



CITY OF PUYALLUP

Development Services Center

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8/20/2018

ATTN: Jennifer Caldwell, Senior Planner
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DEVELOPMENT REVIEW TEAM (DRT) LETTER	
PERMIT ID #	P-18-0040
PROJECT NAME	SUNSET POINTE
PERMIT TYPE	PRELIMINARY MAJOR PLAT
PROJECT DESCRIPTION	SUBDIVIDE (3) LOTS INTO (23) LOTS; TRACTS WITH WETLANDS, PONDS & OPEN SPACE
SITE ADDRESS AND PARCEL #	2301 23 RD ST SE
ASSOCIATED LAND USE PERMIT(S)	P-09-0083 (pre-application conference); P-17-0082 (pre-application conference)
APPLICATION DATE	3.15.18
APPLICATION COMPLETE DATE	4.05.18
PROJECT STATUS	Active Development Review Team (DRT) review case. Please address review comments below and resubmit revised permit materials and by responding in writing to the remaining items that need to be addressed.
APPROVAL EXPIRES	N/A – Active permit application, not approved
CONDITIONS	N/A – Active permit application, not approved

Staff has reviewed the above referenced application. The following revisions shall be made in order for the proposed application to comply with the Puyallup Municipal Code.

NOTE: Items referenced by a checkmark (✓) indicate previous review comments that have been fulfilled by the most recent submittal or items that will be addressed during subsequent review stages (e.g. Civil and/or building permit review). Items referenced by a bullet point (●) are outstanding items that shall be addressed by the applicant. When resubmitting permit materials please be sure to format a written response to all pending comments as denoted by a bullet point (●). If you have questions regarding the requests or conditions, please contact the appropriate staff member directly using the phone number and/or email provided.

GENERAL OVERVIEW SUMMARY NOTES:

The applicant needs to propose compliance with the city's street connectivity policy, which would provide a street connection between 19th Ave SE and Highland Drive, for staff analysis. The Hearing Examiner will consider the staff recommendation and all data collected in making a final decision. A traffic impact analysis will be required to evaluate potential impacts associated with this connection. The study will need to evaluate anticipated/forecasted traffic volumes, AM/PM peak Intersection LOS calculation & segment v/c (Existing, No-Build, Build), inventory existing infrastructure, identify safety concerns with Build scenario, outline potential mitigation to allow the Highland Drive roadway connection. Traffic data (counts/speed) shall be collected after Shaw Rd has re-opened & Puyallup Schools are in session. Future background projects in the area must be included in the analysis. At the time of analysis, coordinate with the City Traffic Engineer to determine what background projects to include.

Intersections that will require AM/PM peak hour LOS analysis (Existing, No-Build, Build):

- 17th St SE & 23rd Ave SE
- 22nd St SE & 23rd Ave SE
- 25th St SE and 12th Ave SE
- 21st St SE and 12th Ave SE
- 25th St SE and East Pioneer
- 12th Ave SE and Shaw Road
- Cypress Drive and 19th Ave SE
- Highland Drive & Vista Drive
- 21st Ave SE and 17th St SE
- 21st St SE and Vista Dr

- Intersection Level of Service analysis at:
 - 17th St SE & 23rd Ave SE
 - Cypress Drive and 19th Ave SE
 - 21st Ave SE and 17th St SE
 - 25th St SE and 12th Ave SE
 - 21st St SE and 12th Ave SE
 - 21st St SE and East Pioneer
 - 12th Ave SE and Shaw Road

- The following roadways will require an inventory analysis to including street lighting, sight distance, pavement width/condition, shoulder widths, pedestrian usage, traffic controls, roadway grade, drainage issues, collision data, 85% percentile speeds, along the following roadways. These segments should also include AM/PM v/c analysis.
 - Highland Drive
 - Vista Drive
 - 15th Ave SE
 - 25th St SE

- 19th Ave SE
- 17th St SE

The city Traffic Engineer shall evaluate roadway conditions, anticipated/forecasted traffic volumes, safety improvements needed and determine adequacy of infrastructure to allow the Highland Drive roadway connection. The Hearing Examiner shall evaluate all of this data, along with all applicable code standards below, in making a final determination. The following standards will also be evaluated by the city in determining the impacts of the possible road connection:

Roadway classification: *Policy: The city has adopted the Federal Highway Administration's standards for roadway classifications. Roadways are classified as: Local, Minor Collector, Major Collector, Minor Arterial, Major Arterial.*

In relation to this project:

- 19th Ave SE is a minor collector
- 21st St SE is a minor collector
- 17th St SE is a minor collector
- 12th Ave SE is a minor collector (all)
- All other roads are classified as local roadways

In relation to FHWA's roadway classification standards:

- Local roadways are meant to have a carrying capacity of up to 1,100 vehicle trips per day.
- Minor collector roadways are meant to have a carrying capacity of 1,100-6,300 vehicle trips per day.

The analysis regarding trip counts on local roadways near the project currently and the volume forecasted as a result of the possible project roadway connection will be part of the overall project traffic impact analysis. If the project changes the roadway classification of any road within the vicinity of the project due to anticipated volume, an Environmental Impact Statement may be required for the project.

Vehicular Level of Service (LOS). *Policy: Set LOS D as the standard for PM peak hour intersection performance, with the exception of the Meridian, Shaw Road, and 9th Street SW corridors, where LOS E operations will be considered acceptable during PM period in recognition of the need to balance driver experience with other considerations, such as cost, right of way, and other modes.*

Level of Service Description:

- LOS A Free-flowing conditions.
- LOS B Stable operating conditions.
- LOS C Stable operating conditions, but individual motorists are affected by the interaction with other motorists.
- LOS D High density of motorists, but stable flow.

- *LOS E Near-capacity operations, with significant delay and low speeds.*
- *LOS F Over capacity, with delays.*

The City's existing Level of Service Policy sets the following standards for its roadways:

- *Volume to capacity (V/C) ratio of 0.85 for arterial and collector segments in the PM peak hour*
- *LOS D for all intersections in the city, except those listed, wherein a LOS E will be acceptable.*

Other notes:

- The location, setbacks, step-backs and landscape screening of all retaining walls along *all perimeter areas of all plats* shall conform to the standards set forth in PMC 20.58.005(2)(a).
Retaining Walls and Required Perimeter Landscaping. The intent of the following regulations is to mitigate the bulk and visual/aesthetic impacts of retaining walls, as well as to minimize the overall height of new retaining walls. Within 30 feet of any property line – except in relation to proposed retaining walls on preexisting single-family lots – the following standards apply to proposed retaining walls:

 (i) Front and Street Side Property Lines. All retaining walls shall be set back from any front or street side yard property line by a minimum of eight feet. The maximum height of any singular retaining wall within 30 feet of a front or street side yard property line shall be three and one-half feet above finished grade. A minimum of six feet of stepback shall be provided between any terraced retaining walls proposed within 30 feet of a front or street side property line. No more than a total of three stepped retaining walls (complying with the maximum three and one-half feet in height limit above finished grade) shall be placed within 30 feet of a front or street side property line. A Type I visual barrier landscape buffer shall be provided in front of all retaining walls, in accordance with the city's vegetation management standards (VMS) manual.

 (ii) Rear and Side Property Lines. All retaining walls shall be set back from any rear or side yard property line by a minimum of six feet. The maximum height of any singular retaining wall within 30 feet of a rear or side property line shall be six feet above finished grade. A minimum of six feet of stepback shall be provided between any terraced retaining walls proposed within 30 feet of a rear or side property line. No more than a total of three stepped retaining walls (complying with the maximum six-foot height limit above finished grade) shall be placed within 30 feet of a rear or side property line. A Type I visual barrier landscape buffer shall be provided in front of all retaining walls, in accordance with the city's vegetation management standards (VMS) manual.
- The project wetland biologist shall address all comments and revise submitted wetland reports to comply with feedback provided by the city's third-party peer review, SCJ Alliance, letter dated June 22, 2018.
 - All mitigation required based on possible impacts to wetlands and wetland buffers shall comply with PMC 21.06.960, .970, and .620.

