



City of Puyallup

Planning Division

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STAFF REPORT TO HEARING EXAMINER

To: Hearing Examiner

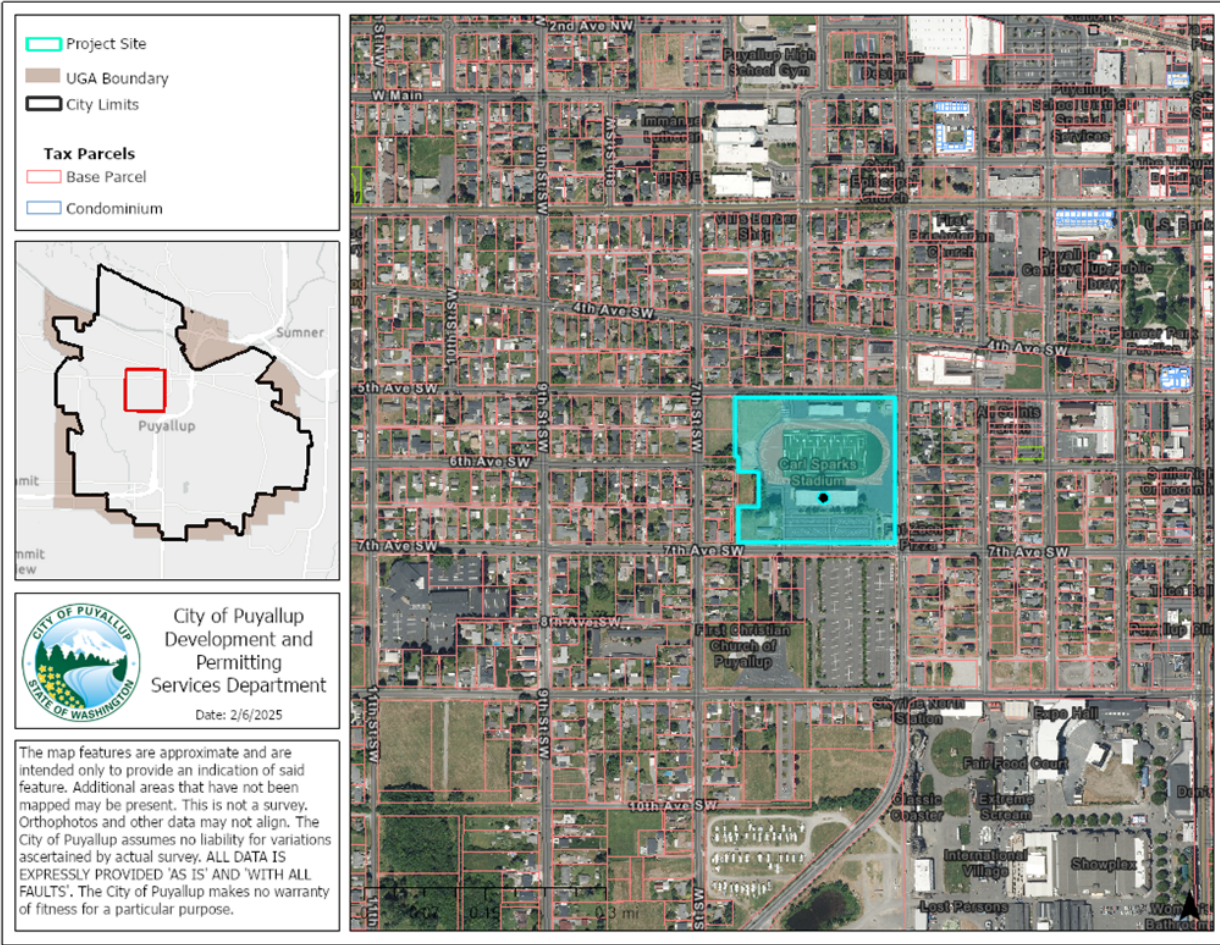
From: Rachael N. Brown, Associate Planner

RE: Sparks Stadium Parking Expansion. The proposed project is located at 601 7th Avenue SW, Puyallup. The parcel number is 0420284126. Project # PLCUP20240081

Date of memo: February 18, 2025

Hearing Date: February 27, 2025

VICINITY MAP



PROJECT OVERVIEW

Applicant: Rick Hand & Brian Devereux on behalf of the Puyallup School District

Staff Coordinator: Rachael N. Brown

Property Owner: PUYALLUP SCH DIST NO 3

Address: 601 7TH AVE SW, PUYALLUP, WA 98371;

Parcel ID#: 0420284126

Site Size: 447,361.00

Comp Plan Designation: PF

Proposal: The existing Sparks Sports Stadium facility proposes to expand the onsite parking area by adding additional parking stalls, widening an existing driveway curb cut, and improve the existing alley to provide an additional access point to the site. The parking lot will be expanded from 158 parking stalls to 209 stalls. The project will include landscaping, stormwater facilities and additional parking lot lighting.

