker, AICP Planning Manager City of Puyallup Planning Division 333 S. Meridian Puyallup, WA 98371 (253) 435-3604

Permits Required:	Preliminary Site Plan, Site Civil, Building, NPDES (construction general), Off-site Civil (ROW), Floodplain, Shoreline
Zoning:	ML (Puyallup)
Comprehensive Plan:	LM/W (Puyallup)
Shoreline Environment:	No shoreline on project site – off-site road improvements are located in Puyallup River shoreline environment for Fife (Levee) and Puyallup (Urban))

¹ Puyallup and Fife are Co-Lead Agencies under an agreement dated 11/12/21

A. PROJECT SPECIFIC MATERIALS (INCORPORATION BY REFERENCE – WAC 197-11-635):

The subject Threshold Determination herein and associated environmental findings are based upon review of the following documents submitted by the Applicant and official responses from the city in regard to the underlying permit(s). These documents are incorporated by reference, in accordance with WAC 197-11-635, and are available for public review on [the City's online permit portal](#).

- Application Form, received 01/30/2023
- Site Plan, dated 07/16/25
- SEPA Project Checklist, received 07/18/25
- Preliminary Storm Report, received 11/2023
- Traffic Study (TIA), received 07/2025
- Preliminary Utility Plans, dated 07/16/25
- Cultural Resource site survey, dated
- Critical Aquifer Recharge Area (CARA) report, dated 09/12/22
- Wetland Impact Analysis, dated 12/19/24
- Final Noise Impact Analysis, dated 07/17/25

Full list of studies and plans, also see section A.(Background)(8) of the July 18, 2025 SEPA checklist)

- I. Notice of Application (NOA) date, consistent with WAC 197-11-355 (Optional DNS Process)
 - Notice of Application (with Optional DNS) notice sent on November 18, 2021. Comment period expired December 06, 2021. Revised NOA issued October 27, 2022 with a comment period expiring November 14, 2022.
 - List of recipients, comments received, and copy of NOA materials available on [the City's online permit portal](#).

B. RESPONSIBLE OFFICIAL FINDINGS OF CONSISTENCY

The SEPA Responsible Official(s) for this Threshold Determination hereby makes the following findings of consistency based upon a review of the environmental checklist and attachments, other information and studies on file for the project, and the policies, plans, and regulations designated by the City of Puyallup and City of Fife as a basis for the exercise of substantive authority (see PMC 21.04 and FMC 17.04), and under the State Environmental Policy Act (SEPA) pursuant to the Revised Code of Washington (RCW) 43.21C. The following findings of consistency apply to the project and may be referenced in future (final) permit review notes and/or conditions:

I. EARTH

- i. Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent storm water runoff from carrying soil and other pollutants into surface water or storm drains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants that must be controlled with temporary erosion control measures, consistent with Puyallup Municipal Code (PMC) 21.14, Clearing, Filling and Grading, in addition to any and all permits required by other agencies. Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.
- ii. Based on the project geotechnical report, where available, and a review of available topography, LIDAR, mapped soils (NRCS) and geohazard area data (GIS), impacts to geologic hazard areas have not been identified.
- iii. Temporary erosion, sedimentation and construction dust control BMPs will be applied in accordance with City of Puyallup city standard section 500 – Grading, Erosion and Sedimentation Control and all engineering Best Management Practices (BMPs), in accordance with City Engineer approval.

2. AIR

- i. Watering of exposed soils during construction to suppress dust will limit impacts to ambient air quality resulting from the project improvements.
- ii. Building exhaust systems will be equipped with appropriate emission controls, where required by the Puget Sound Clean Air Agency and/or required by the Building Code Official.
- iii. Construction activities and vehicles being driven to and from the city can be anticipated to cause impacts on air quality and produce greenhouse gas emissions; no single point source of emissions that requires specific analysis on air quality and known to be present as a result of the project.
- iv. No known sources of foul or offensive odors are anticipated as a result of the project.