- The geotechnical analysis letter notes the presence of geo-hazard areas (landslide hazard) “based on the presence of gradients in excess of 40 percent slope and a vertical elevation change of at least 10 feet” on lots 8, 12 and 13. Did the Geotech mean to indicate lots 13 and 14? Lot 12 doesn’t appear to contain the 40% slopes; lot 14 seems more likely as described to meet the standard.
- Since Lot 8 “maintains a gradient of 40 percent across the entirety of the proposed building pad”, it is not a ‘buildable’ lot and cannot be included in the development or modified, per PMC 21.06.1230 (8).
- Other Geo Hazard area notes/conditions of development that need to be addressed:
 The following basic development design standards must be met (PMC 21.06.1230):
 - *The proposed development shall not decrease the factor of safety for landslide occurrences below the limits of 1.5 for static conditions and 1.2 for dynamic conditions. Analysis of dynamic conditions shall be based on a minimum horizontal acceleration as established by the current version of the International Building Code;*
 - *The alteration will not increase the threat of the geological hazard to the project site or adjacent properties beyond predevelopment conditions, nor shall it result in a need for increased buffers on neighboring properties. **Please provide additional analysis from your Geotechnical Engineer;***
 - *The development will not increase or concentrate surface water discharge or sedimentation to adjacent sites beyond predevelopment conditions;*
 - *Structures and improvements shall be located to minimize alterations to the natural contour of the slope and foundations shall be tiered where possible to conform to existing topography;*
 - *The use of engineered retaining walls that allow the maintenance of existing natural slope area is preferred over graded artificial slopes. Engineered retaining walls shall not exceed 15 feet in height and preferably should be less than eight feet in height. Riprap retaining walls should not exceed eight feet in height. Wherever possible, retaining walls should be designed as structural elements of the building foundation; and*
 - *Development shall be designed to minimize impervious lot coverage. Use of common access drives and utility corridors is encouraged.*
 - *Erosion control plans shall be required for all regulated activities within landslide and erosion hazard areas. The erosion control plans shall be consistent with the provisions of Chapter 21.14 PMC (Clearing, Filling and Grading) prepared pursuant to a plan approved by the city engineer. A master drainage plan shall be prepared for large projects as required and approved by the city engineer.*
 - *Seasonal Restriction. Clearing shall be allowed only from April 1st to October 31st of each year; provided, that the city may extend or shorten the designated dry season on a case-by-case basis depending on actual weather conditions.*
 - *Point Discharges. Point discharges from surface water facilities and roof drains onto or up-slope from an erosion or landslide hazard area shall be prohibited except as follows:*
 - *Conveyed via continuous storm pipe downslope to a point where there are no erosion hazard areas downstream from the discharge; or*

- *Discharged at flow durations matching predeveloped conditions, with adequate energy dissipation, into existing channels that previously conveyed storm water runoff in the predeveloped state; or*
- *Dispersed discharge upslope of the steep slope onto a low-gradient undisturbed buffer demonstrated to be adequate to infiltrate all surface and storm water runoff, consistent with the requirements of the Stormwater Manual, and where it can be demonstrated that such discharge will not increase the saturation of the slope, as certified by a geotechnical professional*
- Please delineate on the face of the plat drawing the areas meeting the 40% slope standard, apply the buffer (as stipulated in the report, page 5) and set these areas aside as protective 'no-disturbance' areas (in accordance with PMC 21.06.830) in accordance with the Geotech report recommendations.
- The minimum buffer area shall be undisturbed natural vegetation consisting of trees and/or dense woody vegetation and have adequate drainage. To improve the functional attributes of the buffer, the director may require that the buffer be enhanced through planting to achieve a dense covering of woody vegetation such as trees and shrubs
- *Unless otherwise provided or as part of an approved alteration, removal of vegetation with soil-stabilizing functions from an erosion or landslide hazard area or related buffer shall be prohibited. Limited pruning or selective removal of dead, diseased or damaged branches; limited removal of specified branches that block views; and topping as shown on a landscape plan may be approved by the director if the activity will not adversely affect slope stability. Project design revisions to better accommodate the retention of vegetation with significant soil-stabilizing functions, including re-configuring development envelopes to accommodate mature trees, may be imposed by the director to meet the intent of this chapter. Identification of vegetation to be preserved shall be based upon the tree species, location and condition in addition to size. Disturbed areas of a site not used for buildings, roads and other improvements should be replanted as soon as feasible pursuant to an approved landscape plan*
- Lot #1 does not have any street frontage and will not be permitted without revisions.
- Please provide a plan to access Tract A for maintenance purposes by the HOA. That access will not be able to be derived from Tract D, which is assumed be a public ownership parcel for the purposes of storm water.
- The project applicant needs to submit a preliminary landscape plan. Plan shall address street trees, landscaping as required by PMC 19.12.070 (1) and landscaping near any buffers impacted by development, and critical area slopes, as described above.
- All lots shall comply with the following standards related to the RS-10 zone district:

20.20.020 Property development standards – RS zones.

The following table (Table 20.20.020) sets forth the required development standards applicable to properties located in the RS zones, unless otherwise established by approval of a planned development. Unless otherwise indicated, the standards listed in this section represent number of feet:

Table 20.20.020		
Property Development Standards – RS Zones		
		RS-10
(1)	Minimum lot area per building site in square feet	10,000
(2)	Maximum development density in dwelling units per gross acre	4.0
(3)	Minimum lot width	75*
(4)	Minimum lot depth	100
(5)	Minimum front yard setback	25
(6)	Minimum rear yard setback	25
(7)	Minimum interior side yard setback	Refer to 20.20.025
(8)	Minimum street side yard setback	15
(9)	Maximum building height single-family houses	36
(10)	Maximum building height all structures other than single-family houses	28
(11)	Maximum lot coverage	40%
(12)	Minimum street frontage	20
(13)	Maximum floor area ratio	0.45:1

REVIEW CRITERIA (PMC 19.08.030):

The project, consistent with Puyallup Municipal Code (PMC) 19.08.030, shall be reviewed by the Hearing Examiner under the following areas in regard to provision for adequacy of services and site features as it relates to public health, safety, and general welfare:

1. **Drainage ways** – *The Engineering Division shall review the project for adequacy of storm water management and on-site and downstream drainage facilities to meet the Puyallup Municipal Code, the 2012 Department of Ecology Stormwater manual and Puyallup Comprehensive Plan. The project site is split between two stormwater basins; the Shaw Road and “State Highway” Stormwater Basin.*
 - a. *Storm water runoff will be treated in accordance with the 2012 Department of Ecology Stormwater Design Manual, applicable city standards and all applicable NPDES permit requirements. Stormwater runoff, under these*

Alternative designs, where permitted (e.g. collection into a storm water pond and/or vault, retention/detention systems and treatment), shall adhere to all applicable city storm water requirements in city standards, shall conform to all standard engineering practices and the applicable storm water manual design requirements, as administered and approved by the City Engineer, and/or designee.

- 21.20.120 Park impact fees.

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Type of Development and Size of Development	Park Impact Fee	Unit
Residential Less than 500 sq. ft.	\$1,560.05	Per residential dwelling unit
Residential 500 – 999 sq. ft.	\$2,313.53	Per residential dwelling unit
Residential 1,000 – 1,999 sq. ft.	\$3,291.31	Per residential dwelling unit
Residential 2,000 or more sq. ft.	\$4,017.30	Per residential dwelling unit

6. Sites for schools and schoolgrounds

The Hearing Examiner shall further find that the project meets the following standards of review, as outlined in PMC 19.08.030:

Consistency with city Comprehensive Plan policies

The following goals and policies are applicable to the proposed project:

Land Use Element

- LU - 10 Preserve the character of existing residential neighborhoods, and encourage new development of low to moderate densities, while focusing higher densities in urban centers.
- LU - 12 Designate low density residential areas in the city, allowing 4-8 dwelling units per acre.

Housing Element

- H - 1 Maintain and protect the character of established residential neighborhoods.
- H - 1.2 Encourage infill housing that is compatible with surrounding housing types and in scale and character with the existing residential neighborhood.

Natural Environment Element

- NE - 3.2 Use science-based mitigation to offset unavoidable adverse impacts to critical areas, utilizing a watershed approach to mitigation and restoration projects.

