



City of Puyallup

**Planning Division**

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DEVELOPMENT REVIEW TEAM (DRT) LETTER	
DRT #	I
PERMIT #	PLPSP20220085
PROJECT NAME	The Ezra
PERMIT TYPE	Preliminary Site Plan
PROJECT DESCRIPTION	Redevelopment of an existing 1.11 acre surface parking lot into a mixed use structure containing between 67-83 multifamily units, amenity space for residents, approximately 1200 sf of ground floor commercial space, and both structured and surface parking. The site will be improved with landscaping, storm-water infrastructure, and frontage parking improvements. Site will be developed with a single structure approximately 92,831 sq ft in size, and 4 stories (45 ft) tall. Preliminary site plan permit & SEPA, Downtown architectural design review (with public meeting with Design Review and Historic Preservation Board), civil construction permit, and building permits will be required for this project. Preliminary Architectural Design Review meeting is scheduled for July 7th, 2022 at 4pm at Puyallup City Hall, 5th Floor Council Chambers. This is a preliminary design review meeting only, no decision will be issued concerning the architecture of the proposal at this meeting. Subsequent meetings will be held for official architectural review.
SITE ADDRESS	
PARCEL #	5745001371;
ASSOCIATED LAND USE PERMIT(S)	P-21-0141; PLDDG20220086
APPLICATION DATE	May 29, 2022
APPLICATION COMPLETE DATE	June 07, 2022
PROJECT STATUS	<b><u>Active Development Review Team (DRT) review case – resubmittal required.</u></b> 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	<b>N/A</b> – Active permit application, not approved

<b>CONDITIONS</b>	<p><b>Active permit application, not approved;</b></p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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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** - Rachael N. Brown; (253) 770-3363; RNBrown@PuyallupWA.gov

- Pg. 8 of the architectural plans was not provided [Architectural Plans, pg. 1]
- Electric Vehicle Charging Stations: Are any electric vehicle charging stations proposed for this project?
- Downtown Design Review Pre-App Notes from Board this is a summary of board comments/ requirements for direct quotes, see Design Review and Historic Preservation Board (DRHPB) meeting recording for July 7, 2022 available at [www.cityofpuyallup.org/827/Agendas-Minutes-and-Videos](http://www.cityofpuyallup.org/827/Agendas-Minutes-and-Videos):
  - Board is in support of a deviation from strict adherence to the setback requirements of the DDGs for the setback design at building elevations along pioneer as proposed.
  - Board is in support of a deviation from strict adherent to the plaza location standards and would agree with locating the plaza space along the north/northeast side of the building.
  - Articulation at top of building must be added. This could be in the form of a feature that casts a shadow rather than a large parapet feature that defeats the sleek modern building aesthetic.
  - Blank wall on west side of building: provide evidence that blank wall on first floor of building will be obstructed from public view by either building, structure or fence after construction. If this is the case, then no further revision of the design will be warranted.
  - Zone transition standards apply to those areas of building abutting or across from residential zone including but not limited to 3.B.3 and 3.B.6. Please provide more narrative describing how the proposal meets these requirements or adjust proposal as needed.
  - Suggestions from the board (not requirements):
    - o Extend datum located at transom window above canopies all the way along east façade by incorporating into garage coverings.
    - o Missing column at corner: Explore ways to make this missing column feel less out of place. Possibly remove brick columns directly above missing column at corner?
    - o West elevation: explore adding building elevation setback on west side section abutting residences.
    - o Provide 3D view of south west side of building in next submittal to aid in Board review.
    - o Explore terminating brick pillars at ground on column at corner of site instead of stopping them above the wood paneling

### **Building Review** - David Leahy; (253) 435-3618; DLeahy@PuyallupWA.gov

- 1.Accessible stalls must be provided with unload space per chapter 5 ICC-A117.1 and RCW 19.27.550. Parking Garage notes several accessible stalls.
- 2.Provide hauler approval to the City per WAC 51-50-009 RECYCLABLE MATERIALS, COMPOST, AND SOLID WASTE STORAGE
- 3.Make sure the exterior walls and decks are designated rated or not rated depending on construction type and distance from property lines per the 2018 IBC and WA. ST. amendments.

### **Fire Review** - Ray Cockerham; (253) 841-5585; RayC@PuyallupWA.gov

- 1) Please reference the preapplication material for any questions.
- 2) Plans lack sufficient detail for review of hydrant(s), FDC, and PIV placement. An additional hydrant may be required to meet the distance to FDC.