3. WATER

- i. Storm water runoff will be managed and treated in accordance with the currently city-adopted (Puyallup and Fife) version of the Department of Ecology Stormwater Design Manual (See PMC 21.10.040 and FMC 15.32.050), all applicable city storm water standards, all applicable NPDES permit requirements, and BMPs/standard engineering practices in accordance with City Engineer approval.
- ii. The Applicant shall demonstrate, to the satisfaction of the City Engineer and/or designee, that infiltration of on-site storm water is not feasible before being permitted to use alternative design(s). Where permitted, alternative designs (e.g. collection into a storm water pond and/or vault, retention/detention systems and treatment), shall adhere to all applicable city storm water requirements in city standards, shall conform to all standard engineering practices, and the applicable storm water manual design requirements as administered and approved by the City Engineer and/or designee.
- iii. The project is located on a property, or adjacent to lands containing known wetlands, streams, and/or other regulated aquatic resources. The project file contains a wetland report and supporting application materials show the extent of those known, regulated critical areas and associated buffers. The project shall be reviewed in accordance with all applicable critical area standards and requirements to ensure the project does not result in significant adverse impacts to listed wetlands, streams, and/or other aquatic resources. Special mitigation may be required, in accordance with local, state and federal authority, and the Applicant may be required to consult with local tribal governments.
- iv. Where projects are shown on the city's critical area maps as being within a critical aquifer recharge area or wellhead protection zone, additional review of impacts to ground water may be triggered,

in accordance with standards in the city's critical areas ordinance. The project file contains a Critical Aquifer Recharge Area (CARA) study. **Other potential significant impacts and mitigation measures related to Water Resources are discussed in Attachment A.**

- v. Activities that do not cause degradation of groundwater or significantly impact the recharge of ground water aquifer may be permitted in a critical aquifer recharge area; provided, that the project complies with the city storm water management regulations and other applicable local, state, and federal regulations.
- vi. All developments in the 100-year floodplain are required to meet the standards of PMC 21.07, flood control ordinance, and any other required state and/or federal standards. Applicants are encouraged to consult with FEMA region X regarding their project if located in the regulated (100-year) floodplain.
- vii. Groundwater diversions, dewatering activities and/or construction-related ground water withdrawals may occur as a part of this project due to presence of high/perched ground water table/levels at the time of construction. However, any ground water diversions, withdrawals, dewatering, or other forms of ground water management that occur during site construction will be mitigated using engineering BMPs, as stipulated by the city standards manual, NPDES permits, current Department of Ecology storm water manual (in effect at the time of permitting), and standard engineering practices.

4. PLANTS

- i. The project will meet PMC 20.58 Landscaping Requirements, PMC 11.28 Street Trees, and will be consistent with the city's Vegetation Management Standards manual (PCD-5-11).
- ii. Any significant or heritage designated trees are required to be retained on site, where applicable. Trees and vegetation associated with critical areas, such as wetlands, steep slopes, streams/rivers, or other aquatic resources, and trees important to the overall function of adjacent or on site bird, fish and other terrestrial animals may be required to be retained, where applicable.
- iii. All trees shall be maintained in a manner consistent with accepted pruning and care standards as outlined in applicable ANSI A300 standards.

5. ANIMALS

- i. No federally listed endangered species, state threatened species or habitat, or state sensitive species are known to inhabit within the project boundaries.
- ii. The project is near aquatic resources that support listed species of salmonids; the Puyallup River system is salmon-bearing, supporting chinook, coho, and chum salmon, steelhead, and cutthroat trout. The project will be reviewed in accordance with all applicable critical area and habitat assessment standards and requirements to ensure the project does not result in significant adverse impacts to listed species or habitat. Special mitigation may be required, in accordance with local, state and federal authority, and the Applicant may be required to consult with local tribal governments.

6. ENERGY AND NATURAL RESOURCES

- i. The project will be compliant with the Washington State Energy code and all applicable regulations in the latest edition of the applicable version of the Building Code, as adopted by the city applicable to the project construction type.
- ii. The project is not anticipated to impact solar access for the subject property or adjacent properties.
- iii. The project is anticipated to use various forms of energy, such as local electric power, natural gas, solar, and is not anticipated or known to generate a need for power or energy that would necessitate mitigation or specific service provisions not normally anticipated by service providers.