- NE - 4.3 Promote development of hillside areas that is consistent with the natural character and slope of the land by limiting grading and lot sizes to the minimum necessary and retaining existing vegetation in hillside areas to the extent possible. Strictly limit – and, in some cases, prohibit – disturbance in Landslide Hazard Areas.
- NE - 4.5 Manage development in Erosion Hazard Areas to minimize erosion during both construction and use.
- NE-7 Identify and protect wetland resources and ensure “no net loss” of wetland function, value and area within the city.
- NE - 7.3 Use mitigation sequencing guidelines when reviewing projects impacting wetlands. This involves, in the following order: a. avoiding the impact altogether by not taking a certain action or parts of actions; b. minimizing the impact by limiting the degree or magnitude of the action and its implementation; c. rectifying the impact by repairing, rehabilitating, or restoring the affected environment; d. reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and e. compensating for the impact by replacing or providing substitute resources or environments.
- NE - 10.2 Preserve the natural environment and Puyallup’s forested appearance through the city’s landscaping ordinance and vegetation management standards manual. Protect and retain trees of significant size throughout the city

Transportation Element

- T – 3.6 (d.) Require all new development within the City limits to pay an impact fee in accordance with the adopted Transportation Impact Fee schedule. Traffic Impact Study would be required for all developments that impact City intersections by 25 or more PM peak hour trips. Additional mitigation may be required for these developments. New development may pay an impact fee and make off site improvement, and/or make frontage improvements, and/or dedicate right of way as required by City development standards. In cases where off-site or frontage improvements are projects identified within the City’s Traffic Impact Fee Rate Study, the city shall allow a credit for construction cost up to the project's impact fee owed to avoid "double-dipping" of impact fees

Consistency with city development standards

The following regulations and development standards are applicable to the proposed project:

Subdivision ordinance (title 19, Puyallup Municipal Code)

19.12.030 Critical and sensitive areas.

In order to preserve and protect natural resources which are important to the character of the community, perform important ecological functions and processes, and/or prevent a

hazard to life or property, any activities regulated under this title shall comply with the following requirements:

(1) **Critical Areas.** In order to identify regulated critical areas, ensure appropriate notification of future property owners, and to ensure continued compliance with the city of Puyallup's environmentally critical areas management ordinance, all critical areas defined and regulated under Chapter [21.06](#) PMC located within the boundaries of the subject parcel shall be delineated. A statement indicating the type, class or category of critical area, and a statement referencing the need to comply with the applicable city requirements shall also be included on the face of the drawing. Additional information or requirements may be imposed as a condition of development approval;

Staff analysis: *The site contains wetlands and wetland buffers. The proposed plat shall include protective critical area tracts, and information, to meet PMC 19.12.030 (1), using the standards of PMC 21.06.830 (below).*

Staff has included critical area notes from the city's third-party peer review consultant outlining outstanding issues with the project delineation and wetland ratings. (June 22, 2018 SCJ Alliance review letter).

21.06.830 Critical area tracts.

(1) Critical area tracts shall be used in development proposals for subdivisions, planned developments, and binding site plans to delineate and protect the following contiguous critical areas and buffers comprising 5,000 square feet or more of area:

- (a) All landslide and erosion hazard areas and buffers;
- (b) All wetlands and buffers;
- (c) All fish and wildlife habitat areas and buffers; and
- (d) All other lands to be protected from alterations as conditioned by project approval.

(2) Critical area tracts shall be designated as native growth protection areas and shall be recorded on all documents of title of record for all affected lots.

(3) Critical area tracts shall be designated on the face of the plat or recorded drawing in a format approved by the city attorney. The designation shall include the following restrictions:

- (a) An assurance that native vegetation within the growth protection area will be preserved;
- (b) The right of the city to enforce the terms of the restriction; and
- (c) The city may require that any required critical area tract be dedicated to the city, held in an undivided interest by each owner of a building lot within the development with the ownership interest passing with the ownership of the lot, or held by an incorporated homeowner's association or other legal entity (such as a land trust), which assures the ownership, maintenance, and protection of the tract in accordance with PMC [19.12.070](#)(4)

19.12.040 Utilities.

In order to ensure the provision of adequate utilities as determined by the public works director or designee in a timely manner consistent with the city's comprehensive plan, and protect the health, safety and welfare of the city and its residents, all activities regulated under this title shall comply with the following requirements:

(1) **Drainage Facilities.** In order to protect public safety and the natural environment, all storm water management facilities shall be designed and constructed to reflect the general principles and design criteria set forth in this section, including appropriately managing increased storm water runoff resulting from subdivision and subsequent development of a tract in such a manner as to minimize storm water runoff, minimize vegetation loss, minimize erosion, reduce potential for on-site and off-site flooding, minimize impervious surfaces and control public costs for the provision of storm water management facilities.

General principles of storm water management design to be reflected in any subdivision layout include: a project design that mimics predisturbance hydrologic processes using a site layout to minimize impervious surfaces and loss of vegetation with management of storm water through low impact development wherever feasible; incorporation and use of any natural drainage features; and provision of storm water detention/retention facilities to control peak flows and protect water quality;

Staff analysis: *The proposed storm water management system shall conform to the general design criteria set forth below and specific development standards referenced in PMC [19.12.020](#) and in the current version of the Stormwater Management Manual for Western Washington as most recently adopted by the city for city use:*

(a) No subdivision shall be approved which does not make adequate provision for storm or flood water runoff, and for low impact development principles;

Staff analysis: *Please address Engineering comments below; please also describe how the principles of low impact development are integrated into the project proposal.*

(b) All storm water systems shall be separate and independent from sanitary sewer systems;

Staff analysis: *The project proposal shall provide civil design plans, prior to construction of any sewer system, designed to the approval of the City Engineer, to ensure no cross connections between sanitary and storm water sewer occur.*

(c) Storm water systems may consist of a combination of low impact development, natural drainage systems, curb and gutters, underground piping, water quality treatment facilities, and detention/retention facilities. Preference is given to low impact development, retention and use of natural drainage systems whenever possible;

Staff analysis: *The project needs to comply with 2012 Stormwater Management Manual for Western Washington, and follow the Low Impact Development principles therein to the maximum extent feasible. Please address.*

(d) Storm water systems shall be designed to maintain historical flows necessary for the preservation of wetlands, ponds, streams, or other critical areas. Separate infrastructure may be approved for use in collecting and discharging roof runoff and spring/seep water to critical areas to assist in maintaining historical flows. In no instance shall road or yard runoff be permitted to be discharged to critical areas without appropriate pretreatment. Storm water systems shall be sited and designed to avoid potential adverse impacts to steep slopes, aquifer recharge areas, wetlands, or other identified critical areas;

Staff analysis: *Please provide analysis to Planning and Engineering regarding these standards.*

(e) Adequate biofiltration facilities shall be provided to reduce siltation and water quality impacts;

Staff analysis: *The project must, at a minimum, comply with water quality treatment requirements set forth in the 2012 Stormwater Management Manual for Western Washington. If biofiltration facilities are not feasible, applicant must include appropriate infeasibility criteria from the stormwater manual to support that conclusion*

(f) All storm water facilities shall be located either in a public road right-of-way, or in a separate dedicated tract of appropriate width and improved to the standards set forth in the most recent city engineering standards and specifications manual;

Staff analysis: *The project appears to adequately address this standard, showing Tract D and E as storm water facility tracts. The final design shall be reviewed and approved at the time of final civil design. The storm water tracts which manage storm water coming off of public streets shall be separated from any private stormwater generated by the project. Public facilities shall be owned and maintained by the city.*

(g) Low impact development, retention, and use of natural drainage systems is required wherever feasible. Drainage ways shall be established and delineated by easement of adequate width which conforms substantially to the lines of the watercourse, and shall be maintained in an open vegetated channel; and

Staff analysis: *Please address this requirement.*

(2) **Domestic Water Facilities.** In order to assure the establishment of a water supply system capable of providing a safe and adequate supply of water for domestic use and fire protection at all times, a public water system shall be extended, sized, designed and constructed in such a manner as to provide adequate domestic water service to every lot and provide minimum required fire flows.

