City of Puyallup

Development Services Center

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(253) 864-4165 Fax (253) 840-6678
www.cityofpuyallup.org

DATE: **October 19, 2021**

TO: **Jared Milne, Heidi Kihlman, Paul Green & Project File**

FROM: **Nabila Comstock - Planning Technician**

PROJECT: **P-21-0104 - TACO TIME**

SITE ADDRESS: **1115 E. MAIN**

PROJECT DESCRIPTION (as provided by applicant): SETBACKS REQUIREMENTS; DRIVE-THRU STDS; LANDSCAPING REQUIREMENTS

Thank you for meeting with the city's Development Services staff to discuss your proposed project.

For your use here is a memo to the file for this project, which highlights the issues discussed at our meeting. Please note that this 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. If you have any questions or concerns regarding these notes, please do not hesitate to contact the appropriate staff member or me directly at (253) 770-3361.

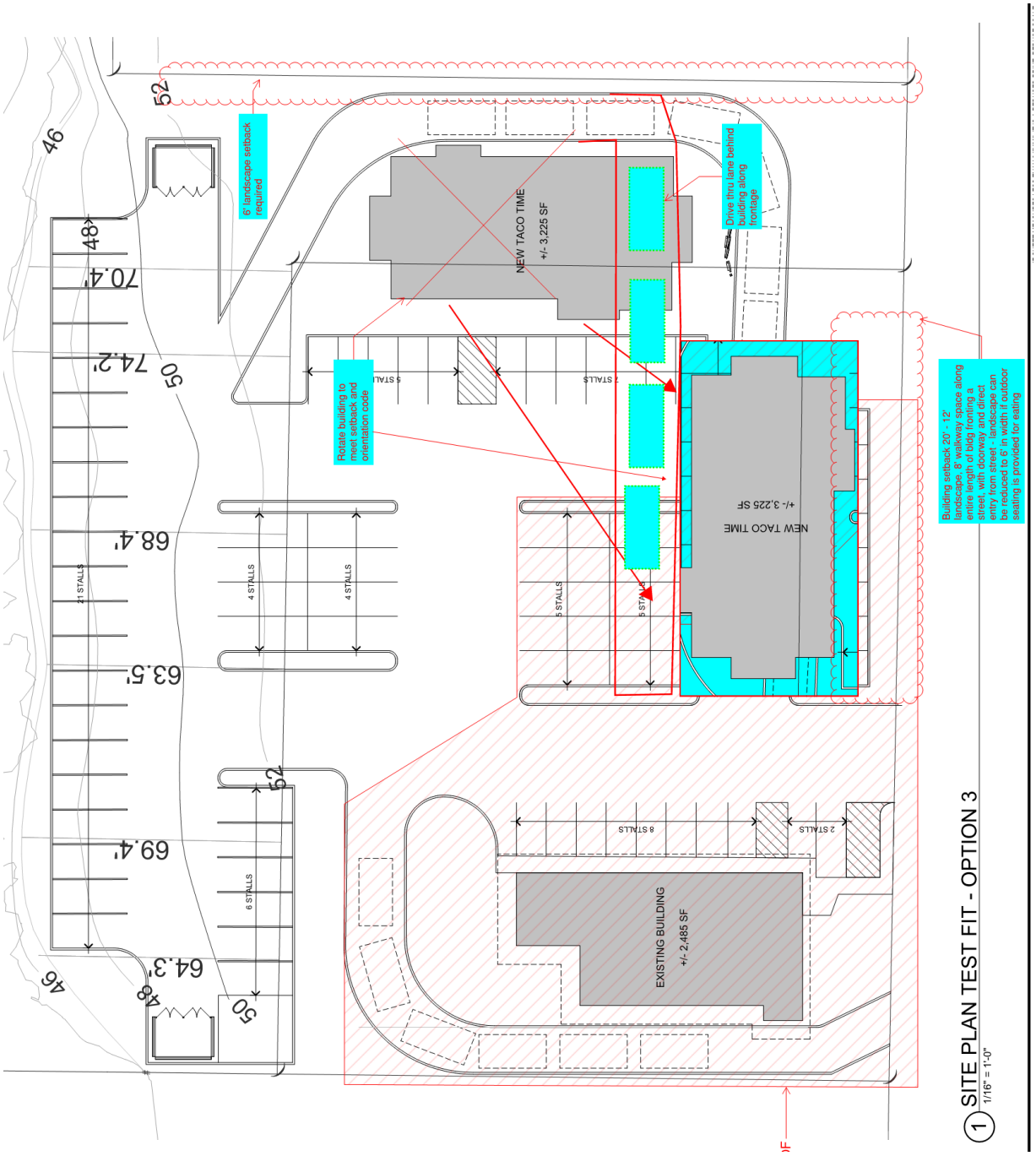
We look forward to working with you on the completion of this project.

