

August 30, 2022

City of Puyallup
Attn: Ms. Katie Baker
333 S. Meridian
Puyallup, WA 98371

RE: Response to Comments – Preliminary Site Plan Review, Downtown Design Review, and SEPA Checklist Applications
Project: The Ezra – 330 3rd Street SW, Puyallup, WA 98371
Application Nos. PLPSP20220085, P-21-0141, and PLDDG20220086

Dear Ms. Baker:

Puyallup AOB Development, LLC (the “Applicant”), an entity owned and controlled by McBride-Cohen Management Group, LLC (“MCMG”), is pleased to submit the following response to City of Puyallup (“Puyallup”) Development Review Team comments dated July 14, 2022, associated with review and approval of The Ezra (the “Project”) (Application Nos. PLPSP20220085, P-21-0141, and PLDDG20220086). Included with this response are the following materials:

- One (1) copy of the Updated Preliminary Site Plan Review Application
- One (1) copy of a Project Narrative (This Letter)
- One (1) copy of the Updated Downtown Design Review Application
- One Copy of the Updated SEPA Checklist
- One (1) copy of the Updated Preliminary Architectural Site Plan
- One (1) copy of the Updated Preliminary Landscape Plan
- One (1) copy of the Updated Design Review Package
- One (1) copy of the Updated Preliminary Civil Plan
- One (1) copy of the Updated Preliminary Drainage Design and Erosion Control Report
- One (1) copy of the Updated Traffic Scoping Worksheet

In addition, the Project scope has been updated to include a multifamily building with approximately 79 to 93 residential units within three (3) levels developed over ground level structured and surface parking. The following is a brief summary of Project related design elements:

- **Parking:** The parking for the Project will be ground level on site structured parking, and dedicated on street frontage parking and one-way traffic flow on the revised 3rd Street SW. In total, 115 stalls are proposed with the Project; however, approximately 20 stalls within the Project will be dedicated to the senior center located to the east of the Project.
- **Design:** The architectural design of the building will feature classic Puyallup design modern accents. Building and roof modulations are included to address downtown design standards. Please see the Design Review Package for more information related to building and site design.
- **Stormwater:** The Project generate rooftop stormwater which will be collected and directly discharged to the downstream system in accordance with the City’s Downtown Planned Action EIS.
- **Utilities:** Existing utilities within the Project frontage are anticipated to be adequate.

- **Existing Easements:** An existing easement for communication is located within the site. MCMG has received approval to encroach the easement airspace as long as 14 foot clear is provided within the easement area.
- **Landscape:** Landscaping is designed to City design standards. This includes the plaza located at the north east corner of the Project.
- **Phasing:** The Project will be completed in a single phase, with the anticipation that temporary certificates of occupancy will be issued by level in a phased occupancy approach.
- **Transportation:** A Traffic Impact Analysis will be prepared once the City has accepted the Project scope.
- **Access:** Access to the Project will be from 3rd Street SW and an alley access to the South.
- **Refuse:** Refuse will be collected within the site and picked up by solid waste in the south alley.

The following are each of the Design Review Team comments, exactly as written, followed by a detailed response from the Applicant.

ACTION ITEMS

Planning Review - Rachael N. Brown; (253) 770-3363; RNBrown@PuyallupWA.gov

1. Pg. 8 of the architectural plans was not provided [Architectural Plans, pg. 1]

RESPONSE: *This page has been included in the revised submittal.*

2. Electric Vehicle Charging Stations: Are any electric vehicle charging stations proposed for this project?

RESPONSE: *Yes, the code required percentage of electric vehicle charging stations will be provided within structured parking. Charging station details will be provided with the building permit application.*

3. 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:
 - a. 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.

RESPONSE: *Noted and thank you.*

- b. 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.

RESPONSE: *Noted. Our team has opted to keep the plaza where it was shown in the previous Design Review submittal*

- c. 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.

RESPONSE: *Please see enlarged detail image of typical cornices at both black and white masses. As discussed with the board, we prefer to provide a minimalist cornice at the black volumes in order for the focus to remain on the brick detailing (see renderings for views of brick detailing). On the white volumes, we propose a modern cornice that protrudes from the façade at least 6” to allow it to cast a shadow line across it.*

- d. 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.

RESPONSE: *As shown on the revised elevation on page 16 (also see renderings on pages 24-25), we've tried to show how this elevation is actually affected by both the Powers Funeral Home at the north end and by the residential buildings to the south. This shows that the concrete wall length is far shorter than previously shown. Additionally, we've added a scoring pattern to the concrete wall that coordinates with other areas of concrete wall on the north, east, and south facades. Though its not a fence, we do hope that this alleviates much of the concerns that the Board had in the longer blank façade shown on the previous submittal.*

- e. 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.

