



City of Puyallup

Building Division

333 S. Meridian, Puyallup, WA 98371

(253) 864-4165

www.cityofpuyallup.org

Permit Review Correction Letter

Permit Application #PRCTI20251350

December 09, 2025

The City has completed the review of the above-mentioned permit submittal. All your review comments, conditions, and redlined plans can be found on the [City's permit portal](#). Redlined plans can be found on the City's Permit Portal in the "Reviews" section under "Documents Returned for Corrections". Below please find the permit submittal review comments from your review team and re-submittal instructions. Should you have any questions regarding the review comments, please contact the plan reviewer associated with the comment listed below.

Re-submittal Instructions

To resubmit, you must address all comments and upload a ~~Correction Response Letter~~ that states how the corrections have been addressed in your resubmitted documents. Avoid using "upload additional docs" unless there is NO submittal item available for your document. Please Note: If you have any questions about how to resubmit, please contact the permit center.

- 1 Log in to your permits portal and navigate to the status page for this permit under the "My Items" tab by selecting the "Upload Submittals" button under the permit number.
- 2 For each submittal item listed re-submit a new version of the submittal item by clicking the "New Version" button next to the file name of the original file submitted. DO NOT click the 'browse' button unless the document you are submitting for that submittal item is not a new version of the originally submitted document. Click 'Upload Documents' at bottom of the page.
- 3 If any re-submittal fees have been assessed, you will need to pay your resubmittal fee at the time of resubmittal. Your resubmittal will not be processed until the fee has been paid.

Corrections

Corrections to be addressed on the next set of resubmitted plans:

Design Review	Jillian Hulse-Lew	(253)770-3330	JHulseLew@PuyallupWA.gov
<p>- Please refer to PMC 20.52.015 (4) (b & e), Design Principles, for Design Review parking facilities standards:</p> <p>(4) Parking Facilities. Parking, loading and service areas shall be designed and located so as to minimize their visual presence in the center, present an attractive facade to neighboring uses, minimize the impact of expansive parking areas along pedestrian-oriented streets and active use areas.</p> <p>b) Parking and loading facilities shall be designed and located to enhance pedestrian safety through the use of pedestrian walkways delineated by distinctive pavements.</p> <p>e) Internal parking lot landscape islands shall be designed to maximize tree canopy coverage growth to mitigate the urban heat island effect and reduce the visual impacts of surface parking lots. See the city's vegetation management standards manual (VMS), Type IV standards, for further design details. The goal is to achieve large, functional canopy in parking areas. [Comment Correction; ; pg. N/A]</p>			
Building Review	Brian Snowden	(253)435-3618	BSnowden@puyallupwa.gov
<p>- These details do not comply with the 2021 Washington State Accessibility Code (2017 A117.1 Standard) and reference the 2019 California Building Code. [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 4]</p> <p>- Please include details for the required clear spaces and accessible routes specified under section 502.11 of the 2021 Washington State Accessibility Code (2017 A117.1 Standard) for EV charging stations. [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 4]</p> <p>- The access aisle for the Northwest accessible parking space does not directly connect to an accessible route. Accessible routes must not overlap with the vehicular way (Washington State Accessibility Code [A117.1 Standard] 502.4.1). [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 9]</p> <p>- Note 10 references EV charging spaces; however, it doesn't appear as though EV charging stations are being installed in this area. [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 9]</p>			

- The striped access aisles (note 14) in this area do not directly connect to an accessible route. Please see the review comment on this sheet regarding EV parking spaces as it's not clear which parking space is accessible, and would require an access aisle. [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 9]

- Please clarify which EV charging spaces are accessible. Per section 429.4 in the 2021 Washington State Building Code, at least 10 percent (rounded to the next nearest whole number) of EV charging spaces must be accessible. Note: Three accessible spaces are shown on this drawing; however, it doesn't appear these spaces are for EV charging as no EV charging equipment is shown at or near these spaces. [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 9]

Engineering Review	Yianni Charitou	(253)435-3612	YCharitou@PuyallupWA.gov
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- Additional Submittal Item Required: A certificate of water availability is required from Fruitland Mutual Water Company, the site's water purveyor since the proposed work includes irrigation work and crosses the existing water line and easement (Recording Info # 9610150317 per provided survey). Fruitland Mutual must indicate that the proposed work does not conflict with the easement terms. You can initiate the certificate request by completing the application found here: http://www.fruitlandwater.com/Water_availability_letter_only.pdf and submitting it to Fruitland Mutual. (PMC 14.22.020) [Comment Correction; ; pg. N/A]

