



City of Puyallup
Planning Division
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 www.cityofpuyallup.org

March 29, 2022

Nicole Harter
 8383 158th Ave NE, Magellan Architects, Suite 280
 Redmond, WA 98052

DEVELOPMENT REVIEW TEAM (DRT) LETTER	
DRT #	I
PERMIT #	PLVAR20210001
PROJECT NAME	Pioneer Mixed Use Landscape Variance
PERMIT TYPE	Variance
PROJECT DESCRIPTION	New mixed use development along E Pioneer seeks reduction of landscape buffers to help meet driveway and fire apparatus turning hammerhead.
SITE ADDRESS	708 E PIONEER, PUYALLUP, WA 98372; 702 E PIONEER, PUYALLUP, WA 98372;
PARCEL #	0420273238; 0420273257;
ASSOCIATED LAND USE PERMIT(S)	
APPLICATION DATE	December 13, 2021
APPLICATION COMPLETE DATE	January 03, 2022
PROJECT STATUS	<u>Active Development Review Team (DRT) review case – resubmittal required.</u> Please address review comments below and resubmit revised permit materials and by responding in writing to the remaining items that need to be addressed.
APPROVAL EXPIRATION CONDITIONS	N/A – Active permit application, not approved; Active permit application, not approved; Pursuant to PMC 20.11.022 regarding inactive applications, any and all pending land use applications or plat applications shall be deemed null and void unless a timely re-submittal is made to the City within 1 year of issuance of this Development Review Team (DRT) comment letter. DRT review letters typically identify requested corrections, studies or other additional required pieces of information necessary to demonstrate conformance with the City’s adopted development standards and codes. Subsequent applicant re-submittals shall make a good faith effort to respond to each request from this letter in order for the application to remain active. The failure to provide timely responses or lack of providing the requested material(s) within the 1-year window following DRT comment letter issuance shall be grounds for expiration, thus deeming the pending

	application null and void with or without a full or partial refund of application fees.
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HOW TO USE THIS LETTER

This review letter includes two sections: **“Action Items”** and **“Conditions”**.

The **“Action Items”** section includes all items that the applicant must address to comply with the Puyallup Municipal Code (PMC) and city standards. Items listed in under **Action Items** require a resubmittal under this permit for further review by the Development Review Team (DRT); your application is not approved. Please make those updates to the proposed plans and resubmit for review. Please include a response letter outlining how you have revised your proposal to meet these items for ease of plan check by DRT members.

The **“Conditions”** are items that will govern the final permit submittal(s) for the project. Please be aware that these conditions will become conditions of the final permits and/or recommendations to the Hearing Examiner, if applicable.

If you have questions regarding the action items or conditions outlined in this letter, please contact the appropriate staff member directly using the phone number and/or email provided.

ACTION ITEMS

Planning Review - Chris Beale; (253) 841-5418; CBeale@PuyallupWA.gov

See notes below

Fire Review - David Drake; (253) 864-4171; DDrake@PuyallupWA.gov

- 1. To determine code compliance with parking lot the following need to be shown on plan. Riser Room, FDC, PIV, and Fire Hydrants. These items can not be blocked by a parking stall. The Riser Room requires direct access from the parking lot.
- 2. Fire Truck turn-around needs dimensions on both sides of the hammer head.
- 3. 12c parking stall will impact the turn-around depending on what type of vehicle parks there. Parking spots can not encroach into fire lane. This spot may need to be removed.

