

## **SUMNER IMPROVEMENT BOARD MINUTES**

### **Sumner Improvement Board/Design Commission**

**Meeting Date: 10/26/00**

**Time: 6:00 p.m.**

**Location: Sumner City Hall, Council Chambers**

Attending: Marshall Bennett, Paula Jones, Chris Larson, and Kandi Lovgren

### **CALL TO ORDER**

The meeting was called to order by LARSON at 6:03 p.m.

### **APPROVAL OF MINUTES**

BENNETT moved to approve the minutes. LOVGREN seconded the motion. The motion passed unanimously.

### **PROJECT REVIEW**

#### **1. LU1999-53 (Riverbend Industrial Park)**

RYAN WINDISH presented the highlights of the staff report. The developer is present along with his engineer. The project is 45th Street East. The proposal is to construct two industrial warehouse/manufacturing buildings. Building A is approximately 15,000 square feet. Building B is approximately 18,000 square feet, along with associated parking, stormwater, and landscaping. The project is located south of and adjacent to the Stuck River. The Stuck River in this location has a 100-foot buffer setback. The vicinity and zone are a combination of M1 and M2 zoning. Property to the south across 45th Street is vacant right now. The new Tacoma Avenue bridge is to the southwest of this property. The design review criteria are Light Industrial and Light/Heavy Manufacturing. Vehicular maneuvering areas - the area is laid out in a block grid pattern. The overall development is going to be four different buildings on four different parcels. There are four driveway entrances and exits. Right now we are just looking at the two buildings. We will be coming back with design of the other two buildings. The front elevation of both buildings are the only elevations that are readily visible from the street. The requirements are that the primary building entrances be located facing that street. The proposal came in with the primary entrances facing the internal parking lots. Staff has recommended that a secondary entrance be installed in the front elevation to satisfy this requirement. The entrance shall include a double or single glass door. The front elevations also contain windows and substantial landscape features and color changes. Staff has recommended bicycle racks and pedestrian amenities such as benches and tables be provided at a convenient location to the front entrance ways to both buildings. That is to satisfy the requirements in the Design Guidelines. Staff is recommending that there be crosswalks extending east and west across the driveways connecting the north ends of the buildings. A minimum of a 5-foot wide crosswalk and some sidewalks and walkways down the fronts of the buildings to the entranceways as well as sidewalks connecting the south elevation to the street. These are shown on the revised drawing. He referred to Page 5 on Massing. The intent is try to break up the size of the building. There are different techniques that have been used. Windows, banding, and landscaping have been used to help break up the walls that face the street. On page 7, the requirement for interior and rear yard setbacks is that at least one single row of trees be planted a minimum of 20-feet on center for side yards. Staff has recommended additional trees along 45th Street as well as along the west elevation of Building A. The front is on an unimproved right-of-way but that is also going to be a public access to the trail that will run along the river. They are asking for additional plantings along there as well. Referring to page 8, if the structure exceeds 30 feet in height and there is any modulated wall space exceeding 100 feet in length, then a hierarchy of plantings is required. The east elevation of Building B contains over 100 feet of un-modulated wall space. This elevation is separated by 40 feet from the future un-modulated Building C.

Referring to page 8, the Sumner Pacific Master Trail Plan, the trail will be running along the river. Staff is recommending that additional screening be provided to the satisfaction of the Design Commission. Bicycle racks need to be provided. Staff has recommended additional plantings within the 100-foot buffer. These are the same requirements that were set forth for the Shinstine project that is also along the river. Staff has recommended that additional Douglas Fir trees be planted to further shade the pond. Some of the conditions have not been shown on the revised plans as of yet. The landscape architect could not get the changes made before the meeting.

LOVGREN questioned if there was a provision that discourages private streets.

WINDISH stated that there was a provision on page 2. These are not private streets. They are entrances to a parking lot.

LOVGREN questioned if this was a public access way to the trail system through parking lot entrances.

WINDISH stated that on the west side of the property, Tacoma Avenue has an existing public right-of-way. The public access to the trail system would go along the existing public right-of-way to the trail. There would not be access the public trail through a private parking lot.