- Any work in the public right-of-way requires a City of Puyallup right-of-way permit. Adjust excavation limits to be located entirely on private property, include this scope on civil construction permit PRCCP20251408, or add a note to the plans that the contractor shall obtain a City of Puyallup right-of-way permit prior to construction of this trench. [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 7]

- Existing, publicly-owned 12" PVC storm line not depicted on the site plan or survey. Verify location of storm line with City of Puyallup Collections Department. Note that the storm line will be located prior to construction and protected in place during construction. [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 7]

- Consider relocating cart corral to another parking stall outside existing sanitary sewer easement (AFN 9502281042) to accommodate future access and maintenance to sewer facilities. [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 9]

- The PRCTI20251350 building permit plans may be reviewed sequentially with the PRCCP20251408 civil construction plans. Since the civil plans are the foundation of the building plans, the civil plans must be approved before the building plans. Therefore, building permit PRCTI20251350 cannot be issued until civil construction permit PRCCP20251408 is issued first. The building permit site plan design must be a continuation of the approved civil plans, free of design discontinuity or discrepancies. The Engineering review on the building permit cannot be approved until there is an approved civil plan to reference. It is the

applicant's responsibility to coordinate building permit application resubmissions to avoid redundant reviews and fees in coordination with the civil permit application status since both permit applications are currently under review. [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 9]

Engineering Traffic Review	Mieco Hutchens	(253)993-0179	mhutchens@puyallupwa.gov
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- A traffic scoping worksheet will be required for this project. City policy requires the project trips to be estimated using the Institute of Transportation Engineers' (ITE) Trip Generation, 12th Edition. In general, trip generation regression equations shall be used when the R2 value is 0.70 or greater. [Comment Correction; ; pg. N/A]

Planning Review	Jillian Hulse-Lew	(253)770-3330	JHulseLew@PuyallupWA.gov
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- Please add a landscaping island to separate parking sections containing 8 parking spaces. Per page 42 of the VMS, "no more than eight (8) parking spaces shall be placed consecutively without a landscaping island."

Please refer to the VMS Type IV landscaping standards (A)(3), page 42 - 45, for landscaping standards.

(See Construction Plan Set, sheet 26 of 28). [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 26]

- Please add a connector landscaping strip that separates head to head parking stalls. The connector landscaping strip shall be a minimum of 6 feet in width, and shall include a tree every 20 feet (selected from the Class II (narrow) street tree list. All 'head-to-head' parking stalls internal to the parking lot shall have 'end caps' to separate the parking stalls from abutting drive aisles. These end cap islands shall follow the requirements for internal islands (size, dimensions, required landscaping, etc.).

Please refer to the VMS Type IV landscaping standards (A)(3), page 42 - 45, for landscaping standards.

See Construction Plan Set, sheet 26 of 28. [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 26]

- The identified internal landscaping must comply with VMS Type IV Landscaping Design Standards. Please refer the standards identified in Type IV Design Standards (A) - (N), page 42 - 45.

See Construction Plan Set, sheet 26 of 28. [CONSTRUCTION PLAN SET ; 2025\PRCTI20251350\CivilPlans WM EV 2403 PUYALLUP OTP_2025_11_13.pdf; pg. 26]

- Please refer to the Type IV 14.4 Type IV landscaping design standards (Sections A - N, page 42 - 45): <https://www.puyallupwa.gov/DocumentCenter/View/1133/Vegetation-Management-Standards-VMS-Manual>

Type IV Design Standards

A. No more than eight (8) parking spaces shall be placed consecutively without a landscaping island.

(1) All perimeter landscape islands shall be a minimum of 12' wide with a minimum depth of each landscape island to match the abutting stall depth. Each perimeter island shall include a minimum of one (1) tree

selected from the Class III or Class IV Street tree list shown in section 12.9 or 12.10.

(2) All internal landscape islands shall be a minimum of 15' in width with a minimum depth of each landscape island to match the abutting stall depth. Each internal island shall include a minimum of two (2) trees selected from the Class III or Class IV street tree list shown in section 12.9 or 12.10.; fifty percent (50%) of trees in internal islands shall be Class III or Class IV evergreen conifers.

