City of Puyallup
Development and Permitting Services
333 S. Meridian, Puyallup, WA 98371
(253) 864-4165
www.cityofpuyallup.org

Pre-Application Notes Only

Pre-Application Notes #PLPRE20240042

DATE: May 06, 2024

TO: Gerald Koh

PROJECT NAME: McDonalds with Drive Through

PROJECT DESCRIPTION (as provided by applicant): The proposed project is located at 808 Shaw Road (Site ID 461172) in Puyallup, WA and consists of a new drive thru and dine in restaurant. The site is currently vacant, bordering Shaw road to the east, and developments to the north and south, and a proposed apartment complex to the west. - MCDONALD'S, SHAW RD.

SITE ADDRESS: 808 SHAW RD, PUYALLUP, WA 98372;

Thank you for submitting your proposal to the City's Development & Permitting Services staff to discuss your proposed project. The following letter outlines next steps in the permitting process for your proposal and highlights any issues identified by staff reviewers that may need to be addressed for you to secure permit approvals. Please note that the information provided is a list of general guidelines is not intended to replace the final condition letter that will be provided to you when a formal application is submitted and reviewed. 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 staff member listed directly above the notes with any specific questions. We hope that you find this information helpful and informative as you proceed through the permitting process.

You can find more information and review comments on the ~~[permits portal]~~. Below please find the pre-application notes from your review team and re-submittal instructions.

Re-submittal Instructions – Pre-Application Meeting Request

You have 90 days from the date of this letter to request a virtual meeting with staff to discuss your project and the notes provided below. To submit a request for a meeting you must submit a request for pre-application meeting form via the portal page for this pre-application.

Please Note: If you do not resubmit as instructed your re-submittal will be rejected. If you have any questions about how to resubmit, please contact the permit center.

1. Login to your permits portal and navigate to the status page for this permit under the "My Items" tab by selecting the "Upload Submittals" button under the permit number.

2. For each submittal item listed re-submit a new version of the submittal item by clicking the "New Version" button next to the file name of the original file submitted. DO NOT click the 'browse' button unless the document you are submitting for that submittal item is not a new version of the originally submitted document. Click 'Upload Documents' at bottom of the page.

3. Pre-Application fee of $500.00 will need to be paid at the time of submittal. Your resubmittal will not be processed until the fee has been paid.

Staff Notes

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. We look forward to working with you on the completion of this project. The information provided in these notes is known to be accurate at the date of this letter; any subsequent amendments to the Puyallup Municipal Code or related codes/standards may change the standards noted herein.

Planning Review - Rachael N. Brown; (253) 770-3363; RNBrown@PuyallupWA.gov

- The site is in the Community Business (CB) zone district and the Auto-oriented commercial (AOC) Comprehensive Plan designated area. It is also located within the Shaw-East Pioneer Overlay district (SEP. Consult Puyallup Municipal Code (PMC) 20.30 for zone specific standards. Consult PMC 20.46 for Shaw-East Pioneer Overlay sandards. In the CB zone district, proposal for fast food restaurant with drive thru is a permitted use (PMC 20.30.0285 (4)). All uses permitted in the CB zone district are permitted in the Shaw-East Pioneer Overlay, additional standards for uses in the (PMC 20.46.010).
- (8) Green Buildings/Low Impact Development. Proposed projects are strongly encouraged to demonstrate conformance with LEED/Green Built and low impact development principles.
- 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

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

- Parking areas over 40 stalls require SEPA environmental review.
- PMC 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;

  Parking is only applied to the floor area of the dining space. Provide floor area plans at time of land use permit submission to determine minimum parking requirement.
- 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.
- Critical Areas: wetlands and regulated floodplain areas are located on the western property line of the site. The City has reviewed the wetland report for the proposed multi-family development and confirmed the limits of wetlands on the site. There are no wetlands within this project's boundaries.