RESPONSE: *In addition to the required 12ft landscape buffer provided, the revised extended building design provides 8-10ft step-backs along the west and partial south facades directly abutting the residential zones. These step-backs allow for large patios and balconies for the building's residents. The eastern half of the south façade employs both the required 12ft landscape buffer and an additional 5ft step-backl at Level 3, continuing the step-back language from the east façade.*

4. Suggestions from the board (not requirements):
 - a. Extend datum located at transom window above canopies all the way along east façade by incorporating into garage coverings.

RESPONSE: *The renderings on pages 21-23 show the addition of a horizontal datum line at the screen elements which corresponds to the storefront and canopies at the corner.*

- b. 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?

RESPONSE: *After further internal exploration, our team has opted to keep the column as originally shown.*

- c. West elevation: explore adding building elevation setback on west side section abutting residences.

RESPONSE: *Noted. Please see our response to point 3.e. above and see renderings on pages 23-25 for design response.*

- d. Provide 3D view of southwest side of building in next submittal to aid in Board review.

RESPONSE: *Noted, please see responses above.*

- e. Explore terminating brick pillars at ground on column at corner of site instead of stopping them above the wood paneling.

RESPONSE: *After further internal exploration, our team has opted to extend the black wood paneling the entire length of the corner brick volume.*

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

5. 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.

RESPONSE: *Please see Floor Plan Level 1 on page 8 of this submittal for locations of ADA stalls.*

6. Provide hauler approval to the City per WAC 51-50-009 RECYCLABLE MATERIALS, COMPOST, AND SOLID WASTE STORAGE

RESPONSE: *Noted. This effort will be coordinated prior to Building Permit submittal.*

7. 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.

RESPONSE: *Noted. Fire ratings will be indicated on Building Permit submittal.*

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

8. Please reference the preapplication material for any questions.

RESPONSE: *Noted.*

9. 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.

RESPONSE: *The plans have been updated to show the proposed locations for the FDC and PIV and the existing hydrants. For fire flow demands less than 1,750 gallons per minute (current project demand is estimated at 1650gpm), Table C102.1 of the International Fire Code allows for 500 foot spacing between hydrants with a maximum distance of 250 feet from any point on a street or road frontage. The location of the existing hydrants meets these criteria. The FDC is approximately 33 feet from the closet hydrant and is near the entrance to the building lobby. This is within the allowable 100 foot distance that is required per the IFC. A Post Indicator Valve (PIV) has been included in the plans.*

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

10. 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]

RESPONSE: *We will work with the City of Puyallup to coordinate the Building construction with the relocation of this infrastructure.*

11. 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]

RESPONSE: *The fire flow connection will move to the location of the 8-inch stub west of the existing hydrant as shown on the updated plans. There is a 10 fps velocity limitation City-wide, based on WA Department of Health and City of Puyallup requirements. This velocity limit cannot be increased and since fire demand for the building is estimated to create a velocity of 12fps in the 8-inch pipe, this 8-inch pipe will be upsized to a 10-inch pipe to reduce velocities below 10 fps. The 2-inch stub and the 6-inch line and fire hydrant will remain in place.*

12. 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]

RESPONSE: *This text has been updated to reflect that the 10 trees along the north side of the building will be removed and the trees on the east side will remain.*

13. Clarify number of units. Should this say 'or'? [Preliminary Drainage Report, Page 7 of 124]

RESPONSE: *Number of units is 79 to 93 as currently shown in this document.*

14. City of Puyallup does not have a Refuse and Recycling Authority. [Preliminary Drainage Report, Page 9 of 124]

RESPONSE: *The Refuse and Recycling provider has been updated to reflect that it will be D.M. Disposal and not the City providing this service.*

15. Weir box is located at 15th St SW. [Preliminary Drainage Report, Page 25 of 124]

RESPONSE: *The report text has been updated to reflect that there is a weir box at this location, which splits the flow.*

16. Downspout dispersion previously stated as infeasible. [Preliminary Drainage Report, Page 30 of 124]

RESPONSE: *Downspout dispersion is not feasible. This reference has been removed.*

17. 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.

RESPONSE: *The StormTrap system has been removed as the City has agreed to a fee-in-lieu type program.*

18. 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.

RESPONSE: *We understand that the Downtown EIS Plan of Action authorizes direct discharge in the downtown. The Applicant will work with the City to develop the best course of action to allow for stormwater direct discharge.*

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

19. Traffic Scoping Worksheet:

- a. 3rd Street NW must maintain two-way traffic (one-way southbound operation will not be allowed). Use 3% annual growth rate.