(3) 'Head-to-head' parking stalls and internal landscape islands shall be separated by a 'connector landscaping strip' a minimum of 6' in width (see image). The 6' connector strip shall include a tree every 20', selected from the Class II (narrow)street tree list (see section 12.8). All 'head-to-head' parking stalls internal to a parking lot shall have internal island 'end caps' to separate the parking stalls from abutting drive aisles. These 'end cap' islands shall follow the requirements for internal islands (size, dimensions, required landscaping, etc.).

(4) Option to reduce landscape island dimensions:

i. Type IV landscape islands may be reduced in width if an equal dimension of the reduced landscaping island is replaced with under pavement soil cells. In no event shall a landscape island be reduced to less than eight (8) feet in width.

ii. Structural plant soils – often called "CU-structural soil", or equivalent - may be provided in lieu of structural soil cells so long as the volume of structural plant soils provided is 1.5X the soil volume that would otherwise be provided in structural soil cells as required by this option to reduce design option. The project landscape architect shall provide a cross section detail of installation of all structural plant soils, including geotechnical interface with adjacent under pavement soils.

B. All parking lot island planter area dimensional requirements are exclusive of extruded curbing bordering the planting area. For example, a perimeter landscape island required at 12' in width relates to the required open soil planter area – exterior curbing would add additional dimensions to the island.

C. Landscaping islands apply to all striped parking and storage areas, including heavy truck trailer parking. For large, paved areas which trigger parking lot landscaping under PMC 20.58.005, but may not contain vehicle striping for vehicle parking, staff will use reasonable discretion and flexibility in site designing to allow larger consolidated/ grouped islands to spread out evenly through the paved areas, ensuring landscaping meets the intent of the type IV design standards and meets the minimum landscape requirements in PMC 0.58.005.

D. Underground utilities shall not be designed to cross below any perimeter or internal island in a manner which would prohibit or off-set the required tree planting(s); crossings of underground utility lines through connector landscaping strips shall be minimized to angled or perpendicular crossings and shall not follow the path of the landscaping strip. Such utility crossings shall also be offset as to avoid displacing required trees.

E. Internal parking lot lighting poles and fixtures shall be located to minimize future conflicts with parking lot trees – parking lot lights shall be placed 10' from any parking lot tree required under the type IV standard.

F. Other aboveground civil utilities (e.g., fire department connections, hydrants, etc.) shall only be placed into parking lot islands when required for life-safety purposes. Case planner shall consult with Fire Code Official and Building Division prior to allowing hydrants in locations which would otherwise eliminate trees from

parking lot landscape islands.

G. No parking space shall be placed further than 50 feet from a tree.

H. All parking spaces facing each other (e.g., 'head-to-head') shall be designed with a wheel stop to prevent damage to trees and vegetation within the 6' connector strip. The overhang area shall be landscaped with appropriate ground covers. All trees shall be planted a minimum of 2.5' from inside edge of all wheel stops or parking curbs.

I. All landscaping strips and islands internal to the site's paved areas/parking lots shall be designed and installed using a minimum of 1.5' (18") of topsoil depth; Subsoils below the topsoil layer shall be scarified at least 6 inches with some incorporation of the upper material to avoid stratified layers.

J. All internal landscape islands and connector strips shall include a double row (horizontally) of structural soil cells – often called "Silva Cells", or equivalent - along the perimeter of all internal islands in parking stall areas only (under the pavement directly abutting the outer edge of the landscape island) to provide additional soil volume for tree growth. The landscape architect shall provide manufacturer's installation details for internal parking lot landscaping soil installation, including required structural soil cells, on the final landscape plan set. See section 8.2 for soil quality standards.

K. All landscaping islands and connector strips shall be designed using either evergreen and deciduous shrub masses spacing at tight on-center intervals (designed to provide 90 percent coverage in 3 years) that will prevent foot traffic and associated soil compaction into these landscaping areas.

L. An 18" striped buffer area between the edge of the parking stall and any internal or perimeter landscaping island curbing shall be provided to allow for adequate door swing area.
All parking stalls abutting landscape islands shall be the standard stall width dimensions (see PMC 20.55.035).