### **Engineering Review** - Jamie Carter; (253) 435-3616; JCarter@puyallupwa.gov

- There is a critical fiber optic run in or very near to the proposed construction along W Pioneer Ave and 3rd St SW that will require relocation or restoration. This is infrastructure that the Puyallup Police Department uses for communication. We note that the telecommunication box is called out for relocation. This box is a part of the run in question. The run is known to be shallow and it is suspected that trees proposed to be removed along W. Pioneer Ave will have roots entangled around these conduits and wires. The city and The Ezra development project will need to work closely together to address this issue. There is a good chance that prior to construction of The Ezra this run will be temporarily moved to a wireless system. This is not optimal or sustainable and should be returned to a direct wired connection as soon as is possible. It is important that the conduit is preserved where it can be and replaced or relocated where it is damaged or conflicting with improvements so that the wired connection can be restored as soon as possible.[Civil Plans, Sheet C-103]
- Proposed 8 inch water pipe for fire flow does not work in this location. This is a 6 inch line to a fire hydrant. Water department recommends building fire flow from the 8 inch stub farther west and using the existing 2 inch stub for irrigation or to convert to the new domestic water service. If fire flow is to enter the building at this location then the connection should be made at the 12 inch main with an 8 inch tap. [Civil Plans, Sheet C-104]
- The planned build out shows 10 trees with none of the trees behind the sidewalk on W Pioneer Ave shown as being retained.[Preliminary Drainage Report, Page 7 of 124]
- Clarify number of units. Should this say 'or'? [Preliminary Drainage Report, Page 7 of 124]
- City of Puyallup does not have a Refuse and Recycling Authority. [Preliminary Drainage Report, Page 9 of 124]
- Weir box is located at 15th St SW. [Preliminary Drainage Report, Page 25 of 124]
- Downspout dispersion previously stated as infeasible. [Preliminary Drainage Report, Page 30 of 124]
- RE: Stormtrap. Stormtrap document Sheet 2.0 indicates that the Stormtrap system is not intended to receive additional loads from structures on top of or next to the vault system. Provide details or specific buffer information for Stormtrap systems adjacent to large buildings.
- In order to mitigate for storm-water impacts, this project shall be responsible for any storm-water upgrades triggered by this project to the City's 4th Ave NW Storm Drain Replacement project, in order to enable direct storm-water discharge to the Puyallup River (City CIP Project # CIP-ST-2). The City would accept a latecomers agreement, joint construction proposal with other interested developers, or the establishment of a local improvement district for the installation of the required storm-water infrastructure improvements which would have to be completed at the time of the development. Alternatively, the project can design their storm-water to be managed onsite, if the design can feasibly meet all requirements of the 2019 storm-water manual. Finally, if neither of these options prove successful, the applicant may propose alternative storm-water mitigation measures in order to allow equivalent substitute mitigation for identified impacts. Such modifications shall be evaluated by the City's SEPA Responsible Official prior to any project approvals by the City.

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

- Traffic Scoping Worksheet:  
3rd Street NW must maintain two-way traffic (one-way southbound operation will not be allowed).

Use 3% annual growth rate.

Trip Distribution/Assignment: The majority (80%) of inbound/outbound vehicles will use W Pioneer to access 3rd St SW. Coordinate with the City prior to updating your distribution & assignment.

Need more information on the proposed 1,200 sqft commercial space. Architectural site plan shows a "Retail Entry" along W Pioneer frontage. Trip generation should assume reasonable worst-case scenario.

Add the following study intersections:

- 3rd St SW/W Pioneer
- S Meridian/W Pioneer (Signal)

To ensure unserved demand is captured in your delay analysis, existing queue lengths need to be collected with turning movement counts. Provide a detailed description for how unserved demand will be accounted for in the TIA.

Analyze the need for an eastbound right turn pocket at S Meridian/W Pioneer (possible mitigation requirement per Downtown Planned Action EIS)

City can provide signal timing plans for intersections under our control.

General Comments:

Sight distance analysis required at (2) intersections; W Pioneer/3rd St SW & Powers Funeral Home/W Pioneer driveway.

- W Pioneer is classified as a Major Arterial and requires 415ft of entering sight distance
- Setback 14.5ft from face of curb to evaluate sight lines.
- For this exhibit, assume future channelization of W Pioneer will include 12ft TWLTL
- Identify street tree placement, monument signage, fences, etc. that could obstruct sight distance.