PLANNING – Chris Beale, 253-841-5418 cbeale@puyallupwa.gov

This letter is intended to outline specific code sections and other standards that may be applicable to the project. This is not an exhaustive list and other requirements may be triggered by the actual development proposal. The applicant is advised and encouraged to consult the Puyallup Municipal Code (PMC) when finalizing their application proposal and contact the planner listed above with questions

GENERAL SITE PLAN COMMENTS SUMMARY

- Buildings have maximum setbacks and orientation/design standards that require street frontage – see PMC 20.30.037. Drive thru lanes need to be located behind the building(s) on site. Please review all code standards for site planning principles and revise the site plan. The following is a mark up sheet to attempt to demonstrate what might work in terms of orientation to meet code:



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

- The site has well established tree canopy coverage that should be retained – its not clear if the parking lot landscaping is proposed to be modified. The landscaping islands do not meet dimensionally requirements (12-15' width as required by landscaping design requirements – see the type IV landscape details later in these notes) and too many parking stalls are located consecutively without a landscape island (8 max). This will impact the parking count. See landscaping notes.
- The site plan submitted has parking management code for the downtown code shown on the plan sheets; these do not apply to this project.
- The rotating taco time sign on site is non conforming as to height, setbacks and rotating motion signs are not permitted (PMC 20.60.020). If the project plans to remove the rotating sign, the new signage that conforms with current zoning sign code would be required.
- The new parking extension to the north needs study and reports by a qualified professional biologist. Staff has concerns of wetlands and impacts to floodplain that are not determined at this stage.
    - Wetland report (PMC 21.06.520 , .950)
    - Floodplain habitat assessment (PMC 21.07.050)
    - Ordinary high water mark determination. If wetlands are connected to the river, additional shoreline regulations may apply. Shoreline permitting may apply and change the land use permitting requirements.
- Phase 2 site plan is a very poor design in terms of drive thru queue length for the east building and would not be allowed. Taco Time frequently has 265' of cars in queue based on current observed conditions. Staff did not spend much time with phase 2 site plan to reflect in these notes as it was submitted late and the level of errors with the site plan are substantial.

LAND USE PERMIT REQUIREMENTS

The following land use permits are required for your proposal:

- Preliminary site plan,
- SEPA environmental checklist
- Nonresidential design guidelines review applications (See below for more information regarding architectural design review)
- Preapplication vicinity meeting required for proposals of a new multiple-family project that containing 20 or more dwelling units or for commercial and/or any nonresidential projects on sites that are within 300 feet of residential development and which either: (a) are greater than 10,000 square feet in floor area; (b) include more than 20,000 square feet of impervious coverage; or (c) involve outdoor sales, fueling, services or repair. Prior to submittal of an application for a land use permit, an informal preapplication vicinity meeting shall be held in accordance with the terms and requirements outlined in PMC 20.26.009. Contact the case planner for assistance with noticing address list and material requirements.
- To facilitate a complete submittal, provide the following documents:
    - Complete application form, with required # of copies 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 (permitcenter@puyallupwa.gov).
    - SEPA checklist with an 8.5"X11" or 11"X17" copy of the site plan
    - Proposed building elevations, along with any applicable design review application.

- 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 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.

QV Puyallup Detailed List - 7845100032

General Information	
Puyallup City Limit	Yes
City Owned Property	No
Concomitant Agreements	No
Regulated Floodplain 1980	No
Regulated Floodplain 2017	No
Regulated Seclusion Area	No
Future Land Use	AOC
General Habitat Areas	No
Plats	784510
Potential Land Slide Hazard	No
Regional Growth Center	No
Revenue Development Area Boundary	No
Short Plat Number	N/A
Soils	31A
Urban Growth Boundary Area	Yes
Volcanic Hazard Areas	Yes
Water System Name	CITY OF PUYALLUP
Wetlands Inventory Puyallup	No
Zoning	CG
Zoning Overlay	N/A

QV Puyallup Detailed List - 0420271171

General Information	
Puyallup City Limit	Yes
City Owned Property	No
Concomitant Agreements	No
Regulated Floodplain 1980	Yes

Regulated Floodplain 2017	0.2 PCT, AE
Regulated Seclusion Area	No
Future Land Use	AOC
General Habitat Areas	No
Plats	784510
Potential Land Slide Hazard	Yes
Regional Growth Center	No
Revenue Development Area Boundary	No
Short Plat Number	N/A
Soils	29A, 31A
Urban Growth Boundary Area	Yes
Volcanic Hazard Areas	Yes
Water System Name	CITY OF PUYALLUP
Wetlands Inventory Puyallup	No
Zoning	CG
Zoning Overlay	N/A

LAND USE ANALYSIS

- The site is in the CG zone district and the AOC Comprehensive Plan designated area. Consult PMC 20.30 for zone specific standards. Road service uses (fast food) are permitted outright in CG.