  Floodplain, the project limits are outside of the regulated floodplain area, no habitat assessment will be required for this project for floodplain impacts.
- Critical Aquifer Recharge Area: The proposal is located within a Critical aquifer recharge areas. A report may be required for this proposal. Reporting requirements vary based on the proposed use of the property. Most land subdivisions for example, 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 Area: 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.
- Short Plat under Review: This lot is currently awaiting a resubmittal for an application for a 2-lot short plat to divide the lot into a commercial lot and a multi-family residential lot under permit #P-21-0142. Review notes and documents for this short plat application can be found on the City's online permit portal at https://permits.puyallupwa.gov/Portal/Planning/Status?planningId=1294.

  One of the outstanding corrections for this short plat follows:
  "Public pedestrian access: A 15' wide public ROW access shall be provided connecting Shaw Rd with 25th ST SE per PMC 19.12.050 (2) (e-g) and (3) (d-f). This 15' wide access shall be improved as a public pedestrian/ bicycle route following the design standards of WSDOT for shared use paths. This access can be in the form of a public dedication or an easement."

  The submitted site plan for this commercial development shows a pedestrian access from the street at Shaw Rd directly to the future multi-family development. It may be advisable to consider widening this pedestrian path and incorporating it as part of the required 15ft wide public ROW access connecting Shaw Rd with 25th St SE.
- "(1) Setbacks/Building Orientation. Base zoning setbacks shall apply; provided, however, that a 25-foot arterial setback shall be preferred in CG/CB zones and the setback area shall be landscaped. Arterial setbacks of less than 25 feet may be permitted upon demonstration that the setback is landscaped and provides a

pedestrian-friendly experience consistent with subsection (3) of this section. Buildings shall be oriented toward the adjacent street(s), and separated from the street by the above landscaped setback."

The drive-thru shall be positioned 25ft from the east property line abutting shaw road. This area shall be landscaped

- See PMC 20.30.045 (15) for design standards for drive-thrus.
- Design Review: Non-Residential Design Review application (to be included with your landuse or building permit application). Your project is subject to administrative design review for non-residential style buildings see PMC 20.26.300 for specific design standards. Since this is an administrative process, your design submittal will be reviewed by the Director or designee who will approve, approve with conditions, or deny your design. Your design review application must be submitted as a supplemental form with the first submittal you submit to the City (whether that is your landuse permit (any permit beginning with a "PL") or a building or civil permit (any permit beginning with a "PR"). Please download the application form at https://www.cityofpuyallup.org/DocumentCenter/View/16334/Fillable---2026300-Nonresidential-Review.

  The proposed design does not appear to meet all the requirements of the non-residential design review. Please review the following requirements;

  (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.
- Parking Area Landscaping Required 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 of the City's Vegetation Management Standards Manual (VMS). 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 depth of each landscape island to match the abutting stall depth. All internal landscape islands (landscape islands entirely surrounded by paving) shall be a minimum of 15′ in width with a minimum depth of each landscape island to match the abutting stall depth. 'Head-to-head' parking stalls and internal landscape islands shall be separated by a 'connector landscaping strip' a minimum of 6' in width. 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. 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.

- Landscaping Requirements: PMC 20.58 outlines landscaping requirements. 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. The City also has a companion design manual – the Vegetation Management Standards (VMS) manual – found here: www.cityofpuyallup.org/puyallupvms. Please consult both the code landscape code section and the VMS for a full list of landscape requirements.
- Landscape yard widths for this project; Front yard (Shaw Rd): 25ft, Interior side yard (north and south sides): 6 ft, Rear (west side): 10 ft. 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. 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. 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. Storm water facilities shall be landscaped in accordance with SLD-02, contained in the VMS.
- Signs. CBD zone sign standards shall apply, see PMC 20.60.045 for standards including height limits. The master site sign plan shall be a part of the design review package for any cohesive development.

