



City of Puyallup

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**Development and Permitting Services**

333 S. Meridian, Puyallup, WA 98371

(253) 864-4165

[www.cityofpuyallup.org](http://www.cityofpuyallup.org)

**DATE:** March 07, 2023

**TO:** Songyi Cho

**FROM:** Gabriel Clark, Planning Technician

**PROJECT:** PLPRE20230014

**SITE ADDRESS:** 506 33RD ST SE, PUYALLUP, WA 98372; 602 33RD ST SE, PUYALLUP, WA 98372;

**PROJECT DESCRIPTION (as provided by applicant):** Farm 12 Master Campus Plan - Development Agreement

Thank you for meeting with the city's Development Services staff to discuss your proposed project. The following information highlights the issues discussed at our meeting and is provided for your use. Please note that the information provided is a list of specific issues discussed and is not intended to replace the final condition letter that will be provided to you when a formal application is submitted and reviewed. We hope that you find this information helpful and informative as you proceed through the permitting process.

Permit application submittals will be accepted via the City's permit portal only (<https://permits.puyallupwa.gov/Portal>). You can find a list of permit application forms on the City website at [www.cityofpuyallup.org/1591/Master-Document-List](http://www.cityofpuyallup.org/1591/Master-Document-List). The following minimum documents must be submitted with all applications, or they will not be processed:

- Complete application form, signed and dated
- Supporting documents, as outlined on the application form checklist
- At time of building permit, building plans will need to be complete with all building, mechanical, plumbing, energy code items and accessibility requirements that may apply on plans

Consult with a permit technician if you have questions about the minimum submittal checklist requirements, permit fees, or permit timelines ([PermitsCenter@puyallupwa.gov](mailto:PermitsCenter@puyallupwa.gov)). If you have any questions or concerns regarding these notes, please do not hesitate to contact the appropriate staff member listed with each note section or me directly at (253) 770-3330, [GClark@PuyallupWA.gov](mailto:GClark@PuyallupWA.gov). We look forward to working with you on the completion of this project.

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## MEETING NOTES

Planning Review - Chris Beale; (253) 841-5418; [CBeale@PuyallupWA.gov](mailto:CBeale@PuyallupWA.gov)

### GENERAL SITE PLAN COMMENTS SUMMARY

- Global comment: the applicant clarified the project proposal and outlined the intent for the project to receive approval as proposed through a Development Agreement process. The following notes are provided in large part as an audit of how the proposal is inconsistent with existing zoning, standards, policies and procedural requirements.

- Vacating the public street (33<sup>rd</sup>) is not consistent with a number of policies and background projects. The vacation would: cut off access to all development and public south and east of the new park from the main parking area, create less street connectivity (where already a low amount of connectivity exists), is inconsistent with the Comp Plan policies around roadway connectivity and inconsistent with the vision for the development of the CMX area, which will include a new connected street grid of mixed use development. The road is also an arterial in the Comp Plan so it may require an amendment separately from the street vacation. It also conflicts with the analysis related to the Knutson Farms EIS. Its also challenging to see how the alternate road access through the city park would work without major disruption.
- What is the applicant's phasing plan and timeline?
- New structures and uses on the existing SBS campus site will need to be analyzed for consistency with the existing development agreement. Is the applicant proposing more uses that will necessitate additional off street parking on that site? What would the parking ratio be required and what is the applicant requesting a deviation on? How will SBS ensure site users won't burden Van Lierop Park's parking lot (once built) next door.
- Please note that detached single family units are not approved dwelling unit types. Please review PMC 20.31.017.
- Projects containing residential development must meet the minimum/maximum density requirements in PMC 20.31.020 (CMX. The minimum required density of dwelling units per net acre shall be four units for a development proposing residential use(s). The maximum allowable density for a development shall be 10 dwelling units per net acre).
- What type of dwelling units are the "live-work" units? Townhomes?
- Off street parking areas are not considered interim. Code requires paving, landscaping and storm water management for all off-street parking areas. See PMC 20.55.055.
- Connectivity.
  - Please review PMC 20.31.010 (5), .012 (7) regarding connectivity. The intent for this area and the code requirements for connectivity is to have a new public street block in accordance with city standards at approximately 600' on the west side of 33<sup>rd</sup> Street between Pioneer and 5<sup>th</sup> Ave. This would be located just south of the multi-use barn to provide east-west connectivity throughout the area.
  - All streets shown as access roads off of 5<sup>th</sup> Ave SE (interior to the site) will need to be public roadways (60 foot ROW). Residential uses should be shown as alley loaded. SFR is not permitted in CMX.
- Site plan design principles for the on site structures will need to be applied. Please review PMC 20.31.027 for the build-to-area setback maximums and structure design requirements. Other architectural design requirements are contained in PMC 20.26.300, which requires specific architectural design requirements, and in 20.31.035, which requires a narrative describing overall site planning and architectural themes.
- Land Use.
  - Please review PMC 20.31.012 (8) and provide a response to the requirement for "Required Mix of Use Types. Master site plan shall demonstrate a creative intermixing of use types throughout."
  - How large is the hotel? There is a maximum 30,000 square foot limit in zoning PMC 20.31.026 (10) for an individual building.
  - Will the multi-purpose barn be used for something other than accessory to the early learning center school? Planning will need to better understand the use of that structure. Traffic may also have questions in terms of scoping the traffic impacts. Is this a rental type of venue facility for events? The type of facility may also be regulated by our volcanic hazard area code 21.06.1260 if classified as regulated under that code.
- SEPA review and Traffic Engineering for traffic impacts may involve major improvements to 33<sup>rd</sup> Street, 5<sup>th</sup> and Shaw intersection and the intersection design of 33<sup>rd</sup>/80<sup>th</sup>/East Pioneer. Please also note that the Knutson Farms warehouse complex proposed for this area will greatly modify and

change the traffic patterns and volume for the area. See [www.knutsonfarmseis.org](http://www.knutsonfarmseis.org) for further information.

- Please plan to provide an archeological site investigation report.
- Please plan to provide a wetland site investigation report from a qualified biologist.
- Please review PMC 20.31.030 and .031 for parking maximums and bonuses. Parking lot landscaping requirements (type IV landscaping, outline further below in detail) will need to be adhered to - this will modify the parking lot design, layout and stall count(s).
- The project will require a preliminary site plan application and SEPA Environmental checklist. That preliminary site plan will be reviewed under PMC 20.31.010 (Master site plan required). Master site plans are reviewed and approved by the Hearing Examiner.
- Its important to review and include analysis on the site plan and supporting master plan documentation (such as a comprehensive narrative/write up) from the project architect outlining how all required master site plan components are provided as required by PMC 20.31.010 and 20.31.012.

## LAND USE PERMIT REQUIREMENTS

The following land use permits are required for your proposal:

- Preliminary site plan application:  
<http://www.cityofpuyallup.org/DocumentCenter/View/13471/Preliminary-Site-Plan-Review1-1>
- SEPA environmental checklist: <http://www.cityofpuyallup.org/DocumentCenter/View/9788/SEPA-Checklist-FILLABLE>
- Non-residential design guidelines review application/checklist (See below for more information regarding architectural design review).
- Architectural design narrative consistent with PMC 20.31.035.
- Master site plan narrative consistent with PMC 20.31.010 and .012. Project requires a master site plan approval from the Hearing Examiner.
- To facilitate a complete submittal, provide the following documents:
  - Permit submittals will be accepted by via the Cityview permit portal only (<https://permits.puyallupwa.gov/Portal>).
  - Complete application form and supporting documents, as outlined on the application form checklist.
  - Contact a permit technician for permit submittal instructions or if you have questions about the minimum submittal checklist requirements ([PermitsCenter@puyallupwa.gov](mailto:PermitsCenter@puyallupwa.gov)).
  - SEPA checklist with an 8.5”X11” or 11”X17” PDF copy of the site plan
  - Written cover letter with project description (recommended)
  - Proposed building elevations, along with any applicable design review application checklist.
  - Required preliminary storm water report, consistent with Engineering’s requirements and notes contained in this letter or as otherwise directed by the case Engineer.
  - Required Traffic Scoping Worksheet and/or Traffic Impact Analysis, consistent with Traffic Engineering’s requirements and notes contained in this letter or as otherwise directed by the city Traffic Engineer.
  - Any required critical areas report, as noted herein by the case planner
  - Preliminary landscape plan
  - Geotechnical report, where required.
  - Preliminary utility plan, or preliminary Technical Information Report (TIR), consistent with Engineering’s requirements and notes contained in this letter or as otherwise directed by the case Engineer.

## PERMIT TIMING

- Preliminary Site Plan with SEPA Review: 1<sup>st</sup> review is completed approximately 45 days from complete application. All subsequent reviews are approximately 30 days. The timing of final approval depends on the number of revisions requested.