Staff analysis: *Please address this requirement by providing a letter of water availability upon resubmittal.*

General principles of domestic water system design to be reflected in any subdivision layout include: establishment of a system which provides adequate pressure and flow to

meet domestic water, fire flow and irrigation demand; and design and construction of a system which ensures a safe and sanitary source of domestic water;

Staff analysis: *Please address this requirement by providing a letter of water availability upon resubmittal. Please also provide a written narrative of the domestic water system design.*

The proposed domestic water system shall conform to the general design criteria set forth below and specific development standards referenced in PMC [19.12.020](#):

- (a) The water mains shall be designed and constructed in a “looped” system wherever possible in order to reduce potential for stagnation and stabilized system pressure;

Staff analysis: *The water system was already looped when the watermain was put in for the 19th Ave extension. The 23rd st pl cul de sac extension will also include an extension of the watermain that currently terminates in a blow off valve.*

- (b) Fire hydrants shall be located, sized and installed in accordance with the standards and specifications set forth in Chapter [16.08](#) PMC and approved by the fire chief or designee; and

Staff analysis: *Please see the Fire Prevention Division notes below.*

- (c) Water mains and fire hydrants shall be located within public street right-of-way, or within a perpetual easement of appropriate width and improved to the standards set forth in the most recent city engineering standards and specifications manual. Placement within public street right-of-way is preferred.

Staff analysis: *Please see the Fire Prevention Division notes below.*

(3) **Sanitary Sewer Facilities.** In order to assure protection of the local groundwater aquifer, sources of supply for the city’s domestic water system, and surface water systems, and reduce the potential for sewage-related health hazards, a sanitary sewer system shall be extended, sized, designed and constructed in such a manner so as to provide sanitary sewer service to every lot in the development.

The proposed sanitary sewer system shall conform to the general design criteria set forth below and specific development standards referenced in PMC [19.12.020](#):

- (a) The system shall be designed to be a gravity flow system whenever possible, to reduce on-going operation and maintenance associated with a mechanically pumped system;

Staff analysis: *Please provide an approximate invert for the sanitary sewer manhole extension at 23rd ST PL SE so that feasibility to gravity sewer lots 13-23 (particularly lot 17) can be assessed.*

Sanitary sewer facilities shall be located within public street right-of-way, or within a perpetual easement of appropriate width and improved to the standards set forth in the

most recent city engineering standards and specification manual. Placement of sewer mains within street right-of-way is preferred, with any associated pumping facilities to be located outside of public street right-of-way and within a tract dedicated to the city; and

Staff analysis: *Please see the Engineering Division notes and requirements below.*

(4) **Undergrounding of Utilities.** All new or replacement of existing overhead utilities such as telephone, single-phase power, cable TV, etc., designed to serve the subdivision and located within the boundaries of the tract shall be installed underground. Undergrounding of existing telephone, single-phase power distribution and cable TV lines may be exempt from this requirement if the cost of undergrounding the existing line is more than twice the cost of undergrounding service and distribution lines needed to serve the subdivision

Staff analysis: *The project shall reflect the requirement to underground all new utilities at the time of final civil improvement design.*

19.12.050 Transportation facilities.

In order to ensure the provision of adequate transportation facilities for all modes of transportation in a timely manner, which are consistent with the city's comprehensive plan, and protect the health, safety and welfare of the city and its residents, all activities regulated under this title shall comply with the following requirements:

(1) **Street Location and Arrangement.** In order to provide for streets of suitable location, width, and improvement to accommodate expected traffic and afford satisfactory access to police, firefighting, snow removal, sanitation, and road maintenance equipment, and to coordinate street development so as to compose a convenient circulation system, avoid undue hardships to adjoining properties and assure compatibility with the city's comprehensive plan, all streets shall be designed and constructed in accordance with the regulations and standards set forth or referenced in this title and "City Standards for Public Works Engineering and Construction."

General principles of circulation design to be reflected in any subdivision layout include: safety for both vehicular and pedestrian traffic; efficiency of service for all users; quality of life features or amenities as affected by traffic element in the circulation system; compatibility with existing site features or characteristics; consistency with low impact development principles; and economy of both construction and use of land.

Arterial and collector streets proposed in the comprehensive plan, located within or adjacent to a proposed subdivision, shall be provided in accordance with the plan, shall be improved to city specifications, and shall be dedicated to the public in all instances. All other streets including minor collectors and local access streets shall be improved to city specifications and dedicated to the public.

The proposed street layout shall conform to the general design criteria set forth below and specific development standards referenced in PMC 19.12.020:

(a) All streets shall be arranged in proper relation to topography and other site characteristics in a manner which results in usable lots, safe streets and acceptable gradients without unnecessary destruction of drainage courses, trees and other natural site features;

Staff analysis: *The proposal shall comply with these standards. The proposed roadway connectivity requirement to Highland Drive shall be evaluated against these requirements. Roadways shall not exceed 10% at a grade change.*

(b) The arrangement of streets in new development should be such that said streets extend to the boundary lines of the tract to make provision for future extension to adjacent tracts, except when determined to be impractical by the public works director or designee due to critical areas, site constraints, or existing street alignments;

Staff analysis: *The extension of 19th Ave SE to Highland Drive street connection meets this criteria. The extension of 23rd St PL SE shall stub out to 0420357001.*

(c) The street layout shall reflect the use of local streets to provide access to abutting properties, and the use of collector streets to channel traffic through the development to abutting collectors and arterials. The layout should discourage the use of local streets by through traffic;

Staff analysis: *19th Ave SE, 17th St SE and 21st St SE are classified as a minor collector roadways; average daily vehicle trips (ADVT) volumes for these roadway classifications are 1,100-3,000 trips per day. The possible roadway extension of 19th Ave SE to Highland needs to be evaluated against the criteria adopted in the Comprehensive Plan regarding roadway classification for local roads. Local roads are classified to carry up to 1,100 average daily vehicle trips before re-classification.*

(d) When lot(s) within a residential development are proposed adjacent to an arterial street, primary access to said lots shall be provided from a local street or collector street and a “no access” easement established along the lot boundary bordering the arterial;

Staff analysis: *The project does not abut or border any arterial roadways.*

(e) All street intersections shall be perpendicular, unless a modified intersection is approved by the city’s public works director or designee;

Staff analysis: *The street intersection of 19th Ave SE and 21st St SE appears to meet this established criteria.*

(f) Frontage improvements shall be required except when existing street improvements are determined to meet minimum city standards and specifications by the public works director or designee, or where assurance for dedication and improvement of the remaining part of the street is provided to the satisfaction of the public works director or

designee. Whenever a tract to be subdivided borders on an existing half or partial street, the other part of the street shall be dedicated within such tract;

Staff analysis: *See the Traffic Engineering notes below. Street frontage improvements are required throughout the plat, as stipulated herein.*

(g) Whenever a proposed subdivision borders an existing street, reconstruction or widening of such street may be required as a condition of subdivision approval. Additional dedication of right-of-way may also be required;

Staff analysis: *See the Traffic Engineering notes below.*

(h) All streets within a proposed development shall be designed and constructed to city standards and specifications, unless a situation of unusual physical conditions such as critical areas or a controlled design environment is proposed, and it can be demonstrated that a private street is the only feasible solution and will not disrupt the city's existing or proposed transportation circulation system to the satisfaction of the public works director or designee. If authorized by the public works director or designee, private streets shall be designed and constructed to city standards and specifications, and covenant provisions for the perpetual ownership, maintenance, improvement, and liability of said private street at no expense to the city is reviewed and approved by the city attorney;

Staff analysis: *See the Traffic Engineering notes below. Private roadway tracts and pan handle lots shall be allowed if it meets these standards and allows for additional lots which would not otherwise be served by public street frontages. Since the plat will need to be re-designed to meet the roadway connectivity requirements, the city will review this standard again upon resubmittal.*

(i) Restriction of public access to publicly-owned and maintained roadways through the establishment of gated communities shall not be permitted; and

Staff analysis: *The project does not appear to propose gates across public roadways. The project shall comply with this standard.*

(j) Roadway connections to abutting, stubbed out rights-of-way shall be required as a condition of approval if said connection furthers the city goal of promoting a system of interconnected grid of roadways. New streets shall not be connected or traffic from a proposed development discharged to a substandard roadway without minimum improvement to said roadway as determined to be needed by the city public works director or designee. Improvements to said substandard rights-of-way may be required if they are proportional to the size/scale of the development and the impacts to said roadway, as determined by the city engineer or designee.