ANDY RYKELS (Project Engineer) Stated there was access for a fire truck turn around. That is actually the sole reason for the driveway on the north end of the building.

LARSON asks for further questions.

RYKELS The plan is the result of a lot of revisions. They have gone through a lot of different changes to come up with something that satisfies the concerns of the different agencies and the needs of the owner. There is an open retention pond in the back of the property outside of the setback from the river. The existing property line for these four lots is down the center of the Stuck River, but the usable property is measured from a setback 100 feet from the ordinary high water. In some cases, the usable property is actually beyond where there is a 60-foot access easement that Pierce County River Maintenance has maintained for access to the levy. There is at least a 100-foot corridor between the development and the high bank of the river that will be extensively landscaped. The owner is also required to pave a 15-foot pathway through that area. The retention pond is in the upper right corner, just to the north of Building D. They are in the process of the permit review. They have to go through the Engineering review and the Building Code review. He refers to letter acknowledging agreement to comply with all eight conditions on pages 10 and 11. The landscaper has not been able to revise the plan to show the additional trees in front.

WINDISH mentioned that David Bisom is the landscape architect that sits on the Commission. Mr. Bisom called and said that he did not have any problem with the landscape plan as it was drawn up including the staff's recommended conditions.

RYKELS Stated that because they were within 200 feet of the river, they have to get the Habitat Management Plan. They have hired a wetlands biologist to assess the river and the conditions of the setback along the river and they also have to review the landscape plan and make a recommendation to the City and to the Department of Fisheries and Department of Wildlife.

JONES questioned if the buildings were going to be leased out or if there were tenants.

BOB STOBIE (Owner) stated that they were for sale or for lease. There are two potential buyers on the first two buildings.

LARSON questioned if comments were needed on the additional screening.

WINDISH stated he put that in because he did not know how adequate the screening was going to be in their opinion.

BENNETT questioned if the grass area going to be sprinkled.

STOBIE Stated that the landscaping will be irrigated.

LARSON questioned about the color scheme.

STOBIE Stated that the color has not been chosen yet. They want them to look good whether they are keeping them to lease or to sell. It will be painted with multiple colors.

LARSON questioned if any signs would have to come back in for a separate permit.

WINDISH stated that it would. Industrial buildings are not nearly as concerned about garish signage. This is zone M1 and would be light manufacturing.

LOVGREN moved to approve the staff recommendations. BENNETT seconded the motion and it passed unanimously.

#### **STAFF COMMENTS**

WINDISH stated he put on the agenda to review the design guidelines.

BENNETT stated it would be better if they wait until more people are present.

WINDISH gave an update on the Beach House Tavern. There was a determination made by the Design Commission and we have been going through the process of putting together appraisals on the property. He was given a chance to re-apply for a building permit. He did come in for the building permit. He was given 60 days to make some significant progress. He also stated that Fred Meyer wants to go in at the corner of Valley Avenue and East Main Street. They want to do a 160,000 square foot store and retain some commercial parcels out on the street fronts. We have had one meeting with them. They volunteered to do public workshops for the Design Commission to talk about ideas for that area.

BENNETT asked if Fred Meyer would close QFC down since they own it.

WINDISH stated that the market analysis found that the QFC would survive.

BENNETT stated that the ground breaking has occurred for a Park-N-Ride in Bonney Lake to support the train station in Sumner. The asphalt will be laid in the next two weeks for the additional parking in Sumner. There will be more parking after they tear down the city shops.

WINDISH stated that they met with Sound Transit last week and they said that they were going to start design of that portion of the parking lot. They want to start construction next spring. This would be another 60 to 80 spaces.

BENNETT stated that he spoke with someone from Sound Transit and they are going to have all the trains running in 8 months.

WINDISH stated that the Planning Commission is moving ahead incrementally with the station area plans. They will be talking about parking at the next meeting.

## **ADJOURNMENT**

LARSON motioned for meeting adjournment. The motion was seconded by LOVGREN and passed 4-0. The meeting adjourned at 6:45 p.m.

Lori L. McNett Minutes Taker