

**EXISTING BUILDING**  
2,485 TOTAL SF

**TACO TIME**  
3,225 TOTAL SF

(2) SEPERATE TRASH ENCLOSURES

**PARKING**  
75 TOTAL PARKING STALLS (27 COMPACT & 4 ADA STALLS),  
57 REQUIRED BY CODE

20.55.010 Number of parking spaces required.  
This section establishes the minimum number of parking spaces required for each use of land. Mixed uses shall provide the sum of the parking spaces required for each individual use, except where joint use of parking is permitted pursuant to PMC 20.55.050. These standards shall apply except within the downtown planned action area, which is addressed in PMC 20.55.011.

(22) Restaurants, bars, taverns and other similar establishments whose primary business is the on-site sale and consumption of food and beverages: one space for each 100 square feet of gross floor area;

90 Degree Stall angle:  
Stall Width 9'-0" (Compact 8'-0")  
Stall Depth 20'-0" (Compact 17'-0")  
Two-way Driveway 24'-0"

(4) At the time of development, planned action applicants shall prepare and submit a parking management plan to the city for review and approval prior to approval of necessary land use and building permits. Said parking management plan shall be in place prior to the occupancy of the development. The plan shall:

(a) Describe relationship of the parking management plan to the overall center plan, including how the proposed parking fits into the overall access and mobility plans for the center.

(b) Address parking comprehensively for the range of users and times of day:

(i) Encourage shared parking among neighboring businesses and document shared parking agreements and conditions consistent with the municipal code.

(ii) Demonstrate the requested supply of parking for the mix and range of uses will meet the demand for parking at different times and for different events consistent with the Puyallup Municipal Code.

(iii) Take into account the parking patterns for different user groups in the center – employees, customers, and residents – throughout the course of the day.

(iv) Address freight and truck access and parking.

(v) Be attentive to workers, customers and visitors traveling to the center by modes other than automobile, such as bicycle and transit.

(vi) Design parking facilities to accommodate pedestrian movement, including safety and security.

(vii) Take into account any traffic control management programs, such as parking restrictions during peak commuting periods.

(viii) Develop parking strategies for special events or for infrequent peak demands.

20.55.013 Stacking space requirements for drive-up windows.  
Restaurant enterprises involving drive-up windows shall provide at least six stacking spaces for each window, equal to 15 linear feet for each stacking space.

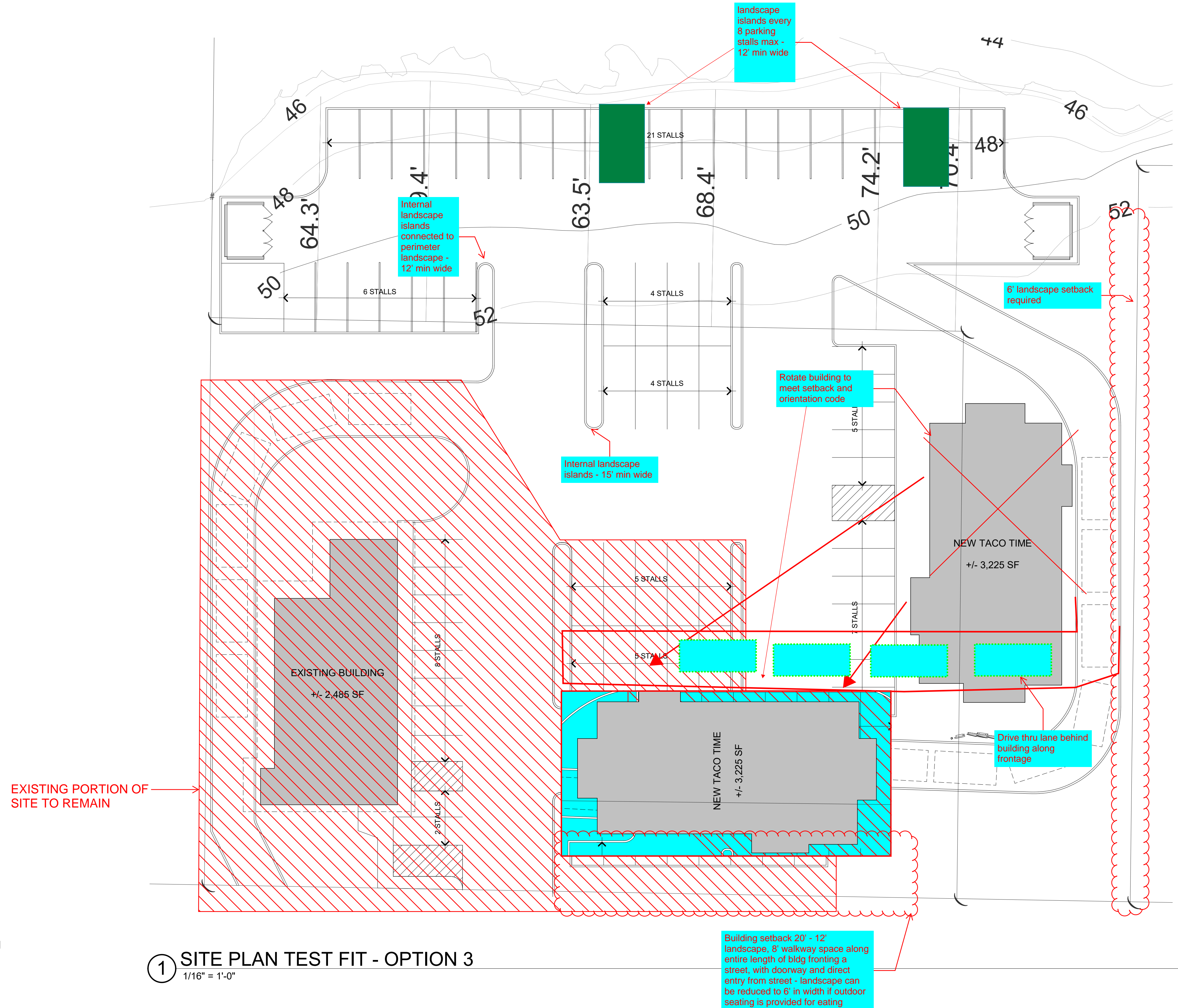
20.55.025 Compact parking spaces.  
Whenever five or more spaces are required, 30 percent of the required parking spaces should be compact parking spaces and up to 50 percent may be compact parking spaces. (Ord. 3073 § 25, 2014; Ord. 2147 Exh. A, 1987).