M. Designed walk-thru pathways (minimum of 2 walk-through paths, 5' in width between each internal island through the connector landscaping strips shall be integrated into landscaping design to allow for designated access points for foot traffic. These walk-thru pathways are intended to be designed as a surface walkway through the landscaping area. Shrub species selection shall reflect the use of plant materials that will create a barrier to foot traffic as to channel pedestrians through designated walk-through zones. If the walk-thru pathways are designed to create a break in the continuous landscape connector strip, the pavement under the walk-thru zone shall connect the landscape strip via the use of structural soil cells, as to achieve to the intent of continuous, connected landscaping throughout the parking lot.

N. Irrigation shall be provided in all landscape islands. [Comment Correction; ; pg. N/A]

Conditions

The items listed in the table below are conditions of the permit that do not need to be addressed on the next resubmittal of plans but will need to be fulfilled at some point in the permit review process. The "Condition Category" indicates the approximate phase of the permit process by which the condition must be fulfilled for the City to continue processing this permit. "Condition Status" if "Open" means that the condition has not been fulfilled, if "Resolved" means the condition has been fulfilled successfully. For some conditions that require submittal of a document to the City, those documents can be submitted via the Conditions Section of the [City's permit portal](#).

Condition Category	Condition	Department	Condition Status
Prior to Issuance	A certificate of water availability is required from Fruitland Mutual Water Company, the site's water purveyor since the proposed work crosses the existing water line and easement (Recording Info # 9610150317 per provided survey). Fruitland Mutual must indicate that the proposed work does not conflict with the easement terms or irrigation standards. You can initiate the certificate request by completing the application found here: http://www.fruitlandwater.com/Water_availability_letter_only.pdf and submitting it to Fruitland Mutual. (PMC 14.22.020)	Engineering Division	Open
Prior to Completion	The approved Stormwater Maintenance Agreement shall be recorded prior to the City granting a certificate of occupancy. Once recorded, provide the City with the Auditor File Number (AFN) for verification.	Engineering Division	Open
Prior to Issuance	The PRCTI20251350 building permit plans may be reviewed sequentially with the PRCCP20251408 civil construction plans. Since the civil plans are the foundation of the building plans, the civil plans must be approved before the building plans. Therefore, building permit PRCTI20251350 cannot be issued until civil construction permit PRCCP20251408 is issued first. The building permit site plan design must be a continuation of the approved civil plans, free of design discontinuity or discrepancies. It is the applicant's responsibility to coordinate building permit application resubmissions to avoid redundant reviews and fees in coordination with the civil permit application status since both permit applications are currently under review.	Engineering Division	Open
Prior to Issuance	In accordance with Puyallup Municipal Code 11.08.135, non-residential tenant improvement projects that qualify as substantial improvements (the cost of which equals or exceeds 50% of the market value of the structure before the "start of construction" of the improvement) and when the remodel valuation exceeds \$500,000 are required to complete	Engineering Division	Open

Condition Category	Condition	Department	Condition Status
	<p>improvements along the property's street frontage. Your project will be required to complete frontage improvements which may include curb, gutter, planter strips, street trees, sidewalks, storm drainage, street lighting, and one-half street paving (only required if the existing pavement condition is poor) as determined by Development Engineering. The building permit shall not be issued until the frontage improvement designs have been approved by the City and a right-of-way or civil construction permit issued. A right-of-way permit is required if there is existing vertical curb in good condition and a civil construction permit is required if there is no existing vertical curbing. For convenience, the frontage improvements may be included in the civil permit PRCCP20251408 scope to consolidate permits needed for this project.</p> <p>The subject site may qualify for the fee-in-lieu program in which the applicant may request and submit justification to pay a fee rather than constructing all or part of the required frontage improvements. Allowance of fee-in-lieu shall be at the discretion of the City and may be denied if the City Engineer determines it will be more beneficial to the public to have frontage improvements built along the street frontage adjoining the property or access to the property. The justification to allow use of the fee-in-lieu program shall not be based on cost savings to the applicant in comparison with constructing required improvement adjacent to the property.</p>		
Prior to Completion	Building occupancy cannot be granted or final inspection cannot be passed until the frontage improvements are completed and approved.	Engineering Division	Open
Prior to Issuance	Contractor needs to have a valid City of Puyallup business license endorsement with Washington State Department of Revenue.	Development & Permitting Services	Open

If you need assistance with resubmitting your corrections, please contact the Permit Center.

Sincerely,

City of Puyallup Permit Center

(253) 864-4165 option 1

permitcenter@puyallupwa.gov