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
X	Geologic hazard area – Landslide hazard area
	Geologic hazard area – Erosion hazard area
X	Geologic hazard area – Seismic hazard areas
X	Wetland and wetland buffer
X	Fish and Wildlife Conservation Area - Stream and/or stream buffer
X	Fish and Wildlife Conservation Area – General habitat area
X	Flood prone area – 100-year floodplain
X	Shoreline of the State

- 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.
- **Landslide and/or erosion hazard areas:**
  - A report from a professional engineer or geologist, licensed in the state of Washington, meeting all of the requirements of PMC 21.06 Article XII must be submitted for any site with any portion of land with slopes 15% or steeper.
  - All areas with slopes 40% or steeper and with a vertical relief of 10 or more feet are designated as landslide hazard critical areas by ordinance.
  - All areas with slopes 15% or steeper with soils mapped by the U.S. Department of Agriculture's Natural Resources Conservation Service, or

identified by a special study, as having a "moderate to severe," "severe," or "very severe" erosion potential are designated erosion hazard critical areas by ordinance.

- ***All other sloped areas over 15% up to 39.9%*** must be studied by a professional engineer or geologist, licensed in the state of Washington, to determine if they meet the requirements of PMC 21.06.1210 (3) for designation as a geologic landslide hazard or erosion hazard critical area.
- Land that is located wholly within an erosion or landslide hazard area or its buffer may not be subdivided. Land that is located partially within an erosion or landslide hazard area or its buffer may be divided; provided, that each resulting lot has sufficient buildable area outside of, and will not affect, the erosion or landslide hazard or its buffer;
- Access roads and utilities may be permitted within the erosion or landslide hazard area and associated buffers if the director determines based on an approved critical area report that the road will not increase the risk to adjacent sites and that no other feasible alternative exists.
- Septic systems are prohibited in landslide hazard areas or buffers PMC 21.06.1230 (10)

- **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.
- **Wetland and/or wetland buffer areas:**
  - A report from a qualified wetland biologist, meeting the requirements of PMC 21.06.950 and 21.06.530 is required for any lands suspected (mapped or unmapped) or known on a site or a site within 300' of suspected or known wetlands.
- **Stream and/or stream buffer areas:**
  - A report from a qualified biologist, meeting the requirements of PMC 21.06.1070 and 21.06.530 is required for any lands suspected (mapped or unmapped) or known on a site or a site within 300' of suspected or known streams.
- **General habitat areas:**
  - A report from a qualified biologist, meeting the requirements of PMC 21.06.1070 and 21.06.530 is required for any lands suspected (mapped or unmapped) or known on a site or a site within 300' of suspected or known general habitat areas.
- **100-year floodplain areas:**
  - Applicants for development permits in the 100-year floodplain shall submit a habitat assessment prepared by a qualified biologist evaluating the effects and/or indirect effects of the proposed development (during both construction and operation) on the floodplain functions and documenting that the proposed development will not result in "take" of any species listed as threatened or endangered under the ESA. See PMC 21.07.050 (c) for more details.
- **Shoreline of the state:**
  - An 'ordinary high water mark determination' report from a qualified biologist, surveyed onto the plat drawing by a licensed surveyor.

- Areas within 200' of the Ordinary High Water Mark requires compliance with the Shoreline Master Program (SMP).

- 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. Your project will be reviewed by staff along with your preliminary site plan/SEPA. Staff will review and approve, approve with conditions or deny your design review application.
- 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:

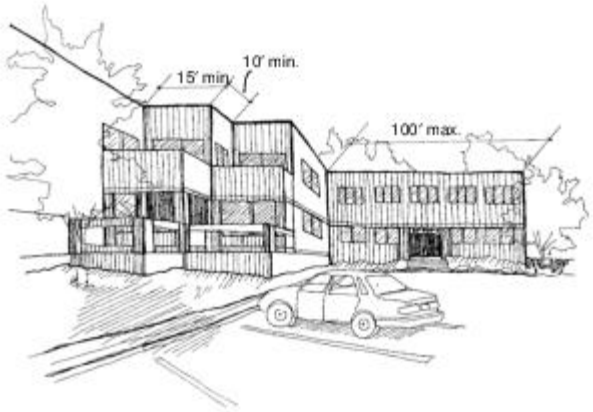
(1) Building Wall and Roof Modulation. All buildings which contain two or more stories or have a building footprint of more than 10,000 square feet or which have any facade length greater than 100 feet, and which will be visible from a public street or residential zone for more than three years beyond 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