Signs are defined as follows: (33) "Sign" is any word, placard, board, notice, logo, insignia, symbol, flag, banner, balloon or inflatable device or pennant, which uses graphics, symbols, or written copy and is used to advertise or promote the interest of any person, institution, or business. Works of art, fountains, mosaics, merchandise, and building or structural design features that do not contain a commercial message, logo, symbol, or identification are not signs according to this definition. By this definition, drive-thru menu boards are considered signs.

Signs are exempt from regulation if they meet the exemptions listed in PMC 20.60.010, many menu boards meet one or more of these exemptions. Review your proposal carefully to see if they meet the exemptions.

- Street trees are required where planter space is available, consistent with PMC 11.28 and the VMS. The City also has a companion design manual – the Vegetation Management Standards (VMS) manual – found here: www.cityofpuyallup.org/puyallupvms. 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: www.cityofpuyallup.org/engdetailsroadway. Include public works Standards 01.02.02, 01.02.03, 01.02.04, 01.02.08A in your final design plans.
- Per PMC 20.55.025, whenever five or more spaces are required, 30 percent of the required parking spaces should be compact parking spaces.
- (4) Outdoor Lighting. Building-mounted lighting and aerial-mounted floodlighting shall shield direct lighting from other properties. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise. All lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source. Temporary outdoor lighting intended to advertise a temporary promotional event shall be exempt from this requirement.
- 20.55.045 Use of common parking facilities. Common parking facilities for two or more uses may be provided in lieu of individual requirements. Total parking requirements for common facilities shall be the sum of all uses computed separately, provided that the number of spaces may be decreased by 10 percent where common parking facilities provide no more than two access drives to any public street.
- Landuse Process: Preliminary site plan application required for this scope of work. Application form can be downloaded from the City's website at https://www.cityofpuyallup.org/DocumentCenter/View/10804
- SEPA: Commercial project scope alone is technically exempt from SEPA review. However, if project proposal ultimately includes both the commercial and multi-family residential development, then a single integrated SEPA review will be required. Provide SEPA checklist with landuse permit. SEPA checklist can be downloaded from City website at www.cityofpuyallup.org/DocumentCenter/View/9788/SEPA-Checklist-

FILLABLE

Building Review - Brian Snowden; (253) 435-3618; BSnowden@puyallupwa.gov

- -- Answers to specific Building-related questions (Project Narrative):
  21. Is there a separate demo and/or grading permit we can apply for to allow construction activities prior to site and building permit approval?
  21A. Separate Demolition permits are required for any existing building on the property that will be removed. Demolition permits need to be submitted prior to submitting for Building permits.
  .
  22. How is signage handled – one permit for all signs, or individual permits for each individual sign?
  22A. Each sign Type will require its own permit application (example: all wall signs on permit application #1, all monument signs on permit application #2, etc.).
  .
  23. Are Drive-thru menu boards considered signs?
  23A. Yes, drive-thru menu boards are considered signs. When applying for the permit, please inquire with the Permit Center the Type of sign menu boards will fall under.
  .
  24. What is the maximum height/size of signage?
  24A. The maximum height and size is determined by Planning. However, please note that signs over 8ft tall (from grade) are required to be designed and stamped by a licensed Washington State engineer.

  -- Project specific notes:
  1. Building plans will need to be complete with all building, mechanical, plumbing, energy code items and accessibility requirements that apply to project. Current codes are the 2021 Washington State codes with Puyallup amendments. In general, local amendments other than administrative processes are limited to Fire Code elements for Fire Alarm, Fire Flow, Fire Sprinklers and Fire Access. Please see the Puyallup Municipal Code chapter 16 and 17.
  2. Vehicle charging stations will be required with new parking under the 2021 Washington Building Codes (WAC 51-50-0429). Please review these standards for parking and additions as applicable, and please make note of exception #2 under section 429.2 for Group A Occupancies.

