



City of Puyallup

**Planning Division**

333 S. Meridian, Puyallup, WA 98371

(253) 864-4165

www.cityofpuyallup.org

Matt Cyr  
 5020 Main Street, Suite H  
 Tacoma, WA 98407

DEVELOPMENT REVIEW TEAM (DRT) LETTER	
DRT #	2
PERMIT #	PLPSP20220085
PROJECT NAME	The Ezra Multi-Family
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	330 3rd St SW
PARCEL #	5745001371;
ASSOCIATED LAND USE PERMIT(S)	P-21-0141 PLDDG20220086
APPLICATION DATE	May 29, 2022
APPLICATION COMPLETE DATE	June 07, 2022
PROJECT STATUS	<del>Active Development Review Team (DRT) review case – resubmittal required.</del> Please address review comments below and resubmit revised permit materials and by responding in writing to the remaining items that need to be addressed.

<b>APPROVAL EXPIRATION</b>	<b>N/A – Active permit application, not approved</b>
<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>

## 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

- Per PMC 20.26.500 a 6ft tall wood or opaque fence must be added along both alleys. It appears that this fence is currently only proposed on the west alley. This fence can be positioned either on the property line or at the 12 ft setback line. Either location is acceptable. [Site Plan, Sheet G-2]
- The building footprint has expanded substantially replacing a surface parking lot and onsite stormwater detention in favor of off site direct discharge to the City's stormwater system. It is our understanding that this direct discharge is contingent on the City's capital improvement project of the storm water system that serves this site and that a meeting is scheduled next week to discuss this project's participation in that capital improvement project. Should the project later be revised to again include onsite stormwater treatment, would you anticipate re-designing the building once more in order to include a surface parking lot?
- How are you accounting for modification of the shape of the plaza space to accommodate the required dedication of the 25ft radius on the SW corner of 3rd St and Pioneer? Will this modification require changes to the building shape or design? If so, this would either delay the official meeting with the Design Review Board or we could proceed with the design review board meeting with your understanding that significant alterations to the approved design would have to be re-evaluated by the Board.
- The requested Auto Turn analysis was not provided in this last resubmittal for the preliminary site plan permit. How are you accounting for any changes that may need to be made to the building once that sight distance analysis is completed? Again any significant changes made to the building after the Board has issued a decision will have to be re-evaluated by the Board.
- See additional correction items for the separate design review permit PLDDG20220086

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

- 1) Acknowledged by applicant.
- 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.
  - a) Unable to locate details for hydrant(s), FDC and PIV. Please provide submittal name and sheet references.
  - b) If located on the building, locate at SW or approved location.

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

- In order to enable flow control exemption/direct storm-water discharge as directed by the 2019 SWMMWW to the Puyallup River as discussed in the Drainage Report, considerable upgrades to the current city drainage system must be completed. Either through the construction of off-site improvements by the applicant and the city, or through financial contribution, the applicant shall be expected to enter into an agreement and contribute a fair share to the capacity upgrades that will allow direct discharge without continued impacts downstream. These infrastructure improvements would have to be completed, or at least scheduled, at the time of - or prior to - the construction of the development. Alternatively, the project can design their stormwater 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. In order to facilitate approval of this Preliminary Site Plan application, the agreement between the city and the applicant must be drafted and the preliminary design must be shown on the plans and discussed in the reports to a level commensurate with this stage of development.

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

- 3rd St SW 2-Way Operation:

After review and consideration of the items outlined in your email dated 08/10/2022 and further emphasized in the most recent submittal on PRPSP20220085, 3rd Street SW will be required to maintain 2-way traffic operations as part of this project. We appreciate your extensive research into City Code and other industry standards in relation to the implementation of angled parking along 3rd Street SW. PMC 20.55 scope is primarily related to requirements related to off-street parking. Street improvements within City owned and maintained public Right of Way are generally required to meet City established standards for construction. With this being a special development and the City's first implementation of angled parking within publicly owned right of way, much of what will be implemented along 3rd St SE will be based on engineering judgement as approved by the City Engineer/Public Works Director.