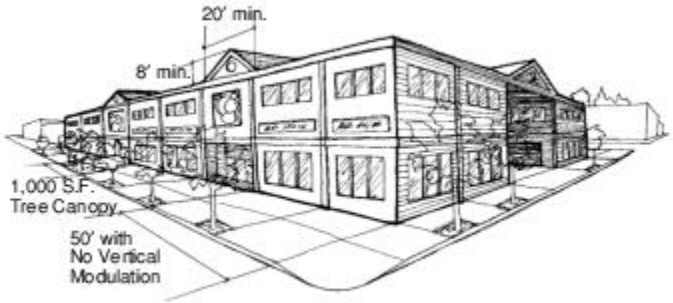
(iii) The minimum width of each modulation is 15 feet.

(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.

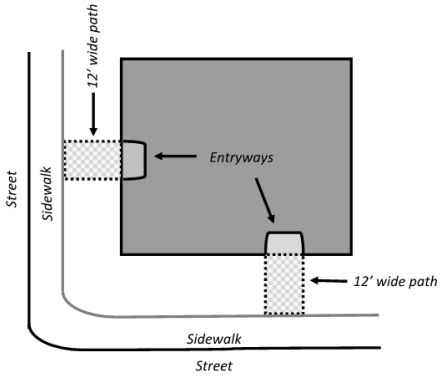
(3) Site Plan Design Principles. The following design principles shall be required of any new building proposed for construction subject to this section, with the exception of public or private schools. In order to encourage pedestrian movement and the use of public transit within commercial districts, 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:

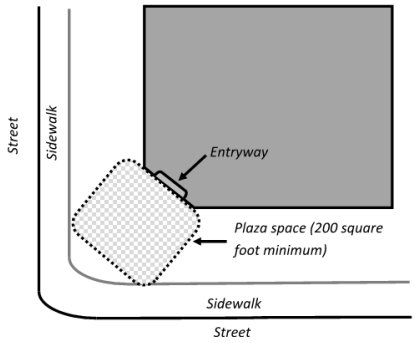
(a) Parking Area Location. The maximum width of parking lots fronting on a public street shall not exceed 64 feet or 50 percent of the subject site frontage, whichever is greater, to the extent feasible;

(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.

OFF-STREET PARKING ANALYSIS

- 20.55.010 Number of parking spaces required:
    - 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
    - Retail commercial, general sales, personal service, shopping centers, malls and other similar establishments shall provide one space for each 300 square feet of gross floor area

- 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 in this title 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	South	12'	Type II
Rear	North	6'	Type III; this may be impacted if wetland buffers exist
Side	East and West	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

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;

Examples of preferred site designs:

Figure 1 – Drive-through is located clearly internal to the site and not visible from the abutting public street right-of-way.

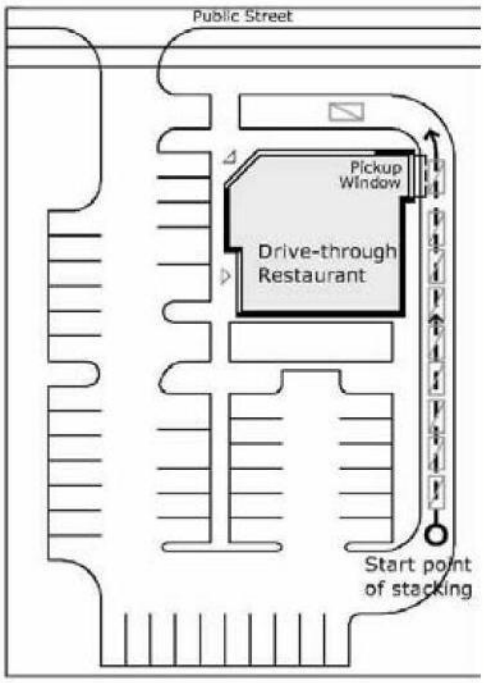


Figure 2 – Stacking lane starts toward the rear of the site to provide adequate queuing distance; landscaping along the street frontage will screen headlight glare onto the abutting street. A single consolidated access point reduces the number of driveways along the abutting street.