  -- Building General Notes:
  a. All electrical is permitted by the Washington State Department L & I.
  b. Truss Plans for TJI or BCI's and Truss Specifications may be deferred at submittal. Plan review will establish if submittals are 1) required for review 2) required as a deferred submittal or 3) provided in the field for review by the inspector. For deferred

submittals: Truss specifications shall be reviewed by the engineer of record.
c. For all accessible requirements, the City adopted the 2021 IBC / WAC 51-50 and the ICC A117.1-2017 standard.
d. A Geotechnical Report for the building site area is required at the time of submittal.

If you have any other Building related questions for this project, please reach out to me at bsnowden@puyallupwa.gov. No other Building comments at this time.

Fire Review - David Drake; (253) 864-4171; DDrake@PuyallupWA.gov

- 1. Comply with 2021 IFC, and IBC
  2. Comply with NFPA codes and standards
  3. Without building details, will a fire sprinkler system be installed?
  4. A fire hydrant will be required for the FDC onsite. The fire hydrant on Shaw Rd will not be considered for this connection. The fire apparatus will need to be set up on the property and not on Shaw Rd.

Engineering Review - Jamie Carter; (253) 435-3616; JCarter@puyallupwa.gov

- CIVIL PERMIT
  - 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 $130.00 per hour for reviews in excess of five 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 Estimating Form. [City of Puyallup Resolution No.2098]
  - Civil Engineering drawings shall conform City Standards Sections 1.0 and 2.0 and the following:
    - 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 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.

o 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.

- FRONTAGE IMPROVEMENTS

  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]

  • 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)]

  • A new water main line shall be extended to, and through, the site sufficient to provide the necessary flows for both the domestic system and fire system. The minimum water pipe size shall be 8-inch diameter. (Exception: A 4-inch water main may be installed if either, 1) the proposed main is a dead-end line with no possibility of being expanded in the future, or 2) that portion of the proposed main beyond the last fire hydrant for the project.) [PMC 14.02.190 & CS 301.1(1)]

  • The applicant shall 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(2)(f) 14.02.220(2) & CS 301.3]

  • The water main shall be located generally 10 or 12-feet west or south of roadway centerlines per city standard drawings. Any portion of the 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. [PMC 14.02.120(f) & CS 301.1(11)]

- The applicant shall be responsible for the operation and maintenance of the proposed water main located on private property.
- Any existing services that are to be abandoned at this site shall be disconnected at the main, the corp. stop removed, and the service plugged to city standards. [PMC 14.02.120(f)]
- 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 design shall isolate the sewer and water lines by encasement, shielding or other approved methods.
- 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)]
- Water pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines.
- The applicant is required to provide backflow protection on the domestic line(s) in accordance with City Standards. The minimum level of protection would be a double check valve assembly (DCVA). However, the city requires a reduced pressure backflow assembly (RPBA) for any use considered to be a high hazard as outlined in WAC 246-290-490 Table 9. PMC 14.02.220(3) & CS 302.2]
- If an RPBA is not appropriate then the applicant shall provide backflow protection with the installation of a double check valve assembly (DCVA) on the domestic connection to the public water main, if one does not currently 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. If an irrigation system is also proposed, a DCVA is required on that line as well. [PMC 14.02.220(3) & CS 302.2]

Backflow Protection

- A reduced pressure backflow assembly (RPBA) may be required on the domestic line at each location where the proposed water main connects to the public system. If an irrigation system is proposed, a DCVA is required on that line. [PMC 14.02.220(3) & CS 302]
- The following list shows examples of uses and industries where an RPBA is probably required:
- Agricultural (farms and dairies)
- Beverage bottling plants
- Car washes
- Chemical Plants
- Commercial laundries and dry cleaners
- Premises where both reclaimed and potable water are provided

- Film processing facilities
- Food processing plants
- Hospitals, medical and dental centers, nursing homes and veterinary
- Blood and plasma centers
- Premises with separate irrigation systems using the purveyor's water with chemical addition
- Laboratories
- Metal plating industries
- Mortuaries
- Petroleum processing or storage plants
- Piers and docks
- Radioactive material processing plants or nuclear reactors
- Wastewater lift stations and treatment plants
- Premises with an unapproved auxiliary water supply interconnected with potable supply