Staff analysis: *The project does not currently meet this code standard. See commentary above regarding 19th Ave SE to Highland Drive connection.*

(2) Sidewalks and Walkways. In order to provide for safe and convenient pedestrian movement as an alternative to the use of vehicles, increased mobility for persons with limited access to motorized vehicles, and create a community-wide pedestrian circulation

system, all sidewalks and walkways shall be designed and constructed in accordance with the regulations and standards set forth or referenced in this title.

General principles of sidewalk and walkway design to be reflected in any development layout include: safety for both pedestrian and vehicular traffic; appropriate interface or separation from potential hazards including vehicular travel lanes or other dangerous site features; compatibility with site features and characteristics; provision of direct and convenient pedestrian connections between community activity areas, schools, commercial and employment centers, recreation facilities, transit stops, and other residential neighborhoods; consistency with low impact development principles; and orientation to unique or significant site features including critical areas and view corridors.

The proposed sidewalk and walkway layout shall conform to the following:

- (a) Sidewalks shall be required depending upon road classification and intensity of development in accordance with the requirements set forth in the city's engineering standards;

Staff analysis: *The project shall provide sidewalks throughout as a part of street frontage improvements. In areas near wetlands, where reducing the street cross section to sidewalks "on one side" would reduce and minimize impacts to critical areas, the standard cross section shall be re-considered by the City Engineer.*

- (b) Where sidewalks are optional, they may be required if close to pedestrian generators, to continue a walk on an existing street, to link areas, or to provide pedestrian access to future development as indicated in applicable master plans;

Staff analysis: *The project shall provide sidewalks throughout as a part of street frontage improvements.*

- (c) In conventional developments, sidewalks shall be placed in the right-of-way, unless an exception is permitted by the public works director or designee, to preserve topographical or natural features, or unless the applicant shows an alternative pedestrian system provides safe and convenient circulation;

Staff analysis: *The project shall provide sidewalks in public right of way throughout as a part of street frontage improvements.*

- (e) Pedestrian easements shall be required through the center of blocks more than 600 feet in length to provide circulation and access to schools, parks, open space, shopping or other community facilities;

Staff analysis: *A pedestrian easement and walkway needs to be provided through the wetland buffers to connect the two halves of the development, where feasible. If the roadway connection to Highland Drive is not approved by the*

Hearing Examiner, a pedestrian easement and walkway shall be provided to connect the two street areas to provide access to Wildwood Park from the Highland Drive neighborhood.

(f) Sidewalks shall be designed and constructed in accordance with the specifications set forth in the city's engineering standards;

Staff analysis: *The project shall provide sidewalks in public right of way throughout as a part of street frontage improvements in accordance with city requirements.*

(g) Dedication of easements for public access or public right-of-way may be required for sidewalks or walkways considered to be an integral link in the pedestrian circulation system or proposed to be provided in lieu of standard sidewalk improvements required to be constructed within public street right-of-way, as determined by the city's public works director or designee; and

Staff analysis: *The project shall provide sidewalks in public right of way throughout as a part of street frontage improvements in accordance with city requirements. Any walkway determined to be needed outside of normal roadway improvements shall adhere to this standard.*

(h) Off-site sidewalk and/or walkway connections shall be required as a condition of approval if said off-site sidewalk/walkway furthers implementation of the city's nonmotorized plan and if such off-site sidewalk connections are proportional to the size/scale of the development and would further the goals of the nonmotorized plan, as determined by the city engineer or designee. Special consideration will be made to sidewalk connections that would promote safe and dedicated public walking routes to schools.

Staff analysis: *Additional off-site analysis is needed to clearly outline the entire scope of this requirement. One off-site sidewalk connection has been identified; approximately 60' of sidewalk is missing on the south side of 19th Ave SE, just west of the project boundary, located behind 1929 19th Ave Ct SE. This connection will be a required off-site improvement. Half street improvements to include sidewalks are required on the west side of lot 12 (21st St SE).*

(3) **Bikeways.** In order to provide for safe and convenient bicycle travel as an alternative to the use of motorized vehicles, increased mobility for persons with limited access to motorized vehicles, and create a community-wide bicycle circulation system, all bikeways shall be required, designed and constructed in accordance with the regulations and standards set forth or referenced in this title.

General principles of bikeway design to be reflected in any development layout include: safety for both bicyclists and vehicular traffic; appropriate interface or separation from potential hazards including vehicular traffic or other dangerous site features; compatibility with site features and characteristics; provision of direct and convenient

bicycle connections between community activity areas, schools, commercial and employment centers, recreation facilities, transit stops, and other residential neighborhoods; consistency with low impact development principles; and orientation to unique or significant site features including critical areas and view corridors.

The proposed bikeway layout shall conform to the following:

- (a) Residential (local access) streets and associated improvements shall include bicycle use as a component of the roadway, unless alternate bicycle paths are provided;

Staff analysis: *Roadways will be designed to accommodate bikes in a manner accepted by the city Traffic Engineer based on standards applying to specific roadways within the plat.*

- (f) Dedication of easements for public access or public right-of-way may be required for bike routes or bike paths designated in the city's comprehensive plan. Such dedication may also be required if considered to be an integral link in the city's bike route or bike path circulation system, or proposed to be provided in-lieu-of standard street improvements required to be constructed within public street right-of-way, as determined by the city's public works director or designee.

Staff analysis: *The project is not on a bike route as identified in the city's Active Transportation Plan.*

(4) **Street Lighting.** In order to provide for vehicle and pedestrian safety, improved security and an attractive streetscape, street lighting shall be installed at the corner of all intersections, on cul-de-sacs that are 200 feet or longer in length, or as determined to be needed by the public works director or designee. All street lighting shall be installed in accordance with standards and specifications contained in the documents referenced in PMC 19.12.020.

Staff analysis: *The project shall provide street lighting in accordance with city standards as a part of all street improvements.*

19.12.060 Block and lot layout.

In order to ensure a functional and efficient design, predictability, effective police surveillance, assist in alleviating property line disputes, public nuisances and zoning infractions, reduce conflicts with transportation facilities, and create desirable and uniform lots for development, all activities regulated under this title shall comply with the following requirements:

(1) **Block Arrangements.** Blocks shall be arranged in accordance with the following requirements:

- (a) Blocks shall have sufficient width to provide for two tiers of lots of appropriate depth. Exceptions to this prescribed block width shall be permitted in blocks adjacent to critical areas, major transportation facilities, industrial and commercial areas;

Staff analysis: *The project does contain a number of critical areas that encumber the development in adhering to this standard. Lot #1 does not have any street frontage and will not be permitted without revisions.*

(b) Whenever practical, blocks along arterials and major collector streets shall not be less than 1,000 feet in length. Blocks in other residential areas shall not be more than 1,000 or less than 300 feet in length;

Staff analysis: *The project does not appear to create any block length that exceeds or is less than the 300-1,000' standard.*

(c) Easements may be required to be established through blocks exceeding 600 feet in length, to accommodate utilities, drainage courses/facilities, or pedestrian walkways;

Staff analysis: *The project does not appear to create any block length that exceeds 600'.*

(e) Wherever feasible, blocks shall be arranged consistent with low impact development principles.