Relevant History: The original Sparks Stadium was constructed in 1934. Since that time it has

Zoning: PF	<p>been renovated several times to serve the needs of the Puyallup School District.</p> <p>Summary of Key Issues: No significant issues identified</p> <p>Staff Recommendation: APPROVE WITH CONDITIONS</p>
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PUBLIC NOTIFICATION RECORD – APPLICATION NOTICE

- Permit request received by city on August 23rd, 2024
- Initial submittal deemed complete by Department on October 21, 2024
- Notice of complete land use application mailed to all owners of property within a specified radius of the site (as required by PMC 20.12.010) as indicated by the Pierce County Assessor Treasurer’s records: November 5th, 2024
- Notice of Application Published in the Tacoma Weekly: October 30th, 2024
- Notice of Application was posted at the project site by the applicant: November 4th, 2024 (verification provided by the applicant via affidavit of posting).

PUBLIC NOTIFICATION RECORD – HEARING NOTICE

- Notice of Public Hearing mailed to all owners of property within a specified radius of the site as indicated by the Pierce County Assessor Treasurer’s records: (28 days in advance of hearing – 14 days minimum required by PMC 20.12.010 (2)).
- Notice of Public Hearing was posted at the project site by the applicant: Lester Gerstmann (verification provided by application via affidavit of posting - 24 days in advance of public hearing, 10 day minimum required by PMC 20.12.010 (3)).
- Notice of Public Hearing published in the Tacoma Weekly: Feb 5th, 2025 (23 days in advance of hearing – 14 days minimum required by PMC 20.12.010(1)).

COMMENT RECORD

A neighborhood vicinity meeting was held virtually on December 19, 2024. Several neighbors joined that vicinity meeting and expressed the following concerns about the project;

1. Concerns that additional parking would create additional traffic demand on 7th Ave (the street abutting the project site).
 - a. The City does not believe this concern will be realized. The parking area itself is not a generator of traffic, the stadium is the traffic generator, and it is not proposed to be expanded as a part of this project. Therefore, the same amount of traffic that has been historically generated by the site will continue unchanged. However, this project is anticipated to alleviate some of the parking pressure on the abutting street by providing more stadium event parking onsite.

2. Concerns about cars accessing site via newly improved alley way or parking in the alley way and blocking driveways.
 - a. City requires that existing dedicated alleys be improved with new projects in order to facilitate more street connectivity, which improves vehicle access.
 - b. City will enforce all parking and traffic laws if they are reported. It is illegal to block driveways or to park in narrow alleyways.
 - c. Primary access to the site will remain via an existing driveway off of 7th Ave SW. A gate will be installed on the secondary access the leads to the alley way.

STATUS OF REGULATIONS

Since the filing of the complete application, no amendments to regulations applicable to the project have been submitted for this project.

STATE ENVIRONMENTAL POLICY ACT (SEPA) STATUS

SEPA Determination of Non-Significance was issued on January 10th, 2025. The comment period for that determination ended on January 25th, 2025. No substantive comments were received before the end of the final comment period, therefore this SEPA DNS is final.

PROJECT DETAILS

The Puyallup School District proposes improvements to the existing Sparks Stadium, specifically the expansion of its existing parking area. The new parking area will be constructed to the west of the existing south parking lot. No additional capacity or square footage is proposed to the Stadium area itself, only an expanded parking area is proposed. Key features of the proposed project include:

- **Parking Improvements:**
 - Existing onsite parking: 158 stalls (154 standard, 4 ADA, 0 compact).
 - Proposed new parking: 64 stalls (5 standard, 3 ADA, 56 compact).
 - Combined total parking: 209 stalls (145 standard, 8 ADA, 56 compact).
 - All parking areas will have exterior lighting matching the existing stadium lighting layout.
- **Accessibility Features:**
 - Compliance with ADA, electric vehicle (EV), and electric vehicle ready (EVR) requirements.
- **Driveway and Alley Improvements:**
 - Widening of an existing driveway curb cut to accommodate bus access.
 - Enhancements to an existing alley for west parking lot access and egress.
- **Landscaping and Stormwater Management:**

- Landscaping upgrades in compliance with current City of Puyallup code requirements.
- Implementation of stormwater management plan to accommodate new parking surface.

SURROUNDING AREA

The Sparks Stadium site is surrounded predominantly by residential uses. Other nearby uses include:

- **South:** Parking lot owned by the Washington State Fair, which the school district contracts to use for excess parking. The Washington State Fair, a statewide fair with year-round events, is located just to the southeast of the site.
- **East:** A pizza restaurant adjacent to the property. The Downtown Regional Growth Center is located immediately to the East of the site.
- **Northeast:** Meeker Elementary School.