7. ENVIRONMENTAL HEALTH

- i. If soil contamination is suspected, discovered, or occurs during the proposed construction, testing of the potentially contaminated media must be conducted. If contamination of soil or groundwater is readily apparent, or is revealed by testing, the Washington State Department of Ecology must be notified. Contact the Environmental Report Tracking System Coordinator at the Southwest Regional Office (SWRO) at (360) 407-6300.
- ii. If greater than 250 cubic yards of inert waste is used as fill material, a Solid Waste Handling permit may be required (WAC 173-350-700). It is the responsibility of the Applicant to check with the Tacoma Pierce County Health Department for any permitting requirements that may be required.
- iii. The project is not anticipated to contain increased or unusual risks related to fire hazards, explosive materials, toxic chemical storage or manufacture, hazard waste spill risk, nor is the project anticipated or known to increase the risk of health hazards to the environment. In addition to any required asbestos abatement procedures, the Applicant should ensure that any other potentially dangerous or hazardous materials present, such as PCB-containing lamp ballasts, fluorescent lamps, and wall thermostats containing mercury are removed prior to demolition. PCBs are increasingly being found in caulking and paint. It is important that these materials and wastes are removed and appropriately managed prior to demolition. It is equally important that demolition debris is also safely managed, especially if it contains painted wood or concrete, treated wood, or other possibly dangerous materials. Please review the "Dangerous Waste Rules for Demolition, Construction, and Renovation Wastes," on Ecology's website at:
www.ecy.wa.gov/programs/hwtr/dangermat/demo_debris_constr_materials.html.

8. NOISE

- i. No significant adverse environmental impacts related to noise are anticipated or known to result due to the project. The project file contains a specific noise study.
- ii. Project construction noise shall be compliant with PMC 6.16 – Noise, including time limitations on construction activities starting and stopping work activities for both weekdays and weekends. Special conditions may apply to the project and additional noise mitigation may be applied by the City Engineer or Code Compliance Department during construction.

9. LAND USE, COMPREHENSIVE PLAN AND SHORELINE USE

- i. The project is located in the ML zone and the LM/VW comprehensive plan (Puyallup) designated area and is generally consistent with the policies adopted in the Puyallup Comprehensive Plan, where applicable to the development proposal, and shall be consistent with the zoning code regulations applicable to the project.
- ii. The site development construction plans (civil, building, etc.) shall follow all applicable codes in effect at the time of final construction permit submittal and shall conform to all applicable conditions outlined in the "Final Development Review Team (DRT) letter" available in the project case file.
- iii. The site is not presently being utilized for working forest or farmland and, as such, is not converting forest farm, agricultural or other resource lands urban land uses not otherwise contemplated in the city's Comprehensive Plan.
- iv. All demolition work will be compliant with the city's requirements for demolition approval and will be required to notify the Puget Sound Clean Air Agency prior to demolition work commencing. Asbestos surveys and any required abatement will be required during demolition permitting/actions.
- v. The project or areas near the project work contains the critical areas noted below. The project has been reviewed for consistency with the city's critical areas ordinance (PMC 21.06).

	CRITICAL AREA
X	Critical aquifer recharge area

X	10-year wellhead protection area
X	5-year wellhead protection area
X	1-year wellhead protection area
X	Geologic hazard area – Volcanic hazard area
	Geologic hazard area – Landslide hazard area
	Geologic hazard area – Erosion hazard area
X	Geologic hazard area – Seismic hazard areas
X	Wetland and wetland buffer
X	Fish and Wildlife Conservation Area - Stream and/or stream buffer
X	Fish and Wildlife Conservation Area – General habitat area
X	Flood prone area – 100-year floodplain
X	Shoreline of the State

10. HOUSING

- i. The project will not adversely impact existing housing units or affect the development of housing units in the general vicinity of the project area, where allowed by zoning. Existing housing units will be protected from Significant Adverse Impacts by existing regulations and Mitigation Measures in this Threshold Determination.

11. AESTHETICS

- i. The project will be consistent with the height limitation outlined in the applicable zone district, as stipulated by the Puyallup Municipal Code (Title 20, Zoning). No view corridors were identified to be impacted as a result of the project.
- ii. The project shall comply with all applicable design review requirements, landscaping, site plan design requirements, and all design review overlay district standards/guidelines, as applicable to the project, at the time of final permit submittal.

12. LIGHT AND GLARE

- i. Exterior lighting fixtures shall be shielded from above in such a manner that the bottom edge of the shield shall be below the light source. Said lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise.
- ii. Street lighting, in accordance with Fife and/or Puyallup city standards, will be provided as a part of the project.