Staff analysis: *The project shall comply to the extent feasible with low impact development storm water management, as stipulated by the project engineer. See Engineering notes below.*

(2) **Lot Arrangements.** Lots shall be oriented and improved in accordance with the following requirements:

(a) The lot arrangements shall be such that there will be no foreseeable difficulties, for reasons of topography or other site conditions, in securing building permits to build on all lots in compliance with the zoning ordinance and other regulations and in providing safe driveway access to buildings on such lots from an approved street. In the case that a proposed lot would establish an irregular building envelope due to critical areas, critical area buffers, easements, landscape buffers, or any other encumbrances or site conditions, it shall be the burden of the applicant to demonstrate that such building envelope is buildable without relief from requirements of this title;

Staff analysis: *The lots within the development exceed the minimum requirements for the RS-10 zone district. However, given the unresolved issues with the critical area report, staff will reserve judgement on the buildability of each lot near critical areas.*

(b) Lot dimensions shall comply with the minimum standards of the zoning ordinance, with corner lots to be platted a minimum of 10 feet wider than the minimum required lot width;

Staff analysis: *Lot #12 is the only corner lot proposed in the development; the minimum width in RS-10 is 75', plus 10' as required herein, for 85' minimum – the proposed lot appears to be 87' and complies.*

(c) Double frontage and reverse frontage lots shall be discouraged except where necessary to provide separation of development from arterial streets or to overcome specific disadvantages of topography and orientation;

Staff analysis: *There doesn't appear to be any double frontage lots or reverse lots proposed. Please be aware of this standard when re-designing to meet the street connectivity code section.*

(e) Lots shall be laid out so as to provide positive drainage away from all buildings, and individual lot drainage shall be coordinated with the general storm drainage pattern for the area;

Staff analysis: *Please see the Engineering Division notes and requirements below.*

(f) Each individually owned lot or unit shall obtain direct access from a dedicated public street by a panhandle access, approved private access road or approved alley with direct nonmotorized access;

Staff analysis: *This will be a condition of final review and development of the project.*

(g) Panhandle access will only be allowed when separated by at least one lot width, and shall serve no more than one lot. Panhandle access shall have a minimum width of 20 feet and a maximum length of 200 feet;

Staff analysis: *Lot #1 appears to be proposed with access from the panhandle of lot #3, which cannot be allowed. Please revise.*

(h) All newly created and/or modified lots shall be uniformly square or rectangular in shape (four-sided polygon) to the fullest extent possible per the administrative authority of the development services designee, unless the land use case requires purview of the hearing examiner or binding site plan committee. Side lot lines shall be perpendicular to street lines or radial to curved street lines. Jogging or meandering lot lines shall be avoided unless associated with code-required critical area preservation, significant natural feature(s), established configuration of an abutting legal lot(s) of record, previously recorded easements, or testamentary provisions;

Staff analysis: *The proposal shall comply with this standard; since there is a pending re-design of the lots to meet the roadway connectivity requirement, please keep this code section in mind. All the lots currently appear to contain perpendicular and straight angle lot line configuration, without unnecessary jogging or meandering.*

(i) Topsoil shall be placed on each lot to a minimum depth as specified in the city's vegetation management standards manual ("VMS");

Staff analysis: *This will be a condition of final review and development of the project.*

(j) No cut trees, timber, organic debris, earth, rocks or stones 12 inches in diameter or greater, contaminated or nonstructural surplus soil, junk, rubbish, or other waste materials of any kind, including construction debris, shall be buried in any land without prior approval of the public works director or designee. No cut trees, timber, organic debris, earth, rocks, stones, soil, junk, rubbish, or other waste materials of any kind, excluding landscape materials, shall be left deposited on any lot or street at the time the buildings are ready for occupancy;

Staff analysis: *This will be a condition of final review and development of the project.*

(k) Where a subdivision of a residentially zoned property would result in a lot that could be further subdivided in the future, a utility and access easement area, in a width suitable to provide such access and utilities, may be required to serve future subdivision of the property; and

Staff analysis: *The project is setting aside tract B – approximately 9.83 acres – that maintains street access and utility access for potential future subdivision.*

(l) Wherever feasible, lot layout shall be developed consistent with low impact development principles.

Staff analysis: *The project shall comply to the extent feasible with low impact development storm water management, as stipulated by the project engineer. See Engineering notes below.*

19.12.070 Common areas and unique site features.

In order to promote the visual quality of the city, ensure appropriate retention and maintenance of common facilities, and provide for adequate public park, recreation and school facilities, all activities regulated under this title shall comply with the following requirements:

(1) **Vegetation Buffers.** In order to promote the visual quality of the streetscapes and provide additional buffering from transportation corridors consistent with the city's comprehensive plan, all activities regulated under this title shall comply with the following requirements:

(a) Vegetation buffers of not less than 25 feet in width shall be required along all boundaries of the development abutting a controlled access highway (e.g., SR512, SR410, SR167); **a type II, 15-foot vegetative buffer shall apply to all arterial and collector roadways as designated in the comprehensive plan.** Buffers along controlled access highways shall be designed using native vegetation, with substantial use of native conifer species (e.g., Douglas fir, western red cedar, madrone, western hemlock, etc.) and native understory plants. Buffers along city roadways shall include clumps of evergreen and deciduous trees intermixed with shrubs and no more than 25 percent turf grass;

Staff analysis: *The project shall comply with the vegetation requirement for all lots fronting on 19th Ave SE and 21st St SE. Please indicate a 15' landscape set*

aside area on the frontage of each lot. This landscaping shall be shown on the preliminary and final landscape plan sets.

(b) When suitable natural vegetation is present, it shall be retained, and if necessary, enhanced with native plant material. Any proposed enhancement shall be set forth in a landscape plan, approved by the development services director or designee, and the landscaping installed prior to final plat approval; and

Staff analysis: *See above.*

(c) When suitable natural vegetation is not present, a landscape plan shall be prepared reflecting the use of native plant material, approved by the development services director or designee, and the landscaping installed prior to final plat approval. All native vegetation buffers shall be placed into either a native vegetation protection easement (NVPE) or dedicated NVPE tract with appropriate protection language, as approved by the director or designee, shown on the face of the plat.

Staff analysis: *See above*

(2) **Street Trees.** In order to further implementation of the city's street tree program, street trees are required to be installed in all plats in accordance with Chapter [11.28](#) PMC, Street Trees. Proposed subdivisions under this title shall dedicate suitable area for street trees in accordance with city standards for the applicable roadway.

Staff analysis: *Please provide a landscape plan indicating street trees consistent with the city's requirements as outlined in the Vegetation Management Standards (VMS) manual. The VMS and appendices may be found here: <https://www.cityofpuyallup.org/429/Planning-Services>*

Please be aware of the following standards in the VMS and Public Works Engineering and Construction Standards (found here: <https://www.cityofpuyallup.org/1377/ROADWAY>) as they apply to street trees:

- o Integrate city standard detail 01.02.03 – root barrier detail.*
- o Integrate city standard detail 01.02.07 – street tree planting detail.*
- ☐ *Section 8.3 of the VMS requires (4") of organic compost mulch or wood chips.*
- o Integrate city standard detail 01.02.08a – soil amendment and depth.*
- o NOTE: Top soil placement/installation specs, depth and quality standards can be found in section 8.2 of the VMS.*
- ☐ *For new construction, cut and paste ALL of section 8.2(b) of the VMS into the planting notes/details of the final landscape plan sheets.*
- o Section 12.3 (d) specifies minimum size and plant quality requirements. 1" DBH minimum for most new street trees.*

- o Integrate the Street Tree Installation Standards Table (page 25 of the VMS) into plan sets. Please observe required spacing standards, as outlined in the table, when preparing drawings.*
- o The city has required species mix requirements based on the quantity of street trees to be planted as a part of the project. See section 12.6 of the VMS for more information.*
- o Some common species of street trees are prohibited due to overuse and other reasons. Please check section 12.11 when specifying species to be planted.*
- o The city's policy is to plant the largest canopy tree for the rooting/overhead space available (section 12.4, VMS). Please note this when specifying tree species for the planter strip.*

(3) Fences and Walls. In order to provide a form of neighborhood identity, ensure consistent treatment, reduce the potential for graffiti, preserve the visual character of native or replanted vegetation buffers, protect against the visual impacts of tall retaining walls on the perimeter of plats and provide physical buffering along major and minor arterials and collectors, fences and walls shall be designed, located, constructed and maintained in accordance with the provisions of this section.