To aid in the assurance that the agreed upon quantity of shared parking spaces can be obtained, we drafted a conceptual channelization plan for 3rd Street SE that aids in sight distance improvement for northbound vehicles entering W Pioneer (document attached in CityView portal). Even with this shift in centerline alignment, a total of 22 stalls would be obtainable which exceeds the quantity committed as part of the purchase and sale agreement. Additionally, if the City Engineer has concerns with parked vehicle stall depth at the time of implementing the angled parking along 3rd St SW, vegetation will be removed to accommodate vehicle overhang as deemed appropriate and necessary.

Traffic Scoping Worksheet:

Per previous comments, 3rd Street NW must maintain two-way traffic (one-way southbound operation will not be allowed). Please revise traffic scoping to reflect this requirement. To help expedite the traffic analysis work, resubmit the updated traffic scoping worksheet prior to next permit resubmittal. Once this document has been reviewed and approved by the City, please coordinate with the City's Traffic Engineer on the scope of the TIA. Per previous comments, the upcoming TIA must account for unserved demand. 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.

General Comments:

Sight distance analysis required at (2) intersections:

- W Pioneer/3rd St SW

- Powers Funeral Home/W Pioneer driveway.

- The funeral home driveway must be analyzed to ensure the Ezra building placement will not obstruct entering sight distance. This analysis must be provided by the applicant's design team.

- W Pioneer has a posted speed of 25mph (35mph design) which requires 300ft 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.
- Identify any building overhang conflicts that may obstruct clear sight lines. Assume truck eye height for this evaluation.

Provide clarification on driveway/access design.

- The existing 3rd St SW driveway cut is approximately 26.5ft wide (less than our current 30ft minimum standard).
- To accommodate safe ingress/egress from site the entire width of the existing driveway approach must be utilized. The on-site drive isle must be aligned/centered within the existing driveway and shall widen/taper to 26.5ft as it approaches the driveway cut on 3rd St SW.
- same requirements applies to the existing 24ft wide alley driveway.

Widen the proposed secure garage entry driveway (alley). 22ft is not wide enough to accommodate simultaneous inbound/outbound vehicle movements.

Provide details on how a garbage truck will access collection area. Must coordinate with service provider on preferred location and design. Provide correspondence with provider. Please note, the garbage pickup will not be allowed within ROW loading zone areas.

Show ROW dedication on the SW corner of the W Pioneer/3rd St SW to accommodate future 25ft radius per previous comments. Verify there will be no obstructions with a ~14.5ft radius behind sidewalk. The size of the pedestrian plaza must be larger to account for this future improvement.

Remove marked crosswalk on the west leg of W Pioneer/3rd St SW.

The Puyallup School District has requested pedestrian improvements adjacent to Meeker Elementary (4th Ave SW) per previous comments. The City of Puyallup has considered the request from PSD and has determined that constructing a pedestrian bulb-out on the south side of the existing 4th Ave SW/4th St SW crosswalk was an appropriate improvement for this development to provide. The Ezra project will generate additional traffic/pedestrians adjacent to the school. This mitigation will help maintain safe walking conditions for student residents attending Meeker Elementary.

Conditions:

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.)

## CONDITIONS

**Engineering Division** - Jamie Carter; 2534353616; JCarter@puyallupwa.gov

- Submit With Civil Permit Application: 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. As a condition of the Preliminary Site Plan Approval the fiber optic run shall be, at the time of Civil Permit application, shown and discussed in the construction documents.

**Engineering Division** - Jamie Carter; 2534353616; JCarter@puyallupwa.gov

- General: This project will require an application to the Washington State Department of Ecology for a Construction General Stormwater Permit due to the land area exceeding one acre.

**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