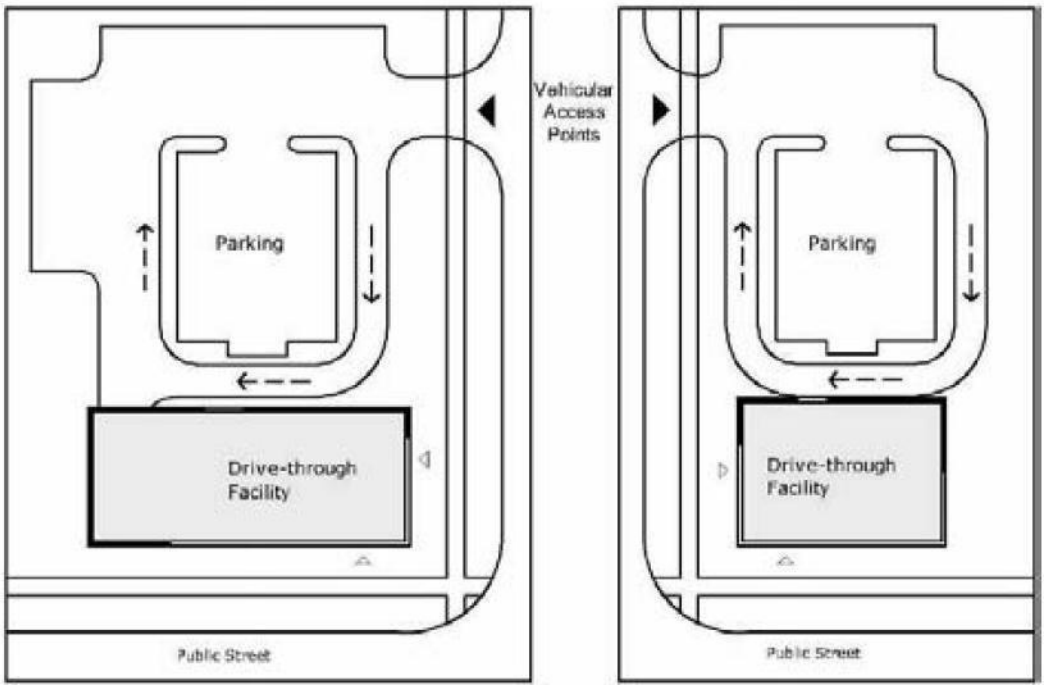


Figure 3 – Example shows preferred design on a street corner; note the building is the prominent feature on the street corner with parking and drive-through lane secondary and behind the structures. Landscaping and screening berm/wall would obscure drive-through lanes that are parallel to the abutting secondary street.

(c) Drive-through lanes shall only be placed parallel to a road if separated by a distance of 30 feet, or if fully screened by a 15-foot type IIb landscape setback with a designed landscape berm (six feet high at center of berm in 15-foot landscape setback) or three-and-one-half-foot decorative masonry wall;

(d) Pedestrian access from the abutting right-of-way shall be provided in a location safely away from drive-through lanes. In the event that direct pedestrian access cannot be provided in a location clear of the drive-through lane, direct pedestrian access shall be provided through the drive-through lane from a street facing building entrance to the abutting roadway with a safe, ADA accessible raised pedestrian crosswalk, delineated by decorative stamped pavement/asphalt and appropriate pedestrian warning signs and adequate lighting;

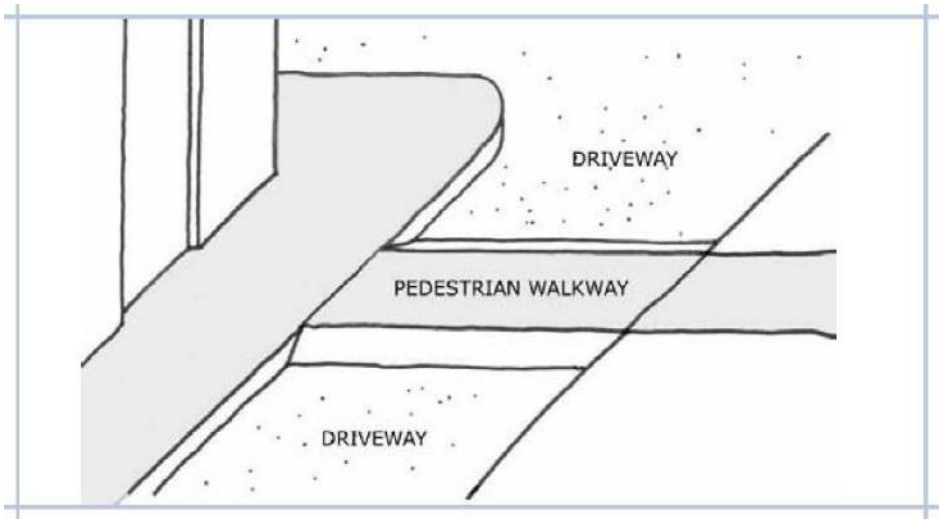


Figure 4 – Example of a pedestrian walkway through a drive-through lane. The walkway shall be constructed using distinctive stamped asphalt or concrete.