General principles of fence and wall placement and treatment to be reflected in any subdivision include: the perimeter boundary of any subdivision adjacent to a major or minor arterial or collector should be buffered from the arterial or collector by vegetation, fence, wall or a combination thereof; fencing, wall or landscape treatment should be consistent to provide a form of neighborhood identity; the use of landscaping or vegetation enhancement is preferred in lieu of fencing or walls to provide screening and privacy for the rear yards of adjoining lots; landscaping shall be retained or installed along the street side of any fencing or wall to reduce hard surfaces which may attract graffiti; and, the installation of fencing or walls adjacent to critical areas or associated buffers is discouraged to reduce the potential disturbance and dumping of yard waste, and encourage incorporation of the critical area and associated buffers as an element of the adjoining lot.

Proposed fences, walls and landscape buffers shall conform to the following:

- (a) Fences shall not encroach into any street right-of-way, and shall be set back a minimum of one foot from the edges of any sidewalk. The location, setbacks, stepbacks and landscape screening of all retaining walls along all perimeter areas of all plats shall conform to the standards set forth in PMC [20.58.005\(2\)\(a\)](#);
- (b) Fences, walls and landscaping shall comply with all clear vision area requirements at street and driveway intersections;
- (c) Landscape treatment shall be retained or installed between the public right-of-way and any solid fence or wall to reduce the appearance of a long continuous wall and reduce “hard” surfaces which may attract graffiti;
- (d) Solid fences and walls shall be located on the side of any common tract or vegetation easement opposite the side adjacent to the street. Non-sight-obscuring fencing such as split-

rail or chain link fencing may be located on the street side of any common tract or vegetation easement, provided the fencing is not painted and any chain link fencing shall be black vinyl clad in surface coating;

(e) Fencing or walls shall not encroach into any critical area or associated buffer, and all fencing and walls within five feet of a critical area or buffer shall be non-sight-obscuring; and

(f) Standards and specifications regarding the type, placement, treatment, ownership, maintenance and modification, of fencing, walls or landscaping associated with perimeter treatment of the project boundaries, common areas, native vegetation easements, critical areas and associated buffer, shall be specified at the time of final plat approval.

Staff analysis: *These standards shall apply to the final plat document and subsequent site construction for each lot.*

(4) Common Areas and Facilities. Common areas and facilities such as but not limited to parks/open space, storm water detention/retention ponds, bioswales and other storm water facilities, subdivision entrances containing signage/landscape treatment, critical areas, etc., typically provide a “common” benefit to more than one property owner. In some instances, provision of common facilities may be a requirement of development plan approval and necessary for the provision of services. In order to enable the transfer of property rights or ownership interest to other parties, and ensure the continued provision and maintenance of the common facility for a specific purpose or use, the property upon which the common facilities exists must be delineated as a separate tract or easement for a specific purpose, and the parties with ownership or use interest specified.

General principles for common facilities to be reflected in the proposed development include: common areas and facilities benefiting more than one party should be designated as a common area/facility and delineated by easement or separate tract, and the ownership/use interest and provisions for maintenance should be specified at the time of platting; ownership and maintenance of common areas/facilities which primarily benefit the residents/property owners within the development should be the responsibility of said residents/property owners; adequate provisions should be included for continued ownership and maintenance of private common facilities; and common facilities which primarily benefit the general public or are considered part of a city facility should be delineated at separate tracts and dedicated to the public.

Proposed common areas and facilities shall conform to the following:

(a) Facilities benefiting more than one property owner shall be considered common area/facilities, designated by easement or separate tract, and corresponding dedication statements included on the face of the final plat specifying the use for which the easement or tract is created, and assigning ownership and use interest;

Staff analysis: *This shall be applied as a condition of approval.*

(b) Common areas/facilities which primarily benefit the residents/property owners within the development such as subdivision entrances containing signage/landscape treatment, and

private parks and recreation facilities shall be considered “private” common areas/facilities and the primary ownership and responsibility for maintenance assigned to said residents/property owners;

Staff analysis: *This shall be applied as a condition of approval.*

(c) All private common areas shall be of a size sufficient to accommodate associated facilities;

Staff analysis: *This shall be applied as a condition of approval.*

(d) Adequate provisions for ownership and maintenance in the form of statements of easement; conditions, covenants and restrictions; and/or creation of a homeowner’s association shall be specified at the time of platting. The documents shall address continued ownership interest, right of use, responsibility for maintenance, remedies in the event any of the responsible parties fail to perform, and procedures for modification or vacation of easements or tracts and associated facilities not required as a condition of plat approval. The documents shall also include an adequate funding mechanism for those areas/facilities requiring regular maintenance; and

Staff analysis: *This shall be applied as a condition of approval.*

(e) Common areas/facilities which are determined by the city to primarily benefit the general public or are considered part of a city facility such as storm water detention/retention ponds and bioswales shall be delineated as a separate tract and dedicated to the public for future ownership and maintenance.

Staff analysis: *This shall be applied as a condition of approval. This shall apply primarily to the storm water facilities on site. The remaining parcel area – wetlands, wetland buffers and Tract B – shall remain in equal parts ownership under the Sunset Pointe HOA.*

(5) **Park and Recreation Facilities.** In order to ensure adequate provision for public parks and recreation facilities, park impact fees shall be assessed to all residential development in accordance with Chapter [21.20](#) PMC, Impact Fees.

Staff analysis: *This shall be applied as a condition of approval in accordance with the ordinance in place at the time of building permit for each lot.*

(6) **School Facilities.** In order to ensure adequate provision for public school facilities, school impact fees shall be assessed to all residential development in accordance with Chapter [21.20](#) PMC, Impact Fees.

Staff analysis: *This shall be applied as a condition of approval in accordance with the ordinance in place at the time of building permit for each lot.*

Additional note: The Hearing Examiner shall also find that “the public interest and public use will be served by the platting of such subdivision”, per PMC 19.08.030.

Standard DRT LETTER Condition (PMC 20.11.022 inactive applications):

1. Pursuant to PMC 20.11.022 regarding inactive applications, any and all pending land use applications or plat applications shall be deemed null and void unless a timely re-submittal is made to the City within 1 year of issuance of this Development Review Team (DRT) comment letter. Said DRT letter typically identifies requested corrections, studies or other additional required pieces of information necessary to demonstrate conformance with the City's adopted development standards and codes. Subsequent applicant re-submittals shall make a good faith effort to respond to each request from this letter in order for the application to remain active. The failure to provide timely responses or lack of providing the requested material(s) within the 1 year window following DRT comment letter issuance shall be grounds for expiration, thus deeming the pending application null and void with or without a full or partial refund of application fees.

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Engineered plans must follow the latest regulations and standards set forth in the Puyallup Municipal Code (PMC) and the City Standards for Public Works Engineering and Construction (design standards) at the time of permit application. The stormwater design associated with this preliminary plat was reviewed for compliance with the 2014 amended Stormwater Management Manual for Western Washington (DOE manual), but is not vested to these stormwater regulations at this time. The comments provided below are project-specific in nature and should not be considered an exhaustive list of the requirements from the PMC, design standards, and DOE manual.

Geotechnical/Critical Areas Assessment/Stormwater Report:

1. The geotechnical report prepared by Earth Solutions NW must be updated to reflect the current project design. Applicant will not be permitted to redirect surface water to neighboring adjacent properties at the Southern boundaries of lots 13, 14, 15, 16, 17, 7, and 8 as currently designed. The stormwater report must specifically address PMC 21.10.050 (3) with regards to surface water drainage from the proposed development posing "no significant adverse impact to the downhill property". This condition does not appear to be currently met for lots 13, 14, 15, 16, 17, 7, and 8.
2. If retaining wall(s) are proposed for the steep slopes at the Eastern boundary of the site, the civil plan must depict wall footing drains that are directed onto the development property and not onto adjacent properties. Retaining walls, if proposed, must also comply with setback requirements set forth in PMC 20.58.005 (2)(a).
3. The geotechnical study does not include any infiltration testing to support its claim that infiltration is infeasible. In addition, other than the heavy perched groundwater seepage observed in TP-4, the report offers little discussion on the expected groundwater conditions. Evidence of iron oxide staining in many of the test pits along with Habitat Technologies' observation of "numerous groundwater seeps" and "fully saturated conditions" in their site reconnaissance suggests that there is more to elaborate on with regards to groundwater. Prior to preliminary plat approval, wet-weather infiltration and groundwater testing in accordance with the 2012 SWMMWW will be required to support stormwater feasibility/infeasibility.