Fire Requirements (applies to both City Water and Water Purveyors):

1. Fire flow requirements are dependent on the construction type and size. Buildings >10K SF requires sprinklers. Note if fire partition walls are used this reduces this 10k SF to that area protected by the fire walls.
2. Hydraulic analysis is generally required by Fire. The reviewer needs to coordinate the system and pipe size based on this analysis. The volume capacity for dead end lines are limited by Velocity. Q=VA where V is limited by 10FPS per city standards.
3. Engineering is focused on some water quality benefits, we don't want domestic water to come off a dead-end hydrant line as this water is commonly stagnant and tastes funny. Fire is generally not worried about this. If a hydrant is shown in the middle of a private site, the project likely needs fire sprinklers.
4. A wet pipe fire sprinkler system constantly has water in the pipes. This type of sprinkler system requires a DCVA backflow device, which requires a plumbing permit to install the backflow.
5. A dry pipe sprinkler system uses pressurized air in the pipe which is released when the water is released, this system does not require a backflow device.

- For commercial/townhome developments each building shall have its own fire sprinkler system with a dedicated fire service line.
- The domestic service line and fire system service line shall have a separate, independent connection to the supply main. 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]
- Maximum hydrant run is 20-feet. Hydrant runs that exceed this distance shall be served by a mainline with the hydrant feed line set at right angles to the supply main.
- 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]
- Available fire flow for the project site 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.
- Utility extensions shall be approved and permitted prior to any building permit issuance. [PMC 14.02.130]
- Prior to completion of any future watermain extension, the engineer-of-record shall complete the State Department of Health's "Construction Completion Report for Distribution Main Projects", professional engineering seal, and provide a copy to the City. [WAC 246-290-120]

- SEWER
  - The proposed sewer system shall be designed and constructed to current City standards. [PMC 14.08.070, 17.42 and CS 400]
  - The applicant shall connect into the existing public system located within Shaw Rd. 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 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 17.42]
  - 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.
- Side sewers shall have a cleanout at the property line (to distinguish ownership/maintenance responsibility), at the building, and every 100 feet between the two points. [PMC 14.08.120 & CS 401(6)]
- If the proposed side sewer is greater than 6-inches, a sanitary sewer manhole shall be provided at the property line.
- Sewer main pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines.
- 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) & CS 401(16)]
- Grease Interceptors are required for all commercial facilities involved in food preparation. 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 an area drain for the trash enclosure, if proposed, will require the enclosure to be covered to prevent stormwater infiltration into the sewer system.
- All private oil-water facilities shall be maintained in accordance with PMC 14.06.031. Under this Title, records and certification of maintenance shall be made readily available to the City for review and inspection and must be maintained for a minimum of three years. If the owner fails to properly maintain the facility, the city, after giving the owner notice, may perform necessary maintenance at the owner's expense. [PMC 14.06.031 & CS 402.2]
- The property lies within a sanitary sewer latecomer's agreement. The latecomer's charge is $77,133.22. This includes construction costs and a 4% maintenance fee. [PMC 14.20.030, 14.20.040]
- Utility extensions shall be approved and permitted prior to any building permit issuance. [PMC 14.20.030]

- STORMWATER
  - Design shall occur pursuant to the 2019 Stormwater Management Manual for

Western Washington and current City Standards. [PMC 21.10]

• Preliminary feasibility/infeasibility testing for infiltration facilities shall be in accordance with the site analysis requirements of the Ecology Manual, Volume III, Chapter 3.2, specifically:

- Groundwater evaluation, either instantaneous (MR1-5) or continuous monitoring well (MR1-9) during the wet weather months (December 1 through April 1). If you are not sure about whether or not your project is required to perform this wet weather long term monitoring, then check with the review engineer from the city. For this project it will almost definitely be required. It is imperative that this monitoring is performed early in the design process so that the results can be utilized for storm design. Without it, the project could be delayed by a full year.
- Hydraulic conductivity testing:

o 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 1 through April 1) is required for properties under 1 acre. Properties that are over 1 acre that have predicted low infiltration rates should perform Large Scale PIT Tests for better accuracy.

o 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 V Section 5.2.7.