(e) Appropriate queuing length, location of entry/exit points and separation from public streets and intersections shall be approved by the city traffic engineer. The traffic engineer shall require a technical analysis of all stacking lanes. Drive-through lanes shall, to the maximum extent feasible, gain access from internal driveways and parking lots and should not increase the number of driveways onto abutting public street rights-of-way, unless deemed warranted and acceptable by the traffic engineer or designee(s). Drive-through facilities shall be designed so that vehicles, while waiting in line to be served, will not block vehicle or pedestrian traffic in the right-of-way; and

Drive-through window lanes and facilities shall be oriented away from residential zones, and shall be screened from residential zones and public streets to obscure vehicle headlight from shining directly into public streets or residential zones. Required screening shall be a minimum height of three feet above the grade of the drive, and shall be sufficiently dense to obscure at least 80 percent of vehicle headlights prior to occupancy and use, and 100 percent of vehicle headlights within one year of occupancy and use. Acceptable screening materials shall include the use of building walls, berms, landscaping and/or solid fencing.

ENGINEERING –ANTHONY HULSE, 253-841-5553 AHulse@puyallupwa.gov

- Civil engineering drawings will be required for this project prior to issuance of the first building permit (The city has transitioned to electronic review. Please reach out to the city permit technicians at PermitCenter@PuyallupWA.gov and they will guide you how to submit). Included within the civil design package will be a utility plan overlaid with the landscape architects landscaping design to ensure that potential conflicts between the two designs have been addressed. **Engineering plans 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 plan review fee is $670.00 (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]
- **Civil Engineering drawings shall conform to the following City standards Sections 1.0 and 2.0:**
  - Engineering plans submitted for review and approval shall be on 24 x 36-inch sheets.
  - Benchmark and monumentation to City of Puyallup datum (NAVD 88) will be required as a part of this project / plat.
  - 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 pon 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 Office of the City Engineer, Engineering Services.

New Commercial/Industrial Buildings or Expansion of Existing buildings:

- Any person or entity who constructs or causes to be constructed any new commercial/industrial building or expansion of an existing commercial/industrial building either of which have a structure improvement value exceeding $200,000 in valuation shall construct curb, gutters, planter strips, street trees, sidewalks, storm drainage, street lighting, and one-half street paving (only required if the existing pavement condition is poor) in accordance with the city's Public Works Engineering and Construction Standards and Specifications. The frontage improvements shall be required along all street frontage adjoining the property upon which such building will be placed. Frontage improvements shall also be required where any reasonable access to the property connects to the public right-of-way, although the primary access is located on another parcel. There is no cap on frontage improvements for new buildings or expansion of existing buildings.

WATER

- The proposed water system shall be designed and constructed to current City standards. [PMC 14.02.120]
- There is a 12" Ductile Iron water main in E main that can supply water to this site.
- Any 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, 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 applicant shall provide and install the water meter required to service the site. [PMC 14.02.120(f) & CS 301.3]

→Backflow Protection

- Applicant shall provide backflow protection on the domestic line with the installation of a double check valve assembly (DCVA) on the domestic connection to the public water main, if one does not current exist. A plumbing permit is required for this work to be completed; and the unit should be located outside the building, immediately downstream of the existing water meter if possible. [PMC 14.02.220(3) & CS 302.2]

Phase 2 -> New commercial retail building

- If the new retail building meets any of the following uses as outline in Table 9 below, an RPBA backflow device is necessary.

TABLE 9

SEVERE* AND HIGH HEALTH CROSS-CONNECTION HAZARD PREMISES REQUIRING PREMISES ISOLATION BY AG OR RPBA

Agricultural (farms and dairies)
Beverage bottling plants
Car washes
Chemical plants
Commercial laundries and dry cleaners
Premises where both reclaimed water and potable water are provided
Film processing facilities
Food processing plants
Hospitals, medical centers, nursing homes, veterinary, medical and dental clinics, and blood plasma centers
Premises with separate irrigation systems using the purveyor's water supply and with chemical addition+
Laboratories
Metal plating industries
Mortuaries
Petroleum processing or storage plants
Piers and docks
Radioactive material processing plants or nuclear reactors*
Survey access denied or restricted
Wastewater lift stations and pumping stations
Wastewater treatment plants*
Premises with an unapproved auxiliary water supply interconnected with the potable water supply