- Administrative design review occurs in conjunction with the land use and SEPA review. Conditions may be issued that would be plan checked at the time of final permit(s).
- Development review for land use permits occurs in a ‘phased’ approach:
  - Preliminary site plan (or any other land use permit) with SEPA precedes any submittal of a civil (site development) permit or building permit.
  - After receiving the first DRT review letter, an applicant may petition development review team (DRT) staff for an early submittal waiver which would allow, at the risk of the applicant, the early submittal of civil and/or building permit(s) prior to the final DRT condition letter and SEPA.
  - Approval of an early submittal waiver to allow concurrent review of civil and building permits with the land use permit(s) and SEPA is at the discretion of DRT review staff.
  - Early submittal waivers are not always approved and are considered at the discretion of staff based on the outstanding issues with the land use process and SEPA checklist.
  - If a final condition letter is issued in lieu of a comment letter, no early submittal waiver is needed and the project may proceed to civil and/or building permit(s). SEPA is most typically issued at the end of the DRT process, after a final DRT condition letter is issued.
    - For qualified projects in the Downtown Planned Action SEPA area, concurrent review of land use permit(s) and civil/building is allowed by right with no early submittal waiver required

**PROPERTY DEVELOPMENT STANDARDS**

	<b>CMX</b>	<b>ANALYSIS</b>
(1) Minimum project size area	4 acres	Project appears to be larger than 4 acres.
(2) Site plan design principles	PMC <a href="#">20.31.027</a>	See code for final structure design, layout and architectural design
(3) Front yard setback	12' - 20' BTA <sup>(1)</sup>	See PMC 20.31.027
(4) Interior side yard setback	6'	Appears to comply
(5) Street side yard setback	12' - 20' BTA <sup>(1)</sup>	See PMC 20.31.027
(6) Rear yard setback	10'	Appears to comply
(7) Maximum building height	40' (3 stories). See PMC <a href="#">20.31.028</a>	Not clear. No building elevations provided.
(8) Minimum building height	24' (2 stories)	Not clear. No building elevations provided.
(9) Maximum lot coverage	85%	Appears to comply
(10) Maximum commercial floor space (in any one structure)	30,000 square feet	Not clear. How large is the proposed structure?
(11) Maximum individual commercial tenant space	5,000 square feet	Not clear. How large is the proposed structure?
(12) Vertically mixed-use building	Ground floor public street frontage shall be commercial tenant space and access to upper floors only	No vertical mixed use building proposed
(13) Design standards	10 feet depth x	Not clear. No building elevations provided.

	CMX	ANALYSIS
	15 feet width facade modulation per 75 feet	
(14) Private open space (ground floor dwelling unit)	200 square feet	This is required for any dwelling unit
(15) Private open space (upper floor dwelling unit)	10' x 8'	This is required for any dwelling unit

### CRITICAL AREAS ANALYSIS

The following critical areas are known or suspected on or within the vicinity of the subject site:

	CRITICAL AREA
X	Critical aquifer recharge area
	10-year wellhead protection area
	5-year wellhead protection area
	1-year wellhead protection area
X	Geologic hazard area - Volcanic hazard area
	Geologic hazard area - Landslide hazard area
	Geologic hazard area - Erosion hazard area
X	Geologic hazard area - Seismic hazard areas
X	Wetland and wetland buffer
	Fish and Wildlife Conservation Area - Stream and/or stream buffer
	Fish and Wildlife Conservation Area - General habitat area
	Flood prone area - 100-year floodplain
	Shoreline of the State
	Contaminated Site

- The following critical area report requirements may be triggered by known or suspected critical areas:
  - **Critical aquifer recharge areas:**
    - Reporting requirements vary based on the proposed use of the property. Most land subdivisions will not trigger these report requirements for the purposes of subdividing the land, but may be triggered by future planned use of the land.
    - Activities that do not cause degradation of ground water quality and will not adversely affect the recharging of the aquifer may be permitted in a critical aquifer recharge area and do not require preparation of a critical area report; provided, that they comply with the city storm water management regulations and other applicable local, state and federal regulations. These activities typically include commercial and industrial development that does not include storage, processing, or handling of any hazardous substance, or other development that does not substantially divert, alter, or reduce the flow of surface or ground waters.
    - Activities that have the potential to cause degradation of ground water quality or adversely affect the recharging of an aquifer may be permitted in critical aquifer recharge areas pursuant to an approved critical area report in accordance with PMC 21.06.530 and 21.06.1150. These activities include:
      - Activities that substantially divert, alter, or reduce the flow of surface or ground waters, or otherwise adversely affect aquifer recharge;

- The use, processing, storage or handling of hazardous substances, other than household chemicals used according to the directions specified on the packaging for domestic applications;
  - The use of injection wells, including on-site septic systems, except those domestic septic systems releasing less than 14,500 gallons of effluent per day and that are limited to a maximum density of one system per one acre;
  - Infiltration of storm water from pollution-generating surfaces; or
  - Any other activity determined by the director likely to have an adverse impact on ground water quality or on a recharge of the aquifer.
- **Volcanic hazard areas:**
  - The site is within a volcanic hazard area. In the event of an eruption of Mt. Rainier, the site is expected to be inundated by pyroclastic flows, lava flows, debris avalanche, inundation by debris flows, lahars, mudflows, or related flooding resulting from volcanic activities. Uses and activities on this site shall comply with the city's critical area ordinance (Puyallup Municipal Code 21.06, Article XII, section 21.06.1260, or succeeding section, regarding volcanic hazard areas.
- **Seismic hazard areas:**
  - The site may or may not be within a seismic hazard area, which is dependent upon site soil conditions. Please consult the building department and your geotechnical engineer for more information.
- PMC 21.06.1120 Performance standards - Alteration of critical aquifer recharge areas.
- PMC 21.06.1260 Performance standards - Volcanic hazard areas

## ARCHITECTURAL DESIGN REVIEW ANALYSIS

- The project is subject to PMC 20.26.0300, 20.31.027 and 20.31.035. Your project will be reviewed administratively. Staff will review and approve, approve with conditions or deny your application.
- You can schedule a pre-application meeting with the Board to receive early feedback before proceeding into the formal design review process. Contact me for further details
- The following is a short summary of areas flagged for attention as you finalize the design. This is not an exhaustive review of the design review submittal and is advisory only.

### 20.26.300 Nonresidential design review standards.

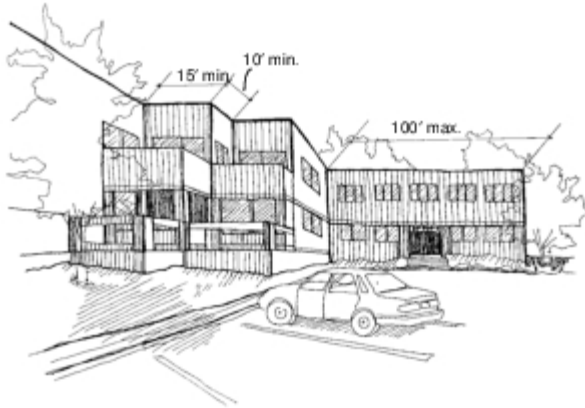
Any nonresidential structures constructed, or subject to major expansion and/or extensive exterior remodeling, and located in any zone except the ML, MR, CBD-Core or CBD zone shall be subject to the following design review standards:

**(1) Building Wall and Roof Modulation.** All buildings which contain two or more stories or have a building footprint of more than 10,000 square feet or which have any facade length greater than 100 feet, and which will be visible from a public street or residential zone for more than three years beyond the date of construction completion, shall use the following elements and features in design and construction of the building:

**(a) Wall Plane Proportions.** No wall plane visible from any public right-of-way shall be wider than two and one-half times the height of the wall plane. (A wall plane is a flat vertical surface on a building facade, which may include doors, windows, openings, or other incidental recessions that do not extend through to the roofline.)

**(b) Horizontal Modulation.** All building walls shall provide horizontal modulation consistent with the following standards:

- (i) The maximum allowable horizontal length of a building wall between modulations is 100 feet;
- (ii) The minimum depth of each modulation is 10 feet; and



Example of Horizontal Building Wall Modulation

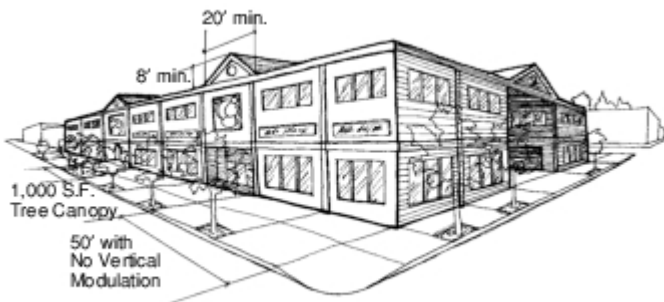
(iii) The minimum width of each modulation is 15 feet.

(c) **Roofline Modulation.** If the continuous roofline exceeds 50 feet in length on a building with a flat, gabled, hipped or similar roof, or on a roofline with slopes of less than three feet vertical to 12 feet horizontal, the following methods shall be used:

(i) The height of the visible roofline must change at least four feet if the adjacent roof segments are less than 50 feet in length.

(ii) The height of the visible roofline must change at least eight feet if the adjacent roof segments are 50 feet or more in length.

(iii) The length of a sloped or gabled roofline must be at least 20 feet, with a minimum slope of three feet vertical to 12 feet horizontal.



Example of Vertical Building Wall Modulation

(d) Buildings with other roof forms, such as arched, gabled, vaulted, dormered or sawtooth, must have a significant change in slope or significant change in roofline at least every 100 feet.

(2) **Building Wall and Facade Articulation.** All buildings which contain two or more stories or have a building footprint of more than 10,000 square feet or which have any facade length greater than 100 feet and which are visible from a public street for more than three years beyond the date of construction completion or located within 100 feet of a residential zone shall use the following elements and features in design and construction of the building:

(a) Any wall or portion of a wall which is visible from a public street or residential zone and contains at least 400 square feet of surface area without any window, door, building wall modulation or other architectural feature shall screen or treat the wall using at least two of the following methods or techniques:

(i) Installation of a vertical trellis with climbing vines or plant material in front of the blank wall;

(ii) Providing a landscaped strip at least 10 feet in width in front of the blank wall and planted with plant materials which will obscure or screen at least 50 percent of the blank wall within three years;

(iii) Use of alternate building materials or wall textures in the exterior treatment of the blank wall; or

(iv) Use of functional or nonfunctional architectural features such as windows, doors, pillars, columns, awnings, roofs, etc., which cover at least 25 percent of the wall surface.