• If infiltration facilities/BMPs are feasible, the number of tests shall be based on the area contributing to the proposed facility/BMP, e.g., one test for every 5,000 square feet of permeable pavement or one test for each bio-retention cell.

• Upon submission of the 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. Provide the long-term infiltration rate calculation in the stormwater report.

• The applicant is responsible for submitting a preliminary stormwater management site plan which meets the design requirements provided by PMC 21.10 and Ecology Manual Volume I, Section 3.4.1. The preliminary stormwater site plan (PSSP) shall be submitted prior to Preliminary Site Plan approval to ensure that adequate stormwater facilities are anticipated prior to development of the individual lot(s). The preliminary stormwater site plan shall reasonably estimate the quantity of roof and driveway stormwater runoff and the application of On-site Stormwater Management BMPs for the proposed development.

• The applicant shall include a completed stormwater flowchart, Figure I-3.1 for

New Development or Figure I-3.2 for Redevelopment in the Stormwater/Drainage Report.

- 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]
- 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. [PMC 21.10.190 and MR#5 from the Ecology Manual]

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

Stormwater Retention/Detention (R/D) Facilities:

- Overflow facilities shall be provided for any proposed R/D facilities in accordance with City standards. This may include a downstream analysis of up to a quarter mile.
- 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-1.2]

The following items shall be included at the time of Civil permit submittal:

- A permanent storm water management plan which meets the design requirements provided by PMC Section 21.10. The plan and accompanying information shall provide sufficient information to evaluate the environmental characteristics of the affected areas, the potential impacts of the proposed development on surface water resources, and the effectiveness and acceptability of measures proposed for managing storm water runoff. The findings, existing and proposed impervious area, facility sizing, and overflow control shall be summarized in a written report. [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)

• The permanent storm water management plan 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

• All pipe reaches shall be summarized in a Conveyance Table containing the following minimum information and included in the report:

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

• In the event that during civil design, there is insufficient room for proposed stormwater facilities in the area(s) shown on the plans, the stormwater area(s) shall be increased as necessary so the final design will be in compliance with current City Standards. This may result in the number of lots being reduced, or a reduction in other site amenities. [PMC 21.10.060(4), 21.10.150]

• If the use of an above-ground combined treatment-storage facility is proposed for flow control and water quality treatment, the geometric characteristics of the facility design shall be in accordance with the Ecology Manual, and the following criteria:

- A licensed professional geotechnical engineer shall determine the maximum seasonal high groundwater elevation at the location of the combined facility.
- The applicant shall clearly indicate the static water surface elevation for the top of the wetpool/bottom of the storage volume.
- The maximum seasonal high groundwater elevation shall be below the static water surface elevation of the wetpool.

• 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."

- Overflow facilities shall be provided at the low points of any proposed permeable pavement areas to allow safe discharge to the downstream public storm system.
- 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. [CS Detail 06.01.10]
- Construction of frontage improvements associated with this project will require installation/extension of the stormwater main to accommodate road runoff. Any new stormwater main shall be adequately sized to accommodate any upstream basins tributary to main.
- A backwater analysis will be required to ensure no overtopping of the conveyance system.

- 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 application must be made 60 days prior to the discharge of any stormwater from the site. The link below may be used to obtain information to apply for this permit:
http://www.ecy.wa.gov/programs/wq/stormwater/construction/
- A review of the minimum requirements indicates that MR#8 is most likely required. Provide an analysis from a wetland biologist and/or hydrogeologist to be submitted in accordance with Ecology manual Appendix I-C. This analysis will review your proposed discharge rate/duration/quality to the wetland and determine if there are any potential changes to the hydroperiod or impacts to the wetland ecosystem. The analysis will have to include a review of your offsite analysis and WWHM model as part of their determination. The stormwater report will need to be altered to include the analysis and any of the wetland Biologists/hydrogeologists recommendations to address any potential impact. This analysis will also have to be reviewed by planning to ensure that the analysis addresses their critical area code requirements.
- 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 proper notice, may perform necessary maintenance at the owner's expense. [PMC 21.10.270]