Traffic Review - Bryan Roberts; (253) 841-5542; broberts@PuyallupWA.gov

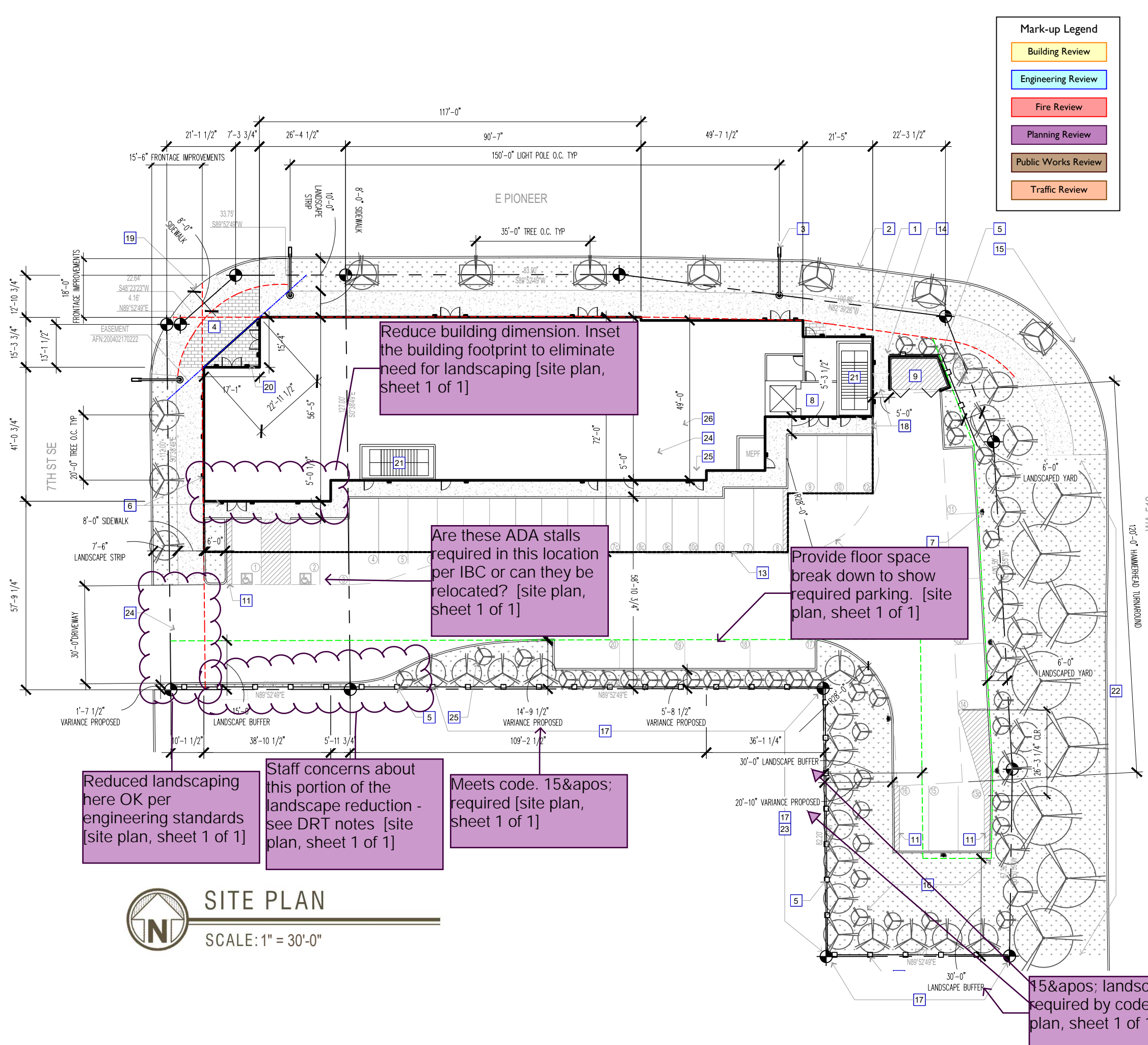
- To maximized intersection/Driveway spacing, 7th St SE access must be located as far south as possible (3ft from the south property line). The commercial driveway shall be 30ft wide at City ROW. Once on private property, the driveway shall re-align to meet 15ft buffer requirements. The re-alignment shall minimize the partial removal of the landscape buffer.
- Approval of this variance does not guarantee full access at driveway location. Further analysis required to determine access feasibility. See previous pre-application notes for all traffic engineering requirements.

Planning Review - Chris Beale; (253) 841-5418; CBeale@PuyallupWA.gov

- Note to applicant: Full plan set redlines/mark ups will be published at the time of the final review from the Development Review Team (DRT). Comments with bracketed attribution to plan sheet names/sheet #s are related to redlines/mark ups.
- PMC 20.30.030 (9) allows a 15' buffer along the RM-20 / CBD zone change boundary. This applies to all of the southern property lines that are adjacent to the RM-20 zoning district, which includes the western and southern property boundaries adjacent to the southern portion of the hammerhead. The site plan denotes that a 20-foot 10-inch landscape buffer variance is proposed along the southern section of the hammerhead. Please continue to denote landscape buffer width but remove reference to "variance proposed."
- The landscape buffer reduction variance request is required for the proposed driveway location and on-site parking. Your variance criteria response only discusses the driveway placement and fire access and does not describe why the landscape buffer should be reduced for on-site parking. Sufficient building details , including proposed interior uses, dwelling units, etc. are required with your resubmittal to demonstrate the minimum parking spaces required so Staff can compare the minimum required parking spaces against the site plan design and parking count. Revise all documents to provide the necessary information to justify the landscape buffer reduction for on-site parking.
- Please note that staff is unlikely to support the landscape buffer reduction for on-site parking without significant effort to reduce parking requirements, which includes considering a smaller building footprint. Other options include utilizing the low impact development parking reduction options in PMC 20.55.018.
- Planning staff understands the need for the driveway approach location on 7th Street SE to be as far south of the Pioneer intersection as possible for the purposes of compliance with engineering traffic safety standards (driveway spacing from arterial intersections). Staff understands that would result in a landscape buffer reduction to roughly 1-foot, 7-inches at the driveway approach at the right of way line and slightly interior to the site as the driveway approach tapers to the interior private driveway. However, staff anticipated the site plan layout to taper the driveway north immediately after the ROW approach driveway to widen the landscaping back to the standard 15' requirement. Elimination of the buffer for the 39'+ internal to the site appears to be the result of a bump out in the building footprint just north of the ADA parking stalls.