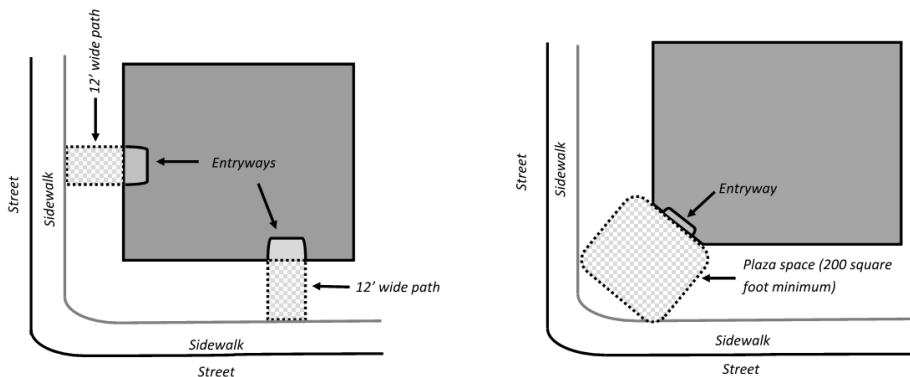
(3) **Site Plan Design Principles.** The following design principles shall be required of any new building proposed for construction subject to this section, with the exception of public or private schools. In order to encourage pedestrian movement and the use of public transit within commercial districts, and to promote development of an attractive streetscape, appropriate building orientation is needed to provide for convenient, safe, direct and enticing pedestrian access between commercial developments. Site plans shall be subject to the following location and design criteria:

(a) **Parking Area Location.** The maximum width of parking lots fronting on a public street shall not exceed 64 feet or 50 percent of the subject site frontage, whichever is greater, to the extent feasible;

(b) **Street Orientation for New Buildings and Site Development.** All site developments shall utilize the following standards in preparing site plan layouts:

(i) **A pedestrian-oriented plaza space in front of the building at least eight feet deep running the full width of the building.** This area shall be covered by awnings covering at least six feet of the plaza space. This plaza space shall include amenities such as bike parking, bench seating, planters, fountains, artwork, decorative railing, decorative light fixtures, hanging baskets or other features that are pedestrian scaled in nature; and

(ii) **Buildings on street corners shall locate the main entryway with a plaza space (200 square feet minimum) at or near (50 lineal foot maximum) the building corner, or establish a defined path (12-foot width minimum) leading from the public right-of-way directly to building entries using decorative/stamped paving; and**



(iii) **New buildings shall be built 12 feet from the abutting front yard and street side yard right-of-way to improve pedestrian orientation and overall building design.** Buildings may deviate from this setback under the following conditions:

(A) **Buildings may be set back to a maximum of 20 feet to accommodate an eight-foot plaza space as required by subsection (3)(b)(i) of this section.**

(B) **Optionally, the pedestrian plaza space may project into the required front or street side yard landscape buffer (as required under PMC 20.58.005(2)) by a maximum of four feet; corner plaza spaces or outdoor cafes may project into the required landscape buffer by a maximum of six feet.**

(iv) **Site development plans shall be designed so that, to the greatest extent feasible, buildings and building entries are at street level and not elevated by retaining walls, particularly on sides of buildings where an entryway is oriented toward the abutting right-of-way.**

(c) **Interior Building Orientation.** Once the site development has achieved at least 50 percent of the site frontage which is occupied by buildings in accordance with the street orientation standards above, or when panhandle/internal lots not fronting on a public right-of-way, or where existing buildings and/or improvements would physically prevent subsections (1) and (2) of this section from being achieved, other structures may be placed internal to the site but shall be oriented towards each other and in close proximity to the site's street frontage buildings to allow for pedestrian movement between structures through pedestrian scaled plaza areas without crossing parking areas.

(d) **Building Entrances and Design.** At least one building entrance for an individual building (or individual tenant spaces) shall face each public street frontage or be located within 50 lineal feet from a public street frontage. Directly linking pedestrian access shall be provided between the street right-



of-way and each building entrance. No less than 60 percent of the surface area of any street-facing wall shall consist of windows and/or transparent doorways.

**(e) Parking Lot Entrances and Driveways.** The city may impose additional restriction on the width, number and location of driveways to and from the subject parcel to improve vehicle circulation or safety, or to enhance pedestrian movement or desirable visual characteristics.

**(f) Each side of a parking lot which abuts a street must be screened from that street using the** appropriate landscaping as specified in the city's vegetative management standards or by locating the building between the street and the parking lot.

**(4) Siding Materials.** Acceptable siding materials include brick, stone, marble, split-face cement block, shingles, and horizontal lap siding. Other materials, such as stucco, may also be used as an accent if: (a) they are used as accent materials in conjunction with acceptable siding materials; and (b) said accent materials are characterized by details or variations in the finish that create a regular pattern of shapes, indentations, or spaces that are accented or highlighted with contrasting shades of color.

**(5) Achieving Building Design Variety.**

**(a) Multiple-tenant buildings shall be designed with common materials,** colors and styles across their entire facades so as to create cohesive building designs. Nonetheless, they shall be characterized by variation in the application of said materials and colors and also in fenestration details at least at any point where modulation is required under the provisions of subsection (1)(b) of this section. For example, siding materials or colors may be alternated between building sections; provided, that no single section be of a material or color that is not found on other portions or elements of the facade design. Accent siding materials and prominent siding materials may also be reversed to create interest. Tenant-specific motifs are prohibited if they do not reflect the style, colors and materials that characterize the overall facade design. For purposes of this section, a "single building" is defined as any structure that is completely separated from another structure by at least a 10-foot distance.

**(b) Multiple buildings on a single site shall not be exact or close replicas of each other.** While common materials, colors and styles are acceptable, each building shall be unique in terms of its general massing design and fenestration design. Variety in design may be achieved by variation in each building's footprint, rooflines, facade modulation, and window arrangement. Color and materials may also be varied.

#### **20.31.027 Site plan design principles.**

The following standards apply in all MX zones, except the CCX zone. In order to encourage pedestrian movement and the use of public transit within mixed-use zone districts, and to promote development of an attractive streetscape, appropriate building orientation is needed to provide for convenient, safe, direct and enticing pedestrian access between commercial developments and the right-of-way. Site plans shall be subject to the following location and design criteria:

**(1) Parking Area Location.** The maximum width of a parking lot fronting on a public street shall not exceed 64 feet or 50 percent of the subject site frontage, whichever is greater, to the extent feasible;

**(2) Street Orientation for New Buildings and Site Development.** All site developments shall utilize the following standards in preparing site plan layouts:

**(a) A pedestrian-oriented plaza space in front of the building at least eight feet deep running the full width of the building.** This area shall be covered by awnings covering at least six feet of the plaza space. This plaza space shall include amenities:

**(i) Covered bike parking, as required by Chapter [20.55](#) PMC;**

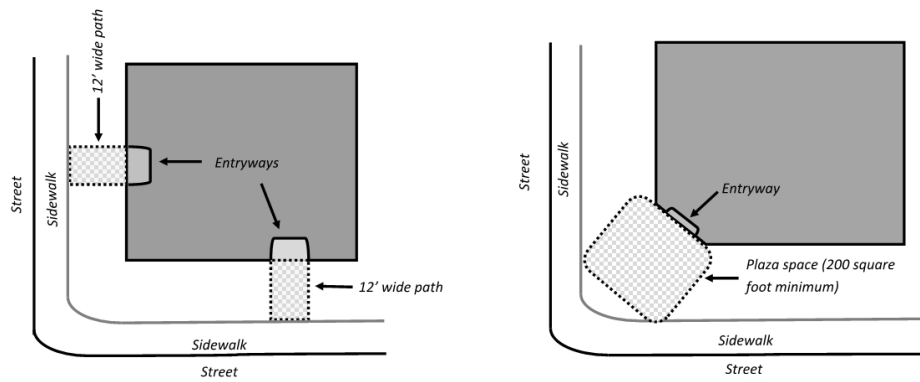
**(ii) Bench seating (one bench for every 50 feet of site frontage, to be evenly distributed);**

**(iii) Decorative planters;**

**(iv) Decorative pedestrian-scaled light fixtures, both freestanding and wall-mounted; or**

**(v) Optional features, if any, that are pedestrian-scaled in nature;**

**(b) Buildings on street corners shall locate the main entryway with a plaza space (200 square feet minimum) at or near (50 lineal foot maximum) the building corner, or establish a defined path (12-foot width minimum) leading from the public right-of-way directly to building entries using**



decorative/stamped paving;

(c) **New buildings shall be built 12 feet from the abutting front yard and street side yard right-of-way to improve pedestrian orientation and overall building design.** Buildings may deviate from this setback under the following conditions:

(i) **Buildings may be set back to a maximum of 20 feet to accommodate an eight-foot plaza space as required by subsection (2)(a) of this section;**

(ii) **Optionally, the pedestrian plaza space may project into the required front or street side yard landscape buffer (as required under PMC [20.58.005\(2\)](#)) by a maximum of four feet; corner plaza spaces or outdoor cafes may project into the required landscape buffer by a maximum of six feet; and**

(d) **Site development plans shall be designed so that, to the greatest extent feasible, buildings and building entries are at street level and not elevated by retaining walls, particularly on sides of buildings where an entryway is oriented toward the abutting right-of-way;**

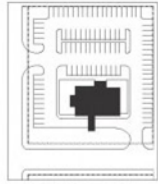
(3) **Interior Building Orientation.** Once the site development has achieved at least 50 percent of the site frontage which is occupied by buildings in accordance with the street orientation standards above, or when panhandle/internal lots not fronting on a public right-of-way, or where existing buildings and/or improvements would physically prevent subsections (1) and (2) of this section from being achieved, other structures may be placed internal to the site but shall be oriented towards each other and in close proximity to the site's street frontage buildings to allow for pedestrian movement between structures through pedestrian-scaled plaza areas without crossing parking areas;

(4) **Building Entrances and Design.** At least one building entrance for an individual building (or individual tenant spaces) shall face each public street frontage or be located within 50 lineal feet from a public street frontage. Directly linking pedestrian access shall be provided between the street right-of-way and each building entrance;

(5) **Parking Lot Entrances and Driveways.** The city may impose additional restriction on the width, number and location of driveways to and from the subject parcel to improve vehicle circulation or safety, or to enhance pedestrian movement or desirable visual characteristics; and

(6) **Parking Lot Screening.** Each side of a parking lot which abuts a street must be screened from that street using the appropriate landscaping as specified in the city's vegetative management standards or by locating the building between the street and the parking lot.