13. RECREATION

- i. The project shall pay the adopted park impact fee (in the amount required by ordinance at the time of adoption) upon issuance of a building permit for each subject unit, per PMC 21.20.120, where applicable.
- ii. The project will not disrupt, displace or otherwise adversely impact any existing recreational opportunities in the area.

14. HISTORIC AND CULTURAL RESOURCES

- i. The project Applicant submitted a cultural resource assessment on file with the city of Puyallup. No cultural resources were located during the site investigation.
- i. In the event that suspected historic artifacts, cultural artifacts, or objects of suspected archaeological value are discovered during site excavation, grading or other forms of site development/construction, all work on site shall stop immediately. This applies to all development activities that involve excavation regardless of exemption from permit requirements outlined in PMC

21.14.190.

- ii. The property owner/developer shall notify the City, the State Department of Archaeology and Historic Preservation (DAHP), the Puyallup Tribe of Indians, and the Muckleshoot Indian Tribe and any other Tribal government expressing interest during SEPA review of any such findings. In these cases, the property owner/developer shall be required to provide for a site inspection and evaluation by a professional archaeologist or historic preservation professional, as applicable, in coordination with the state and/or affected tribes.
- iii. The project Applicant and/or contractor will be required to complete an Inadvertent Discovery Plan (IDP), to the approval of the city, WA State Department of Archaeology and Historic Preservation and affected Tribal governments. The IDP shall be completed in a form supplied by the Department and shall be completed prior to issuance of the civil permit for the site.

15. TRANSPORTATION

- i. Staff reviewed and approved the traffic impact analysis and adequacy of sight distance in relation to the project. The project case file contains applicable reports; all reports submitted shall be reviewed by the Traffic Engineer and City Engineer, for consistency with the municipal code and city standards. In accordance with city policy, Traffic review staff shall analyze vehicular impacts to surrounding intersections which will receive more than 25 PM peak hour vehicle trips for changes to the level of service standards and/or operational impacts; special mitigation, proportionate with the project impacts, may apply to the proposal. Within the City of Fife, the TIA evaluated signalized intersections impacted by 20 or more peak hour trips.
- ii. The project will construct a new Freeman Road E/N Levee Road E intersection which includes a southbound left turn lane, southbound right turn lane, eastbound left turn lane, an eastbound receiving/acceleration lane for the southbound left turn lane, and stop control only for southbound Freeman Road E. Because of limited sight lines at the existing intersection, the project proposes to reconstruct the intersection approximately 130' west of the existing intersection.
- iii. The project shall include signal preemption for the Freeman Road E/Valley Avenue E signalized intersection, which is located 170' north of the Union Pacific Railroad (UPRR) tracks. The Manual on Uniform Traffic Control Devices (MUTCD) 8C.09 states "If a grade crossing is equipped with flashing-light signals and is located 200 feet or less from an intersection or midblock location controlled by a traffic control signal,..., the intersection should be provided with rail preemption in accordance with Section 4F.19...." Additionally, the analysis found that with the proposed project, the 95th percentile vehicle queues for northbound traffic from the Freeman Road E/Valley Avenue E signalized intersection would queue back across the Union Pacific Railroad (UPRR) track crossing of Freeman Road E.
- iv. Per PMC 21.20.130, the Applicant is required to pay a traffic impact fee (in the amount required by ordinance at the time of adoption) at the time of building permit issuance for the subject project.
- v. The project shall be compliant with all standards contained in PMC Title 11, Streets and Sidewalks, and FMC Title 12, Streets, Sidewalks, and Public Places, including roadway improvements, street trees and street lighting.
- vi. The project shall be compliant with the Comprehensive Plan Transportation Element and implementing Active Transportation Plan, including dedication of, right-of-way width to accommodate the future addition of pedestrian and bicycle facilities.
- vii. The project shall comply with PMC 20.55 – Parking Regulations.
- viii. **Other potential significant impacts and mitigation measures related to Transportation are discussed in Attachment A.**

16. PUBLIC SERVICES

- i. A resulting need for additional public services, such as police protection, fire protection, library, various other municipal services, etc. can be anticipated from the project. However, this determination does not anticipate that the project will impact city services and utilities in a manner that would reduce the Level of Service (LOS) for the applicable utilities as adopted in the city's Capital Facilities Element.
- ii. The project shall comply with the applicable school impact fee, consistent with the currently adopted fee amount at the time of building permit issuance, per PMC 21.20.140, where applicable.
- iii. The project shall comply with the applicable parks impact fee, consistent with the currently adopted fee amount at the time of building permit issuance, per PMC 21.20.140, where applicable.