- STREET
  - 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, telcon, cable, 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.
  - 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 if relevant shall be provided in accordance with City Standards.
  - Commercial and Multi-family projects shall provide an auto turn 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.
  - Wheelchair 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 prior to infrastructure construction. The Plan shall be prepared by a Civil Engineer licensed in the State of Washington. [PMC 21.14.070]
  - Cross sections will be required at various points along the property lines extending 30-feet onto adjacent properties to assure no impact from storm water damming or runoff. [PMC 17.42 & CS 502.1]
  - The following notes shall be added to the first sheet of the TESCP:

"If 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 Lead person 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."
"The permanent BMPs shall not be utilized for TESC runoff. Connect BMPs to road system only after construction is complete and site is stabilized and paved."

- A geotechnical report conforming to all requirements in PMC Sections 21.14.150 and 21.14.160 will be required prior to civil/grading/stormwater review. The Report shall be prepared by a Civil Engineer or Engineering Geologist licensed in the State of Washington.

- FLOODPLAIN

AE Zone

- This parcel has within it a Special Flood Hazard Area as determined by the National Flood Insurance Program Community Panel Number 53053C06011, dated March 7, 2017. Development of the property shall adhere to the regulations contained in PMC Chapter 21.07. Specifically:

o The applicant is responsible to determine the Base Flood Elevation (BFE) for this project. A hydrologic analysis shall be completed by a professional engineer licensed in the State of Washington competent in the technical and scientific knowledge necessary to determine the BFE in accordance with the requirements of the Federal Emergency Management Agency (FEMA). The City may, at the applicant's expense, hire a third party consultant to evaluate the BFE determination.

o It is an option to submit a Letter of Map Amendment (LOMA) or Letter of Map Revision (LOMR) to FEMA to remove the structure from the floodplain. However, this requires a detailed floodplain study and the approved LOMA/LOMR must be received by the City prior to permit issuance.

o An application for a development permit shall be required and shall include:

? Elevation Certificate

? Any floodproofing details

? For projects in the floodway engineering analysis indicating no rise in the Base Flood Elevation (BFE)

o 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).

o Development proposals that will cause an increase in the water surface elevation of the base flood must provide compensatory storage to the extent necessary to avoid "take" of any species listed as threatened or endangered. This storage must comply with [PMC 21.07.060(1)(f)(i)].

? 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.

o 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.

o New residential 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.

o New non-residential 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 or meet the requirements of [PMC 21.07.060(2)(b)(i-iv)]

o Construction in unnumbered A zones where a BFE is not available and cannot be reasonable obtained shall always build the lowest floor two feet above the highest adjacent grade.

- FEES

• Water and sewer connection fees and system 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.

• 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.

Redevelopment

• 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]

• For existing Stormwater facilities, the City will assess the amount of existing Equivalent Service Units (1 ESU = 2800 square feet of 'hard' surface) already 'connected' and credit that number against the proposed increase in hard surface. [PMC 14.26.070]

New Development

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 $5,311.92 for the first 15 fixture units and an additional charge of $355.90 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 $6,458.19 for the first 15 plumbing fixture units and an additional charge of $425.05 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 $4,085.23 per ESU. [PMC 14.26.070]