20.30.045 Performance standards – C zones.

(15) Drive-Through Lanes. The following rules are defined in order to mitigate the potential negative impacts drive-through lanes may create on site design and to improve street corner building orientation for commercial development. All drive-through lanes shall be designed to mitigate negative visual/auditory effects and to improve site design principles, which should be to reduce the prominence of automobiles in general while still providing safe and convenient access to drive-through commercial establishments (where allowed). The following performance standards shall apply:

(a) In no event shall a drive-through lane be placed on the street corner of a commercial development site. See subsection (15)(c) of this section for further design details related to drive-through lanes parallel to roadways;

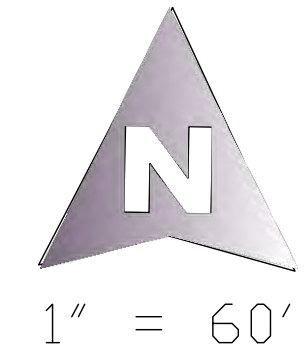
(b) Drive-through lanes shall be designed to be internal to a site development and laid out in a manner which will eliminate the prominence of the drive-through or incidence of headlights shining directly toward an abutting or adjacent street right-of-way. Drive-through lanes oriented perpendicular to a public right-of-way shall include landscape screening to shield headlights from shining directly into an abutting or adjacent street right-of-way. Drive-through lanes should include appropriate signage encouraging motorists to turn headlights off while stacking in the drive-through lane;



① SITE PLAN TEST FIT - OPTION 3  
1/16" = 1'-0"

Building setback 20' - 12' landscape, 8' walkway space along entire length of bldg fronting a street, with doorway and direct entry from street - landscape can be reduced to 6' in width if outdoor seating is provided for eating

# TACO TIME



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JOB NO. 2155  
 DESIGNED BY PEG  
 DRAWN BY PEG  
 CHECKED BY PEG  
 APPROVED BY Paul Green



**AZURE GREEN**  
CONSULTANTS

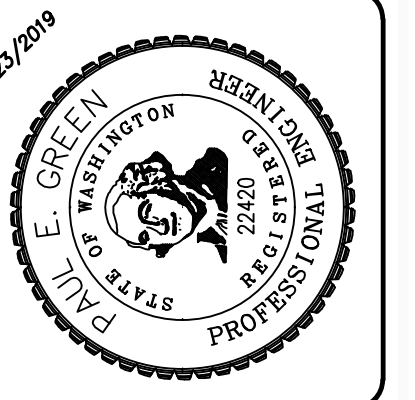
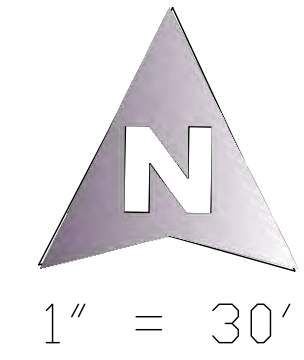
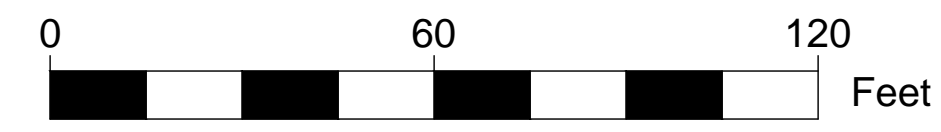
+ feasibility + planning + engineering + surveying

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ORTHO 2017  
**TACO TIME**  
 Taco Time MW.c/o Chris Tomkin  
 3300 Maple Valley Hwy, Renton, WA 98058  
 Phone (206) 255-3633

DRAWING  
**S1**  
 SHEET 1  
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# TACO TIME



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JOB NO. 2535	DATE 7/23/2019
DESIGNED BY PEG	
DRAWN BY PEG	
CHECKED BY PEG	
APPROVED BY Paul Green	

**AZURE GREEN**  
CONSULTANTS

• feasibility • planning • engineering • surveying

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ORTHO 2017

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Project Desc.: 2155 X:\data\2019-2020\Taco Time\TacoTime\Taco Time Exhibit Maps 7-23-19.dwg Plot Date/Time: 7/23/2019 3:05 PM