4. The geotechnical study does not address the presence of wetlands and perennial streams on-site. Please include a brief description of these features and their impact on the site soils if applicable.
5. Please elaborate on the "moderate organic debris" found in TP-15 that was found to be deleterious.
6. The landslide hazard discussion for lots 12 and 13 appears to be commenting on the existing slope and not the proposed 2:1 20+ foot slope at the southern sides of lots 13, 14, 15, 16, 17, 7, and 8. Further, the discussion does not address the heavy perched groundwater found in TP-4 near proposed lot 14 or the presence of loose to medium dense soils on top of dense silts and the impact of the development on these soils. Applicant will not be permitted to increase the height and slope of the landslide hazard area as currently depicted.
7. The landslide hazard discussion for lot 8 must be updated to reflect the current proposed conditions for lots 7 and 8, which do not include an MSE wall as initially assumed by Earth Solutions NW.
8. According to SJC's 3rd party review the "ornamental ponds" must be regulated as wetlands. As such, the discharge from the proposed storm facility and lot 17 must be assessed against Minimum Requirement #8.
9. Compliance with MR #8 is not met by providing the critical area assessment alone. Applicant must provide an analysis of MR #8 in accordance with Appendix 1-D of the 2012 SWMMWW. Class IV wetlands are not required to strictly meet MR #8, but the analysis must still be presented to the City for review. The City will require a signed letter from a wetland biologist or hydrogeologist stating that the development poses no adverse impact to the wetlands' hydroperiods or ecosystems.
10. Please depict and describe the downstream drainage path for the water that is discharged to the "ponds". Provide a downstream summary/analysis for all outfall points.
11. Public ROW runoff must be treated and detained separately from private drainage 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.
12. Flow rates for the North and South basin do not match the WWHM output provided. Please reconcile.
13. The percent exceedance column provided is confusing/misleading because it is a positive percentage whether post development conditions exceeded or was less than pre-developed conditions. Additionally, it appears that several of the percentages are incorrect.

SEPA:

1. Item B.1.d must include a description of the landslide hazard areas present on-site.
2. Item B.3.1. must include a description of the perennial stream observed by Habitat Technologies. Also, please provide a brief description of the site wetlands as opposed to solely referring to the critical areas report.
3. Item B.3.2 provides no description or attached plans for the proposed work within the wetland buffer area.
4. The description provided for item B.7.a.(1) is incorrect. There is site history of a dam constructed from used car battery casings that was remediated. Please discuss this historic contamination in the SEPA report.

5. The height provided for item B.10.b. does not include the height of the slope for proposed lots 13, 14, 15, 16, 17, 7, and 8. Please include a description of the entire height of obstruction from the toe of the existing slope on the Kodiak estates properties to the assumed roof line of the proposed properties listed above. A simple sight diagram may be useful in illustrating this project's impact to the neighboring properties.

Preliminary Plat Comments (all comments apply to Sheet P2):

1. Depict and label the following existing easements:
 - a. 1071540
 - b. 1549950
 - c. 22510
 - d. 201710300359
 - e. 201710300360
2. Provide preliminary road profiles so that the proposed roads can be reviewed against vertical design criteria.
3. Show locations of proposed streetlights.
4. Provide contours a minimum of 20' beyond the property lines. Will be required to show the toe of the steep slope ending at Kodiak Estates.
5. Label existing culverts that are crossing from Pond A to Pond B.
6. Minimum easement width for a utility is 40 feet.
7. Please clarify what the 25' x 25' leased easement area is for and if it is still in use.
8. The City will allow some lateral connections into a manhole, however the 5 laterals entering the same manhole as currently shown is not constructible. Please revise.
9. Provide a dual water meter between lots 19 and 20 and between lots 21 and 22.
10. Lot 1 must have frontage on a public street.
11. Please clarify where the water meters for lots 1 and 3 will be located.
12. Lots 1 and 3 will not be permitted to share a sanitary lateral as currently depicted.

Fees:

- A water system development charge (SDC) will be assessed for each new single family residence and is due at the time of building permit issuance for the individual lot(s). The current amount of the SDC as of this writing is \$3,767.00. [PMC 14.02.040, 14.10.030]
- A sanitary sewer system development charge (SDC) will be assessed for each new single family residence and is due at the time of building permit issuance for the individual lot(s). The current amount of the SDC as of this writing is \$5,206.00 [PMC 14.10.010, 14.10.030]
- A Stormwater Systems Development Charge (SDC) will be assessed for each new single family residence. The current SDC as of this writing is \$3,146.00 per unit.
- For new plats, water and sewer connection fees and systems development charges for water, storm, and sewer will be assessed at the time of building permit issuance for the individual lots. [PMC 14.10.010, 14.10.030, 14.02.040]
- 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]

TRAFFIC – Bryan Roberts (253) 841-5542 broberts@ci.puyallup.wa.us

- Traffic scoping worksheet is approved. The traffic impact fee will be \$4,455 fee per dwelling unit and shall be paid prior to building permit issuance.
- Park impact fee was established by Ordinance 3142 dated July 3, 2017 and shall be charged per new dwelling unit based on its size:

Size of Residential Dwelling	Park Impact Fee (Per residential dwelling Unit)
Less than 500 sqft	\$1,560.05
500 - 999 sqft	\$2,313.53
1,000 – 1,999 sqft	\$3,291.31
2,000 sqft or more	\$4,017.30

- In accordance with Puyallup Municipal Code 19.12.050, a road connection between Highland Dr and 19th Ave SE may be required for this project; please reference Planning's notes for additila.
- Per Puyallup Municipal Code Section 11.08.130, the applicant/owner would be expected to construct half-street improvements including curb, gutter, 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:
 - 19th Ave SE extension (between 21st St SE & Highland Dr) shall consist of a 28' street with curb, gutter, 5' sidewalks, 5.5ft planter strip and street lights in a 50' right-of-way.
 - The alignment of this new roadway connection can utilize a non-standard "Knuckle" design similar to Pierce Co PC.A6.1 standard detail. This design will allow a more feasible roadway design based on the existing topography.
 - 23rd St PI SE & 21st St SE shall consist of 28' streets with curb, gutter, 5' sidewalks, 5.5' planter strips, and street lights within a 50' right-of-way. The improvements shall be from street centerline. Assuming a symmetrical cross section, additional right-of-way (ROW) may need to be dedicated to the city.
 - With 28' wide roadway width, NO Parking signs shall be required on at least one side of these roads.
- A separate street lighting plan is required for the City's review.
- The driveways adjacent to the existing cul-de-sac along 23rd St PI SE must be rebuilt to accommodate the new roadway alignment. Will need to coordinate with existing home owners.
- This project will require property dedication along the west side of parcel 0420353009 to allow 60ft of ROW. This ROW dedication will facilitate future city roadway improvements along 21st ST SE.

FIRE PREVENTION – David Drake (253) 841-4171 ddrake@ci.puyallup.wa.us /Ray Cockerham (253) 841-5585 rayc@ci.puyallup.wa.us

- Verify fire flow, a Water Availability/ Fire Flow report shall be required.
- City of Puyallup Municipal Code requires a minimum 1,000 GPM of fire flow. If this amount is less than the requirement, a fire sprinkler system shall be required in the new structures built in the plat.

- Per City of Puyallup Municipal Code 16.08.070 (14), Installation of fire hydrants. Any portion of new single-family dwellings shall be within 600' from a public hydrant that is located on a fire apparatus access road.
- Fire Hydrants will be required per city standards and fire code.
- Driveways 150' and over will require a fire truck turn around. Lots 1,3,7, and 8 may require a turn around.
- Maximum grade shall not exceed 10% for fire access roads.

BUILDING – Eric Belin (253) 770-3328 eric@ci.puyallup.wa.us

- Earth moving during the grading process will require a Geo Engineers report for Building Envelope soils compaction and bearing capacity.
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Please submit 6 copies of the requested information at your earliest convenience to continue the review process of your application; please fully respond in writing to the remaining items that need to be addressed, as outlined above. If you have questions regarding the requests, comments or conditions outlined above, please contact the appropriate staff member directly using the phone number and/or email provided.

Sincerely,



Chris Beale, AICP
Senior Planner