- SPECIFIC QUESTIONS: I have provided an answer to each question or the name of the department that will provide the answer:
  1. ALL frontage improvements are required see Puyallup Municipal Code 11.08.135. Yes, Puyallup is the permitting agency
  2. It is unlikely. City Standard Detail for Major Arterials is 01.01.05. It appears that their is adequate ROW in front of the proposed development
  3. See Puyallup Municipal Code 11.05.160. It is not likely considering the current configuration of utilities in the surrounding area but the City reserves the right to request this type of work if it promotes the cities policy of undergrounding facilities within the right-of-way.
  4. The base recorded Fire Flow at this location 1950 GPM. If more detail is required a fire flow model can be applied for. These are paid for by the client. Yes, it is a City main.
  5. See FIRE review.
  6. Generally, only if they are for runoff from the ROW. See City of Puyallup Design Standard Section 200.1, #4 (but creative solutions for stormwater attenuation are welcome).
  7. Refer to the 2019 manual. Generally non PGIS can bypass treatment, but shall not be mixed with PGIS.
  8. There are wetlands and regulated floodplain within the parcel. See PLANNING comments.

9. NO
10. NO
11. The site is relatively flat. There are critical areas, but no known complaints or issues.
12. PLANNING
13. PLANNING and TRAFFIC. There are rules about how the drive through is queued in relation to the building.
14. Planning, Civil, Building. Same as everywhere else.
15. PLANNING may have design review that is separate from the civil and building.
16. Of course
17. City review times do not vary. This information is available on our website. Subsequent submittals within permits have shorter duration review times than the initial submittal.
18. PLANNING
19. PLANNING
20. TRAFFIC
21. We occasionally allow early Clear, Fill and Grade, but it is a case by case decision. Generally, if the engineering is in good shape early on then we are more likely to allow early grading. If there are multiple issues with the submittal and a general lack of attention to detail, then we may hesitate.
22. BUILDING
23. BUILDING
24. BUILDING
25. Traffic is dependent on your studies that are submitted and reviewed. Storm, water and sewer System Development Charges are all posted annually and go up each year in February. No reductions to System Development Charges are allowed.
26. TRAFFIC

Engineering Traffic Review - Mieco Hutchens; (253) 841-5430; mhutchens@puyallupwa.gov

- A traffic scoping worksheet will be required for this project. City policy requires the project trips to be estimated using the Institute of Transportation Engineers' (ITE) Trip Generation, 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.

  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

  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

- The traffic analysis for this project will need to account for significant pipeline projects to evaluate future conditions. The City will provide details to the applicants Traffic Engineer.
  Traffic analysis will need to evaluate the existing on site roundabout to ensure adequate capacity. Ensure all modes of travel are evaluated.
  Design must accommodate safe pedestrian access to Pioneer Crossing

- 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. The extent of paving would be determined based on current condition. Any existing improvements which are damaged now or during construction, or which do not meet current City Standards, shall be replaced.

  The proposed Southern access to Shaw Rd (major arterial) does not meet City Standards for driveway spacing and shall be replaced with City Standard curb, gutter, sidewalk.
- Provide an autoturn analysis for the largest anticipated design vehicle accessing the site, to include, refuse, delivery, Fire and EV.
  Curb radii and entrance dimensions shall be increased as necessary to allow vehicles to access the site without encroaching into adjacent lanes of traffic.
- On site monument signage must be located outside the site distance triangle.

  For proposed drive-thru locations, provide at least 200' storage length between the drive thru window and proposed access drive isles.

  Show an on site pedestrian access path to Pioneer Crossing.

Permit Submittal Instructions (Planning, Engineering or Building Permits)

Once all staff's comments are addressed and you are ready to submit permits for your project, please follow these instructions. Permit application submittals will be accepted via the City's permit portal only. You can find a list of permit application forms on the City's 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 (PermitCenter@puyallupwa.gov).

1. Login to your permits portal.

2. Select "Apply for Planning Permit" or "Apply for an Engineering Permit" or "Apply for a Building Permit", depending on which permity type you need based on the notes provided in this letter.

3. Select the correct permit type from drop down list. Fill out all sections of the online form, upload all required documents, and pay all fees.

   ***Notes**: Failure to upload all the required documents or pay required fees will delay the processing of your application. Pre-Application fees can be credited towards subsequent city permit applications for this proposed project if applied for within 6 months.*