- Without a detailed analysis from the applicant regarding interior floor layout, staff is not able to support the landscape buffer being reduced less than 15-feet for the entire 39-feet in length that is needed to accommodate a building bump-out. A detailed explanation of why the landscape buffer should be reduced to allow for the building bump-out and ADA parking stalls is required. Please note that City staff is unlikely to support any landscape buffer reduction as a result of the building bump-out since the building size could be reduced and ADA parking stalls could be placed elsewhere on site (where allowed by IBC). The site plan should be updated to show the landscape buffer tapering back to 15-feet that starts at the property line, and thus avoiding the need for a variance. The site plan may simply be shown to represent a footprint that is too large to accommodate needed landscaping, drives, parking and other site features, as oppose to a special condition based on the circumstances of the lot and its surroundings – such findings would result in a denial of the variance by the Examiner.
- Please review and give significant consideration to traffic and fire comments. Both departments have voiced significant concerns regarding the site layout being approvable during later permits. While the variance request may continue without traffic and fire approvals, any future site changes may require significant changes to the site plan and, potentially, additional variances. It is strongly recommended that the applicant complete and submit the preliminary site plan and SEPA checklists prior to resubmitting on the variance permit.
- To ensure that the proposed fence meets the intended screening requirements, a fence detail plan shall be submitted.

Sincerely,
Chris Beale
Senior Planner
(253) 841-5418
CBeale@PuyallupWA.gov



Mark-up Legend

- Building Review
- Engineering Review
- Fire Review
- Planning Review
- Public Works Review
- Traffic Review

- KEYNOTES**
- 1 PROPERTY LINE, TYP
 - 2 6" CURB, TYP
 - 3 STREET LIGHTING POLE, TYP
 - 4 PLAZA
 - 5 NEW FENCE LINE, 6' TALL, TYP
 - 6 WALL MOUNTED EXTERIOR LIGHTING FIXTURE, TYP
 - 7 GROUND MOUNTED EXTERIOR LIGHTING FIXTURE, TYP
 - 8 APARTMENT ENTRY AREA
 - 9 ENCLOSED TRASH CORRAL
 - 10 LANDSCAPE BUFFER/SETBACK, TYP
 - 11 18" STRIPED BUFFER AREA AT PARKING STALL TO ACCOMMODATE DOOR OPENING PER TYPE IV LANDSCAPING STANDARDS
 - 12 FIRE TRUCK APPARATUS 120' HAMMERHEAD TURNAROUND PATH
 - 13 LINE OF BUILDING FLOOR ABOVE
 - 14 PEDESTRIAN PATHWAY TO PARKING LOT
 - 15 FREEWAY ACCESS
 - 16 AMENITY SPACE FOR RESIDENTS
 - 17 DENSE PLANTINGS ALONG PROPERTY LINE
 - 18 IN LINE CURB RAMP
 - 19 CORNER CURB RAMP PER CITY STANDARD DETAILS
 - 20 BIKE RACK FOR RETAIL CUSTOMERS
 - 21 APPROXIMATE LOCATION OF EGRESS STAIRS SERVING DWELLING UNITS ON FLOORS ABOVE
 - 22 EXISTING DENSE TREE LINE ALONG FREEWAY ON RAMP
 - 23 EXISTING TREES ALONG PROPERTY LINE TO REMAIN

SITE PLAN
SCALE: 1" = 30'-0"

PIONEER MIXED-USE PROJECT
708 E PIONEER
PUYALLUP, WA 98372

SCHEME
11/17/21