17. UTILITIES

- ii. Domestic water will be provided by the water purveyor serving the site. The Applicant shall provide a water availability letter/documentation to ensure adequate water and fire flow can be supplied to the project.
- iii. Sanitary sewer service shall be provided to the development in accordance with city standards.
- iv. Electricity, natural gas, refuse/recycling collection, internet and landline telephone service is provided by private utilities; property owner and/or Applicant to determine availability of those private utilities to be provided on site.
- v. **Other potential significant impacts and mitigation measures related to Utilities are discussed in Attachment A.**

MITIGATED DETERMINATION OF NON-SIGNIFICANCE (MDNS)

The Responsible Official of the lead agencies (Fife, Puyallup) find that the above-described proposal does not have a probable significant adverse impact on the environment, provided the mitigation measures (attached) are incorporated into the proposal and applied as conditions of permit issuance. The identified mitigation measures include mitigation for potential impacts to the following:

A. Transportation, Utilities, Aesthetics, Land Use, Water Resources, Construction, Shoreline

The full text of the identified mitigation measures appears in Attachment A to this document. The mitigation measures and the project documents upon which this determination was based are available for review at the Puyallup Development Services Center, 333 South Meridian, during normal business hours or via the City's online permit portal at [City's permit portal](#).

An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c).

This finding is made pursuant to RCW 43.21C, PMC 21.04.120 and WAC 197-11 after reviewing a completed environmental checklist and other information on file with the lead agency as well as considering mitigation measures that the agency or the Applicant will implement as part of the proposal. The responsible official finds this information reasonably sufficient to evaluate the environmental impact of this proposal. This information is available to the public upon request.

COMMENTS

Comments on this preliminary MDNS must be submitted within 14 days or by **5:00 p.m.** on February 17, 2026 (14 days from issuance date) to the Responsible Official at City of Puyallup Development Services Center.

Comments will be accepted by mail, or (preferably) by email.

- Please mail to: Puyallup Development Services Department, Attn: Michelle Ochs, 333 S Meridian, Puyallup, WA 98371.
- To submit comments electronically, please send via E-mail to: Planning@PuyallupWA.gov ; or contact the case planner below.
- Chris Beale, Senior Planner (Puyallup) at (253) 841-5418 or cbeale@puyallupwa.gov

Per PMC 21.04.0125, the Responsible Official shall maintain the ability to stay the appeal period from officially beginning while considering the merits of and formally replying to a timely submitted comment letter regarding a preliminary DNS/MDNS. Once the Responsible Official has officially responded to the commenting party, a final Mitigated Determination of Non-Significance (MDNS) would be issued with a revised appeal period timeline.

APPEALS

Consistent with WAC 197-11-545 regarding commenting parties and agencies, an appeal the subject MDNS may be filed via a written request with the SEPA Responsible Official by applicable parties and agencies within 10 days of expiration of the comment period, February 27, 2026.

Appeals will only be accepted via the [City's online permits portal](#). Please call or email the case planner listed above prior to submission of an appeal to make arrangements for submittal of the appeal documents.

Prior to submittal and payment of the \$650.00 appeal fee, consult PMC 21.04.205 regarding SEPA Appeals or contact the SEPA Responsible Official at Planning@PuyallupWA.gov or (253) 864-4165 to ask about the appeal procedures. Be prepared to make specific factual reasons, rationale, and/or the basis for the appeal. This determination will become final if no formal appeals are filed and/or reconsideration requests are made by the expiration date listed above.