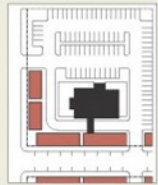
BEFORE



Existing Suburban Restaurant Pad



AFTER



Proposed Liners



Example of site development standards outlined in PMC [20.31.027](#) - structures occupy in excess of 50 percent of site frontage, corner design emphasizes pedestrian orientation, structures internal to the site are close by to allow easy pedestrian movement and parking areas are to the rear.

**20.31.035 Design intent guidelines - CMX zone.**

Master plan design submittal shall demonstrate that the following intent guidelines are implemented into building and site design:

(1) **Architectural Theme.** The primary design objectives for the CMX zone are to reflect the area's agricultural heritage while promoting the pedestrian-scale environment.

Toward this end, the overall architectural theme shall reflect a rustic, farmhouse-style design in residential, commercial and mixed-use buildings.

(a) **Flat roof design, in conjunction with gabled parapets, strongly encouraged for commercial buildings.**

(b) **Use of high quality building materials (use of sustainable building materials and use of LEED building practices strongly encouraged).**

(c) **Building modulation to reinforce each building's individual character and to reduce bulk.**

(d) **Incorporate multiple building features such as cornices, special wall-mounted lighting fixtures, window shutters, planter boxes, various window styles and other elements to reinforce the pedestrian scale, ground floor orientation and visual continuity to abutting buildings.**

(2) **Public Space.**

(a) **Public space design that enlivens the pedestrian experience through the extensive use of pedestrian amenities.**

(b) **Careful and deliberate design that buffers the pedestrian experience from auto travel.**

(c) **Building entrances shall orient toward the street.**

(d) **Implement transition design that provides compatibility to abutting land uses.**

(3) **Pedestrian Experience.**

(a) **Creative treatment of blank walls (i.e., wall art, multiple facade materials).**

(b) **Weather protection awnings.**

(c) **Varied glazing and framing designs that create an interface between ground floor retail and the public realm space.**

(4) **Building Orientation.**

(a) **Building design shall orientate toward the public realm. If applicable, buildings shall provide additional orientation toward natural features or open space.**

- (b) Locate building entrances and use prominent architectural elements at street intersections and key sidewalk locations.
- (c) At least one building entrance shall face each public street frontage.
- (5) Signage.
  - (a) Signage shall be pedestrian-scaled.
  - (b) Signage shall incorporate specific design themes from the associated building.
- (6) Parking and Loading Facilities.
  - (a) Allow parking facilities to be efficiently designed and located to reduce visual prominence of visibility of parked vehicles.
  - (b) Parking and loading facilities shall be designed and located to enhance pedestrian safety through the use of pedestrian walkways delineated by distinctive pavements.

**OFF-STREET PARKING ANALYSIS**

- 20.55.010 Number of parking spaces required:

	CMX
(1) Minimum spaces required	65 percent of required as defined by PMC <a href="#">20.55.010</a>
(2) Maximum spaces	100 percent of required as defined by PMC <a href="#">20.55.010</a> Any increase beyond the established maximum may be permitted per the parking bonus amenities established in PMC <a href="#">20.31.031</a>
(3) Residential	Minimum of 1.5 per unit
(4) Bike facilities	See PMC <a href="#">20.55.016</a> (2)

**20.31.031 Off-street parking bonus palette.**

- (1) **Affordable Housing.** A 20 percent off-street parking stall bonus may be granted when the applicant constructs a mixed-use structure or development site where at least 20 percent of the dwelling units are provided for households making less than 80 percent of area median income. These units shall be designated as affordable in perpetuity on title.
- (2) **Green Roofs.** A 15 percent off-street parking stall bonus may be granted when the applicant provides a green roof that covers at least 40 percent of the building footprint. The green rooftop facility shall conform to best available technology standards.
- (3) **Structured Parking.** A 10 percent off-street parking stall bonus may be granted when the applicant constructs a structured parking facility contained within the building footprint (above or below ground) that equals at least 60 percent of the area of the building’s footprint.
- (4) **Solar Energy Collection.** A 10 percent off-street parking stall bonus may be granted when the applicant installs a solar energy collection system on the site which is designed to provide a minimum of 10 percent of the expected annual operating energy for the building. The system and energy collection calculations used in applying this bonus shall be designed and installed under the direction of a professional with demonstrated expertise in the design and construction of such systems.
- (5) **Energy Efficiency.** A 10 percent off-street parking stall bonus may be granted when the site development structure is designed or upgraded to reduce energy usage beyond the prerequisite standards - as determined by the building code official - by at least 20 percent for new structures and 10 percent for existing structures or existing portions of structures. Project shall utilize an energy cost budget analysis to demonstrate energy savings over current standards.
- (6) **Vertical Development.** A five percent off-street parking stall bonus may be granted for each additional vertical floor added beyond two stories, up to a maximum bonus of 20 percent.
- Other relevant parking code sections to consult:
  - PMC 20.55.016 Motorcycle/bicycle parking requirements.
  - PMC 20.55.018 Reduced parking requirements for low impact development

- PMC 20.55.025 Compact parking spaces.
- PMC 20.55.035 Aisle and driveway dimensions.
- PMC 20.55.040 Conflict with use of street or alley
- PMC 20.55.042 Parallel parking maneuverability in off-street parking lots
- PMC 20.55.055 Improvement and maintenance of parking areas.
- PMC 20.56 Electrical vehicle infrastructure- requirement
- PMC 20.55.045 Use of common parking facilities
- PMC 20.55.050 Joint use of parking facilities

**OPTIONS TO REDUCE PARKING REQUIREMENTS**

**20.55.018 Reduced parking requirements for low impact development.**

A reduction in parking requirements from what is required may be requested for a specific development or redevelopment project as part of a comprehensive project approach to incorporating low impact development principles, consistent with PMC 20.05.070 and Chapter 20.10 PMC.

- A 10 percent maximum reduction in parking requirements may be approved for parking areas composed of pervious pavement or where the reduced parking area is used for a low impact development storm water facility.
- A 20 percent maximum reduction in parking requirements may be approved for clustered site design where the reduced parking area is used for tree retention or native landscaping. Native landscaping and tree retention must be voluntary landscaping above and beyond the basic landscaping requirements from PMC 20.58 and the implementing VMS design manual.
- Reduced parking requirements are subject to approval from the planning director or the director’s designee upon review of potential adverse impacts

**LANDSCAPING REQUIREMENTS ANALYSIS**

PMC 20.58 outlines landscaping requirements. The city has a companion design manual - the Vegetation Management Standards (VMS) manual - found here:

- (cityofpuyallup.org → Planning Services → Current Planning (tab) → Vegetation Management Standards (PDF link)
- <https://www.cityofpuyallup.org/DocumentCenter/View/1133/Vegetation-Management-Standards-?bidId=>

**Perimeter landscaping requirements:**

- The perimeter of all sites shall be landscaped the full depth of the required setbacks for the subject site, or 12 feet, whichever is less
- Consult PMC 20.26.500 if the subject site is nonresidential in a residential zone area, or abuts a residentially zoned site. A 30’ landscape buffer may apply.
- In no event shall a perimeter landscaping buffer be smaller than six (6) feet. In zone districts where the underlying building setback allows less than 6’, a building footprint may project into a landscape yard. However, in no case shall paving areas project into landscape yards.
- Site Specific analysis:

Yard	N/S/E/W or street frontage	Width	Landscape type
Front	East frontage on 33 <sup>rd</sup>	12’	Type II
Rear	West	10’	Type III
Side	North	6’	Type III
Side	South	6’	Type III

### Significant trees

- Existing tree(s) on the site which is larger than 15” in Diameter at Breast Height (DBH) is considered to be a ‘significant tree’ and must be retained, where possible.
  - If your site includes any significant trees, then you must include a tree risk assessment completed by a certified arborist and provided with your land use application.