Fire Requirements (If applicable, see Fire's comments below)

- Each building has its own fire sprinkler system with a dedicated fire service line. The Domestic line will be separate.
- The domestic service line and fire system service line shall have a separate, independent connection to the supply main. If a separate fire line is to be utilized, a Double Check Valve Assembly (DCVA) will be required near the property line at the point of connection to the public main. The fire sprinkler double detector check valve assembly (DDCVA) may be located either inside, or outside, of the building. The 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. A post indicator valve (PIV) shall be provided for the fire sprinkler system in advance of the DDCVA. [PMC 14.02, CS 302.3, & CS 303]
- Fire hydrants shall be placed so that there is a minimum of 50-feet and a maximum 150-feet of separation from hydrants to any building walls. [PMC 16.08.080 & CS 301.2, 302.3]
- The Fire Department Connection (FDC) shall be located no closer than 10-feet and no further than 15-feet from a fire hydrant. [CS 302.3]

SEWER

- The proposed sewer system shall be designed and constructed to current City standards. [PMC 14.08.070]
- The applicant shall connect into the existing public system located within E Main. If a proposed connection is to occur elsewhere, the applicant shall confirm that the system is located within a 40-foot easement dedicated to the City for maintenance purposes [PMC 14.08.070, PMC17.42 & CS 401(14)]
- The Sewer within E Main is a 15" PVC main. The manhole in front of this parcel indicates the depth to be 117". A gravity side sewer appears feasible. Use CS 04.02.01 to make this sewer connection.
- If any buildings on site are connected to septic tanks, the applicant shall abandon the existing septic systems per Pierce County Health Department regulations. A Septic/Pump Tank Decommissioning Certification form must be completed and submitted to the Source Protection Program Department at (253) 798-6470. Verification of certification must be provided PRIOR to final city approvals. [PMC 14.08.070]
- A separate and independent side sewer will be required from the public main to all building sites for each proposed lot. Side sewers shall be extended from the main 15-feet beyond the property line at the building site and shall be 6-inch minimum diameter with a 0.02 foot per foot slope. [PMC 14.08.110 & CS 401(7)]
- 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(6)]
- Grease Interceptors are required for all commercial facilities involved in food preparation. Due to the proposed use within the building, 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]
- Note that per current city code, the minimum grease interceptor size allowable is 750 gallons.

Phase 2 -> New Retail Buildings

- The City Sewer Department must conduct a visual inspection of a previously used side sewer to determine if that side sewer can be used again. Existing laterals must meet current standard to be used again. It is the responsibility of the property owner to expose the line as necessary for that inspection. The City reserves the right to request video inspection of the side sewer to assist in its determination. Redevelopment projects shall utilize the existing trench where possible. CS 401(15) and CS 401(16)

- The construction of an area drain for the trash enclosure, if proposed, will require the enclosure to be covered to prevent stormwater infiltration into the sewer system.

STORMWATER

- Design shall occur pursuant to the 2012 Stormwater Management Manual for Western Washington as amended in December, 2014 (The 2014 SWMMWW).
- Preliminary feasibility/infeasibility testing for infiltration facilities 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 well (MR1-9) during the wet weather months **(December 21 through April 1).**
  - Hydraulic conductivity testing:
    - If the development triggers Minimum Requirement #7 (flow control), if the site soils are consolidated, **or** is encumbered by a critical area a Small Scale Pilot Infiltration Tests (PIT) during the wet weather months **(December 21 through April 1)** is required.
    - If the development does not trigger Minimum Requirement #7, 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.

- The applicant shall include a completed stormwater flowchart, Figure 3.1, contained in Ecology's Phase II Municipal Stormwater Permit, Appendix I with the stormwater site plan. The link below may be used to obtain the flowchart:

  https://ecology.wa.gov/DOE/files/7a/7a6940d4-db41-4e00-85fe-7d0497102dfd.pdf

- Public right-of-way runoff shall be detained and treated independently from proposed private stormwater facilities. This shall be accomplished by providing separate publicly maintained storm facilities within a tract or dedicated right-of-way; enlarging the private facilities to account for bypass runoff; or other methods as approved by the City Engineer. [PMC 21.10.190(3)]

- 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. The link below may be used to obtain information to apply for this permit:

http://www.ecy.wa.gov/programs/wq/stormwater/construction/

For Properties in the Floodplain (PMC 21.07.050)

The northern parcel is partially located in the regulated AE floodplain. If the proposed building encroaches this buffer, the following will be required for contruction:

- The applicant shall submit a habitat assessment prepared by a qualified professional evaluating the effects and/or indirect effects of the proposed development (during both construction and post-construction) on floodplain functions and documenting that the proposed development will not result in "take" of any species listed as threatened or endangered under the Endangered Species Act (ESA).