Publication Date: February 11, 2026

Notice Published in: Tacoma Weekly



Chris Beale, AICP
Senior Planner

02.03.26

Date



Katie Baker, AICP
City of Puyallup SEPA Responsible Official

02.03.26

Date



02.03.26

Chris Larson, AICP
City of Fife SEPA Responsible Official

Date

Attachments:

- A. Mitigation Measures
- B. Site Plan
- C. Environmental Checklist

Attachment A

Mitigation Measures for Project # P-21-0136

I. Transportation

a. **Freeman Road E and N Levee Road E impacts.**

The proposed Freeman Road E/N Levee Road E intersection improvement is directly related to mitigating the traffic impacts generated by the development project. A traffic impact analysis (TIA) has demonstrated that the development will contribute to increased vehicular volumes at the Freeman Road E/N Levee Road E intersection, resulting in increased delay and not meeting the City of Fife's level of service (LOS) standard. The existing intersection does not have adequate sight distance and cannot accommodate truck turning movements expected to be generated by the development. The improvement proposed by the Applicant is necessary to maintain safe and efficient traffic operations and is therefore reasonably related to the public interest in transportation safety and mobility.

b. **Freeman Road E and N Levee Road E intersection improvements.**

Intersection improvements at the Freeman Road E and N Levee Road E intersection shall be per the proposed preliminary configuration in the July, 2025 Freeman Road Logistics Traffic Impact Analysis (TIA). The Applicant is proposing improvements to mitigate LOS, sight distance, and necessary turning movement radii for heavy vehicles at the Freeman Road E/N Levee Road E intersection. The intersection will be relocated to approximately 130' to the west of the existing intersection (centerline to centerline) and will add a southbound left turn lane, eastbound left turn lane, and an eastbound receiving/acceleration lane for the southbound left turn lane. N Levee Road shall be widened to provide approximately a 130' eastbound turn lane and adding approximately a 330' median acceleration lane that will serve the southbound left turn movement and include the associated tapers for both the eastbound turn lane and median acceleration lane. The design shall meet the City of Fife Major Collector as described in FMC 12.20. This is the approved conceptual configuration required by substantive authority; however, there may additional comments as the concept is designed in more detail. The intersection design shall confirm there is sufficient sight distance for southbound vehicles by showing the sight distance triangles and calculations for stopping sight distance and intersection distance.

c. **Freeman Road E improvements.**

Improvements to Freeman Road E shall consist of the following, to be finalized during the future civil permitting by the Fife Public Works Director:

- i. Freeman Road E will be constructed to City of Fife Major Collector standard or other standard as described in FMC 12.20, shall include both left turn lane, 130' right turn lane, and a northbound receiving lane. The intersection shall be designed to accommodate simultaneous WB-67 vehicle turning movements for all approaches.
- ii. All pavement transitions to 48th Street East, 50th Street E and 52nd Street E shall be made consistent with City of Fife Standards.
- iii. All cross section, pavement and roadway alignment transitions to the north of the project boundary on Freeman Road E shall be made to facilitate WSDOT's future improvements.

d. All ROW easements/dedications shall be recorded prior to issuance of a certificate of occupancy.

e. The Applicant is expected to acquire right-of-way¹ to construct the N Levee Road E/Freeman Road E improvements; if the Applicant cannot acquire the property to construct the required off site

¹ The City of Fife previously confirmed that an easement (in lieu of a fee dedication) may be acceptable, subject to review and approval.

transportation improvements the Applicant shall reimburse the City of Fife for the cost of acquiring right-of-way from Pierce County Assessor's Parcel Number 0420201104 ('Terhune' property) necessary for construction of the improvements described in Mitigation Measure No.1b above, including, but not limited to, staff costs, attorney's fees, land acquisition costs and appraisal fees. Fife expects right of way acquisition to consist of approximately 31,700 square feet of Pierce County Assessor's Parcel Number 0420201104 ('Terhune' property). Applicant shall pay all costs associated with a negotiated acquisition or condemnation litigation.

f. **Valley Avenue E/Freeman Road E railroad interconnect.**

Due to anticipated safety-related impacts arising from additional project-related traffic, the Freeman Road railroad crossing (approximately 200' south of the Valley Ave E and Freeman Road E intersection) shall be improved as follows:

- i. In 1997, the City of Fife annexed the southeast portion of the City of Fife where the Freeman Road E railroad crossing is located and where the Freeman Logistics development accesses Freeman Road E. Freeman Logistics is the first substantial development to add northbound vehicle trips on Freeman Road E at the subject railroad crossing.
- ii. The vehicle volumes and congestion at the Valley Avenue E/Freeman Road E intersection are highest during the PM peak hour. The development is forecast to increase the PM peak hour vehicle volumes on northbound Freeman Road E approaching the intersection from between 14 vehicles (18.9%) and 122 vehicles (164.9%), depending on the development's land use. Additionally, Freeman Logistics' Traffic Impact Analysis documents that northbound vehicle queues are expected to extend past the railroad tracks.
- iii. The Manual on Uniform Traffic Control Devices (MUTCD) 8D.09 states *"If a grade crossing is equipped with flashing-light signals and is located 200 feet or less from an intersection or midblock location controlled by a traffic control signal, ..., the intersection should be provided with rail preemption in accordance with Section 4F.19...."*
- iv. The applicant shall ensure that a railroad interconnect and preemption at the Valley Avenue E/Freeman Road E traffic signal is installed in coordination with the City of Fife. This improvement is required due to the intersection's proximity (170 feet) to the Union Pacific Railroad (UPRR) crossing and the projected increase in northbound vehicle volumes from the development.
- v. Preemption could be installed by the applicant, WSDOT, or the City of Fife. If the City of Fife installs preemption, applicant will reimburse the City of Fife for its actual costs associated with designing and installing the railroad interconnect and preemption.
- vi. Final design shall be reviewed and permitted during civil review by the City of Fife in coordination with UPRR. No certificate of occupancy will be issued prior to completion of this life/safety improvement.
- vii. The Applicant shall coordinate with UPRR regarding potential at-grade rail crossing improvements. Any required improvements must meet UPRR design requirements and be completed to the satisfaction of UPRR prior to issuance of a certificate of occupancy.

g. **TIA corrections.**

Provide corrections to the final TIA consistent with the 08/28/25 KPG Psomas review letter. Provide final TIA at the time of civil permit submittal.

h. **Modifications to street standards.**

Modification requests to Fife's street standards authorized FMC 12.20.120 may require additional SEPA review at the discretion of the Fife Public Works Director, if the modifications result in new significant adverse environmental impacts.

2. Utilities

a. **Fife and Puyallup Interlocal Agreement (ILA).**

An Interlocal Agreement (ILA) between Fife and Puyallup is necessary in relation to Puyallup

utility and roadway infrastructure in Fife right-of-way. The ILA will be negotiated and adopted by the two cities prior to installation of the improvements. This includes cost of document preparation, staff time, and recording and filing fees associated with the ILA.

b. **Freeman Road utilities.**

The utilities installed in Freeman Road to support the development shall comply with the following:

- i. The Applicant shall demonstrate that the proposed City of Puyallup utilities in Freeman Road (Fife ROW) will be installed with adequate vertical and horizontal spacing to accommodate Fife water and sewer in the same available ROW. Horizontal and vertical separation requirements shall be per the Department of Ecology 'Orange Book' as well as all other City of Fife standards. Reasonable variances may be authorized by the City Engineer, provided they result in equivalent safety standards.
- ii. The Applicant shall be responsible for the cost of the process for the Fife City Council to officially authorize non-city of Fife utilities in Freeman Road ROW. This includes cost of document preparation, staff time, and recording and filing fees. Any fees in excess of \$50,000 must be pre-authorized by the applicant.

c. **Utility maintenance agreement.**

Because public sewer and storm utilities are proposed to be extended over 4,000 lineal feet in a manner that will most-likely serve only this single development, the Applicant shall enter into an agreement with the City of Puyallup to provide ongoing payments that supplement the City's inspection, maintenance, and repair responsibilities for these utilities. The agreement—intended to mitigate the long-term maintenance and repair burden given the low potential for additional customers—shall be finalized prior to final utility connections and set at an adequate amount to provide for inspection, maintenance, and annualized repair indefinitely. Specific details and payment amounts shall be defined in the agreement. Submitted illumination plans show Puyallup lighting infrastructure (service cabinet, junction boxes, conduit, etc.) in Fife ROW. City of Fife will permit this configuration. The City of Puyallup will operate/maintain this lighting infrastructure in Fife ROW under the terms of the interlocal agreement (ILA). The water system in Freeman Road shall have a tee fitting with a blind flange isolation valve at the intersection with 48th and the northernmost extent in Freeman Road, to accommodate a future interconnect between Fife and Puyallup.

d. **Electrical utilities.**

If undergrounding of utilities requires neighboring properties to update electrical panels, developer shall be responsible for the cost of the upgrades required as a direct result of the undergrounding work. There are ten properties west of the project site that may require upgrades.