### Street trees:

- Street trees are required, consistent with PMC 11.28 and the VMS.
- Please provide a landscape plan indicating street trees consistent with the city’s requirements as outlined in the Municipal Code (PMC 20.58), the Vegetation Management Standards (VMS) manual and city Public Works standards, found here: <https://www.cityofpuyallup.org/1445/100---Roadway>
  - Standards 01.02.02, 01.02.03, 01.02.04, 01.02.08A

### Parking lot landscaping:

- **Applicability:** If the proposed paved areas on site exceed 10,000 square feet, the project landscape architect shall design to the city’s parking lot landscaping standards (Type IV standards).
- The site designer and landscape architect will need to review and integrate all the other design requirements of the type IV landscaping standards, including:
  - No more than eight (8) parking spaces shall be placed consecutively without a landscaping island.
  - All perimeter landscape islands (defined as islands which project into parking lots from an area connected to a perimeter landscape yard) shall be a minimum of 12’ wide with a minimum area of 200 sq ft of area.
  - All internal landscape islands (landscape islands entirely surrounded by paving) shall be a minimum of 15’ in width with a minimum area of 500 sq ft.
  - ‘Head-to-head’ parking stalls and internal landscape islands shall be separated by a ‘connector landscaping strip’ a minimum of 6’ in width
  - All internal landscape islands and connector strips shall include a single row of structural soil cells (EX. Silva cells, or equivalent) along the perimeter of all internal parking lot landscape islands where parking spaces are proposed (under the pavement directly abutting the outer edge of the landscape island, except in drive lanes)
  - 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.).
- We strongly suggest reviewing these requirements as early as possible to assess and determine costs, parking field layout and configuration of civil utilities as to minimize impacts for consistency with the Type IV standards. The Type IV standards may reduce the overall off-street parking stall count.

### Other landscaping standards

- Storm water facilities shall be landscaped in accordance with SLD-02, contained in the VMS.
- The perimeter of all parking areas and associated access drives which abut public rights-of-way shall be screened with on-site landscaping, earth berms, fencing, or a combination thereof.
- All trash containers shall be screened from abutting properties and public rights-of-way by substantial sight-obscuring landscaping. Sight-obscuring fences and walls can be substituted for plant materials
- All portions of a lot not devoted to building, future building, parking, access drives, walks, storage or accessory uses shall be landscaped in a manner consistent with the requirements of this chapter.

## **OTHER RELEVANT CODE SECTIONS TO CONSULT**

### **20.31.010 Master site plan required - CMX zone.**

No property shall be developed in the CMX zone under the provisions of this section, unless a master site plan has been reviewed and approved by the hearing examiner. Said master site plan shall contain at least the following:

- (1) **The boundaries of the project site** area;
- (2) **Prominent natural features including critical areas, topographical contours, forested areas and/or significant trees, and water bodies.** Topographic information should also indicate preliminary grading contours;
- (3) **The gross land area of the development, the future land use designation, zoning classification(s)** and existing land use of the area surrounding the proposed development, including the location of structures and other improvements;
- (4) **A comprehensive development site plan identifying the location, number and types of uses to be included in the development;**
- (5) **The location and dimensions of all elements of the public realm, including proposed streets, pedestrian paths, trails, open areas, and parking facilities of the specific site, while demonstrating comprehensive pedestrian and vehicular accessibility and connectivity throughout the Shaw-Pioneer CMX zone;**
- (6) **Plans and elevations of buildings and structures sufficient to indicate the architectural theme, massing, building materials and construction standards;**
- (7) **Specific development standards to be applied to the project, including building heights, yard setbacks, lot coverage and individual lot sizes, widths, lengths and uniform shapes;**
- (8) **A preliminary landscaping plan;**
- (9) **Proposed development phasing if proposed;**
- (10) **Open space calculations for common and private open space;**
- (11) **Preliminary storm water management plan;**
- (12) **Master parking plan;**
- (13) **Documentation demonstrating compliance with CMX design intent guidelines as set forth by PMC [20.31.035](#);**
- (14) **Such other information as may be required to enable complete analysis and appraisal of the planned development.**

#### **20.31.012 Master site plan criteria - CMX zone**

The following criteria shall apply to all new development projects in the CMX zone:

- (1) **Comprehensive Plan Compatibility.** The development density and design shall be consistent with the goals, objectives and policies of the comprehensive plan.
- (2) **Density.** The residential density of the project shall not exceed the minimum or maximum development density of the CMX zone.
- (3) **Open Space Requirements.** Each individual residential unit shall provide private open space as set forth by MX building form standards. Open space shall be interspersed throughout to provide both passive and active open space opportunities for a full spectrum of age groups and household types.
- (4) **Compatible Architectural Theme.** All buildings and structures in the project site area are to share a common architectural theme that, in the CMX zone, reflects the area's agricultural heritage.
- (5) **Land Use Compatibility.** The project site design shall be laid out in a manner which ensures compatibility and harmony with adjoining land uses and infrastructure both interior and exterior to the subject project.
- (6) **Design Character.** Project site design shall comply with CMX design intent/purpose statements, principles and applicable standards per PMC [20.31.035](#).
- (7) **Pedestrian Connectivity.** Site design shall facilitate internal walkability throughout and integrate connectivity between adjacent residential, surrounding trail systems and transit stops.
- (8) **Required Mix of Use Types.** Master site plan shall demonstrate a creative intermixing of use types throughout. Vertical mixed-use buildings shall maintain residential components above ground floor commercial tenant space in perpetuity.

#### **20.31.017 Permitted residential uses.**

Subject to the requirements of PMC [20.31.018](#), the following residential uses are permitted in the MX zone districts, subject to the minimum and maximum density requirements of PMC [20.31.020](#), where applicable:

(1) Apartments, either as a single stand-alone structure on a mixed-use development site or located within a single mixed-use structure as an upper floor use;

(2) Townhouse structures with a minimum of three attached units or more on a mixed-use development site; and

(3) Retirement apartments or senior housing complexes as either a stand-alone or mixed-use development proposal.

#### **20.31.020 Density.**

The following density requirements apply when a residential use(s) is proposed on a site in any mixed-use zone district.

(1) CMX. The minimum required density of dwelling units per net acre shall be four units for a development proposing residential use(s). The maximum allowable density for a development shall be 10 dwelling units per net acre.

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

- Plans are in preliminary proposal phase. Plans and development must be designed and constructed to the applicable State and City building codes.

#### **Engineering Review - Mark Higginson ; (253) 841-5559 ; MHigginson@PuyallupWA.gov**

- PREFACE:
  - The following Engineering comments reflect conditions and requirements for the overall project proposal.  
Some conditions are only applicable to a specific application type or a particular phase of the project. For example, road dedication(s) are required for any permit application, but frontage improvements are triggered only in conjunction with a Building Permit (unless required by SEPA). Similarly, Latecomer Fees are charged when a particular phase of the project intends to connect to the specific latecomer utility and System Development Charges are paid at time of Building Permit.
- GENERAL:
  - Engineered plans must follow the latest regulations and standards set forth in the Puyallup Municipal Code (PMC), the City Standards for Public Works Engineering and Construction (design standards), and the current City adopted stormwater manual at the time of civil permit application [PMC 21.10.040].  
The comments provided below are intended to assist the applicant with incorporating City requirements into the project design documents, but should not be considered an exhaustive list of all necessary provisions from the PMC, design standards, or the Ecology stormwater manual.
  - Comments regarding design and construction of new utilities and road improvements are provided for the applicant's information and use. Unless specifically noted, construction of these infrastructure improvements is not a condition of landuse approval. However, infrastructure improvements must be approved and permitted prior to issuance of the first building permit associated with the project. [RCW 58.17.120 and 19.07.080]
  - In accordance with recent revisions to RCW 19.27 and RCW 19.122, any project within 100-ft of a major utility transmission line (hazardous liquid or gas) shall provide notice to the utility operator. Prior to permit issuance, provide written documentation from the operator/owner of the Northwest Pipeline LLC (Williams Gas Main) that the proposed development is acceptable as designed.
  - In accordance with PMC 20.31.010, the proposed site plan shall integrate pedestrian and vehicular accessibility and connectivity for both the site and surrounding CMX Zone. See Traffic and Planning comments for minimum ROW dimensions and buildout criteria.
  - If ROW dedication is required to provide road connectivity to nearby parcels in accordance with the City's comprehensive plan, then it shall be the applicant's responsibility to extend all necessary public utilities concurrently with any associated public road construction



required of the project. The applicant may request a Latecomer Agreement for public utility extensions in accordance with PMC Chapter 11.24 and PMC Chapter 21.10. [PMC 11.08.030]

- WATER:

- Refer to City Standards, Section 300 for Water System Requirements. [PMC 14.02.120]
- There is currently a 16-in ductile iron watermain located in 33rd St SE and a 12-in ductile iron watermain in 5th Ave SE available for connection.
- The domestic service line and fire system service line shall have separate, independent connections to the supply main. [PMC 14.02 & CS 302.3(4)]
- A new water main shall be extended to, and through, the site sufficient to provide the necessary flows for both the domestic system and the proposed fire system. The minimum water pipe size shall be 8-inch diameter for dead-end mains and 6-inch diameter for circulating mains. [PMC 16.08.040, 14.20.010 & CS 301.2]
- Public water mains shall be located generally 10 or 12-feet west or south of roadway centerlines per city standard drawings. Any portion of a public mainline extension located outside City right-of-way must be centered in a minimum 40-foot wide easement granted to the City for maintenance purposes. The easement shall be clearly indicated on the design document(s). [PMC 14.02.120(f) & CS 301.1(11)]
- A 2-inch blow-off assembly is required on dead-end water mains except where fire hydrants are installed at the dead-end. [PMC 14.02.120(f) & CS 301.1(7)]
- The applicant shall be responsible for the operation and maintenance of the proposed water system located on private property.
- Within the service area of a Group A public water system (which Puyallup is), with the willingness and capacity to serve, then a property may not use an individual well as a water source unless the designated service provider states in writing that it will not or cannot furnish water service to the property within 120 days. Therefore, connection to the city's water system is required. [RCW 36.70A]
- Any domestic-supply wells on the site must be decommissioned in accordance with Washington State requirements. Documentation of the decommissioning must be provided along with submittal of engineering drawings. If an existing well is to remain for irrigation purposes, the well protection zone shall be clearly delineated, and appropriate backflow protection (Reduced Pressure Backflow Assemblies) shall be installed at all points of connection to the public water system. [PMC 14.02.220(3)(b)]
- The minimum distance between water lines and sewer lines shall be 10-feet horizontally and 18-inches vertically. If this criterion cannot be met, the applicant shall isolate the sewer and water lines by encasement, shielding, or other approved methods. [PMC 14.02.120(f) & CS 301.1(8)]
- The applicant shall be responsible to provide and install the water meters required to service the site. Domestic service water meters shall be located within the public ROW, or in the case of a private road adjacent to the road section, in accordance with City Standards. [PMC 14.02.120(f) & CS 301.3]
- Water pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines.
- Applicant shall provide backflow protection on the domestic service line(s) with the installation of a double check valve assembly (DCVA) on the domestic connection. The unit should be located outside the building, immediately downstream of the water meter. If an irrigation system is also proposed, a DCVA is required on that line as well. [PMC 14.02.220(3) & CS 302.2]
- If any of the proposed building uses are included under WAC 246-290-490 Table 9 facilities, then backflow protection shall be provided using a reduced pressure backflow assembly (RPBA).
- Available fire flow for the project site is approximately 6,000gpm based on recent improvements constructed by the Viking project. However, as the fire system design gets

refined, actual fire flow must be determined by hydraulic modeling conducted by the City's consultant. The cost of this analysis is \$600 and shall be paid by the applicant.

- Fire hydrants and other appurtenances such as DDCVA and PIV shall be placed as directed by the Puyallup Fire Code Official. Fire hydrants shall be placed so that there is a minimum of 50-feet of separation from hydrants to any building walls. [PMC 16.08.080 & CS 301.2, 302.3]
- The fire sprinkler double detector check valve assembly (DDCVA) may be located either inside, or outside, of the building. [CS 302.3, CS 303]
- At the time of Civil permit application, the fire sprinkler supply line shall be designed, and shown on the plan, into the building to the point of connection to the interior building riser. Provide plan and elevation detail(s) where the riser enters the building with dimensions, clearances, and joint restraint in accordance with NFPA 24. [CS 302.3, CS 303]
- The Fire Department Connection (FDC) shall be located no closer than 10-feet and no further than 15-feet from a fire hydrant. (NOTE: If the project is utilizing a fire booster pump, the FDC must connect to the sprinkler system on the discharge side of the pump in accordance with NFPA regulations.) A post indicator valve (PIV) shall be provided for the fire sprinkler system in advance of the DDCVA. [CS 302.3]
- Utility extensions, if required, shall be approved and permitted prior to any building permit issuance. [PMC 14.02.130]
- The property lies within a water latecomer's agreement. The latecomer's charge is \$114,339.69 for Parcel 0420264018; \$161,447.64 for Parcel 0420264007; and \$93,301.19 for Parcel 0420264019. [PMC 14.20.030, 14.20.040]
- If any single family residential structures will ultimately be proposed, a water system development charge (SDC) will be assessed for each new single family residence and is due at the time of building permit issuance for the individual structures. The current amount of the SDC as of this writing is \$5,218.00. [PMC 14.02.040, 14.10.030]
- For any multi-family building, a water system development charge (SDC) will be assessed based on the number of "residential" units in the facility. Current SDC's as of this writing are \$5,218.00 for the first residential unit and \$3,913.50 for each additional unit per building. [PMC 14.02.040, 14.10.030]
- For any commercial building, including common/administrative facilities associated with a residential use (office, clubhouse, hallways, pool areas, etc.), a water system development charge (SDC) will be assessed based on the number of plumbing fixture units as defined in the Uniform Plumbing Code. Current SDC's as of this writing are \$5,218.00 for the first 15 fixture units and an additional charge of \$349.61 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.02.040]
- Water connection fees and systems development charges are due at the time of building permit issuance and do not vest until time of permit issuance. [PMC 14.02.040, 14.10.030]
- **SANITARY SEWER:**
  - Refer to City Standards, Section 400 for Sanitary Sewer System Requirements. [PMC 14.08.040, 14.08.120]
  - There is a new 8-inch sanitary sewer main located within 33rd St SE available connection. In addition, there are three existing 8-inch sewer stubs currently serving the property located in 5th Ave SE that were installed by the adjacent Viking project. It is the City's request that one, or more, of the existing services be utilized to serve the project rather than a new connection to the 5th Ave SE main. Any existing sewer stub not used shall be plugged and abandoned in accordance with City requirements.
  - If a proposed connection is desired elsewhere, the applicant shall confirm that the connection location is acceptable to the City of Puyallup. [PMC 14.08.070]
  - Sanitary sewer mains shall be 8-inch minimum and located 5-feet east or north of roadway centerlines. In accordance with PMC 14.20.020, sewer main extensions shall be carried across the full width of the property being served except in those cases where, in the

opinion of the city engineer, the utility involved can never, under any circumstances, be extended beyond the property being served. [PMC 14.20 and PMC 17.42]

- Any portion of a City maintained sewer extension located outside City right-of-way must be centered in a 40-foot wide easement granted to the City for maintenance purposes. The easement shall be clearly indicated on the design document(s). [PMC 17.42 & CS 401(14)]
  - A separate and independent side sewer will be required from the public main to the project site. Side sewers shall be 6-inch minimum diameter with a 0.02 foot per foot slope. Side sewers shall have a cleanout at the property line, at the building, and every 100 feet between the two points. [PMC 14.08.110 & CS 401(6)]
  - If the proposed side sewer is greater than 6-inches, a sanitary sewer manhole shall be provided at the property line.
  - Side sewers shall have a cleanout at the property line, at the building, and every 100 feet between the two points. [PMC 14.08.120 & CS 401(7)]
  - Sewer main pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines.
  - Grease Interceptors are required for all commercial facilities involved in food preparation. If food preparation facilities are proposed now, or in the future, the applicant shall install an external grease interceptor in accordance with the current edition of the Uniform Plumbing Code adopted by the City of Puyallup, Puyallup Municipal Code, and City standard details. [PMC 14.06.031(3) & CS 401(5), 402.3]
  - The construction of a trash enclosure will require the enclosure pad to be elevated to prevent stormwater run-on and the entire enclosure covered to prevent stormwater inflow into the sewer area drain. [CS 208.1]
  - Utility extensions, if required, shall be approved and permitted prior to any building permit issuance. [PMC 14.02.130]
  - The property lies within a sanitary sewer lift station latecomer's agreement. The latecomer's charge is \$48,531.61 for Parcel 0420264018; \$64,439.59 for Parcel 0420264007; and \$37,239.87 for Parcel 0420264019. [PMC 14.20.030, 14.20.040]
  - The property also lies within a gravity sanitary sewer latecomer's agreement. The latecomer's charge is \$42,334.37 for Parcel 0420264018; and \$59,776.13 for Parcel 0420264007. [PMC 14.20.030, 14.20.040]
  - If any single family residential structures will ultimately be proposed, a sanitary sewer system development charge (SDC) will be assessed for each new single family residence and is due at the time of building permit issuance for the individual lot(s). The current amount of the SDC as of this writing is \$6,344.00 [PMC 14.10.010, 14.10.030]
  - For any multi-family building, a sanitary sewer system development charge (SDC) will be assessed based on the number of "residential" units in the facility. Current SDC's as of this writing are \$6,344.00 for the first residential unit and \$4,758.00 for each additional unit. [PMC 14.10.010, 14.10.030]
  - For any commercial building, including common/administrative facilities associated with a residential use (office, clubhouse, hallways, pool areas, etc.), a sewer system development charge (SDC) will be assessed based on the number of plumbing fixture units as defined in the Uniform Plumbing Code. Current SDC's as of this writing are \$6,344.00 for the first 15 fixture units and an additional charge of \$425.05 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.02.040]
  - Sewer connection fees and systems development charges are due at the time of building permit issuance and do not vest until time of permit issuance. [PMC 14.10.010, 14.10.030]
- **STORMWATER/ EROSION CONTROL:**
    - Stormwater design shall be in accordance with PMC Chapter 21.10 and the Department of Ecology (Ecology) 2019 Stormwater Management Manual for Western Washington (aka "Ecology Manual") as adopted by the City Council at the time of project application.