City standard commercial driveway required along frontage (30ft wide). This could change based on design vehicles used for the AutoTurn.

Southern Parking Lot shall access 20ft alley directly. The proposed geometry would make simultaneous ingress/egress maneuvers difficult for vehicles. Also, there's an existing garage located on SE corner of parcel 5745001420 that will not meet sight distance standards for outbound vehicles.

City Engineering standards require a 25ft radius on the SW corner of 3rd St SW/W Pioneer (construction of this improvement is not required by this development). To accommodate this future improvement, pedestrian plaza must increase in size (assume ~14.5ft radius behind sidewalk).

- ROW dedication will be required to facilitate this future improvement.

AutoTurn analysis will be required to ensure the largest anticipated design vehicle can safely maneuver throughout site and driveways.

- Analysis must include the following:
- All movements need to start straight and end straight.
- Make sure "Turn Wheels from Stop" is not selected.
- Please include the template of the vehicles used

-For clarity, wheel & overhang paths should be different colors.

Provide details on how a garbage truck will access collection area based on AutoTurn analysis. Must coordinate with service provider on preferred location and design.

Traffic Impact fees (TIF) will be assessed in accordance with fees adopted by ordinance, per PMC 21.10. Impact fees are subject to change and are adopted by ordinance. The applicant shall pay the proportionate impact fees adopted at the time of building permit application

Park impact fees shall be charged per new dwelling unit based on its size. Fees are assessed in accordance with fees adopted by ordinance, per PMC 21.10

School impact fees shall be paid directly to the school district in accordance with adopted fee at the time of collection by the district.

For multifamily developments, impact fees are charged for all dwelling units (not separated) prior to building permit issuance.

Per Puyallup Municipal Code Section 11.08.135, the applicant/owner would be expected to construct half-street improvements including curb, gutter, planter strip, sidewalk, roadway base, pavement, and street lighting. Any existing improvements which are damaged now or during construction, or which do not meet current City Standards, shall be replaced. Based on the materials submitted, the applicant would be expected to construct half-street improvements on the following streets:

-Adequate Frontage Improvements Exist per PMC 11.08.135(6)

-Proposed alleys must be constructed per City engineering standards (minimum 20ft paved width).

At the time of civil permit review, the design team must coordinate with City Capital Engineering Department on the design of the on-street pavement striping plan (channelization), signage, etc. to accommodate the angled (45 degree) head-in parking (to be installed by the City).

-At the intersection of 4th Ave SW/3rd St SW, NW corner may need to be modified with bulb out to provide a protected location for STOP sign and improve line of sight for approaching vehicles.

-My need to shift parking stalls farther south near W Pioneer to provide a more gradual transition for approaching vehicles. Protected bulb-out may be necessary to provide buffer for maneuvering vehicles.

-For proposed head-in parking; compact stalls with wheel blocks or bollards to protect streetlights.

Proposed gates shall not restrict vehicular access for (20) on-site parking stalls designated for the Senior Activity Center.

-These public parking spaces must be available 24/7.

-Gate design/placement must provide adequate on-site queue space so entering vehicles do not cause operational impacts (block sidewalks, drive lanes, alley, etc.)

The City of Puyallup has received the following comment from the Puyallup School District:

"PSD has requested traffic calming and the potential for a school speed zone along 4th Ave SW fronting Meeker Elementary. 4th Ave SW has become an east/west bypass road when Pioneer becomes congested. Narrowing the street width at the existing 4th St/4th Ave crosswalk with facing bulb outs is an example of a traffic calming and pedestrian safety improvement that is supported by PSD, that may be warranted as a condition to the project, as it will add to the existing traffic volumes and help maintain safe walking conditions for its k-6 elementary student residents attending Meeker."

## CONDITIONS

**Planning Division** - Rachael N. Brown; 2537703363; RNBrown@PuyallupWA.gov

- Standard Conditions: Plazas must abut and be within three feet in elevation of a sidewalk. Plazas shall be accessible at grade adjacent to the sidewalk to promote physical and visual connection to the street. Portions of plazas may be above or below grade to accommodate a variety of outdoor gathering spaces.

Sincerely,  
Rachael N. Brown  
Associate Planner  
(253) 770-3363  
RNBrown@PuyallupWA.gov