e. **Water and sewer connections.**

The Applicant shall extend City of Puyallup water and sewer utilities to serve the development, unless the Applicant opts to pursue a connection to Fife's utility systems. Any such arrangement must be authorized through a formal interlocal or utility service agreement approved by both City Councils prior to connection.

f. **Pierce County approvals.**

The Applicant shall conform to all conditions contained in the June 30, 2025 letter from Pierce County Surface Water Management (Todd Essman) and receive all necessary design approvals from Pierce County related to the placement of utilities in Levee Road. Explicit design approval and/or permit issuance from Pierce County (where applicable) shall be granted prior to issuance of site civil permits, or ROW permits.

3. **Aesthetics**

a. **Fencing and landscaping.**

The Applicant shall incorporate a Type Id landscape berm, fence and retaining wall buffer along the building frontages of Freeman Road, except for limited areas where walls are not provided to comply with flood modeling. The buffers shall consist of 6' landscape slope (5:1 slope based on the width of the landscape area, with 6' back wall and 6' tall sight-obscuring fence atop),

consistent with VMS design standards and the architectural site plan dated July 2, 2025.

- b. Along TPN 0420201032 (1802 22nd Ave NW), the Applicant shall incorporate a 6' high sight-obscuring fence and 4' high retaining wall, as depicted in the architectural site plan dated July 2, 2025.

4. Land Use

- a. **Tribal properties.**

The project is located within the boundaries of the Puyallup Tribal reservation. Tribal Trust held lands (TPNs 0420174032, 0420174031, 0420178008, 0420178007) are located along the west side of Freeman Road and north side of 48th Street E (within the City of Fife); a property owned by the Puyallup Tribe of Indians is located to the south of the project site (TPN 0420201008). Roadway and utility improvements are proposed near these properties. No impacts or construction is known or expected on tribal owned or tribal trust lands. Any possible construction related work on those referenced lands will require approval by Puyallup Tribe and/or Bureau of Indian Affairs. The Applicant shall implement an inadvertent discovery plan with the city of Fife prior to issuance of ROW permits. Additional cultural survey analysis may be needed to support the Freeman Rd/Levee intersection improvements.

- b. **Boundary adjustment.**

The Applicant shall be responsible for the cost of adjusting the boundary line between cities once dedication and ROW construction are complete. Costs include preparation of documents, legal descriptions, staff time, and recording and filing fees with the County. The new city-to-city boundary shall be at the new eastern edge of the dedicated right of way.

5. Water Resources

- a. **Final mitigation plan review.**

All critical area report(s), critical area protection, enhancement and mitigation plan(s) shall be consistent with the December, 2024 Anchor report (on file) and Fife and Puyallup's respective Critical Area Ordinance(s). A final mitigation plan shall be submitted at the time of civil permit submittal. Confirmation of final purchase of in-lieu fee credits from the Port of Tacoma's Upper Clear Creek mitigation bank shall be confirmed before civil permit issuance.

- b. **Aquifer and domestic water protection.**

The proposed project is located in the high susceptibility critical aquifer protection area for two local wells (Schenk Water System and Schaaf-Eggiman-664). In relation to the storage of hazardous or prohibited materials in the warehouse structures on site, the proposed final land use is unknown. Storage of hazardous materials which could significantly affect the ground water quality may be prohibited. At the time of final permitting, the City of Puyallup will verify final land uses and their potential for impact on local domestic water wells consistent with PMC 21.06, Article IX.

6. Construction

- a. Construction-related vibration has the potential to impact the foundations of surrounding homes, domestic (private and group) water well(s) and septic systems. Any claims of damage would be a civil matter between the property owners experiencing adverse impacts and the developer.
- b. Prior to issuance of site civil and ROW permits, the Applicant shall obtain design approval from Pierce County (as necessary) for construction of civil utilities within the northern levee of the Puyallup River.

7. Shoreline

- a. The Applicant shall apply for and receive all necessary approvals for improvements and modifications to the Puyallup River Shoreline Environment (off-site) as required by both Fife and Puyallup's own Shoreline Master Program (SMP). Outside of use allowances, compliance with the Shoreline Management Act (SMA) was not reviewed as part of this SEPA determination.