- Refer to City Standards, Section 200 for Stormwater System Requirements. [PMC 17.42]
- The applicant shall complete the stormwater flowchart, Figure 1-3.1 and Figure 1-3.2, contained in the Ecology Manual. The completed flowchart shall be submitted with the preliminary stormwater site plan and highlight the Minimum Requirements (MR) triggered by the project thresholds.
- NOTE: Areas of disturbance within the public ROW must be included in the project area as part of the stormwater thresholds and calculations.
- The applicant is responsible for submitting a preliminary stormwater management site plan which meets the design requirements provided by PMC Section 21.10 and Ecology Manual. The preliminary stormwater site plan (PSSP) shall be submitted with the landuse application to ensure that adequate stormwater facilities are anticipated prior to development of the property. The preliminary stormwater site plan shall reasonably estimate the quantity of stormwater runoff and the application of On-site Stormwater Management BMPs for the proposed development.
- The written technical report shall clearly delineate any offsite basins tributary to the project site and include the following information: [PMC 21.10.060]
  - the quantity of the offsite runoff;
  - the location(s) where the offsite runoff enters the project site;
  - how the offsite runoff will be routed through the project site.
  - the location of proposed retention/detention facilities
  - and, the location of proposed treatment facilities
- Each section of the TIR/SSP shall be individually indexed and tabbed with each permit application and every re-submittal prior to review by the City. [PMC 21.10.060]
- The project site is located within an area that was included in an analysis to discharge stormwater directly to the Puyallup River through an existing 42-inch trunkline constructed by the adjacent Viking project. However, the applicant should be aware that the project site currently releases surface flows to the roadside ditch along 5th Ave SE which ultimately flows westward under Shaw Road. On the west side of Shaw Road, the surface water is then conveyed northward under the BNSF railroad where the flow splits and is tributary to Deer Creek to the west, and the Puyallup River to the north. The Deer Creek system has known wetlands and the City believes there may be a wetland at the river which is hydraulically connected to the outfall on the Linden Golf Course. In an effort to utilize the existing trunkline, the applicant will be required to maintain the existing hydrology to the Deer Creek-Puyallup River critical areas (essentially an MR8 analysis). Any stormwater release above and beyond that required by the MR8 analysis may be conveyed to the trunkline in accordance with current regulations.
- The applicant should also be aware that the existing stormwater trunkline outfall is currently being investigated for stability as a result of recent scouring by the Puyallup River. The City has hired consultants to evaluate the outfall and it is anticipated that the results of their evaluation will be completed in early 2023. If any repairs or remediation are necessary to the outfall, and depending on the timeline of this project, it may prevent this project from using the outfall until the repairs/remediation is completed.
- Public right-of-way runoff shall be detained and treated independently from proposed private stormwater facilities. This shall be accomplished by enlarging the private facilities to account for bypass runoff; providing separate publicly maintained storm facilities within a tract or dedicated right-of-way; or, other methods as approved by the City Engineer. [PMC 21.10.190(3)]
- Development and redevelopment projects are required to employ, wherever feasible, Low Impact Development (LID) Best Management Practices (BMPs) to meet the design criteria set forth in PMC 21.10.190, the Ecology Manual Volume I, Minimum Requirement 5; Volume III, Chapter 3; and Volume V, Chapter 5.

- If infiltration facilities/BMPs are anticipated, the number of infiltration tests shall be based on the area contributing to the proposed facility/BMP, e.g., one test for every 5,000 sq. ft of permeable pavement, or one test for each bioretention cell.
- Preliminary feasibility/infeasibility testing for infiltration facilities/BMPs shall be in accordance with the site analysis requirements of the Ecology Manual, Volume I, Chapter 3, specifically:
  - Groundwater evaluation, either instantaneous (MR1-5), or continuous monitoring (MR1-9), during the wet weather months (December 21 through April 1).
  - Hydraulic conductivity testing:
    - i. If the development meets the threshold to require implementation of Minimum Requirement #7 (flow control); or, if the site soils are consolidated; or, if the property is encumbered by a critical area, then Small Scale Pilot Infiltration Testing (PIT) during the wet weather months (December 21 through April 1) is required.
    - ii. If the development does not meet the threshold to require implementation of Minimum Requirement #7; or, is not encumbered by a critical area; and is located on soils unconsolidated by glacial advance, grain size analyses may be substituted for the Small Scale PIT test at the discretion of the review engineer.
      - Testing to determine the hydraulic restriction layer.
      - Mounding analysis may be required in accordance with Ecology Volume III Section 3.3.8.
- Upon submission of any geotechnical infiltration testing, appropriate long-term correction factors shall be noted for any areas utilizing infiltration into the underlying native soils in accordance with the Ecology Manual, Volume III, Chapter 3. Provide the long-term infiltration rate calculation in the stormwater report.
- At the time of civil permit application, the applicant is responsible for submitting a permanent storm water management plan which meets the design requirements provided by PMC Section 21.10. [PMC 21.10.190, 21.10.060]
  - When using WWHM for analysis, provide the following WWHM project files with the civil permit application:
    - Binary project file (WHM file extension)
    - ASCII project file (WH2 file extension)
    - WDM file (WDM file extension)
    - WWHM report text (Word file)
- Overflow facilities shall be provided for any proposed detention/retention (R/D) facilities in accordance with the City Standards. This includes a downstream analysis a minimum of ¼ mile downstream from the site.
- Trench dams shall be provided at the property line for utilities located below infiltrative facilities including, but not limited to, permeable pavements and bioretention facilities. Reference City Standard Detail 06.01.10.
- Any above-ground stormwater facility shall be screened from public right-of-way and adjacent property per the underlying zoning perimeter buffer requirements in the PMC.
- Stormwater R/D facilities shall be a minimum of 20-feet from any public right-of-way, tract, vegetative buffer, and/or property line measured from the toe of the exterior slope/embankment of the facility. [PMC 21.10 & DOE Manual, Vol. V, Pg 10-39 and Pg 10-9]
- Water quality treatment of stormwater shall be in accordance with the Ecology Manual, Volume 1, Minimum Requirement 6; and Volume 5, Runoff Treatment. Specifically, treatment facilities shall be provided for the project site (private) and the frontage improvements (public) if thresholds are triggered.
  - On 5th Ave SE, there are existing stormwater stubs available for connecting the half-street improvements. These stubs are tributary to an existing water quality facility located on 33rd St SE adjacent to the Viking project. However, this water quality vault was only sized to treat the Viking project frontage (both 5th Ave SE and 33rd St SE). The WQ vault is in an

easement granted to the City, so the applicant may wish to consider the possibility of upgrading the facility to account for the additional frontage treatment flows associated with this project.

- Depending on the final design, it is likely that a separate public WQ facility will be required to treat 33rd St SE stormwater prior to discharge to the trunkline.

- If the applicant proposes to use bioretention cells for water quality treatment, the following notes shall be added to the civil design plans:

- “At the completion of the bioretention cells construction, the engineer-of-record shall provide a written statement to the City of Puyallup that the bioretention cells were built per the approved design.”

- “The bioretention soil media (BSM) supplier shall certify in writing that the bioretention soil media meets the guidelines for Ecology-approved BSM including mineral aggregate gradation, compost guidelines, and mix standards as specified in the 2012 Low Impact Development Technical Guidance Manual for Puget Sound. And, if so verified, no laboratory infiltration testing, cation exchange, or organic content testing is required.”

- Stormwater runoff associated with the buildout of 33rd St SE (frontage improvements) will require installation/extension of the existing 24-inch stormwater trunkline to accommodate road runoff. The trunkline shall be extended across the entire frontage of the property being served unless otherwise approved by the City Engineer. There will be a Latecomer fee charged associated with the connection to the existing trunkline based on the project’s pro rata share as determined by the latecomer agreement which is still under negotiation.

- At the time of civil permit application, all pipe reaches shall be summarized in a Conveyance Table containing the following minimum information and included in the TIR:

Pipe Reach Name; Design Flow (cfs); Structure Tributary Area; Pipe-Full Flow (cfs); Pipe Diameter (in); Water Depth at Design Flow (in); Pipe Length (ft); Critical Depth (in); Pipe Slope (%); Velocity at Design Flow (fps); Manning’s Coefficient (n); Velocity at Pipe-Full Flow (fps); Percent full at Design Flow (%); HGL for each Pipe Reach (elev)

- All storm drains shall be signed as follows:

- a) Publicly maintained stormwater catch basins shall be signed using glue-down markers supplied by the City and installed by the project proponent.

- b) Privately maintained stormwater catch basins shall be signed with pre-cut 90ml torch down heavy-duty, intersection-grade preformed thermoplastic pavement marking material. It shall read either “Only Rain Down the Drain” or “No Dumping, Drains to Stream”. Alternatively, the glue-down markers may be purchased from the City for a nominal fee.

- All private storm drainage facilities shall be covered by a maintenance agreement provided by the City and recorded with Pierce County. Under this agreement, if the owner fails to properly maintain the facilities, the City, after giving the owner notice, may perform necessary maintenance at the owner’s expense.

- Erosion control measures for this site will be critical. A comprehensive erosion control plan will be required as part of the civil permit application.

- The applicant should be aware that the property is located in an area currently under negotiation for a stormwater latecomer’s agreement. The actual latecomer’s charge has not been finalized as of this writing, but the fee currently under consideration is \$1.29 per square foot of hard surface tributary to the existing stormwater trunkline that was constructed by the adjacent Viking project. [PMC 14.20.030, 14.20.040]

- A Stormwater Systems Development fee will be assessed for each new equivalent service unit (ESU) in accordance with PMC Chapter 14.26. Each ESU is equal to 2,800 square feet of ‘hard’ surface. The current SDC as of this writing is \$4,013.00 per ESU.

- Stormwater Systems Development fees are due at the time of site development permit or in the case where no site development permit is required, at the time of building permit

issuance for the individual lot(s); and the fees do not vest until the time of site development permit issuance, or at the time of building permit issuance in the case where a site development permit is not required.

- A Construction Stormwater General Permit shall be obtained from the Department of Ecology if any land disturbing activities such as clearing, grading, excavating and/or demolition will disturb one or more acres of land, or are part of larger common plan of development or sale that will ultimately disturb one or more acres of land.
  