The proposed improvements are compatible with surrounding land uses and are intended to serve the existing stadium operations without introducing significant new impacts.

CRITICAL AREA REVIEW

- There are no identified critical areas within 300 feet of the project site that require specialized reports or mitigation measures.
- The site is within the volcanic hazard area, aquifer recharge area, and a wellhead protection area. The proposed project does not introduce significant risks to these sensitive areas due to the nature and scale of the proposed improvements.

STAFF CONCLUSIONS

1. The use for which the conditional use permit is applied is specified by this title as conditionally permitted within, and is consistent with the description and purpose of the zone district in which the property is located.

The proposed parking lot expansion is a conditionally permitted use under the zoning regulations for the property. The site is located within a zone that supports educational and recreational facilities, including associated infrastructure improvements such as parking areas. The proposed use aligns with the purpose of the zone by enhancing the operational efficiency of Sparks Stadium, a key community facility, without introducing conflicting or incompatible uses.

2. The granting of such conditional use permit will not be detrimental to public health, safety, comfort, convenience, or general welfare, will not adversely affect the established character of

the surrounding neighborhood, and will not be injurious to the property or improvements in the vicinity or zone in which the property is located.

The proposed parking lot expansion has been designed to minimize impacts on the surrounding residential neighborhood. Key mitigating measures include:

- **Lighting:** Exterior lighting for the parking lot will match the existing stadium lighting layout, reducing potential light pollution or glare for nearby residences.
- **Landscaping:** Landscaping improvements, as required by City code, will enhance the aesthetic buffer between the parking area and surrounding properties.
- **Stormwater Management:** Stormwater plan will be implemented to manage the stormwater effectively and sustainably, avoiding potential runoff or drainage issues.

By providing needed parking facilities that meet modern accessibility and environmental standards, the project enhances the functionality of the stadium without detracting from the character or safety of the neighborhood.

3. The proposed use is properly located in relation to other land uses and to transportation and service facilities in the vicinity, and the use can be adequately served by such public facilities and street capacities without placing an undue burden on such facilities and streets.

The parking lot expansion is strategically located to complement existing uses in the area. The site is accessible via an improved driveway curb cut and an upgraded alley, ensuring safe and efficient ingress and egress for vehicles, including buses. Additionally, the proposed use aligns with existing transportation infrastructure and does not place undue burdens on public facilities, as the project enhances the operational efficiency of Sparks Stadium rather than introducing significant new traffic or demand for services. The proposal will not increase daily vehicle trips and is anticipated to reduced offsite parking demands.

4. The site is of sufficient size to accommodate the proposed use, and all yards, open spaces, walls and fences, parking, loading, landscaping, and other such features as are required by this title or as are needed in the opinion of the hearing examiner are properly provided to be compatible and harmonious with adjacent and nearby uses.

The Sparks Stadium site is large enough to accommodate the proposed parking lot expansion. The design incorporates required landscaping, ADA-compliant spaces, and compact stalls in a manner that is both functional and compatible with the surrounding uses. The widened driveway and upgraded alley ensure seamless access and egress while maintaining compatibility with adjacent properties. The project meets or exceeds City standards for parking, stormwater management, and accessibility, ensuring harmonious integration with the site's existing use and the neighborhood context.

5. The granting of such conditional use permit will not be contrary to the adopted comprehensive plan, or to the objectives of any code, ordinance, regulation, specifications, or plan in effect to implement said comprehensive plan.

The proposed project is consistent with the objectives of the City of Puyallup's Comprehensive Plan. It supports the plan's goals of improving public infrastructure, enhancing community facilities, and providing safe and accessible amenities. Further, it supports the goal of supporting visitor serving uses and events. The project complies with all applicable codes, ordinances, and regulations, ensuring alignment with the City's broader objectives for sustainable development and community enhancement.

STAFF RECOMMENDED HEARING EXAMINER CONDITIONS

1. See City of Puyallup Final Design Review Team (DRT) letter dated December 30th, 2024 for a list of recommended conditions.
2. All conditions listed in Conditional Use Permit #86-65-015, issued in 1986, remain fully valid and enforceable, with the exception of condition #8. This conditional use permit serves to expand upon, rather than replace, the original permit.
3. Strike CUP #86-65-015 condition #8, "if additional property becomes available along 7th Ave SW in the area between 5th Street SW and the stadium parking lot the district should consider expanding the on-site parking space by up to 50 stalls."

Staff recommends that this CUP be approved to expand the parking area contemplated in this condition by 64 stalls rather than just 50 stalls.

Staff recommends that condition #8 be stricken as no longer relevant.