- If less than 1:1 compensatory storage is proposed, the written assessment shall include a hydrologic and hydraulic analysis to determine any effects on floodplain storage capacity, increased flood heights, or increased velocities.

- If it is determined that the proposed project will impact any listed species or their habitat, the applicant shall provide a mitigation plan to achieve equivalent or greater biologic functions as those lost prior to development of the site.

- New construction and substantial improvement of any structure will require that the lowest floor, including the basement, shall be elevated 1-foot above the base flood elevation (BFE) of the site.

FEES

- Water and 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. Fees are increased annually on February 1st. To obtain credit towards water and sewer System Development Fees for existing facilities, the applicant shall provide the City evidence of the existing plumbing fixtures prior to demolition or removal. A written breakdown of the removed fixture types, quantities, and associated fixture units shall accompany the building permit application and be subject to review and approval by the City. [PMC 14.02.040, 14.10.030, PMC 14.02.040]
- Stormwater system development fees are due at the time of civil permit issuance for commercial projects and at the time of building permit issuance for single family or duplex developments and do not vest until time of permit issuance. Fees are increased annually on February 1st. The City will assess the amount of existing credits applied to the project based on how many credits the property is currently being billed for. [PMC 14.26.070]

→***Water***

- 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 $4,020.00 for the first 15 fixture units and an additional charge of $269.34 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.02.040]

→Sewer

- A sanitary 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 $5,560.00 for the first 15 plumbing fixture units and an additional charge of $372.52 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.10.010, 14.10.030]

→Stormwater

- 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 $3,360.00 per ESU.

TRAFFIC –BRYAN ROBERTS (253) 841-5542 broberts@puyallupwa.gov

- Traffic scoping worksheet will be required. The City policy requires the project trips to be estimated using the Institute of Transportation Engineers' (ITE) Trip Generation, 10th 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. Trip credits would be allowed for any existing development.
- 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 Access and Impact Study (TAIS).
- The city has adopted a City-Wide Traffic Impact Fee of $4,500 per PM peak hour trip and shall be paid prior to building permit issuance.
- Per Puyallup Municipal Code Section 11.08.135, the applicant/owner would be expected to construct half-street improvements including curb, gutter, planter strip, sidewalk, roadway base, pavement, and street lighting. Any existing improvements which are damaged now or during construction, or which do not meet current City Standards, shall be replaced. Based on the materials submitted, the applicant would be expected to construct half-street improvements on the following streets:
    - Existing 8ft sidewalk can remain, commercial driveways must be upgraded to meet ADA & City standards.
    - Eastern driveway removed and replaced with City standard sidewalk.
    - You'll need to work with planning to ensure your design can retain existing street trees.
- The consolidation of existing driveways to one single commercial access would be preferred by the City. However, drive-thru design must provide at least 250 of available queue space.
    - It's critical that E Main (major arterial) is not impacted by on-site queuing vehicle.
- City standard commercial driveway required along frontage. The width of the proposed site access driveway shall be 30ft.
- During preliminary site plan review a sight distance analysis may be required ensure access locations meet City standards.
- AutoTurn analysis will be required to ensure design vehicles can safely navigate site.

FIRE PREVENTION – DAVID DRAKE, 253-864-4171 ddrake@puyallupwa.gov **RAY COCKERHAM, 253-841-5585** RayC@puyallupwa.gov

- Comply with 2018 IFC, IBC

- Comply with NFPA
- Comply with all City Municipal Codes
- Not enough information for a full fire review

BUILDING – JANELLE MONTGOMERY, 253-770-3328 Jmontgomery@Puyallupwa.gov RAY COCKERHAM, 253-841-5585 RayC@puyallupwa.gov

- At this point in the process no specific building comments as no specific information to consider at this time.
- At permitting, building plans will need to be complete with all building, mechanical, plumbing, energy code items and accessibility requirements that may apply on the plans.
- The truss specs will also be required with the truss engineers' stamps and a layout that matches the submitted plans at the time of submittal.
- Plans will need to be per the applicable codes 2018 adopted February 1, 2021 for all permits.
- All electrical is permitted by the Washington State Department of L & I.
- Accessible parking and access to the public way is required and appears to meet minimum standards. For all accessible requirements we use the 2018 IBC / WAC 51-50 and the ICC A117.1-2009 standard not the ADA.
- Please reach out to me if I can answer any other questions in relationship to Building code items for this project. No other Building items at this time.