- STREET:
  - Half-street improvements shall be completed along the entire property frontage and include curb, gutter, sidewalk, roadway base, pavement, street lighting, and drainage. Dedication of right-of-way will be necessary along 33rd St SE. [PMC 11.08.120, 11.08.130, 19.12.050(1)]
  - 5th Ave SE shall be constructed using a heavy duty road section which was approved for use on the Viking project:
    - 5" HMA/2"CSTC/4" CSBC/8" Gravel Base/Mirafi 600X Geotextile, or as an alternate;
    - 5" HMA/2"CSTC/10" CSBC/Mirafi 600X Geotextile
  - Existing public utilities that are in conflict with proposed frontage improvements shall be relocated as necessary to meet all applicable City, State, and Federal requirements.
  - Existing private utilities (gas, telcom, cable, fiber optic, etc...) that are in conflict with City maintained right-of-way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area.
  - Upon civil permit application, the following items shall be provided:
    - Road plans shall include a plan and profile view of the roadway indicating both the centerline and flow line elevations. [PMC 17.42 & CS 2.2]
    - A separate street lighting and channelization plan shall be provided in accordance with City Standards.
    - Commercial and Multi-family projects shall provide an autoturn analysis for the largest anticipated vehicle that would access the site. Curb radii and entrance dimensions shall be increased as necessary to allow vehicles to access the site without encroaching into adjacent lanes of traffic.
    - Root barriers in accordance with City Standard Detail 01.02.03 shall be installed for all street trees within ten (10) feet of the public ROW.
    - Wheel chair ramps, accessible routes, etc. shall be constructed in accordance with City Standards and current ADA regulations. If there is a conflict between the City Standards and ADA regulations, the ADA regulations shall take precedence over the City's requirements. [PMC 17.42]
    - Any surface area proposed for parking, drive aisle, or outdoor storage shall be paved with asphalt or concrete. [PMC 20.30.045(3), 20.35.035(3), 20.44.045(2)]
  - Any curb, gutter, sidewalk, or other existing improvements which currently do not meet City Standards, or are damaged during construction, shall be replaced. [PMC 11.08.020]
  - Upon review of the required, submitted traffic report, additional off-site improvements may be required as directed by the Traffic Engineering Department. [PMC 17.42]
  
- GRADING:
  - A Grading Plan conforming to all requirements of PMC Section 21.14.120 will be required for this project. The Plan shall be prepared by a Civil Engineer licensed in the State of Washington. [PMC 21.14.070]
  - A geotechnical report conforming to all requirements PMC Sections 21.14.150 and 21.14.160 will be required for this project. The Report shall be prepared by a Civil Engineer or Engineering Geologist licensed in the State of Washington. Prior to final acceptance of this project, the author of the Report shall provide certification to the City the project was

constructed in accordance with the recommendations contained in the report.

- Cross sections will be required at various points along the property lines extending 30-feet beyond the project limits to assure no impact from storm water damming or runoff. [PMC 17.42 & CS 502.1]

- At the time of civil permit application, the following notes shall be added to the first sheet of the TЕСP:

- “At any time during construction it is determined by the City that mud and debris are being tracked onto public streets with insufficient cleanup, all work shall cease on the project until this condition is corrected. The contractor and/or the owner shall immediately take all steps necessary to prevent future tracking of mud and debris into the public ROW, which may include the installation of a wheel wash facility on-site.”

- “Contractor shall designate a Washington Department of Ecology certified erosion and sediment control leadperson, and shall comply with the Stormwater Pollution Prevention Plan (SWPPP) prepared for this project.”

- “Sediment-laden runoff shall not be allowed to discharge beyond the construction limits in accordance with the Project’s NPDES General Stormwater Permit.”

- “Any permanent infiltration system shall not be utilized for TЕС runoff. Connect infiltration system to the upstream stormwater conveyance only after construction is complete and site is stabilized and paved.”

- RCW 19.122 requires all owners of underground facilities to notify pipeline companies of scheduled excavations through the one-number locator service if proposed excavation is within 100 feet. Notification must occur in a window of not less than 2 business days but not more than 10 business days before beginning the excavation. If a transmission pipeline company is notified that excavation work will occur near a pipeline, a representative of the company must consult with the excavator on-site prior to excavation.

- MISC:

- All proposed improvements shall be designed and constructed to current City Standards. [PMC 14.08.040, 14.08.120, 17.42]

- Civil engineering drawings cannot be accepted until Planning Department requirements have been satisfied, including but not limited to, SEPA, Preliminary Site Plan approval, CUP, and/or Hearing Examiner conditions.

- Civil engineering drawings will be required for this project prior to issuance of the first building permit. Included within the civil design package shall be a utility plan overlaid with the proposed landscaping design to ensure that potential conflicts between the two designs have been addressed.

- At the time of civil application, submit electronic files in PDF format, through the City’s Permit Portal. Contact the Permit staff via email at [PermitCenter@ci.puyallup.wa.us](mailto:PermitCenter@ci.puyallup.wa.us) for the initial project submittal.

- Civil engineering plan review fee is \$470.00 (plus an additional per hour rate of \$130.00 in excess of 5 hours). The Civil permit shall be \$300.00 and the inspection fee shall be 3% of the total cost of the project as calculated on the Engineering Division Cost Estimate form. [City of Puyallup Resolution No. 2098]

- Benchmark and monumentation to City of Puyallup datum (NAVD 88) will be required as a part of this project plat.

- Engineering plans submitted for review and approval shall comply with City Standards Section 1.0 and Section 2.0, particularly:

- Engineering plans submitted for review and approval shall be based on 24 x 36-inch sheets.

- The scale for design plans shall be indicated directly below the north arrow and shall be only 1”=20’ or 1”=30’. The north arrow shall point up or to the right on the plans.

- Engineering plan sheets shall be numbered sequentially in this manner: Sheet 1 of 20, Sheet 2 of 20, etc. ending in Sheet 20 of 20.



- All applicable City Standard Notes and Standard Details shall be included on the construction plans for this project. A copy of the City Standards can be found on the City's web site under City Engineering, Development Engineering.
- Prior to Acceptance/Occupancy, Record Drawings shall be provided for review and approval by the City. The fee for this review is \$200.00. Record Drawings shall be provided as follows:
  - In accordance with City Standards Manual Section 2.3.
  - Electronic version of the record drawings in the following formats:
    1. AutoCAD Map 2007 or newer in State Plane South Projection
    2. PDF

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

- Traffic scoping worksheet will be required for this project. The City policy requires the project trips to be estimated using the Institute of Transportation Engineers' (ITE) Trip Generation, 11th Edition. In general, trip generation regression equations shall be used when the R2 value is 0.70 or greater. For single-family units and offices smaller than 30,000 SF, use ITE's Trip Generation, average rate. The project trips shall be rounded to the nearest tenth.

Once the traffic scoping worksheet is reviewed, a written response would be sent to the applicant's traffic engineer outlining the scope of the project's Traffic Impact Study (TIS).

The city has adopted a City-Wide Traffic Impact Fee of \$4,500 per PM peak hour trip. Final fees will be calculated and assessed by the City at the time of building permit issuance.

Park impact fee was established by Ordinance 3142 dated July 3, 2017 and shall be charged per new dwelling unit based on its size(Per residential dwelling Unit):

Less than 500 sqft	\$1,560.05
500 - 999 sqft	\$2,313.53
1,000 - 1,999 sqft	\$3,291.31
2,000 sqft or more	\$4,017.30

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.

33rd St SE is a minor arterial, consisting of 36' street with curb, gutter, 8' sidewalks, 10' planter strips, and streetlights in a 73' right-of-way. The improvements shall be from street centerline. Assuming a symmetrical cross section, -16.5ft of ROW dedication will be required on the west side of 33rd St SE (same amount required for Step-by-step on the east side per E-17-0536)

5th Ave SE is classified as Major Collector and shall consist of curb, gutter, 36ft roadway, 8' sidewalks, 3.5' planter strip (modified with integrated 6.5ft tree cut outs), consistent with the frontage on the north side of 5th Ave SE. The improvements shall be from street centerline. Assuming a symmetrical cross section, additional right-of-way (ROW) may need to be dedicated to the city.  
-Roadway structural design shall accommodate heavy truck traffic. Coordinate with the City during the design phase to ensure the roadway design matches the roadway section on the north side of 5th Ave SE

8th Ave SE shall consist of curb, gutter, 36ft roadway, 8' sidewalks, 6.5' planter strip within a 66ft ROW. 3ft of ROW dedication was already completed per E-17-0536.

Off-site tapers/paved transitions may be necessary for safety reasons

Off-site pedestrian/ADA improvements may be necessary at the intersection of 33rd St SE and 8th Ave SE

- Per City policy, marked crosswalks must be separated by at least 350ft
- Midblock crosswalks are not allowed

Per City standards (Section 101.10.1) require minimum of 300 feet of driveway spacing on Arterial roadways (33rd St SE) and 150ft of driveway spacing on Collector roadways (5th Ave SE).

- Driveway spacing is measured between closest edges of each driveway (between radius PT). This includes driveways/intersections across the street.
- Access driveways shall be aligned with driveways across the street the street

Curb radius at the intersection of 5th Ave SE & 33rd St SE shall be 35ft minimum (actual design based on AutoTurn)

Visitors to this site are using the graveled area on the south side 8th Ave SE as parking. It's the City's understanding this area is owned by Pierce Co and is intended for Foothills trail users. The City has pedestrian safety concerns with Farm 12/Step-by-Step using this area for parking. Applicant will be required to coordinate with Pierce Co & the City of Puyallup regarding parking at this location.

This commercial development shall provide an AutoTurn analysis for the largest anticipated vehicle that would access the site. Curb radii and entrance dimensions shall be increased as necessary to allow vehicles to access the site without encroaching into adjacent lanes of traffic. This analysis will be required during civil permit review.

30ft wide commercial driveway required.

At the time of civil permit review provide a separate street lighting plan and pavement striping plan (channelization) sheet for the city to review.

On-site monument signage must be located outside sight distance triangle.