RESPONSE: *The Applicant has opted to maintain the proposal for one-way southbound operation of 3rd Street NW. We believe it mitigates safety concerns at the intersection of 3rd Street SW and W Pioneer Avenue, offers traffic calming on the project's frontage, and maximizes on street parking.*

- b. 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.

RESPONSE: *Trip distribution will be updated once the City has agreed to the Applicant's proposed design of 3rd Street SW.*

- 20. 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.

RESPONSE: *Based on lease interest shown, the trip generation is assuming the a reasonable and likely scenario.*

- a. Add the following study intersections:
 - i. 3rd St SW/W Pioneer
 - ii. S Meridian/W Pioneer (Signal)

RESPONSE: *The TIA will be submitted after the City agrees to the Applicant's proposed design of 3rd Street SW.*

- 21. 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.

RESPONSE: *The TIA will be submitted after the City agrees to the Applicant's proposed design of 3rd Street SW.*

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

RESPONSE: *The TIA will be submitted after the City agrees to the Applicant's proposed design of 3rd Street SW.*

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

RESPONSE: *The TIA will be submitted after the City agrees to the Applicant's proposed design of 3rd Street SW.*

24. General Comments:

- a. Sight distance analysis required at (2) intersections; W Pioneer/3rd St SW & Powers Funeral Home/W Pioneer driveway.
- b. W Pioneer is classified as a Major Arterial and requires 415ft of entering sight distance
- c. Setback 14.5ft from face of curb to evaluate sight lines.
- d. For this exhibit, assume future channelization of W Pioneer will include 12ft TWLTL
- e. Identify street tree placement, monument signage, fences, etc. that could obstruct sight distance.

RESPONSE: *The Applicant's proposed design of 3rd Street SW negates the need for a sight distance analysis at W Pioneer Ave and 3rd Street SW. Note that sight distance concerns have influenced the Applicant's decision to retain the proposed design.*

This response does not include a sight distance analysis for the Power Funeral Home/W Pioneer driveway because the Project should not be responsible for analyzing an existing off-site private driveway that is not associated with the Project.

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

RESPONSE: *After discussion with the City Engineer, the driveway entrances have been left as previously shown.*

26. 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.

RESPONSE: *Building and parking design has been revised to all structured parking and entry at the south end has been moved to the south primary alley as shown in the site plan.*

27. 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.

RESPONSE: *This is not an issue and will just slightly reduce the size of the plaza. ROW dedication will be conducted when appropriate to facilitate this future improvement.*

28. AutoTurn analysis will be required to ensure the largest anticipated design vehicle can safely maneuver throughout site and driveways. Analysis must include the following:
- a. All movements need to start straight and end straight.
 - b. Make sure "Turn Wheels from Stop" is not selected.
 - c. Please include the template of the vehicles used
 - d. For clarity, wheel & overhang paths should be different colors.

RESPONSE: *After discussion with the City Engineer, an AutoTurn analysis will not be required. This is based on all of the site's parking being within structure which will restrict access to oversized vehicles. Refuse and recycling pickup will be from the south alley or loading zone where oversized vehicle turning movements can be accommodated.*

29. 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.

RESPONSE: *See response to comment # 28 above for refuse and recycling collection locations. Dumpsters will be wheeled from the internal trash room to either of these collection locations on scheduled pick up dates and then returned to the trash room post collection.*

30. 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

RESPONSE: *Noted.*

31. 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

RESPONSE: *Noted.*

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

RESPONSE: *Noted.*

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

RESPONSE: *Noted.*

34. 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:

- a. Adequate Frontage Improvements Exist per PMC 11.08.135(6)
- b. Proposed alleys must be constructed per City engineering standards (minimum 20ft paved width).

RESPONSE: *Noted.*

35. 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).

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

RESPONSE: *Noted.*

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

RESPONSE: *Noted. Garage security plan will be communicated in Building Permit submittal.*

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

RESPONSE: *Noted.*

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

RESPONSE: *Noted. Garage security plan will be communicated in Building Permit submittal.*

39. 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."

RESPONSE: *After discussion with the City Engineer, we understand that the City is still evaluating the District's comment.*

CONDITIONS

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

1. 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.

RESPONSE: *Noted, this will be taken into account prior to Building Permit submittal.*

Thank you for your attention to this response to comments. Should you have any questions or comments with the included materials, then please do not hesitate to contact me at mattc@mcconstruction.com.

Sincerely,



Matt Cyr
Planning Manager

cc: Loren Cohen, McBride-Cohen Management Group
Bill Riley, Riel and Associates